



The infrastructure sector accounts for 26.68 per cent of India's industrial output.

The current issue of newsletter focusses on a very important milestone for the company, formation of Egis India Consulting Engineers Pvt. Ltd. with effect from 11th August 2008, bestowing us with the responsibility of Sustainable growth of the Organisation and Eco-responsibility. Through the message from the Managing Director of Egis India it is apparent that this goal can be achieved only through commitment and dedication of the staff.

Formation of Egis India also coincides with shifting of Corporate Staff to a state-of-the art office on 2nd floor of Corporate Office building on 1st September 2008.

Another important milestone is inauguration of Regional office at Hyderabad to cater to all business activities in South India.

*We wish good luck for success and growth of Egis India.*  
- Editorial Team

## Message from MD, Jean Christophe Elis

From 2007, the EGIS group has embarked in a participative approach for sustainable development.

This approach can be summarized in 3 points:



The first 2 points are taken into consideration in EGIS India business approach, and the attention to them will be even more emphasized in the future. I would like to get your attention to the third one.

At project and headquarters, each employee of EGIS India impacts which actually leaves a footprint on the environment. And so does the company as a whole, as a result.

- Just ask yourselves a few questions, such as
- ☞ Did I really need these, these photocopies? On such heavy paper?
  - ☞ Shouldn't I have turned on the lights and AC as I was the last to leave this room?
  - ☞ Did I really need a cab, when I could have walked through in 6 minutes.

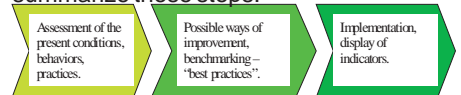
These are day-to-day questions, there are many of the type. Are you sure that the right answer is "well, the company pays anyway, isn't it"?

We are coming here to our common interest, as it is the heart of the discussion requirements.

The company interest is to strike the best balance between return on investment, development of its employees and satisfying its clients, integrating sustainable development

Your interest as an employee is to make the company reach its goals. Your development in particular aims at providing the best possible living conditions for your family, and environmental issues are taking, more and more, their stake in these conditions. We are getting there, aren't we? Eventually the company would pay, but is it at our best common interest? And would the company be eco-responsible when paying? I will leave the answer to you.

In the coming weeks, we are going to take some steps, together, to meet our common interest. These steps will be relayed by the Heads of Business, who, by their position, will play a key role. With your participation and discipline, these measures will hopefully not become coercitive, and will also go beyond environmental aspects. To summarize these steps:



I count on you all to share the company's vision of common interest towards eco-responsibility.

## Inauguration of Regional office at Hyderabad



New Regional Office of EGIS India was opened at Begumpet, Hyderabad on 16-07-2008. Inauguration was well attended by Head Office Staff, Staff from Project Offices.

The main objectives of this office are:

- ❖ To operate as design wing, off loading the load from Head Office and slowly establishing as big design wing of Egis India.
- ❖ To support monitoring of all the projects in South India
- ❖ To support in all Business Development activities, for all sectors including Roads, Water, Railways, Urban, Airports.
- ❖ To make Egis easily accessible to all our clients, bidders, developers and others connected to Infrastructure development



being at Hyderabad. Success of the event goes to Mr. V. Ravindranath & Mr. Raghunandan.



The office started functioning with effect from 16th July itself through meetings held by Mr. Harikumar.

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## Zoom On

**Name of the project:** Flood Vulnerability Assessment of Four Major Urban Agglomerations of Gujarat State as a part of Gujarat Emergency Earthquake Reconstruction Project (GEERP)

**Name of Client:** Gujarat State Disaster Management Authority (GSDMA)

**Duration:** 12 months

**Funding Agency:** World Bank

**Contact:** [srinivasa.lnb@egis-india.com](mailto:srinivasa.lnb@egis-india.com) / [p.nikumbh@egis-india.com](mailto:p.nikumbh@egis-india.com)



"Experts say climate change and rapid urban growth will leave increasing numbers of people vulnerable to flooding in the years to come." It is very well observed in the recent past that this statement is very much true to the Indian subcontinent as we have experienced severe floods in past few years, almost all parts of the country like Maharashtra, Gujarat, Bihar etc.. This project covers the major cities in Gujarat i.e. Surat, Ahmedabad, Rajkot and Vadodara. The GSDMA has appointed BCEOM Societe Francaise D'Ingenierie in joint venture with RMSI and in association with Egis India as consultants to undertake the Study.

Project started in the month of November'07 and is halfway through. Recently a first knowledge transfer session was conducted successfully in the first week of August'08. It's a challenging job to be completed in a very short period looking at the scope of Hazard Assessment, Vulnerability Assessment and Risk Assessment for all four cities. This project is gaining much importance by its catastrophic nature and also due to climatic changes. Even though it is getting delayed by two months due to non availability of sufficient data, still it is under control.

There is good appreciation from the Client on the customer feedback form and got an overall ranking of 5 and there is an extension of the contract with some additional scope of work. As we have seen in recent disastrous Kosi river in Bihar, effecting lakhs of people, In the years to come in India, this kind of projects which are expected to come with much more detailed studies so that such terrible losses can be avoided. There is say in Flood modeling, "The price of inaction is far greater than the cost of doing."

## News From Ongoing Projects

### ★ Construction Supervision of Contract Packages NS-2/6(MH) (NS-61&NS-62(MH))

**Client:** NHAI

**Duration:** 3 yrs

**Contact:** [bceom\\_pkd@egis-india.com](mailto:bceom_pkd@egis-india.com)

The Upgradation work of NH-7 (Km 123.000 to Km 175.000) is in progress in the state of Maharashtra. As on 31 August, the contractor for NS-61 (MH) has achieved approximately 40% progress, while the Contractor for NS-62(MH), who has commenced the work 8 months later, could achieve only 14% progress. Recently, Quality Audit for both the contract packages has been conducted, and apart from minor observations, the audit team has commended the efforts of the Supervision Consultants (BCEOM AARVEE (JV)) on system implementations for Quality Assurance of the Project. On the spiritual site, we are celebrating Ganesh Chathuthi with vigor and devotion. We hope to complete the project in near future with the blessings of "Ganpati Bappa".



### ★ ISA Services for Train control & Signaling system for Line 1 & Line 2 Extensions (Contract BS 06):

**Client:** DMRC

**Duration:** 39 months (June 2007 to September 2010).

**Contact:** [srinivas.b@egis-india.com](mailto:srinivas.b@egis-india.com)

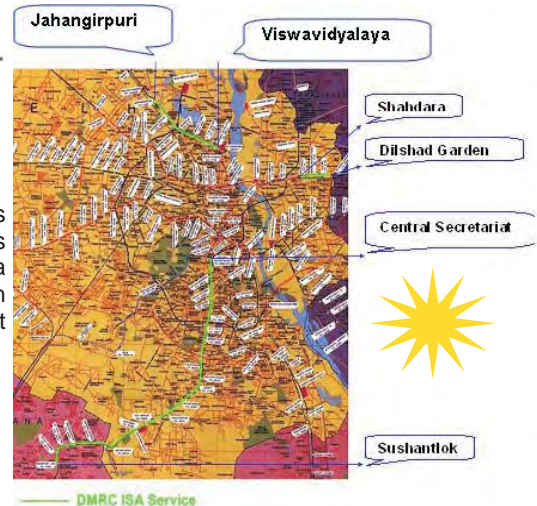
Delhi Metro Rail Corporation (DMRC) issued notification for firms with expertise as an Independent Safety Assessor (ISA) for its Signaling system. Only two firms met the requisite eligibility criteria laid down by DMRC. Arthur D. Little (ADL) was the other firm which was working with DMRC as ISA for the phase 1 and Line 1, apart from Egis Rail.

#### Project features:

The signaling work for extension of L1 & 2 of DMRC has been awarded to M/s Alstom consortium. The L1 extension consists of Shahdara to Dilshad Garden (3.09km elevated) while L2 extension consists of (i) Viswavidyalaya to Jahangirpuri (Underground 0.94km, Elevated 5.42km) (ii) Central Secretariat - Qutab Minar Sushantlok (26km Underground as well as elevated (as shown in the above fig). The Operational Control Centre is in a shared structure at Shastri Park Station. Designed headway on L1 extension is 2 minutes to support train operation of 3 minutes headway. On L2 extension designed headway is to 90 secs in order to support train operation at 2 minutes headway. The Rolling stock will utilize 25kVAC traction power. The commissioning of L1&2 extensions will be done in 4 stages starting from March 2008 to October 09.

The signaling and train control system is CATC based (Distance to Go type with coded AFTC). Elements of train control & signaling system are ATO, ATP, ATS, SSI.

EGIS India Patrika / October 2008



The broad responsibilities of the ISA for the project are:

- ◆ ISA project management plan as per CENELEC standards to be delivered at the start of the work programme and updated as required throughout the project.
- ◆ Preparation of Safety Audit plan in consultation with Systems Contractor (Alstom) and DMRC.
- ◆ Review and audit the application engineering including interlocking data preparation and ATC data preparation.
- ◆ Assessment of on site activities as per field reports and submission of Safety Audit reports & Quarterly Progress reports.

Progress So far: Egis Rail submitted safety audit plan for the job. Combined Safety Audit report preparation for Shahdara Dilshad Garden is under progress.

HUDA will spend Rs 500 crore this year to develop infrastructure, including building a water management system & extension of Delhi Metro to Gurgaon.

NEWS

ADB will provide \$200-300M to the Govt. to carry out Urban Infrastructure and Governance related projects for upgradation of cities in the 8 North Eastern states which been identified under JNNURM.

★ **CS-I Punjab (NS-36, NS-37, NS-38) North South Corridor Project (NHAI)  
Construction Supervision in Joint Venture with NICE.**



**Client:** NHAI

**Duration:** Dec. 2005 - Provisionally extended upto May 2009

**Contact:** [egis\\_muk@egis-india.com](mailto:egis_muk@egis-india.com)

**Present Scenarios:**

It is matter of concern that the stipulated period of Construction (30 months) has expired in May 2008 but only 60Km. hindrance free land is available to the Contractor out of total 104Km., due to issues related to land acquisition, utility shifting, tree cutting etc., which is resulting into very slow progress of project works viz cumulative progress of three packages NS-36, NS-37 & NS-38 as on 30th Sept. 2008 is only 18.3%, 26.2% & 7.0% respectively. We are trying our best to boost up the progress by motivating the Contractors with our amicable dedication towards project goals.

**Contract Package, NS-36/PB:**



With advice of the Consultant & Employer and with Contractor's great efforts in sinking of the wells through the bouldary strata of Ravi River, Contractor could able to plug the four well out of 20 wells. Total sinking done at Ravi Bridge 385m only out of 563m.

Road work is in progress wherever the land has been made available to the Contractor. After completing the work of WMM 1st Layer for 9.0Km. on LHS carriageway, now contractor is progressing on the widening of existing carriageway (RHS).

**Contract Package, NS-37/PB:**

Girder casting on three spans of Beas Bridge has commenced and stressing of cables is under progress.

17 Km. of New Carriageway has been completed upto DBM and about 6 Km. of four laning upto DBM layers have been completed. The traffic has been diverted at many places on new



**Contract Package, NS-38/PB:**



Contractor has stopped the work w.e.f. 21st May 2008 i.e. the scheduled completion date. A notice was issued to Contractor under Clause 46.1 of Contract regarding slow progress of work and subsequently, since Contractor has not complied with the notice, the Employer has terminated the contractor M/s Bridge & Roof Co. (India) Ltd. under Clause 63.1 of Contract.

Presently all the equipment & material brought by the Contractor for incorporating into the project works, has been occupied by the Employer.

**Col. A K Dasgupta**



Date of Joining: 10th September 2005

Col. Dasgupta is our Team Leader posted in Pandarkawada, Maharashtra. He has a long experience of more than 30 yrs in civil engineering most of which was with border roads organisation of Indian Army. He has a wide exposure in all facets of infrastructure development within nation and neighbouring countries.

After taking voluntarily retirement from Army, he joined RITES India Ltd as Resident Engineer in a World Bank aided project in the state of Kerala.

He joined Egis as Team Leader on NS-2/6(MH) on Nagpur-Hyderabad section of NH-7 in 2005. He feels proud to be an integral part of Egis and playing an important role in National Development. According to him, Egis has accentuated his all round growth with focus on sheer professionalism.

The things he like most about Egis is the Management which allows autonomy of operations and is approachable whenever needed. In his opinion the philosophy of exercising control without



school masterly interference by the management is the strong point of the company.

THE WORD OF

**Egis India - A Great Place to Work**

A great place to work is one in which one **"trust the people one works for, have pride in what one does, and enjoy the people one works with."** It is chiefly measured by the quality of the three interconnected relationships that exist in an organization:

- ❖ The relationship between employees and management
- ❖ The relationship between employees and their jobs/company
- ❖ The relationship between employees and other employees.

**Trust** is an essential ingredient for the primary workplace relationship between the employee and the employer and it is composed of three dimensions: Credibility, Respect, and Fairness. Relationship between the Employees and their job/company is measured by the **Pride** they take in their job, their team, and the company. **Camaraderie** is the dimension which fosters an environment where employees feel that they can be themselves at work. They celebrate the successes of their peers and cooperate with others throughout the organization. People take pleasure in their work - and in the people they work with - in a deep and lasting way.

We, at EGIS India, can boast of being a Corporate which has all the dimensions that is required to make it a great workplace.

Sushmita Basu - GM (HR)

Dimension	How it plays out in the workplace	
	<p><b>Credibility</b></p> <ul style="list-style-type: none"> <li>• Communications are open and accessible</li> <li>• Competence in coordinating human and material resources</li> <li>• Integrity in carrying out vision with consistency</li> </ul>	T R U S T
	<p><b>Respect</b></p> <ul style="list-style-type: none"> <li>• Supporting professional development and showing appreciation</li> <li>• Collaboration with employees on relevant decisions</li> <li>• Caring for employees as individuals with personal lives</li> </ul>	
	<p><b>Fairness</b></p> <ul style="list-style-type: none"> <li>• Equity - balanced treatment for all in terms of rewards</li> <li>• Impartiality - absence of favoritism in hiring and promotions</li> <li>• Justice - lack of discrimination and process for appeals</li> </ul>	
	<p><b>Pride</b></p> <ul style="list-style-type: none"> <li>• In personal job, individual contributions</li> <li>• In work produced by one's team or work group</li> <li>• In the organization's products and standing in the community</li> </ul>	
	<p><b>Camaraderie</b></p> <ul style="list-style-type: none"> <li>• Ability to be oneself</li> <li>• Socially friendly and welcoming atmosphere</li> <li>• Sense of "family" or "team"</li> </ul>	

## Orientation Training for New Joinees



A day long Orientation program was held on 10th September 2008 at the Corporate Office for Campus Recruits from Regional Engineering College, Warangal and all other new joinees joining between July & August 2008. The program was facilitated by Human Resources Department. It started with the Ice breaking session followed by welcome speech by our Managing Director Mr. J. C. Elis.

Presentation on Egis Group and its Journey till date by Mr. Hari K Somalraju was very informative and captivating. Participants were then introduced to the Company policies & practices, corporate culture and values by Ms. Sushmita Basu, followed by an interactive session to answer the queries. Second half of the day focused on various activities in highway sector and expectations from the new joinees were articulated by Mr. YVV Pattabhiram and Mr. Aashiq Hussain.

## World Water Congress

The main objective of the World Water Congress is to provide a common platform for open discussions and debates between Scientists, Practitioners, Policy makers from developed and developing countries, who are interested in the advancements and application of knowledge to solve the water related problems of the World. Mr. Srinivasa LNB and Mr. Pramod Nikumbh from our water section attended the conference from Egis India.



The conference was held at LE CORUM-Convention Center in Montpellier-France. The conference covered various topics on water including the water management, climatic changes & disasters, Water Conservation and governance etc. Egis BCEOM International had a stall in the exhibition, which attracted numerous visitors. Egis arranged a party for all the at La pailote bamboo Restaurant on a pleasant evening on 5th September.

## Seminar on MAESTRO of Aviation Sector



Egis AVIA gave a presentation/ seminar on MAESTRO Arrival / Department Management System, a product of Egis AVIA to Airports Authority of India at Rajiv Gandhi Bhawan, Safdurjung Airport. It was attended by Executive Directors & all concerned Senior Officers. The seminar was appreciated by AAI a lot. Mr. Bernard BARADEL - Key Account Manager India - South East Asia along with Mr. Lionell Bernard PEYRE Expert on Maestro System gave the presentation.



## Workshop/Knowledge sharing on Environmental Aspects of Road Sector Projects



Egis India organized a workshop cum knowledge sharing seminar on environmental aspects of various development projects with special focus on roads and highways. In this programme all our environmental professionals at both head office as well as site offices have participated.

The aim of the workshop was technical induction, knowledge sharing and arriving at a consensus for better environmental practices by discussion, formulating site visit formats or by other means. Therefore, a 2 days workshop was organized on 8th and 9th July 2008 at Mohali site office on environmental practices of past projects accompanied by field visit of Punjab State Road Sector Project (PSRSP).

### Outcome:

The workshop focused on lot of examples from supervision project, which was beneficial for all projects and PSRSP in particular. A suggestive methodology was devised for reporting monthly progress of PSRSP project by taking the followings.

Review activities on site against environmental work methodology

- Record all issues of non compliance
- Review all non compliance listed in previous environmental inspection report
- Assess the suitability of the remedial measures suggested
- Organize close meeting with contractors representative
- Detail site inspection report/ formats will be completed within 3 working days
- Document all issues/problems with photographs



## The French National Railway Company is trying to bring the speed of its fast trains up to 360 kph in order to compete with the air operator Air France



In association with Alstom and RFF, the French National Railway Company SNCF has recently undertaken experiments on two classic rail-lines: since Wednesday, two Paris-Strasbourg trains are circulating at the speed of 360 kph, i.e. way faster than the 300 or 320 kph regular speed of French fast-trains or even than the 350 kph performed by Spanish fast-trains. The project could be more largely implemented by the year 2016 on the Paris-Toulouse line and would thus allow SNCF to overtake its rival Air France that has recently decided to enter the railway market.

A 360 kph speed would indeed shorten the trip length by a few minutes, which is nevertheless crucial in the choice made by passengers to travel using the plane or the rail network. The new speed could only be implemented on more recent lines such as Tours-Bordeaux, and Paris-Toulouse. The city of Bordeaux would in the end find itself only 2 hours from Paris -- instead of 2 hours and 55 minutes-- and the city of Toulouse would be located at 2 hours and 55 minutes from the capital.

If the project is considered viable from an economic and technical vantage, this might mean a new victory in the new Air France-SNCF competition and would confirm the place of France as Europe's biggest user of high-speed rail.

# Staff Joining between July to September



## At Headquarter:

Vishal Khullar Engineer (Bridge Design)  
 Anamika Kadam, Senior Manager (Bridges)  
 Amit Mishra, Assistant Manager (Administration)  
 Abdul Rafik Mondal, Senior Engineer (Highway Design)  
 Sumeet Sharma, Senior Manager (Social)  
 Venkata Uday Kala, Assistant Engineer (Geotechnical)  
 G. Venkatesh, Assistant Engineer (Structures)  
 Sai Suman Poojari, Assistant Engineer (Transportation)  
 V.Surya Prakash Rao, Assistant Engineer (Transportation)  
 Makana Satya Sudha, Assistant Engineer (Transportation)  
 Swati Sharma, Secretary cum Computer Operator  
 Sanjeev Verma, Manager (Bridge Design)  
 R.K. Jindal, Hydrologist  
 Achinta Kumar Lal, Contract Specialist  
 Makana Satya Sudha, Assistant Engineer (Transportation)  
 Naga Venkata Sumanth Vallabhaneni, Assistant Engineer (Transportation)  
 Sunil Kumar Bhat, BD Manager (Railways)  
 Krishna Kant Gupta, Deputy General Manager (Irrigation & Agriculture)

Jai Kumar, Quality Material Engineer, Uttar Pradesh State Road Project-Phase II  
 Sanjay, Quantity Surveyor, Uttar Pradesh State  
 Vijesh Kumar, Secretary cum Computer Operator, Ganga Express Highway  
 Abburi Lakshmoji, Engineer (Highway Design), Hyderabad  
 P.Bala Ganesh, CAD Operator, GSHP  
 Chandan Kumar Singh, Laboratory Technician, KSTP-I  
 S.Kumar, Assistant Highway Engineer, IC Project (TN-4)  
 Sanjay Kumar Pandey, Field Engineer (Roads), Uttar Pradesh State Road Project-Phase II  
 Santhosh Kumar Shetty, Assistant Material Engineer, Punjab State Road Project- Technical Audit  
 Ram Lal Gangwal, Surveyor, USRIP (Uttrakhand)  
 Pankaj Kumar, Site Engineer (Roads), Uttrakhand(USRIP)  
 Bala Krishna Reddy, CAD Engineer, Uttar Pradesh State Road Project-Phase II  
 Ashok Kumar Srivastava, Secretary cum Computer Operator, Uttar Pradesh State Road Project-Phase II  
 Mahboob Qadri, Field Engineer (Bridge), KSTP-I  
 Vijay Kumar Mathur, Computer Operator, IC U.P. (Meerut-Muzaffarnagar)  
 Harish Karmungi, Deputy General Manager (Highways), Hyderabad  
 U.S. Senthil Kumar, Office Manager, IC Project (TN-4)  
 Sanjay Kumar Singh, Survey Engineer, NS Corridor Tamil Nadu  
 Munish Kumar, Pavement cum Material Engineer,  
 Khalid Fazal Khan, Senior Quantity Surveyor, Uttar Pradesh State Road Project-Phase II  
 R. Nageswara Rao, Laboratory Technician, KSTP-I

K.L. Bhat, Resident Engineer, PSRP  
 Dinesh Vyas, Interpreter, ECFP  
 Nisar Ahmed A. Janawad, AP3, AQME  
 M. Kamalakar, Hyderabad, A.E. (Highway Design)  
 Rati Kanta Parida, Ranikhet, Uttarakhand, Str./Drainage Engg  
 Raj Kumar Babosana Singh, A9(AS7) Assam,  
 Subah Singh, Berinag, Uttarakhand, Surveyor  
 Kalpesh Patel, Tech Audit, PSRSP, Surveyor  
 Sheikh Qarar, Berinag, Uttarakhand, Quantity Surveyor  
 Rana Jai Singh, Ranikhet, Uttarakhand, Site Engineer (Roads)  
 A.S. Pawar, Mukerian Punjab, Resident Engineer  
 Jiban Baruah, A9(AS7) Assam Quantity Surveyor  
 Praveen Mangain, Tech Audit, PSRSP, Surveyor  
 Jay Prakash, Tech Audit, PSRSP, Asst. Material Engineer  
 D. Shivshankar, KSTP IV, Surveyor  
 Alok Sinha, UPSRP, Raibarielly, Quality Material Engineer  
 Samuel Raju, Hyderabad, Office Boy  
 Nithin Kumar Gupta, Meerut Muzaffarnagar, Computer Operator  
 Mohammad Rafi, Mohali, Punjab, Office Assistant  
 Pankaj Kumar, Almora, Uttrakhand, Topographic Surveyor  
 Sonal Jain, Meerut Muzaffarnagar, Secretary  
 Yerra Venkateswara Rao, Vishakapatnam, Office Boy  
 Alok Sinha, Uttar Pradesh State Road Project-Phase II, Quality Material Engineer

## At Projects:

Goda Venkata Siva Reddy, Field Engineer (Roads), KSTP-I  
 S.Baskar Raja, Surveyor, KSTP-I  
 Beant Singh, Assistant Material Engineer, Punjab State Road Project- Technical Audit  
 Vithal Rao, Field Engineer (Roads), KSTP-I  
 R.Sudheer Kumar, Quantity Surveyor, GSHP  
 Bharath Rana, Cook, IC Project (TN-4) Road Project-Phase II  
 Bachi Singh Bisht, Computer operator cum Assistant Office Manager, Uttrakhand (USRIP)



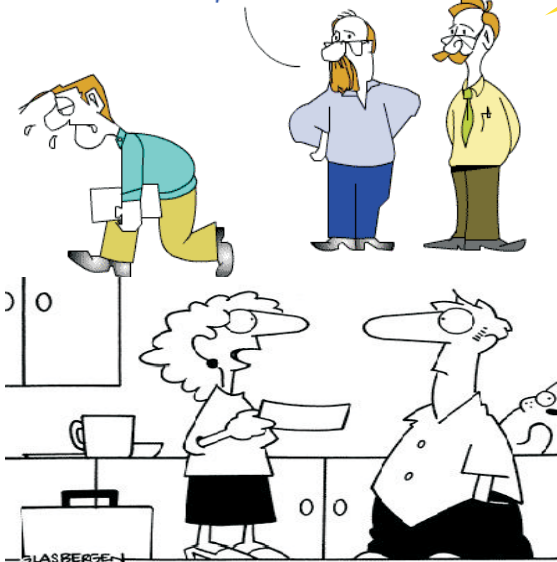
# Books in Library

- Field Manual for Highway Bridge Engineers. 2nd ed. by V.K.. Raina. Shroff Publication New Delhi.
- Oxford Advance English Dictionary by AS Hornby, 7th Ed. (2008) .
- Standard Plans for 3.0m to 10.0.m Spam reinforced cement concrete slab superstructures without footpath for Highways by MOST
- Standard Drawing for Roads bridges RCC Solid Slab Superstructures (22.5 Skew, 15 & 30 Skew) by MORT & H
- Standard Plans for Highways Bridges Prestressed Concrete Beam & RCC Slab by MORT & H



LIFE OF THE COMPANY

Poor young chap.....he attended a seminar organised by Management....*"admit mistake and earn respect"*.... he admitted one.....they sacked him !!!



"I got paid 50 million dollars this week. Do you think it's a mistake or did my boss finally realize how valuable I am?"



Our employees are assets for the company but keep in mind, that assets also depreciate with time. As a result, we have to get new ones at a higher cost and reduce the maintenance cost of older ones.

That new joiner is getting much more than most of us... is it the right way way to treat your old assets?



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