

No.K-14011/32/2006-MRTS  
Government of India  
Ministry of Urban Development  
( M.R.T.S. Cell )

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Nirman Bhawan, New Delhi.  
Dated, the 17<sup>th</sup> May, 2007.

**ORDER**

Government of India (GoI) has approved implementation of Delhi Mass Rapid Transit System (MRTS) Project Phase II at an estimated completion cost of Rs.8676 crore. Phase-II project, as approved by the Government, does not, however, cover the Jawaharlal Nehru (JLN) stadium which will be the most important venue for the Commonwealth Games, 2010 where the Inaugural and Closing Ceremonies will also be conducted. The Phase II of metro network does not cover Dr. Karni Singh Shooting Range also which will be another event centre. JLN stadium has a capacity for 75,000 spectators and the Govt. of NCT of Delhi is of the view that such large number of spectators cannot be evacuated from this stadium without a metro connection. The Organizing Committee of Commonwealth Games has also asked for metro connectivity to the Jawaharlal Nehru stadium. Commonwealth Games are an important milestone for making Delhi a world class city.

2. This line will also serve very important residential and commercial areas and will also have good legacy value even after the Commonwealth Games are over. In addition, this line would also provide connectivity to Faridabad in future.

3. Accordingly, sanction of the President is hereby accorded to the implementation of the Central Secretariat to Badarpur corridor by Delhi Metro Rail Corporation (DMRC) Ltd. as an addition to Phase II of Delhi Metro. The details of the sanction are as under :-

Contd.....2/-

i) **Alignment**

The alignment of the project shall be from Central Secretariat via Khan Market, Jawaharlal Nehru Stadium, Lajpat Nagar, Moolchand, Kailash Colony, Nehru Place, Kalkaji, Okhla, Jasola, Sarita Vihar, Mohan Cooperative Industrial Estate , Tughlakabad to Badarpur.

ii) **Length**

Underground	:	5.16 km
Elevated	:	15.00 km
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Total length	:	20.16 km
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iii) **Gauge**

This corridor is a 'stand alone' line and has been approved on standard gauge on techno-economic considerations.

iv) **Land requirement**

The land belonging to various Ministries/Departments as well as autonomous/statutory bodies/agencies of the GoI/GNCTD, which is required for the project, will be taken over by GOI/GNCTD at inter-departmental transfer rates notified by the MoUD, while the Railway land required, if any, will be made available on lease rates based on the market price of the land to be agreed upon between the MoUD and the Ministry of Railways (MoR). The total cost of the land to be transferred to DMRC Ltd. will be shared by the GoI and GNCTD in equal proportion.

v) **Cost estimates**

The overall capital cost for this line at June, 2006 price level works out to Rs.3640 crore (including taxes and duties). The completion cost is Rs.4012 crore (including taxes and duties).

vi) **Financing Plan**

The financing plan approved is as follows:-

	<u>(Rs. in crore)</u>
Equity by GoI	612.50 (17%)
Equity by GNCTD	612.50 (17%)
Subordinate debt by GoI on account of land cost.	117.50 (3.26%)
Subordinate debt by GNCTD on account of land cost.	117.50 (3.26%)
JBIC Loan (as pass through assistance to DMRC by GoI)	2143 (59.48%)
Total	----- 3603 (100%) ----- (4012 with taxes)

Cost escalations and sharing of exchange rate fluctuation risk on account of JBIC loan shall be borne in equal proportion by GoI and GNCTD.

vii) **Taxes**

Since Central Secretariat-Badarpur corridor is an addition to Phase II of Delhi Metro and not part of Phase II, it would not be entitled for tax exemptions from Government of India (GoI). Similar view has been taken for Metro projects coming up elsewhere in the country, namely, Bangalore, Mumbai and Hyderabad. Government of National Capital Territory of Delhi (GNCTD) may, however, take appropriate decision regarding waiving off State taxes and duties. The additional cost on account of Central taxes and duties shall be shared equally between Ministry of Urban Development of GoI and GNCTD as additional subordinate debt.

viii) **Implementation of the project**

The project shall be implemented by Delhi Metro Rail Corporation Ltd. as per detailed project report (DPR), so as to be completed by June, 2010. This project shall be part of an Integrated Transport Master Plan, which will also include the plan for the feeder routes, etc. Feeder/Inter-modular transport and adequate parking facilities at all the stations shall be provided by Government of National Capital Territory of Delhi (GNCTD) and DMRC Ltd.

ix) **Cost of Security**

In principle, the cost of security should not be a part of the project cost, but treated as an operational cost. The security related expenditure for public transport services like Metro would require to be looked into by the Ministry of Home Affairs as a Sovereign function. In future, DMRC Ltd. may also think of its own security arrangement.

4. This issues with the concurrence of internal Finance Division vide their Dy. No.816-US(F)/FD/07 dated 16.5.2007.

( S.K. Lohia )  
Director(UT)  
Tel : 23061114

To

Pay & Accounts Officer (Sectt.)  
Ministry of Urban Development  
Nirman Bhawan,  
New Delhi.

Copy forwarded to :

1. Cabinet Secretary, Cabinet Secretariat, Rashtrapati Bhawan, New Delhi.
2. OSD to Minister of External Affairs, South Block, New Delhi.
3. Principal Secretary to Prime Minister, South Block, New Delhi.
4. Member Secretary, Planning Commission, Yojana Bhawan, New Delhi.
5. Secretary, Ministry of Home Affairs, North Block, New Delhi.
6. Secretary, Deptt. of Economic Affairs, Ministry of Finance, North Block, New Delhi
7. Secretary, Deptt. of Expenditure, Ministry of Finance, North Block, New Delhi.
8. Secretary, Deptt. of Revenue, Ministry of Finance, North Block, New Delhi.
9. Chairman, Railway Board, Ministry of Railways, Rail Bhawan, New Delhi.
10. Secretary, M/o Road Transport & Highways, Parivahan Bhawan, New Delhi.
11. Secretary, M/o Environment & Forests, Pariyavaran Bhawan, CGO Complex, New Delhi.
12. Secretary, Ministry of Statistics & Programme Implementation, Sardar Patel Bhawan, Sansad Marg, New Delhi.
13. Chief Secretary, GNCTD, Delhi Sachivalaya, I.P. Estates, New Delhi.
14. Managing Director, Delhi Metro Rail Corporation Ltd., NBCC Place, Pragati Vihar, Bhisham Pitamah Marg, New Delhi.

Contd.....6/-

Copy also to :-

1. PS to UDM./PS to MoS (UD), New Delhi.
2. Chairman, Organising Committee, Commonwealth Game Delhi, 2010, Gate No.28-A, Jawaharlal Nehru Stadium, Lodhi Road, New Delhi-110003 w.r.t. D.O. CWG-2010/Metro/GoM dated 2.3.2007.
3. Sr. PPS to Secretary (UD), MoUD, New Delhi.
4. Chief Controller of Accounts, MoUD, New Delhi.
5. Finance Division, MoUD, New Delhi.
6. Budget Division, MoUD, New Delhi.
7. Guard file of Delhi MRTS Project.

**( S.K. Lohia )**  
**Director(UT)**

No.K-14011/1/2002-MRTS  
Government of India  
Ministry of Urban Development  
( M.R.T.S. Cell )  
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Nirman Bhawan, New Delhi.  
Dated, the 17<sup>th</sup> May, 2007.

**ORDER**

In view of forthcoming Commonwealth Games and spurt in Air Traffic in India, Airport Authority of India (AAI) anticipates a steep growth in Air Traffic to be handled at Delhi's IGI Airport. The annual traffic of the Airport which was 12 million passengers in the year 2004-05, is likely to grow to 36.7 million in 2011-12, (i.e. more than 300% growth in the next 6 years) and to 100 million by 2036.

2. Presently as per the traffic surveys, about 1.7 lakh trips are undertaken to and from the Airport on a normal working day. Out of this about 40,000 are passengers, 64,000 are staff and balance visitors and drivers of private cars/taxis. Based on willingness to shift survey and origin destination survey, it has been found that about 30% of this traffic falls in the area of influence of the proposed Metro link from New Delhi Railway Station to airport and about 50% of them are expected to use it. Based on the above assumptions, the expected Peak Hour Per Direction Traffic (PHPDT) is 1934 and 3900 in the year 2011 and 2021 respectively.

3. Government has considered the proposal of Delhi Metro Rail Corporation Ltd. (DMRC) to provide a High Speed Express Link from New Delhi Railway Station to IGI Airport to address the growing road traffic congestions and need for fast evacuation of passengers and visitors at the airport.

4. Sanction of the President is hereby accorded to the implementation of the High Speed Express Link from New Delhi Railway Station to IGI Airport by DMRC Ltd. The details of the sanction are as under :-

Contd.....2/-

i) **Alignment**

The alignment will be from New Delhi Railway Station via Baba Kharak Singh Marg, Ram Manohar Lohia Hospital, Mother Terressa Crescent, Sardar Patel Marg, Dhaula Kuan and National Highway No. 8 to IGI Airport

ii) **Length**

The length of the alignment shall be as under :-

Underground length	- 5.5 km
Elevated length	- 11.6 km
Switchover ramp	- 2.1 km
	-----
Total	- 19.2 km
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iii) **Stations**

The stations will be located at New Delhi city terminal, Shivaji Stadium (Baba Kharak Singh Marg), Dhaula Kuan and IGI Airport Terminal.

iv) **Gauge**

The Express link has been approved on standard gauge. The coaches with proven designs are available world wide on standard gauge. Adoption of standard gauge has been accepted as it will be more economical and will also need lesser time in supplying and commissioning to suit the completion of the link before Commonwealth Games, i.e. by June, 2010.



v) **Rolling Stock**

The rolling stock required for the Express link will be of different design than normal metro due to higher speed (135 kmph or more), different sitting arrangements, luggage carrying arrangements, etc. The link shall, therefore, be a stand alone system.

vi) **Train Maintenance Depot**

Train maintenance depot is proposed to be located at T-junction where NH-8 and road to domestic airport meets. Approximately, 5 ha. land is required for this purpose, which is under occupation of the Defence Authorities, but at present lying vacant.

vii) **Land requirement**

The land belonging to various Ministries/Departments as well as autonomous/statutory bodies/agencies of the GoI/GNCTD, which is required for the project, will be taken over by GOI/GNCTD at inter-departmental transfer rates notified by the MoUD, while the Railway land required, if any, will be made available on lease rates based on the market price of the land to be agreed upon between the MoUD and the Ministry of Railways (MoR).

viii) **Cost estimates**

The overall capital cost for the line at March, 2006 price level works out to Rs.2541.81 crore (including taxes and duties). The completion cost is Rs.3076 crore (including taxes and duties).

ix) **Financing Plan**

Under Concessionaire approach approved, the civil works outside the Airport i.e., cost of land, alignment, stations are to be shared by Government of India (GoI) and GNCTD equally as equity

contribution. The cost of civil works within the airport will be borne by Airport Operator (Rs.350 crore) as grant to DMRC. The balance cost including rolling stock is to be borne by the concessionaire. The break-up of the financing plan is given below:

	<u>(Rs. in crore)</u>
<u>Particulars</u>	<u>With Taxes</u>
Grant by Airport Operator to DMRC towards civil jobs inside the airport (To be provided upfront)	350 (12%)
Equity by the Government of India (GOI) towards civil jobs outside airport	599 (19%)
Equity by GNCTD towards Civil Jobs outside airport	599 (19%)
Equity by Concessionaire to maintain debt to equity ratio of 7:3	461 (15%)
Domestic Debt @10% by Concessionaire	1067(35%)
Total	3076(100%)

x) **Additional Investment to be made by the concessionaire as traffic increases**

Additional investment cost Rs.768.00 Crore with taxes at completion cost has been provided in the year 2021-2022 to be provided by the concessionaire. These costs have been provided to take care of increased requirement of rolling stock and related equipment on account of the increased traffic since the existing rolling stock would be insufficient to carry out the traffic estimated in these years. This cost shall be fully borne by the concessionaire.

xi) **Operation & Maintenance Costs**

The total O&M cost shall be borne by the concessionaire.

Contd.....5/-

xii) **Taxes**

Taxes and duties leviable for this project have been incorporated in the total completion cost of Rs.3076 crore.

xiii) **Implementation of the project :**

The civil works of the project shall be executed by Delhi Metro Rail Corporation Ltd. as per detailed project report (DPR) and revised project profile on PPP mode. Concessionaire shall also be fixed by DMRC and concessionaire agreement to be finalized in consultation with Ministry of Urban Development. This project shall be part of an Integrated Transport Master Plan, which will also include the plan for the feeder routes, etc. Check-in facilities for passengers by all airlines at New Delhi Terminal, Shivaji Stadium (Baba Kharak Singh Marg) and Dhaula Kuan and baggage handling at New Delhi terminal and Shivaji Stadium shall be planned and provided by DMRC Ltd., Ministry of Civil Aviation and its affiliated agencies. Feeder/Inter-modular transport and adequate parking facilities at all the stations shall be provided by Government of National Capital Territory of Delhi (GNCTD) and DMRC Ltd. The project shall be completed by June, 2010.

5. This issues with the concurrence of internal Finance Division vide their Dy. No.815-US(F)/FD/07 dated 16.5.2007.

( S.K. Lohia )  
Director(UT)  
Tel : 23061114

To

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5. Secretary, Ministry of Home Affairs, North Block, New Delhi.
6. Secretary, Deptt. of Economic Affairs, Ministry of Finance, North Block, New Delhi
7. Secretary, Deptt. of Expenditure, Ministry of Finance, North Block, New Delhi.
8. Secretary, Deptt. of Revenue, Ministry of Finance, North Block, New Delhi.
9. Chairman, Railway Board, Ministry of Railways, Rail Bhawan, New Delhi.
10. Secretary, Ministry of Civil Aviation, Rajiv Gandhi Bhawan, New Delhi.
11. Secretary, M/o Road Transport & Highways, Parivahan Bhawan, New Delhi.
12. Secretary, M/o Environment & Forests, Pariyavaran Bhawan, CGO Complex, New Delhi.
13. Secretary, Ministry of Statistics & Programme Implementation, Sardar Patel Bhawan, Sansad Marg, New Delhi.
14. Chief Secretary, GNCTD, Delhi Sachivalaya, I.P. Estates, New Delhi.
15. Managing Director, Delhi Metro Rail Corporation Ltd., NBCC Place, Pragati Vihar, Bhisham Pitamah Marg, New Delhi.

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