Hyderabad Metro Rail Project in PPP Mode

Presentation to ABMR

NVS Reddy
Managing Director,
Hyderabad Metro Rail Ltd.

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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.

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

www.hyderabadmetrorail.in
Salient Features of Hyderabad Metro

- 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 devpt 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

- 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

- 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
Pier foundations of Uppal station
COMPLETED PIERS
PROPOSED METRO RAIL STATION
Concerts

- 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 lr on ABMR
- Importance of individuals in clearances needs to be curbed
- Only broad envelope of guidelines – no need for approvals
Thank you