

MINUTES OF THE COMMITTEE OF TRANSPORT SECRETARIES/ COMMISSIONERS (CoTS) MEETING HELD ON 03.10.2022 AT 03:30 PM IN THE JUNIPER HALL AT INDIA HABITAT CENTRE, LODHI ROAD, NEW DELHI.

1. List of participants is at Annexure-I. Discussions were held as follows:
2. Deputy Director (Tech), NCRPB apprised the participants about the aspects that were to be discussed in the meeting. Brief of agenda wise discussions and decisions made thereof, are as presented below:
3. Three Road links related to Interstate connectivity road/linkages in NCR were taken up for discussion through a short presentation and Link-wise decisions are as below

I. UER-I, Delhi to Khekra City till NH-57 and UER-II, Delhi to Tronica City till NH-57 in Uttar Pradesh

- 3.1 Representative from NHAI stated that w.r.t UER II, NOC for Mungeshpur drain had been received last week, but the permission of felling tree/plantation of 484 numbers was still pending. The office of Chief Secretary, NCT of Delhi has however, assured to pursue and expedite the case for early permissions.
- 3.2 Representative from DDA however pointed out that the UER I and UER III involve land which currently proposed under land pooling policy and further, they shall be requiring proposal of bridges over Yamuna River and same need to be taken up by the concerned agencies of the respective state governments with Yamuna Standing Committee and other agencies involved in development works along Yamuna River.
- 3.3 It was suggested that concerned PWD or other road development agencies of GNCTD and Go UP should coordinate w.r.t. the said required bridge proposals for UER-I & III.

Decision:

- i) *The Committee noted the updates provided by NHAI on UER II, and suggested that timely completion of the works be ensured.*

(Action: NHAI)

- ii) *The Committee noted the updates provided that the UER I and UER III links were in active consideration under DDA/UTTIPEC and various options were under contemplation in this regard.*

(Action: DDA/UTTIPEC)

II. Road from Ring Road (Inder Lok Metro Station) & existing Yamuna Canal Link Road up to Haryana Border

- 3.4 Chief Engineer, Irrigation Department, Haryana informed that DPR of the project was yet to be received by them and any comments or NoC on the proposal can only be given after submission of DPR by PWD, Haryana.
- 3.5 Chairperson recalled that the matter was discussed in September 2021 wherein Haryana was to give the NOC. Earlier PWD, Delhi had agreed to take up the road work and was awaiting NOC from Irrigation Dept. Haryana. However, PWD, Haryana is keen to take up the work and Irrigation Dept., Haryana has to give NOC.

After detailed deliberations following was decided:

- i) *Chairperson advised PWD, Haryana may coordinate with Irrigation Department, Haryana and also accommodate PWD, Delhi in the committee so formed for the purpose and resolve the NOC issue and may expedite the submission of alignment and technical design details to Irrigation Dept., Haryana.*
- ii) *NCR Cell, Haryana, to coordinate.*

(Action: PWD, Haryana; NCR Cell, Haryana ; GNCT of Delhi)

III. Upgrading Gwal Pahari Mandi Gadaipur- Jaunpur road up to Andheria Mor in Delhi

- 3.6 Commissioner Planning, DDA informed that the proposal of widening and Up-gradation of Mandi Road was approved in 43rd UTTIPEC held on 10.05.2013 wherein Segment from Mehrauli Gurgaon Road to the proposed Urban Extension Road-II was approved with 45mt r/w road and second segment (Proposed UER-II to Faridabad Gurgaon road) of the corridor was maintained as per the Zonal Development Plan, as a 60 mt r/w road.
- 3.7 Later discussions on the matter were held at the level of Hon'ble LG of Delhi, where in the ROW of the road was decided to be restricted to 30 mts. UTTIPEC had forwarded the letter received from Spl. Secretary to LG dt.04.06.2013 along with the representations of public, to PWD, Delhi for examination and consideration in their plan before finalization.
- 3.8 PWD, Delhi vide letter dt. 30.12.2016, submitted the conceptual design options and their evaluations to UTTIPEC, and the same drawings were again submitted in February 2021. The drawings were for proposal for 60 m ROW which at certain locations, were planned beyond the existing road. It was observed that the alignment of the proposed road may vary now as the ROW was changed to 30 m from 60 m.
- 3.9 Accordingly observations along with request for revised submission of the proposal was sent to PWD, Delhi in September .2021. The matter related to Land Acquisition was separately examined by the Land Management Department, DDA. As per Land Management (South Zone) DDA the matter of road widening was related to PWD, GNCTD and the matter of land acquisition is under the jurisdiction of ADM (LAC)/South, GNCTD and same was informed to PWD, Delhi vide letter dt. 24.06.2022.
- 3.10 It emerged that demarcation of the proposal on ground by District authorities is only possible after the plan is revised by PWD and approved by UTTIPEC. The revised proposal was however still awaited from PWD, Delhi.

Decision:

After detailed deliberations and discussions, Spl. Secy., Urban Development (GNCTD) was directed to conduct a site visit in next 10 days with representatives of PWD, District administration (South Zone) and DDA and PWD, Delhi was directed to expedite submission of the revised proposal.

(Action: UTTIPEC; PWD, GNCT of Delhi; DM South)

- 3.11 In addition, it was apprised that NCR, Cell, Haryana ~~vide letter dated 19.09.2022~~ had requested to modify para 6.8 & 6.9 of the Minutes of CoTS meeting held on 19.09.2022 as per below:

Minutes of Meeting	Modification suggested by CCP (NCR), Haryana
<p>Para 6.8: Bridge connecting Sector 149-A & 150, Noida with Tilori Village, Faridabad</p> <p>CCP, NCR Cell, Haryana submitted that the distance of apprx. 15 km down stream of Yamuna river, another bridge is being constructed which is sufficient to serve the needs. Therefore, constructions of this bridge may be taken up in the next phase. As brought out by Haryana, a bridge was being constructed in the vicinity and Eastern peripheral Expressway was also complete. Hence, there may not be an immediate necessity of this new bridge and this could be taken up later.</p>	<p>It was informed that as per the minutes of meeting dated 09.06.2021 held under the Chairmanship of CCP(NCR, U.P, at a distance of Approx. 15 Km downstream of Yamuna river another bridge (Village Manjhawali) is being constructed which is sufficient to serve the needs. Therefore, it was decided that the construction of this bridge may be taken up in the next phase.</p> <p>Further, CCP, NCR Cell, U.P, mentioned that he coordinated on the aspect and it was noted that as brought out by Haryana, a bridge being constructed in the vicinity and Eastern Peripheral Expressway was also complete. Hence it was decided by U.P. that there may not be (immediate) necessity of this new bridge and this could be taken up later.</p>
<p>Para 6.9: CCP, NCR Cell, informed th presently Haryana does not agree to proposal.</p> <p><i>Committee decided that the discussions on this link may be deferred for now and be taken up later.</i></p>	

Decision:

Committee noted the same and agreed to the modifications of Minutes as above.

4. Review of Status of Clean Fuel Transport Infrastructure in NCR and Action Plan of NCR states for developing appropriate CNG/EV infrastructure in NCR:

- 4.1 The status of CNG fuel stations/ pumps, CNG Depots, CNG buses and BS VI buses in NCR, as emerged from discussions in the last CoTs meeting of 19.09.2022 were revisited to get confirmation of NCR participating states on the mater.

Decisions:

- i) *NCT Delhi may*
- *provide updates on total number of fuel stations with breakup of CNF stations, Petrol/diesel only stations and Hybrid stations as the case may be.*
 - *Cross check PNGRB data of 458 CNG stations in Delhi as in July 2022*



- *provide updates on EV charging infrastructure in Delhi with Action Plan on same*
- ii) *Transport Department, Haryana may cross check the information on CNG fuel stations/pumps, CNG Depots, CNG buses and BS VI buses in Haryana sub region of NCR and provide necessary updates*
- iii) *Update from Rajasthan that it had 686 STU buses in its sub region was noted and Transport Department, Rajasthan was requested to provide regular updates on the data shared*
- iv) *Transport Department, Uttar Pradesh was requested to cross check and provide updates on the data shared vide table under para 2.3 of the Minutes of CoTS meeting held on 19.09.2022.*

4.2 Recalling the decisions taken in the earlier CoTS meetings it emerged that NCR States were to submit their action plans for developing appropriate CNG/EV infrastructure. The submitted plans were thereafter to be deliberated and discussed in the subsequent CoTS meetings. It was however, noted that no such action plans had been submitted by any of the States.

4.3 On the aspect of clarity, regarding only BS VI buses to ply in Delhi, representative from Transport Department, Delhi confirmed that the department shall be issuing a revised letter which shall be in supersession of its earlier letter on the matter. Regarding, the clarity on whether Delhi is allowing 8 year old or 10yr old buses, it was mentioned that they would be suggesting soon that while uptill 10 year old buses will be allowed, they would prefer 8 year old buses of STUs. PUC validity shall however be mandatory for all buses.

4.4 Representative from Uttar Pradesh informed that the state was working on considering the possibility that only buses under the age of 10years ply in NCR as well as pass through NCR from Uttar Pradesh and a STA meeting had been scheduled on 11.10.22 in this regard.

4.5 Delhi representative requested States to look into the aspect of diverting the traffic especially Trucks that are not destined to Delhi, before entering NCR or at least before entering Delhi abutting districts of their states.

4.6 RTO, Ghaziabad informed that Delhi has introduced new routes which may be in violation of CRCTA. Delhi informed that new routes recently announced are within the Delhi only, and any specific issue in this regard may be brought to notice of Transport Department Delhi.

Decisions:

- i) *Chairperson appreciated Delhi for its considerate approach and simultaneously requested NCR states to adopt mutually participative approach on the age of vehicles and on ways to manage the fleet, including discussions with other states not in NCR but whose buses pass through their sub region to NCR, so as to contribute towards reducing pollution levels in NCR due to transport sector. Delhi had considered to :*
 - a. *With draw its March 2022 and June 2022 letters regarding only BS VI buses being allowed in Delhi from October 2022*
 - b. *All India Passenger buses permit will be allowed if it is up to 10 years old*
 - c. *Allow buses upto 10 year age but STUs hired /owned to be preferably less than 8yr old*



- ii) *Chairperson requested States to look into the aspect of diverting the traffic especially Trucks that are not destined to Delhi, before entering NCR or at least before entering Delhi abutting districts of their states.*
- a. *UP may have a meeting in this regard especially with Uttarakhand at Commissioner, Meerut level and NCR Cell, UP may coordinate the same.*
- b. *States may share such decision and information and related Action Plans regarding Traffic Diversions amongst themselves for effective coordination and implementation of decisions so taken*
- iii) *GNCT of Delhi may share its plans of new routes in NCR with other states and NCRPB within a week*
- iv) *Regarding Action Plan for developing appropriate CNG/EV infrastructure*
- a. *Haryana, UP and Rajasthan were requested to provide necessary Action Plans by 15 October 2022, which may include plans for select cities /towns in NCR; plans for environment friendly STU buses in NCR and may start with districts abutting Delhi*
- b. *Delhi was also requested to provide its Action Plan for EV buses and EV infrastructure in the capital*

5. Review of Status of Clean Fuel Transport Infrastructure in NCR form City Gas Distribution (CGD) entities

5.1 CNG infrastructure was discussed at length with the representatives of various City Gas Distribution (CGD) entities operational in NCR. Representative from PNGRB thanked NCRPB for giving them the opportunity, and said that it indicated that stakeholders are working together to achieve better CNG infrastructure in NCR. Chairperson added that the impulse was coming from Delhi and GRAP and CoTs provided good platform to understand and give necessary push to the efforts being made. Chairperson thanked PNGRB for bringing the various CGDs together to discuss the matter. The status and their near future plans along with issues being faced and suggestions to offer, are as summarized below, broadly and may be confirmed by PNGRB after discussions with respective CGDs:

District	CNG						Issues and Suggestions
	Fuel Stations		Depot		Industrial connections		
	Current	Planned	Current	Planned	Current	Planned	
1	2	3	4	5	6	7	8
1. Indraprastha Gas Limited							
i) NCT of Delhi (11 Districts)	458	-	-	-	800 plus	-	<ul style="list-style-type: none"> about 580 CNG stations in NCR. 90% stations are being filled through IGL pipeline network and remaining through other facilities like tanker, caskets etc. once, the stations are ready to serve. States can have Hybrid facility as in Delhi Proposal given to UP that IGL can put CNG stations as required by State. Copy
ii) Gautam Buddh Nagar (Noida & Greater Noida)	53	-	1	1	-	-	
iii) Ghaziabad	62	-	-	-	-	-	
iv) Hapur		-	-	-	-	-	
v) Meerut	25	-	-	-	-	-	
vi) Muzaffarnagar and Shamli	150	3	-	-	-	-	
vii) Gurugram	15						
viii) Karnal	16						

District	CNG						Issues and Suggestions
	Fuel Stations		Depot		Industrial connections		
	Current	Planned	Current	Planned	Current	Planned	
1	2	3	4	5	6	7	8
ix) Rewari	24-25	30 in 12 months					shall be shared with RTO, Ghaziabad and NCRPB
2. Adani Gas Limited							
i) Bulandshar (Khurja)	07/10	4-5 by Jan 2023					<ul style="list-style-type: none"> • CLU Permissions in Haryana take 6-8 months which is an issue
ii) Bhiwani, Charkhi Dadri & Mahendragarh Districts	27						
iii) Faridabad	29						
iv) Nuh	16						
v) Palwal	10						
3. Baghpat Green Energy Private Limited							
i) Baghpat	10	10 in 2 yr	03				<ul style="list-style-type: none"> • Depts. may share details of upcoming new highways and expressways which are existing and proposed and crosses Baghpat, with CGDs so that plan can be made accordingly for setting up CNG stations and existing stations are provided access from highways and expressways..
4. Bharat Petroleum Corporation Limited							
i) Rohtak	10	7 by Dec'22					<ul style="list-style-type: none"> • Major issue is CLU for setting up CNG station in any area. Also only 0.5% FAR is permissible of total plot area. CCP, NCR Cell, Haryana was advised to look in to the matter.
5. GAIL Gas Limited							
ii) Meerut	19						<ul style="list-style-type: none"> • VAT rate in UP is higher than in Delhi • Can set up more CNG stations in dense sectors of Noida, Greater Noida but area has high rentals/land cost • About 3000 industries approaching for shifting to natural gas in Sonipat
iii) Sonipat	22-25	12			170		
iv) Bharatpur	12						
6. Haryana City Gas (KCE) Private Limited							
i) Jhajjar	10	7-8 by Dec 2022			20	88 by Nov'22	
7. Haryana City Gas Distribution (Bhiwadi) Limited							
i) Bhiwadi (in Alwar District)	02						<ul style="list-style-type: none"> • Govt. has no land only land, only available with RIICO. There are issues of high land price and CLU in Bhiwadi and only infrastructure development is by RIICO. Chairperson
ii) Gurugram	31	18-20 by Oct 2023	02			350 plus	



District	CNG						Issues and Suggestions
	Fuel Stations		Depot		Industrial connections		
	Current	Planned	Current	Planned	Current	Planned	
1	2	3	4	5	6	7	8
							advised CCP, Rajasthan may look into the matter. <ul style="list-style-type: none"> CNG is cheaper in Haryana so less viable in Rajasthan.
8.	Hindustan Petroleum Corporation Limited						
	i) Sonapat	10	9				
	ii) Jind	9	7				
9.	Indian Oil-Adani Gas Private Limited						
	i) Bulandshahr	9					<ul style="list-style-type: none"> Pottery industry also using CNG CLU and land prices are major problem
	ii) Panipat	12	06 by March 2023			40-45 though capacity exist to serve 400 units.	
10	Torrent Gas Private Limited						
	i) Alwar (Other than Bhiwadi) & Jaipur	32 (5*)	48 (10*)				<ul style="list-style-type: none"> Land acquisition cost is too high for viability of CNG stations. *In Alwar

*may be confirmed by PNGRB after discussions with respective CGDs

5.2 Chairperson mentioned that there may be two ways to work on environment friendly fuel infrastructure in NCR. One could be that, targets be set for CGD's to have minimum stations the planned and fast track the same, first. All NCR States to support and make efforts to resolve the issues related to locations, land acquisition & any other support needed from the State Govt. and plan for one or two year. The second way could be about the EVs,

Decisions:

- i. Chairperson suggested that the locations for future CNG stations should be discussed and mutually agreed locations should be finalized and assigned. Further, the recommendations of this forum can be communicated to State Govts. MoRTH could be written to in this regard
- ii. Chairperson advised NCR Cell UP to follow up with Noida Authority along with examples of GMDA & DDA regarding subsidized land rates by DDA, regarding hybrid fuel stations wherein private vehicles are also allowed to use STU CNG stations and the manner adopted for getting land for CNG stations in Gr. Noida. NCR Cell UP may also talk to Yamuna Expressway authority regarding highway operators to provide access for CNG stations
- iii. NCR Cell, Rajasthan to look into the matter of making land available for CNG stations in Bhiwadi which appears to be with RIICO only. Transport Department, Rajasthan may take up NCR sub region as an exception to encourage CNG infrastructure

- iv. *CCP, NCR Cell, Haryana was advised to look in to the matter of CLU in Haryana for CNG infrastructure.*
- v. *Efforts be made to have CNG stations on priority on all NH/SH and expressways in NCR , especially in rural areas*
- vi. *CNG depots of all Transport Department of State Govt. may look for possibility of also allowing private CNG vehicles by all states*
- vii. *CNG usage among various RWAs in NCR towns be encouraged by StaTE Govts.*
- viii. *States to take up the agenda of shifting to natural gas usage with respective Industries department and contracts may have inbuilt commitment charges , for areas with 100 km from Delhi, to start with*

6. Review of Status of Electric Vehicle Infrastructure Plans of Convergence Energy Services Limited (CESL) in Delhi NCR

- 6.1 Representative from CESL was welcomed and invited to share the EV plans for Delhi and NCR. He mentioned that the total 3980 EV buses are under planning for Delhi and will be ready by March, 2023. However, these will be deployed as per the readiness of upstream power infrastructure by Delhi Govt. Delhi representative informed that 7 depots (out of 63) would be ready with such upstream EV infrastructure by March, 2023. CESL also shared information on the National Electric Bus Programme (NEBS) which focused on energy solutions that lie at the confluence of renewable energy, electric mobility and climate change.
- 6.2 It was informed that in Delhi, 21 Depots out of 63 depots in Delhi shall be electrified in 1st Phase March, 2023 and 18 are under planning in 2nd Phase and it will be completed by December 2023. It emerged that the major issue being faced by STUs was lack of demand despite concessional rates and permissions to STUs from DISCOM etc.
- 6.3 During the meeting, the Ministry of Power guidelines regarding Revamped Distribution Sector Scheme, of 14.01.2022 were also discussed and NCR States were requested to adopt the same. Chairperson suggested that CESL may pursue effective review for implementation of para 7.1 reform covering single point tariff to be paid by DISCOMs and implementation side of clause 7.4 of the guidelines of revamped distribution sector scheme
- 6.4 Feedback from the CGD/CPOs was taken and following key aspects emerged:
 - i) EV industry is in ramp up mode, however utilization of existing charging infrastructure is still less than 5% level. It is most critical to ensure viability of charging stations for at least next 3 to 4 years till such time EV population reaches adequate levels.
 - ii) Improvement in tender terms for setting up EVCs infrastructure in NCR was advocated. The eligibility criteria to enable participation from large number of players from wide spectrum of infrastructure and retail industries be permitted, entities with successful track record in setting up infrastructure projects like Fuel retail outlets, CGD networks etc., participation by international companies should be encouraged which will also help boost FDI in EV's and experience of Promoter or its group companies in India or International markets should be considered for providing a level playing field. Clause of one year experience in India was discussed to be reviewed.
 - iii) It was further suggested that in line with CESL tender for 8 cities, central authority should facilitate leasing of land, typically public parking spaces which have good access and visibility.



Lease cost should be on variable mode only. There should be no fixed cost towards land lease or power. Minimum area could be 480 sqft or 4 parking for viability as the fixed cost of upstream electrical infrastructure can then be spread over 2 Chargers/4 guns.

- iv) With respect to upstream electrical infrastructure, central authority should facilitate EV tariff connection in co-ordination with respective DISCOMs. Transformer and other upstream electrical infrastructure cost could be borne by DISCOMs who have the option of sharing such infra with other users and also recover the capex by charging a nominal fee on the entire customer base. Also, the DISCOMs can apportion this cost over a longer duration unlike a CPO whose lease tenure is fixed. CPO can then take care of capex from dedicated meter and downwards including distribution panel, cabling, chargers and civil work.
- v) Issues related to the charger configuration, revenue share, Tender evaluation, Non EV revenues, Lease period etc. were also highlighted. It was discussed that non EV revenue must be allowed and that revenue share be on incomes after deducting at least billed electricity charges.
- vi) With regards to Fixed Demand Charges, it was suggested that possibility of its waiving off for first 5 years to make the EV charging stations more viable due to slow ramp up of EV in the market could be looked into. EV Tariff, should be pegged at lower value and made uniform across the States to boost the EV ecosystem.
- vii) Standardization of chargers would lead to better utilization of the chargers and also optimization of cost. Allowing Interoperability of Electric Vehicle Supply Equipment (EVSE), user can download an EV app which they use regularly. The App should allow the customers to charge their EV from chargers of other CPOs using the wallet from their regular APP.

6.5 Chairperson thanked the participants for their valuable inputs and suggestions and directed all concerned to look in to the same. This would encourage various players to enter the EV sector and fast track the government efforts in this direction.

Decisions:

- i) *Special Secretary, Delhi was advised to co-ordinate on the issue of less demand regarding EV infrastructure and permissions to STUs from DISCOMs etc.*
- ii) *Chairperson suggested that the plans of Delhi Government and infrastructure availability should be commensurate with the EV buses being plied on road*

The meeting ended with a vote of thanks to the Chair.

Place: New Delhi


(Archana Agrawal) 03/10/22

Chairperson

ANNEXURE-I**PARTICIPANTS OF COMMITTEE OF TRANSPORT SECRETARIES/ COMMISSIONERS (CoTS) MEETING HELD ON 19.09.2022 AT 11:00 AM At AMALTAS HALL INDIA HABITAT CENTRE LODHI ROAD, NEW DELHI.**

Sl. No.	Members/ Rep. Attended the Meeting
1.	Ms. Archana Agrawal, Member Secretary in Chair
CoTS Member/Representatives	
2.	Shri Bhanwar Lal, Additional Commissioner, Transport Department, Govt. of Raj.
Govt. of Uttar Pradesh	
3.	Shri S. C. Gaur, CCP, NCR Cell, Ghaziabad, Govt. of Uttar Pradesh
4.	Shri Arun Kumar Varshney, RTO Ghaziabad, Govt. of Uttar Pradesh.
5.	Shri Shivam Kasana, Asstt. Engineer, NCR Cell UP Ghaziabad
Govt. of Haryana	
6	Shri Jitender Gahlawat, Transport Deptt., Haryana
7	Shri Ashok Kumar, CE, GMDA
8	Shri Sandeep Taneja, CE, Irrigation Haryana
9	Shri Devendra N. Nimbokar, CCP, NCR Cell
10	Shri Manjeet Hooda, Executive Engineer, Irrigation Deptt., Haryana
11	Shri Charandeep Singh Rana, Executive Engineer, PWD (B & R) Gurgaon
Govt. of Rajasthan	
12	Shri O.P. Pareek, CTP (NCR), NCR Cell, Rajasthan
13	Shri Vivek Yadav, Asstt. Town Planner, NCR Cell, Rajasthan
GNCT of Delhi	
14	Ms. Garima Gupta, Spl. Commissioner, Transport GNCTD
15	Shri K. S. Meena Spl. Secretary, UD GNCTD
16	Shri Vinod Kumar Yadav, DC, Transport, GNCTD
17	Shri Sharvan Kumar, Superintending Engineer, PWD, Delhi
18	Shri Rajesh Kumar Gupta, EEFSI, PWD, Delhi
MoRTH/NHAI	
19	Shri R. N. Gupta Manager (Tech.) NHAI
20.	Shri Piyush Aggarwal Manager (Tech) NHAI
DDA/UTTIPEC	
21	Shri K. Srirangan, Commissioner (Plg.) DDA
22.	Shri Hoshiar Singh, AE (Civil), DDA
23	Shri Kamal Gupta, Dir./IC, DDA
Govt. of Delhi	
24	Ms. Priyanka Kumari, ADM South
CGD	
25	Shri Abhimanyu Das, Chief Manager, HPCL, CGD, Sonipat, Jind

26	Shri Amit Kumar Sam, Associate Vice President, Haryana City Gas (Bhiwadi)
27	Shri Rakesh Kumar, ED Torrent, Jaipur, Alwar
PNGRB/PNG/IGL	
28	Shri K. Kittappa, Jt. Adviser I/C (Monitoring) PNGRB
29	Shri Abhishek Raj, Deputy Director, PNGRB
30	Shri P. Tripathi, Jt. President, ATGL
31	Shri Raman Chadha, CEO, GAIL Gas Noida
32.	Shri Rakesh Agrawal, GM (Mktg. &OM), IGL
33	Shri Rajeev Kumar, Head Marketing, IGL
34	Shri Deepchand Jain, GM (Project), HCGDL
35	Shri P. Anil Kumar, ED (GAS BU), BPCL
36	Shri Akash Garg, Senior Manager, Indian Oil Adani Gas Pvt. Ltd.
37	Shri Sidharth Garg, Deputy Manager, Indian Oil Adani Gas Pvt. Ltd.
38	Shri Varun Chaturvedi, GM Commercial & Mktg., HCL (KCF) Pvt. Ltd.
39	Shri Malay Singh, GM Projects, HCGDL
40	Shri Utkarsh Verma, Engineer, CESL-EESL
41	Shri Nishant Choudhary, Sr. Manager, CESL-EESL
42	Shri Sandeep Trehan, President, Think Gas
43	Shri Bipin Jha, Sr. Manager, Think Gas
44	Shri Naveen Makheja, ATGL, Ahmedabad, (EV Business)
NCRPB	
45	Shri Jagdish Parwani Director (A&F), NCRPB
46	Shri Abhijeet Samanta, Dy. Director (Technical)
47	Shri Satyabir Singh, Assistant Director (Technical)