



INFRASTRUCTURE
The future is in infrastructure

SPMLIFE

House Journal, January - March 2008

Building infrastructure



for a better future !

And there will be a day, when every single individual of this country will have safe and sufficient water, every home will be illuminated by the power of an electric bulb, every village of this country will be well connected by roads, every soul will shine brightly with thousands rays of hope and every heart will have the power to fulfill a thousand dreams.

And that will be the beginning. The beginning of a whole new India.



MESSAGE FROM VICE CHAIRMAN

The 3rd edition of the **SPMLIFE** basically deals with the present Infrastructure scenario of INDIA and problems associated with this sector. Today India is fast becoming one of the world's economic superpowers. The paradigm shift to an open economy has created new vistas of opportunity for the creation of infrastructure development. The scope for private companies to develop and thrive in this field is thus enormous.

With an economic growth rate second only after China, India continues to be the most sought after location for off shore businesses. However, without significant investment in infrastructure, India will be unable to continue its astounding growth. Moreover, developments in the road sector leaves a scope to examine whether privatizing infrastructural developments will help India develop its infrastructure facilities.

The road transport sector has been declared a priority and will have access to loans at favorable conditions. The National Highways Act has been modified to help the reduction of tolls on national motorways, bridges and tunnels. Private participation in the energy sector has been encouraged with the reduction of import duties, a five-year tax exemption for new energy projects and a 16% return on equity.

Today we are on the right path to be rated as a corporate all-rounder. We enforce best practices in technology and organizational transformation, process design and re-engineering, human resource management, strategic and business planning, supply chain management, globalization strategy, customer relationship management and corporate governance. We strive hard to be rated as a company which should be emulated as a benchmark in this segment for the best processes and practices.

We have the vision and commitment to outperform our peer groups through innovation and quality, and by offering customer-oriented products at the most competitive prices with timely delivery and management accountability. We are constantly striving to transform and enhance the fortunes of our stakeholders and end users. It shall be my utmost effort and undertaking to make SPML a better place both for the employees at work and our customers, and ensure that everyone associated with us continues to reap rich dividends.

Subhash Sethi
Vice Chairman

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editor

Ms. Nishal Jain

editorial board

Mr. B. B. Mukherjee

Mr. A. C. Goyal

Mr. S. Chandra

Mr. S. K. Mujjo

Mr. Tushar K. Nandi

Mr. Sudhir Shekar Shetty

Ms. Amba Bhavani

published by

Subhash Projects and Marketing Limited

22 Camac Street, Block - A, 3rd Floor,
Kolkata - 700 017

Phone + 91 - 33 - 4009 1234 / 4009 1200

Fax : 91 - 33 - 4009 - 1303 / 1301

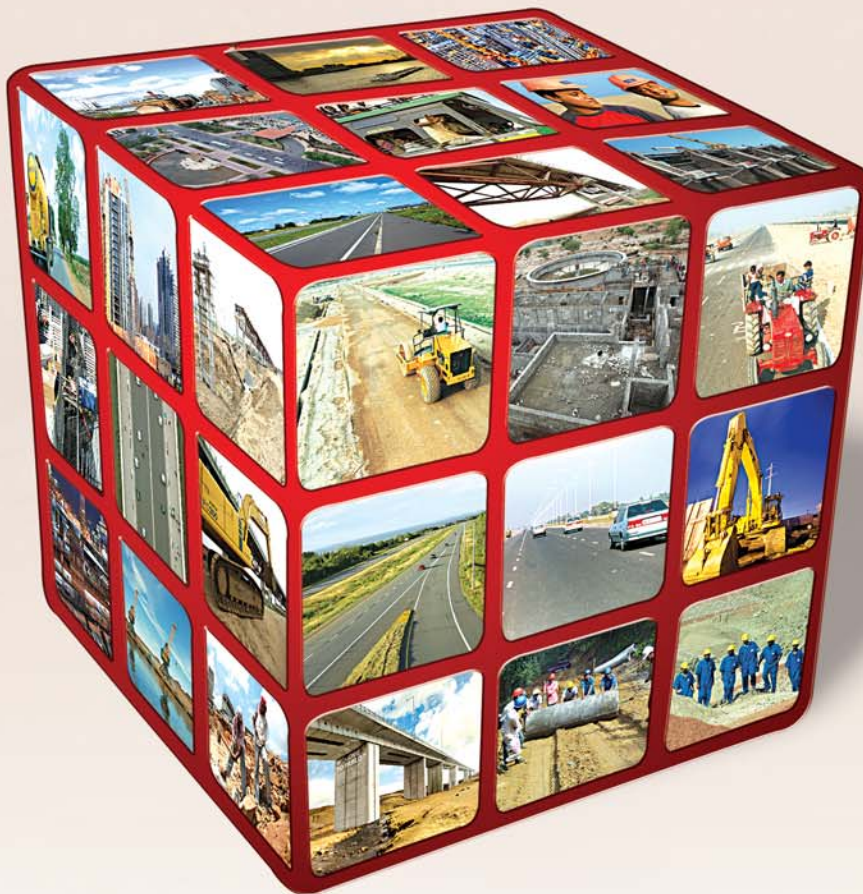
E-mail : info@spml.co.in

Website : www.spml.co.in

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INFRASTRUCTURE IN INDIA | *An Overview*



CHALLENGES AHEAD

In the Infrastructure sector, the biggest challenge ahead is to make growth more inclusive and sustain it in the long run

With some 1.1 billion people, diverse regions, and a vibrant democracy, India has been making progress on a scale, size and pace that is unprecedented in its own history. In the nearly 60 years since its independence, the country has been successful on a number of fronts. Maintained electoral democracy,

reduced poverty by more than half, emerged as one of the world's fastest growing economies with average growth rates of 8% over the past three years and is now the world's fourth largest economy in purchasing power parity terms. India's construction sector has recorded phenomenal growth over the past five years,



as government expenditure on infrastructure projects has been on the rise. With the industry expected to reach a value of US \$59.4 bn in the current year, according to the survey India Infrastructure Q3 2007 Reports an average construction industry real growth of 13.92% for the period 2007-2011.

A major emphasis on roads and housing is evident in the government's approach. Strong policies have been proposed and introduced by the state to promote growth in infrastructure projects and positively change living conditions through construction of new housing. Recent initiatives include permission for 100% foreign-equity participation in the construction industry. With the reduction in barriers, the Indian construction and infrastructure sector has been thrown open to foreign

FUTURE AHEAD

Infrastructure opportunities in India are tremendous with India's population expected to grow to almost 1.7 billion by 2050. With disposable income levels increasing across India, we anticipate a relentless demand for infrastructure in the coming decades.

Strategic challenges

Government policy and programs are looking beyond maintaining rapid growth to making this growth more inclusive. The 11th Plan approach paper lays out the Government's priorities in this direction. A variety of Government initiatives have been launched: to build rural infrastructure (Bharat Nirman), address employment (NREGA), uplift rural health (NRHM), address primary education (SSA), and renew urban infrastructure (JNNURM).

- ▶ Adapting to increasing water scarcity
- ▶ Improving energy efficiency and ensuring adequate energy supplies
- ▶ Adapting to climate change which could impact India more than most countries
- ▶ Coping with accelerating urbanization through strengthened urban governance
- ▶ Protecting India's fragile environment in the face of the rising pressures created by economic success
- ▶ Making India a driving force in technical innovation.



NEED OF THE HOUR

India needs large investment to strengthen its infrastructure to speed up growth to 10% by 2012 from an average of 8.7% since 2003.

competition, which has been deeply lauded by international investors.

Although investments in the sector have improved, they are yet to match the pace of India's economic growth. The government-released Economic Survey 2006-07 states that during the period of the eleventh five-year plan (2007-2011), investments of about US \$320 bn would be required. These investments are to be achieved through a combination of public investment, public-private partnerships and exclusive private investments, wherever feasible. Moreover, the construction industry in India is highly fragmented with about 3,00,000 companies of which, only about 100 are large or medium sized companies.

However, India's construction industry is expected to grow at a tremendous pace. The industry forecast is to reach US \$129.38 bn in 2011, contributing 10.54% to the GDP.

Market size

Infrastructure accounts for nearly 6 % of Indian GDP and is the second biggest contributor after agriculture. Construction is a capital-intensive activity. Broadly the services of the sector can be classified into infrastructure development (54%), industrial activities (36%), residential activities (5%) and commercial activities (5%). The main entities in the construction sector are construction contractors, equipment suppliers, material suppliers and solution providers. The sector has an estimated turnover of INR 4 trillion. The sector is growing at around 15% per annum.

Current state of India's Infrastructure

Infrastructure problems in India range from the poor condition of the roads to shortage of electricity. The shipping ports of India need to be upgraded to meet international standards. As India's population grows and moves to the



ROADMAP FOR THE FUTURE

It is estimated that the South Asian nation may need around \$500 billion for infrastructure between 2007 and 2012.

urban cities, there is a greater demand for electricity. Over the past decade, electricity generation has grown at a compound annual rate of 5.5%, but the demand has grown even faster. Peak demand exceeded supply by 12.1% in 2005. The condition of the roads is poor; the speed limit on most of the highways is 40 mph as compared to 65 mph in the USA. These poor conditions of the roads drastically affect the business transactions across the country and need an overall repair. The international trade in India is adversely affected by inefficient ports which are congested and expensive. According to the survey, freight as a percentage of total import value is about 11 percent in India, compared with a 6 percent global average and 5 percent for developed countries. There is also a higher lead-time for trade: 6 to 12 weeks for India's trade with the United States, compared with China's 2 to 3 weeks.

7 steps to boost the infrastructure sector

- ▶ Development of the domestic debt market.
- ▶ Tapping the potential of the insurance sector.
- ▶ Rationalising banks' and NBFCs' (Non-Banking Finance Companies) participation in infrastructure financing.
- ▶ Fiscal recommendations
- ▶ Facilitating equity flows into infrastructure.
- ▶ Inducing foreign investments into infrastructure.
- ▶ Utilising foreign exchange reserves.



LOOKING AHEAD

SBI expects infrastructure spending in India to reach \$1 trillion in the next decade.

Sustaining Growth

Fiscal deficit : While the country has improved its fiscal indicators recently, further improvements will be needed to reduce risks to fiscal stability and, more importantly, to create the space to fund the country's large infrastructure needs and ambitious social development programs.

Trade Deficit : The trade deficit is large and has widened due to high oil prices and increased non-oil imports. Nevertheless, India's vulnerability to an external crisis remains limited due to its large foreign exchange reserves - which touched almost US\$ 285 billion on Jan 18, 2008 - its low levels of external debt, and buoyant exports of services.

Ongoing Reform : Redoubling of reforms that address the basic constraints to growth is essential, as international experience shows that the recipe for slow growth is

complacency about pushing ahead with reforms in times when growth is high.

Role of SPML in Infrastructure Growth

India's first Prime Minister Jawaharlal Nehru had called dams, factories and infrastructure the temples of modern India. As one of the leading Engineering and Infrastructure Development companies in the public as well as private sector, SPML is making an undeniable mark in the Infrastructure sector. SPML believes in working towards a better tomorrow, conceptualizing and executing all its projects in anticipation of the growth projections of the country. Therefore, SPML's core business objectives are not just driven by the market demands, but by a more higher aspiration of nation building.



PROFILE OF NTPC BONGAIGAON | *Project profile*

by Mr. B. B. Mukherjee

The state of Assam and the Gateway to North-East of India is starving for Electricity. Though it has some Hydro Electric Power Plants, it hardly has any Thermal Power Installation.

The State is now reeling under severe power crisis with the shortfall in availability of power shooting up to around

230 MW during the peak load hours and around 170 MW during the off peak load hours, forcing the Assam State Electricity Board and its successor companies to take recourse to frequent power cuts.

NTPC has ventured into the execution of 3 Units of 250 MW Thermal Power Plant which will certainly boost up



the power scenario for the State of Assam and its neighboring states in the coming future.

SPML has been awarded the entire Civil and Structural work for the Main Plant and Offsite facilities for this prestigious project by NTPC. The salient features of the project vis-a-vis the scope of work is given below :

- Order Value Rs. 329,48,17,097/-
- Order Date 31-03-2008
- Completion period 36 months from the date of Order

Major Scope of Work :

- Piles = 8,550 Nos. (2,56,500 RM)
- Excavation = 10,20,000 Cum
- Concreting = 4,50,000 Cum
- Structural works = 42,000 Ton
- Quantity of Road Work = 20 Km.

Major Units of Work :

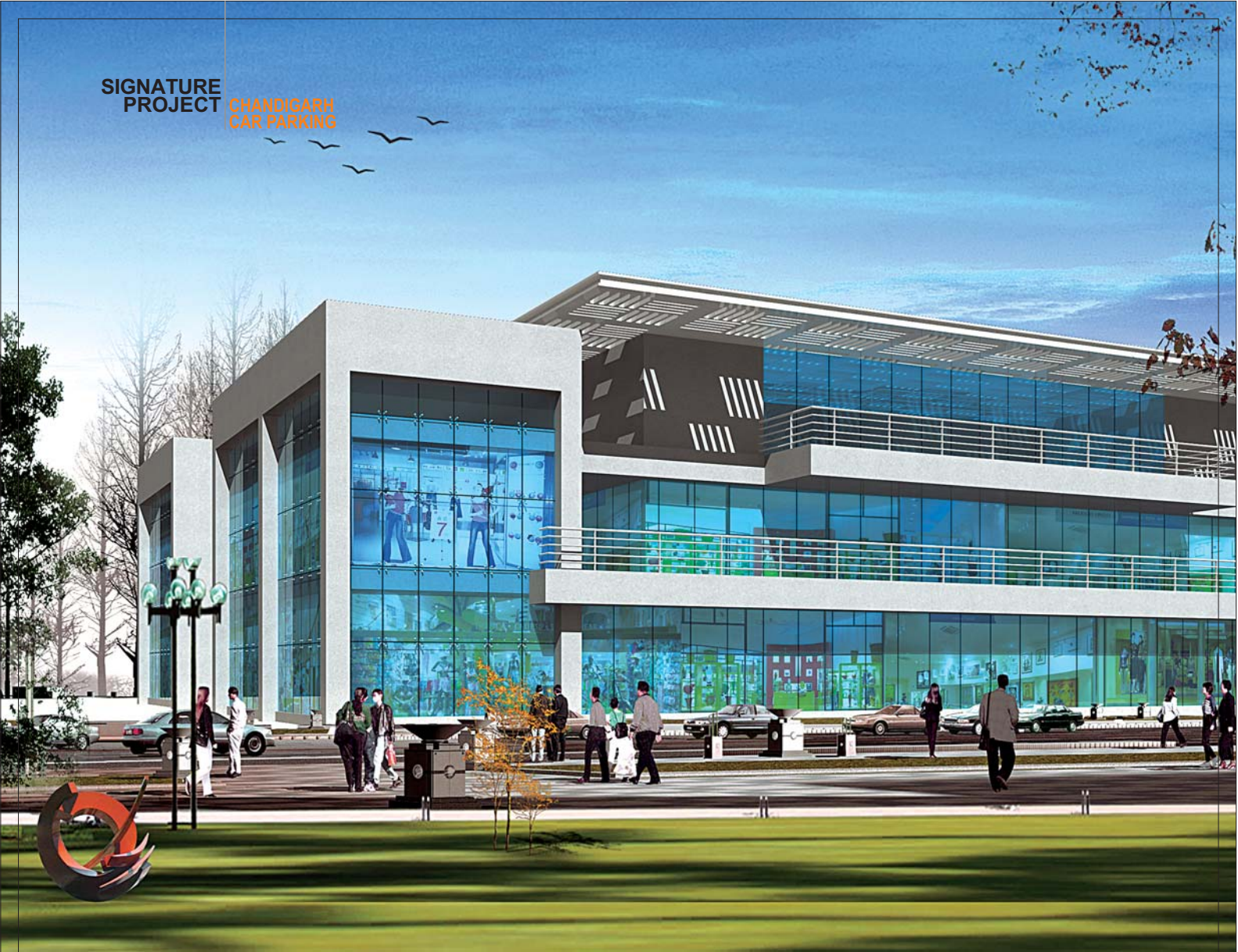
- Main Power House
- TG, BFP, Boiler, Fan, ESP foundations
- Mill / bunker building
- Conveyor gallery and the trestles in main plant area
- ESP & VFD control buildings
- Transformer yard

- Control room building
- Compressor house
- DG Set building
- ARCW pump house
- Air Washer building
- Service water pump house and tank
- DM water pump house
- FO pressuring pump house
- Fire water storage tank foundation
- DM water storage tank foundation
- Earthing mat
- Paving/drainage/sewerage in main plant area
- Cable/pipe/duct support trestles and trestle foundations
- Piling for chimney
- Cable/pile & firewater trenches
- CW Pump house with civil, structural and architectural works
- CW channel & intake duct

Although it is a job of Rs. 329.48 crores, the entire quantity of cement, reinforcement and structural steel will be issued by NTPC free of cost, if we add the cost of cement and steel the project value goes up to Rs. 710 crores approximately.

Although the total project cost is Rs. 329.48 crores, the entire quantity of cement, reinforcement and structural steel will be issued by NTPC free of cost, if we add the cost of cement and steel the project value goes up to Rs. 710 crores approximately.





CHANDIGARH CAR PARKING | *Signature project*

by Mr. Tushar Kanti Nandi

All the Metropolitan cities and towns in India are witnessing a phenomenon of ever increasing growth of vehicular traffic due to the population explosion coupled with large scale socio-economic activities. With the rise in the number of 4-wheeler (over 8 lakh units/year growing at 10% yearly) and 2-wheeler vehicles in many folds, ever increasing number

of cars and the perennial shortage of parking space is a problem that plagues all Indian metro cities and towns

In order to accommodate the large volume of vehicles, these cities and towns need to decongest roads and solve parking problems. Multilevel car parking systems with mechanized/fully automatic in underground/above ground



CHANDIGARH CAR PARKING - VIEW

Design and construction of the Multi-level Parking Facility for 1200 ECS by using semi-automatic /mechanized Parking System in the underground as well as conventional surface parking and also construction of commercial space 25,699 sq.ft. and the subway.

can substantially ease the pressure by maximizing the car parking capacity with the use of vertical space, rather than expand horizontally with fully automated system having specific advantages of less parking/retrieval time and less requirement of equivalent car space (ECS).

Multi-level car parking system will be a success in commercial layouts for a Developer on DBFOT (design, build, finance, operate and transfer) basis. Developing a car parking complex only with parking fees as revenue is not sustainable. Hence, the trend is being followed by all civic bodies to combine these parking complex with ad revenues and some portion being developed as commercial space where the Developer can fetch a good amount of lease rent so that the revenue keeps flowing and sustain throughout the concession period.

Car Parking Technology

Semi automatic/Mechanized :

car parking systems make creation of extra parking capacity feasible. So far, three types of mechanized car parking systems -- puzzle, tower and mini -- have been operating in India. In each of these, the car is always parked or retrieved at one level only, and the stationary vehicle is carried to different levels in steel pallets. The puzzle system (pic.1) is configurable and module capacity can vary. Puzzle parking solutions comprise motor driven pallets that move laterally or vertically, making it possible to park or remove any car without disturbing the others. They



Pic.1: Three Stage pit puzzle system parking

are easy to operate and maintain. They come in various combinations and can be adapted in restricted spaces too, like driveways, basements, rooftops and so on. These



Pic.2 : Tower system

can be in 2 stages, 3 stages or 4 stages. All the stages can be above ground or one can be in the pit. It takes just about a minute and a half maximum to either park or take out a car. For instance, car parking space meant for three cars can accommodate eight cars in 3-stages with 1-tier in the pit and 2-tier above ground. One slot need to be kept empty in the module. A logic control system indicates the vacant slot and accordingly, the cars are moved, parked or retrieved.

In a tower system (pic. 2) elevator rail system is applied. This is a very space economical installation – up to 50 cars can be parked in the space required for two.

Fully automatic systems :

(pic. 3) generally cater to higher capacities Per unit and can be with pallet or without pallet as the latest trend is. Cars are typically transferred vertically and laterally by a car lift/elevator. There would be an entrance automatic safety barrier and a ticketing/car swiping machine when the user drives in before entering into the entry level of the parking system. The car in the entry / exit room is centered on the elevator platform



Pic.3 : Underground multi-level automatic car parking with multi-lift system

- ▶ Complete financing of the project
- ▶ Quality parking management including operation and maintenance
- ▶ Collect parking fee from the users of the parking facility as per parking fee rates specified by MCC
- ▶ Providing other services like valet parking, car maintenance, helmet repository, etc.
- ▶ Lease rental from the proposed commercial space
- ▶ Revenue from advertising on parking fee tickets, interior walls, parking spaces and subway etc. SPML will implement this project with Mumbai based RR-Parkon as Technology provider with the use of Korean technology

through a centering device, and the dimensions of the car are then checked through a laser scanning device. The user has to switch off the engine and leaves. The car is then taken up / down on the elevator, depending on whether the system is above the ground/underground and then parked at the appropriate level through elevators and shuttles. More than one lift can be placed in each row at either end, or in the middle as required.

The PLC system computer decides, which floor, which slot the pallet with the car is to be placed and parked on. Accordingly, the pallet with the car placed on it, taken up with the help of the vertical elevator system to the desired floor. Retrieval of parked cars is precisely the same operation, but in the reverse order. When the driver comes to collect his car, swipes the magnetic card and automatically the bill for parking is generated for payment. Simultaneously the computer has issued the order for retrieval. The elevator brings down the pallet. On retrieval, the pallet takes a turn and keeps the car in a drive-out position. The Main gates opens automatically, driver walks in and drives out in his car. The Gate closes automatically and the system is on standby for the next requests. The entire system can operate,

CHANDIGARH CAR PARKING - ATRIUM VIEW





with just one ticket attendant in each lobby. In case of the remote eventuality of any problem, the same shall be reflected immediately in the master computer in the control room and the fault rectified within minutes. The system provides all safety precautions.

Project – Chandigarh Multilevel car parking complex

SPML signed the concession agreement with Municipal Corporation of Chandigarh (MCC) in October'07 for the project “Development of Multi-level car parking complex with commercial space in sector-17 ” on DBFOT basis and Public Private Partnership (PPP) model which was bagged through a competitive bidding process.

- ▶ Client : Municipal Corporation of Chandigarh
- ▶ Concession period : 9 years and 11 months
- ▶ Project capital cost : Rs. 43 crore

Scope :

- ▶ Design and construction of the Multi-level Parking Facility for 1,200 ECS by using semi-automatic/mechanized Parking System in the underground as well as conventional surface parking and also construction of commercial space 25,699 sq.ft. and the subway.

- ▶ Complete financing of the project
- ▶ Providing quality parking management, operation and maintenance work of the Multi-level Parking
- ▶ Collect parking fee from the users of the parking facility as per parking fee rates specified by MCC
- ▶ Providing other miscellaneous services like valet parking, car maintenance, helmet repository, etc.
- ▶ The Project Revenues generated during its operation period shall comprise of the following :
- ▶ Parking fee from the vehicles using the proposed parking facilities
- ▶ Lease rental from the proposed commercial space
- ▶ User charges for other miscellaneous services like valet parking, car maintenance, helmet repository, night parking for buses etc.
- ▶ Revenue from advertising on parking fee tickets, interior walls, parking spaces and subway etc. SPML will implement this project with Mumbai based RR-Parkon as Technology provider with the use of Korean technology (similar to the system as shown in pic.1).

SPML – Opportunities Ahead

This car parking project is one of the largest in this part of the country. In urban infrastructure sector, SPML shows the way in development on PPP model and will help to improve the civic amenities in the city.

Moreover, this project is the stepping stone for SPML for participation in a big way in the fastest growing segment of development of automated car parking complexes. In Delhi alone, there are 40-such projects in the pipeline and in Mumbai, 16-such projects are planned to be in operation by 2011. Also, in other metro cities and towns like Chennai, Bangalore, Hyderabad, Kolkata, Ahmedabad, Jaipur, Bhatinda, Ghaziabad etc., many such projects are planned by the Civic Authorities. This car parking projects segment alone is expected to grow to Rs. 2,000 crore in the next two years. SPML is looking at this opportunity to collaborate with a pioneering technology provider and establish its leadership in this emerging business.



JAMUI PROJECT

by Mr. Soumitra Chandra

Technical Aspect : Widening & Strengthening of existing road to two-lane roads with earthen shoulders and with proper geometrics including cross drainage works in the state of Bihar, dist. Jamui. CPWD is the implementing agency who have been entrusted with the Development of existing highways in the state of Bihar. The construction of road work in various stretches has been clubbed in 22 Packages.

PREAMBLE

Spread over a stretch of 86.433 KM & passing through various topographical formations like, forests, villages & Greenfield, the road will be a state of the art creation made possible by human being on the heart of Nature, once it is built.

The broad features of the proposed road work are as under

- (1) Widening and strengthening of existing road to 2 lane undivided carriageway with flexible / rigid pavement on either side, covered drains.
- (2) Construction / reconstruction of slab and pipe culvert.
- (3) Provision of necessary road side drainage
- (4) Provision of road marking with thermoplastic paint kerbs and appurtenances.



JAMUI PROJECT

The cross section of the road consists of Excavation/ Embankment, Sub Grade, Drainage layer, Granular Sub Base, Wet mix macadam, Bituminous macadam and Semi dense bituminous macadam.

The proposed pavement type and the methodology for construction involve modern technology including modern construction technic and practices. By and large, the work would involve flexible pavement. In built up area, rigid pavement is proposed to be provided. The construction procedure to be adopted shall involve use of different type of rollers varying from Pneumatic Tyre Roller, Vibratory roller, Tandem rollers depending upon the requirements.

Length of the Road : 86,433 KM

No of Slab Culvert : 101 Nos

No of Pipe Culvert: 49 Nos

Client & Contract Value

Client : Central Public Works Department

Contract value : Rs.108.31 Crore

Contract Start Date : 14-05-2007

Targeted Completion Date : 23-02-2009

Plant & Machineries deployed by SPML for Construction of this Project:

(1)	Wheel Loader	3 Nos
(2)	JCB	1 No
(3)	Dozer BD50	1 No
(4)	Soil Compactor	3 Nos
(5)	Tandem Roller	3 Nos
(6)	Mechanical Paver	1 No
(7)	Sensor Paver	1 No
(8)	Concrete Paver	1 No
(9)	Bull Loader	1 No
(10)	Motor Grader	1 No
(11)	Transit Mixer	3 Nos
(12)	Crushing Plant	1 No
(13)	WMM Plant	3 Nos
(14)	DG Set 25 KVA	1 No
(15)	DG Set 125 KVA	3 Nos
(16)	DG Set 500 KVA	1 No
(17)	HYVA	8 Nos

ADVANTAGE SPML

This work will give SPML credential to participate in other road projects and can become one of the leaders in road sector

Benefits of SPML from the Project :

Although SPML is doing lot of Infrastructure work, this is the first time SPML is constructing Road works. This work will give SPML credential to participate in other road projects and can become one of the leaders in road sector considering the volume of road to be constructed in India in near future. The main clients are National Highways Authorities of India, CPWD and other State Government bodies.

Client & Contract Value

Client	: Central Public Works Department
Contract value	: 108.31 Crore
Contract Start Date	: 14-05-2007
Targeted Completion Date	: 23-02-2009





CHALLENGES AHEAD

Procurement of new equipment, building up a fleet of Road machineries and build up a team of experts is the biggest challenge ahead

Social Responsibility :

Govt. of India under (Rashtriya Sam Vikas Yojana) has taken initiative to develop the roads in Bihar. This is one of the Projects under Rashtriya Sam Vikas Yojana that we are executing. Another such road project under Rastriya Sam Vikas Yojana of CPWD being executed by us is in Saharsa dist. of Bihar for a contract value of Rs. 113.67 crore. The development of Road will help to develop the Road transport facilities of that area. This will boost the transport facilities which have been hitherto poor particularly in the state of Bihar. This will also decrease the maintenance of vehicle, decrease the fuel consumption and also save time and in turn development of state as well as nation.

Challenges Ahead :

We have entered a new area of construction. Greatest challenge is to build up a team of experts who have fair bit of experience in order to become the core group of Execution team for Road projects. Procurement of new equipment and building up a fleet of Road machineries is another challenge that lies ahead. Tough competition exists among infrastructure companies to secure the contract. Another challenge underlying this project is to handle hostile situation in some of the pockets of the road stretch of 86.433 KM due to the presence of some militant organizations.

NEW CONTRACTS

INFRASTRUCTURE

Client : Corporation of Chennai, Bridges Department

Project : Rail Under Bridge (RUB) Rail Over Bridge (ROB) at North & South Chennai

Contract Value : Total Rs 60.81 crores

Scope of Work : (i) RUB at Villivakkam Level Crossing M. C. Road Saidapet (ii) ROB at Kathivakkam Cochrane Rangajapuram Alandur

This is the first of its kind of works SPML bagged which has opened and given a way for a new BU and SPML can concentrate in such business in future.

ENVIRONMENTAL

Client : Municipal Corporation of Delhi, New Delhi

Project : Collection, segregation and transportation to landfill sites of municipal waste from three zones of MCD of Delhi under PPP mechanism

Scope of Work : PPP format for collection, segregation and transportation to landfill sites of municipal waste central, South & City Zones covering 370 sq.km. Waste handled – 1,500 TPD, management of 778 waste storage depots

Client : Delhi International Airport Private Limited, New Delhi

Project : Waste Management at Delhi Airport Private Limited

Contract Value : Service contract for 3 years

Scope of Work : Collection of Garbage from Terminal 1A, 1B, arrival hall & International Terminal + City Side Area.

Client : GMR Hyderabad International Airport Limited, Hyderabad

Project : Waste Management at Shamshabad (“Airport”)

Contract Value : Service contract for three years

Scope of Work : Collection, Transportation and Disposal of Waste from GMR Hyderabad International Airport.





POWER

Client : Bangalore Electricity Supply Company Limited.

Project : Swarna Jyothi Scheme – II (Rural Load Management System - RLMS)

Contract Value : Rs. 272.68 crores

Scope of Work : Govt. of Karnataka has issued directions to provide continuous power supply to rural areas. But, as per the present situation the Generation capacity of the state, is insufficient to fulfill the directions of the Govt. Under this condition, it was thought of to provide limited hours of power supply to irrigation pump sets and arrange for 24 hours power supply to rural areas, mainly the domestic, motive power installations and water works. This could be achieved with the available Information Technology by introducing Programmable logic controls for each Distribution Transformer centers having IP loads. This system is known as the Rural Load Management System.

By introducing Programmable logic controls for each Distribution Transformer centers having IP loads, power supply can be arranged for a limited period to IP loads and 24 hours to other domestic loads, commercial loads, motive power installations and water works, without increasing the capacity of the distribution transformer and with available generated power.

WATER MANAGEMENT

Client : Chennai Metropolitan Water Supply & Sewerage Board

Project : Water Supply Scheme to Kilpauk, KK Nagar & Triplicane areas in Chennai.

Contract Value : Rs. 80.54 crores

Scope of Work : Supplying, Laying, Testing & Commissioning D. I. and M. S. Pipes of various sizes in Kilpauk, KK Nagar & Triplicane Water Supply Zone – Package V, VIII & IX

CHAIRMAN, SHRI ANIL SETHI, GUEST OF HONOUR AT WATER & ENVIRO TECH EXPO 2008

The 2nd Water & Enviro Tech Expo 2008 and Pumps & Valves Expo 2008 was held on 26th to 27th April 2008 at Kormanagal Indoor Stadium, Bangalore.

Our Chairman, Shri. Anil Sethi was invited as the Guest of Honour along with dignitaries - Dr. H. C. Sharat Chandra, IAS - Chairman, Karnataka State Pollution Control Board, Shri. K. H. Gopala Krishna Gowda, IAS - Chairman & MD, Karnataka Urban Water Supply & Drainage Board and Shri. Suresh Harries - Secretary, KOAPA at the inauguration of the event on 26th April, 2008.

Chairman in his speech gave emphasis on enhanced industry and government participation in water initiatives. He spoke on the growing need of Public-Private Partnership models in the water industry; Further, he said, it was imperative to institutionalize the various departments and formulate long term policies and regulations, so that the PPP models work effectively and successfully for all the stakeholders, especially the consumers. He envisaged a win-win situation for all involved in these initiatives.



SPML at FICCI CONCLAVE, New Delhi

SPML Enviro participated in the FICCI Conclave which created awareness amongst various participants including ULBs, regulators (MoEF & CPCB), consultants, equipment and machinery suppliers, competitors, big townships, researchers and others. Our stall was visited by around interested delegates and business groups.

SPML at FICCI CITYSCAPES 2008, New Delhi

Mr. Ashok Natrajan - Managing Director Hydro-Comp Enterprises India (P) Ltd. (JV between SPML and Hydro-Comp Enterprises(Cyprus), made an effective presentation in the Urban showcase track at Cityscapes 2008 Convention organized by FICCI, on 16/17 April 2008. The presentation gave an insight into the PPP model of operation in the Water sector with the Latur Municipal Council and Maharashtra Jeevan Pradhikaran (MJP).

The convention was inaugurated by Shri. Jaipal Reddy, Hon'ble Union Minister for Urban Development, Government of India.





LIMB CAMP

Corporate social responsibility :

SPML & Karnataka Marwari Youth Federation organized a FREE ARTIFICIAL LIMB CAMP from 24-27 February at T. Narasipur, Karnataka. At this camp 45 limbs were distributed to people who are physically challenged.

DALE CARNEGIE TRAINING

To fulfill the vision of becoming one of India's best project management companies, SPML has tied up with the world famous training organization Dale Carnegie Training® who partners with leading Fortune 500 companies globally. The certification ceremony was chaired by our Vice Chairman, Mr. Subhash Sethi.



SPML PICNIC 2008

On 20th January, 2008 we got together at the Fort Radisson for our Annual Picnic. SPMLites along with their family members participated in the PICNIC. Various games were organized and winners were awarded with attractive gifts.

SEZ INAUGURATION

We have inaugurated SEZ office on February 11, 2008 at Sedarapet, Pondicherry. The ribbon cutting ceremony was done by Thiru. T. M. Balakrishnan (Secretary- Industries) in the presence of Shri Mr. Anil Sethi, Chairman - SPML, Shri C. P. Kothari, Managing Director - PSEZCL and Shri Rattan Singh, Director - PSEZCL



NEWS FLASH

Creative holidays

Subhash Sethi can never holiday in peace. When the vice-chairman of Kolkata-based engineering, procurement and construction company SPML was vacationing with his family in Srinagar recently, the plight of Dal Lake caught his eye. Without much ado, he put a team to work on a plan for sprucing up the water body. The plan is now before the state cabinet. He is thinking of another project for Orissa's famous destination, Puri, the result of another holiday. In fact, environmental engineering is turning out to be the thrust area of this EPC player. Last October, he brought trenchless technology to India that enables the conversion of old and difficult-to-access sewer pipelines onto new ones without any disturbance. The jointless, seamless pipe-within-pipe technology,



without any disruption and digging, is being used to rehabilitate 166 metres of sewer pipeline for a pilot project in the New Delhi Municipal

Corporation. With the Indian waste water market estimated to be worth more than \$1 billion, Sethi can continue to wreck his holidays.

Business India (National) 11.03.08

Subhash Projects bags NTPC order

Bikash Singh GUWAHATI

SUBHASH Projects & Marketing (SPML), an infrastructure company, has bagged a Rs 329 crore-plus project order from NTPC for the 3x250 mw Bongaigaon Thermal Power Station project (BTSP) in Assam.

Company sources said the estimated project value is the largest from NTPC given to any company operating in the infrastructure sector.

"The project involves execution of a main plant, civil works and offsite civil works package; this includes dismantling of the existing structure at the abandoned Assam State Electricity Board (ASEB) power plant, clearing and developing the area and, thereafter, constructing pile foundation," said a source.

"The scope of work will also include construction of all heavy structure, foundation units like turbines/generators, boilers, chimney, mill and bunkers, clear water pump house and a number of buildings," he added.

SPML vice-chairman Subhash Sethi said: "The NTPC order demonstrates our capabilities in executing large-scale

projects. It also reinforces our core competencies."

The project has received clearances from the ministry of environment. NTPC has already inked a pact with Assam to set up a 750-mw coal-fired plant at an estimated Rs 3,750 crore.

BTSP is expected to start generating electricity from the first 250-mw unit by 2009 end. The second unit is likely to be completed in 2010-11 and the third by 2011-12.

The power station will come up at the existing facilities of the now-defunct BTSP of ASEB. Sources said NTPC had obtained coal linkages of 1.65 million tonne per annum (mtpa) from Northeast Coalfields Ltd and 0.97 mtpa from Eastern Coalfields (ECL). Coal will come from Margherita fields in Upper Assam initially and later from ECL.

Gogoi keen to save Assam oil unit autonomy

Bikash Singh GUWAHATI

ASSAM industry minister Pradyut Bordoloi on Thursday told the state assembly that chief minister Tarun Gogoi would take up the matter of bringing the Assam Oil Division (AOD) of Indian Oil Corporation (IOC) under the company's marketing division. Mr Gogoi is slated to discuss the matter with Union petroleum minister Murli Deora.

The minister added that the chief minister had written to Mr Deora asking him to ensure that the autonomy of AOD is maintained and that the company's emblem, the charging one horn Rhinoceros, is also kept intact.

He added that AOD has been a pioneer of the oil industry in the country and has been operating as a combined refinery and marketing for over a century. It's a corporate decision at IOC and the company has not informed the state government about this, he said.

Assam has a peak demand of 800 mw and peak shortfall of 150 mw. The shortfall increases to around 200 mw in the lean hydro season. The Bongaigaon project will reduce the state's dependence on hydro power.

Bikash Singh @timesgroup.com

Economic Times (Kolkata)

Remove restrictions on venture capital fund inflows

Given that around Rs 10 lakh crore investment is required by the power sector in the country by 2012, money invested in domestic market alone is not sufficient. Funds from overseas need to be availed and all

restrictions relating to inflow of venture capital funds need to be lifted. Withholding tax imposed on money borrowed from foreign infrastructure companies and financial organisations, which serve the



power sector in India, must be removed. If the proposal is implemented, the cost involved in borrowing funds from overseas companies may decrease by around 20 per cent. The main aim of this reform is to decrease the power generation cost in the country.

Subhash Sethi, Vice-Chairman, Subhash Projects & Marketing Ltd

HinduBusiness Line (Mumbai) 26.02.08

Rs145cr orders for Subhash

Kolkata: Subhash Projects and Marketing Limited (SPML), one of India's leading engineering, construction and project management companies has bagged orders worth Rs 145 crore. The first order worth Rs 84.20 crore has been awarded by Ahmedabad Urban Development Authority for EPC (engineering, procurement and construction) work and commissioning of the sewage treatment plant at Vasna, near Ahmedabad under the Jawaharlal Nehru Urban Renewal Mission. The second order is worth Rs 31.45 crore which SPML has bagged from the bridges department of the Corporation of Chennai. This includes the construction of a road under bridge (RUB) at Jones Road Level Crossing at Saidapet, road over bridge (ROB) at Rangajapuram level crossing and a high level bridge at Alandur Road. The company has also been awarded another order worth Rs 29.36 crore for construction work in Chennai. This includes RUB at Villivakkam level crossing, vehicular subway in lieu of existing level crossing at M.C. Road and ROB at Kathivakkam Cochrane Basin Road level crossing. SC Sethi, vice-chairman of SPML said, "The company's order book currently stands at Rs 3,400 crore and we expect to execute all our projects within two and a half years. SPML has set a turnover target of Rs 4,000 crore by the end of 2010 and intend to spend Rs 50 crore on equipment over the same period."

BS REPORTER

Business Standard (Kolkata) 12.02.08

"The construction industry has been going great guns during 2007 and I am confident that the trend will continue in 2008. With the government taking an active interest in infrastructure development and huge investments coming in, the prospects for the construction industry are indeed very bright. Since India, has moreover, been marked as one of the booming and fastest growing economies in the near future, infrastructure will continue to play a pivotal role in the country's development as one of the prime engines of growth. China is one such burning example where infrastructural development has paved the way for its stupendous progress and I see no reason why India should be an exception to the rule. In sum, we have some great times ahead for the Indian construction industry!"



Subhash Sethi, Vice Chairman, Subhash Projects & Marketing Ltd (SPML)

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New Delhi :

F-27/2, Okhla Industrial Area,
Phase - II, New Delhi - 110 020
Ph : (011) 2638 7091-94

Kolkata :

22, Camac Street, Block - A,
3rd floor, Kolkata - 700 017
Ph : (033) 4009 1200

Bangalore :

8/2, Ulsoor Road,
Bangalore - 560 042
Ph : (080) 2559 5508-15

Website : www.spml.co.in

SUBHASH PROJECTS AND MARKETING LIMITED