



# Hyderabad Metro Rail Project in PPP Mode

## Presentation to ABMR



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# Hyderabad Metro Rail Project

- 3 high density traffic corridors (71 km) taken up in phase I
  - Miyapur – L.B.Nagar : (28.87 kms; 27 Stns)
  - Jubilee Bus Station – Falaknuma : (14.78 kms; 16 Stns)
  - Nagole – Shilparamam : (27.51 kms; 23 Stns)
- Integration/interchange planned with existing Rail terminals, MMTS stations & Bus depots
- Air conditioned “Merry go round” feeder buses between Metro rail stations & catchment areas → “seamless travel” facility – on same ticket

## “Transit + ”

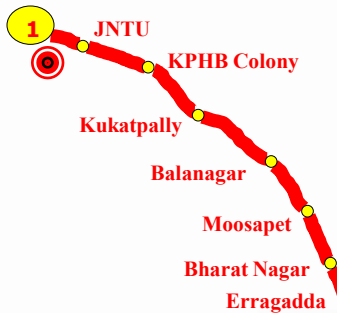
- Not just a Metro, but an urban rejuvenation and redesign effort to transform Hyderabad into a people-friendly green city
- Eco-friendly stations with natural ventilation, sky-walks, ramps, escalators, elevators & a host of commuter-friendly facilities



# Hyderabad Metro Rail Corridors

3 high density tfc. corridors (71 km) taken up in phase I. Cost - 14,132 Cr.

Miyapur



1. Miyapur – L.B.Nagar

: 28.87 km; 27 stns

2. Jubilee Bus Station – Falaknuma

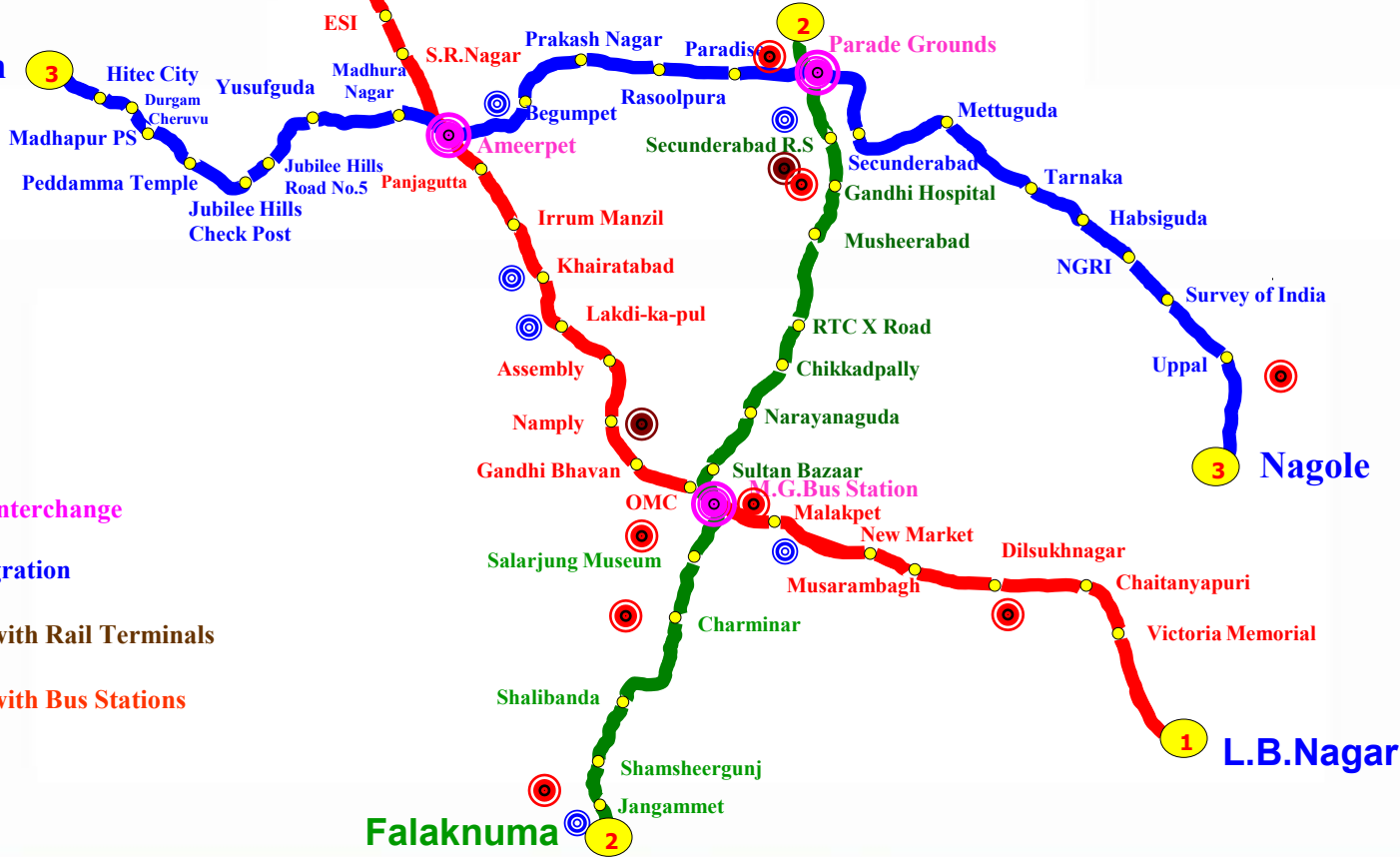
: 14.78 km; 16 stns

3. Nagole – Shilparamam

: 27.51 km; 23 stns

## Jubilee Bus Station

Shilparamam



⊗ Metro Rail Interchange

⊗ MMTS Integration

⊗ Integration with Rail Terminals

⊗ Integration with Bus Stations



## Salient Features of Hyderabad Metro

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- ✓ Elevated Metro rail, with two tracks (up & down lines) on a deck erected on piers generally in central median
- ✓ Stations at an average interval of 1km (total:66 stns)
- ✓ Adequate parking space & circulating area at stations for multimodal integration
- ✓ Max speed : 80Kmph; Avg. speed : 34 Kmph
- ✓ Air conditioned coaches with automatic door closures & many safety features
- ✓ Sophisticated signaling system – ATP, ATC, ATO
- ✓ With a frequency of 3 to 5 minutes during peak hours, the system to carry about 1.5 million passengers per day by 2016/17 and 2.2 million by 2025



## Hyderabad Metro in PPP mode

- ✓ World's largest Metro Rail project in PPP
- ✓ Govt. approved project cost ₹12,132 Cr. (updated cost approved by Lenders: ₹14,132 Cr.)
- ✓ ₹1,458 Cr. as “Gap Funding” by GoI and balance by Concessionaire L&T (₹14,132 Cr. – ₹1,458 Cr. = ₹12,674 Cr.)
- ✓ Additional ₹1,980 Cr. being spent by GoAP for land acquisition, shifting of utilities, R&R, pedestrian facilities, etc.
- ✓ Concession Period 35 yrs (incl 5 yrs for constn), extendable by another 25 yrs
- ✓ 269 acres of land for 3 Depots and P&C areas at 25 stns
- ✓ Scope for property devt through use of air space – property cannot be sold
- ✓ Lease rentals during CP to cross subsidize losses
- ✓ Property + Rail system to revert to GoAP at the end of CP



## PPP mode

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- ✓ Guided by CA & MSS
- ✓ Scope for design innovation
- ✓ Private sector efficiencies & business practices
- ✓ Financial viability is crucial
- ✓ Risk allocation & Management – Authority; Concessionaire; & Lender



## Current Status of Hyderabad Metro

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- ✓ Concession Agreement signed with L&T (L&TMRHL) in **Sept 2010**
- ✓ Financial Closure achieved in **March 2011**
- ✓ Over **800** expat & Indian engineers currently working on designs & at various work spots
- ✓ Surveys, soil investigations & most of the design works completed
- ✓ Works at **Depots & precast yard** in full swing
- ✓ Pier construction works on roads commenced in April 2012
- ✓ First stretch of Nagole-Mettuguda (8 km) to be opened by **end 2014**
- ✓ Project to be completed in **5 yrs**



# Different stages of pier casting



**NUP 05**



**NUP 12**



**USIP 23**



**USIP 19**



**NUP 6**



**USIP 20**



**NUP 24**



**USIP 24**



# Pier foundations of Uppal station



## UPPAL CASTING YARD





## COMPLETED PIERS





## PROPOSED METRO RAIL STATION



## Concerns

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- ✓ PPP model – high risks for pvt Concessionaire;
- ✓ Lenders' role
- ✓ Heavy penalties on Govt for delays + serious financial implications for Govt.
- ✓ Force Majeure clauses; Compensation for default by Govt; Liability & Termination clauses; Substitution Agmt; DRM
- ✓ Legal Cover: Tramways Act vs Central Metro Acts
- ✓ Federal structure of the constitution not to be tampered with
- ✓ IR's earlier record vis-a-vis Metro Rail projects
- ✓ IR's record in PPPs; IR's reluctance/inability to adopt reforms
- ✓ Power without responsibility and accountability
- ✓ Dr Sreedharan's Ir on ABMR
- ✓ Importance of individuals in clearances needs to be curbed
- ✓ Only broad envelope of guidelines – no need for approvals



**Thank you**