# No. K-14011/60/2014-MRTS-I (Vol.I) Government of India Ministry of Housing and Urban Affairs (MRTS-I)

322-C, Nirman Bhawan, New Delhi, Dated, the 4<sup>th</sup> July, 2019,

## ORDER

Sanction of the President is accorded for implementation of three Priority Corridors of Delhi Mass Rapid Transit System (MRTS) Phase-IV Project viz. (i) Aerocity to Tughlakabad, (ii) R.K Ashram to Janakpuri (West) and (iii) Mukundpur-Maujpur within Delhi Area covering a total length of 61.679 km at the total completion cost of ₹ 24,948.65 crores (Rupees Twenty Four Thousand Nine Hundred Forty Eight Crore and Sixty Five Lakh Only) (including escalation and Central taxes & dulles, Land cost and State taxes), as per the costing details given in the Annexure, with contribution of Government of India (Gol) in the form of Equity and interest free Subordinate Debt as per the details given in Para 4 below and subject to the conditions as detailed in Para 7 below.

2. The Project is scheduled to be completed in five years from the date of start of work.

Sr. No.	Contrast	Route Length in KMs	Under- ground in KMs	Elevated in KMs
7	Aerocity to Tughlakabad (Nine Coach Length Station)	20,201	14.619	5.582
2	Janakpuri West to R.K Ashram (Six coach Length Station)	28.920	7.740	21.180
3	Mukundpur-Maujpur (Six Coach Length Station)	12,558	0.000	12,558
	Total	61.679	22.359	39.320

3. Alignment: The following lines of Delhi MRTS Phase-IV project have been approved on priority:

ADITYA MADANPOTRA, IFS Dy. Conservator of Forests central Forests Division Govt. of NCT of Delhi Kamla Nehru Ridge, Delhi-11000  Project Financing: The cost of the Project will be financed as per the funding pattern given below:

Sources of Funding	Amount (Rupees in crore)	Percentage
Equity by Government of India (Gol)	3,399.06	18.36%
Equity by Government of National Capital Territory of Delhi (GNCTD)	3,399.06	16.36%
Subordinate Debt for Central Taxes (Custom & CGST) by Gol (50%)	755.14	3.64%
Subordinate Debt for Central Taxes (Custom & CGST) by GNCTD (50%)	755.14	3.64%
Grant from Delhi Development Authority (DDA)	1,000:00	4.81%
Loan from Bilateral/Multilateral Agency	11,462.60	55,19%
Sub-Total	20,771.00	100.00%
Concessionaire Fund [Public Private Partnership (PPP) Component]	427,64	y
Subordinate Debt for State Taxes (SGST) by GNCTD	1,243.31	See entries to it
Subordinate Debt for Land and Rehabilitation & Resettlement (R&R) by GNCTD	2,447,19	
Sub Total	24,889.14	
Interest During Construction (IDC) on external loan (to be borne by DMRC)	59.51	
Grand Total	24,948.65	· · ·

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5. Institutional Arrangement: The above three Priority Condors of Delhi MRTS Phase-IV Project will be implemented by the existing Special Purpose Vehicle (SPV), namely the Delhi Metro Rall Corporation Ltd. (DMRC), which is a Joint ownership (50:50) SPV of Government of India (Gol), and Government of National Capital Territory of Delhi (GNCTD).

6. High Powered Committee: During implementation of the project, the High Powered Committee under the chairmanship of the Chief Secretary to the GNCTD, with other Secretaries concerned as members, will take expeditious decisions on matters relating to land acquisition, shifting of utilities and other structures in the project alignment, rehabilitation of Project Affected Persons, Multimodal Integration and such other matters where the State Government has to facilitate quick action including various conditions of sanction of this project.

7. Conditions: The Terms and Conditions of Sanction for implementation of three Priority Corridors of Delhi MRTS Phase-IV are as under:

(a) A Memorandum of Understanding (MoU) shall be signed amongst the Gol, GNCTD and DMRC to ensure effective implementation of the project and conditions of sanction. Government of India share will not be released till the tripartite MoU is signed.

> ADITYA MADANPOTRA, IFS Dy. Conservator of Forests central Forests Division Govt. of NCT of Stamla Nehru Ridge, Deam receipt

(b) GNCTD would ensure price based measures to promote and facilitate Metro ridership, as part of an integrated traffic rationalization plan and Comprehensive Mobility Plan for Delhi with a view to ensure that the projected ridership is realized.

(c) Integration of various modes of transport which would act as feeder/evacuation systems to the proposed Metro for improved ridership including adequate parking space at Stations, National common mobility card being introduced by Ministry of Housing and Urban Affairs and integrated ticketing across all modes and all operators would be given high priority by the GNCTD and DMRC.

(d) A suitable arrangement shall be provided by GNCTD for periodic and automatic fare revision for other competing modes.

-(e) The GNCTD would set up a dedicated Urban Transport Fund (UTF) at State level in consultation with Ministry of Housing and Urban Affairs, Government of India through levy of dedicated taxes/levies etc., capturing the increased land and property value from sale proceeds/rental (as well as increased FAR) all along the metro corridors in Delhi as envisaged in National Urban Transport Policy, 2006 to create pool of resources for replacement of assets, interest subsidy and providing operational subsidies; if any, not only for this project but other Urban Transport projects as well, 75% of the amount realized from the increased land and property value capture from sale/rental proceeds would be credited to Dedicated Urban Transport Fund at Central Government level.

(f) Ministry of Housing and Urban Affairs (MoH&UA), Government of India will take necessary steps in regard to standardization and indigenization across all metro systems.

(g) MoH&UA, Government of India will get safety certification for all metro systems done through Commissioner of Metro Railway Safety.

(h) The DMRC shall generally adopt the guidelines of Department of Public Enterprises, the Department of Economic Affairs and the Central Vigilance Commission as necessary to strengthen the Corporate Governance and shall be subject to Parliamentary scrutiny.

(i) DMRC and GNCTD along with New Delhi Municipal Council (NDMC) and Municipal Corporations of Delhi and Delhi Cantonment Board would ensure development of facilities for pedestrians and cyclists in the catchment area of all the metro stations in Delhi. A modern ITS enabled cycle sharing facility (like Velib in Paris) would be set up and maintained by DMRC in the catchment area of all the metro stations in the metro network to promote green and clean transport.

(i) In order to promote indigenization, the growth of industry and employment in India, the DMRC would insist on manufacturing facilities in India for majority of

> ADITYA MADANPOTRA, IFS Dy. Conservator of Forests Central Forests Division Covt. of NCT of Delhi Nutries Venru Ridge, Delhi-110007

(k) The DMRC shall generally be bound by such directions on question of policy, as the Central Government may give in writing from time to time after giving due opportunity to the DMRC to express its views before giving any direction.

(I) The DMRC shall continue to maintain, revamp and enhance the existing National Level Facility set up at Anand Vihar Metro Station Building, Delhi as per the directions of MoHUA, Gol for providing comprehensive technical guidance, appraisal, capacity building, research, national database, etc. at institutional level in the field of urban transport, including metro rall, which would be managed by the National Institute of Urban Transport as envisaged in the National Urban Transport Policy, 2006 and Metro Rail Policy, 2017. A fresh tripartite MoU shall be executed for this purpose by the stakeholders i.e. DMRC, National Institute of Urban Transport (India) and MoHUA, Gol.

(m) The land belonging to various Ministries/ Departments as well as autonomous/statutory bodies/agencies of the Gol/GNCTD, which is required for the project, shall be taken over by the Gol/GNCTD at inter-departmental transfer rates as notified by MoHUA. The land so taken over/ acquired for the project by respective Governments shall be allotted to the DMRC on 99 years' lease at a nominal rent of Re. 1/- per annum in line with the approach adopted during implementation of Delhi Metro phase III project. The cost of land and R&R will be borne by GNCTD.

(n) Government of India will provide financial support to DMRC Phase-IV connecting three Metro corridors in the form of equity and subordinate debt (for part of taxes), subject to an overall ceiling of 20% of the cost of the project excluding private investment, cost of land, rehabilitation and resettlement. Any subsequent Cost escalation due to price escalation or exchange rate variation leading to increase in the cost of the project within or beyond the approved project time limit, inclusion of any item not referred to in DPR and also any other cost escalation due to change in scope or delay beyond the approved time cycle shall be borne/met/arranged by the SPV. In case SPV fails, the liabilities will be borne by GNCTD. As per Metro Rall Policy 2017 land and R&R cost will be borne by GNCTD.

(o) Expenditure on O&M and debt servicing should be the responsibility of the SPV. In case the SPV fails in respect of this, the liabilities will be borne by GNCTD in terms of Para (D) (iv) (d) of Metro Rail Policy, 2017.

(p) The external assistance, if any, will flow on back to back basis as per standard arrangement of Department of Economic Affairs.

(q) The SPV will explore the possibility of PPP in other areas of activities related to the metro project in terms of Para (E) (iii) (b) of Metro Rail Policy, 2017.

(r) Interest during Construction on external loan will be arranged by DMRC from internal resources and to the extent possible by monetization of assets.

(s) Concerns of IB on Security issues shall be properly addressed and complied by DMRC as per extant guidelines.

ADITYA MADANPOTRA, IFS Dy. Conservator of Forests Dy. Conservator of Forests Central Forests Division Govt. of NCT of Delhi Kamla Nehru Ridge, Delhi-110007 (t) Escalation due to compounding and contingency on land cost will be deducted from the cost to arrive at the final cost.

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(u) Cost escalation due to price escalation or exchange rate variation leading to increase in the cost of the project within or beyond the approved project time limit, inclusion of any item not referred to in DPR and also any other cost escalation due to change in scope or delay beyond the approved time cycle shall be borne/met/arranged by the SPV and/or GNCTD.

(v) Keeping in view overarching fiscal consolidation path, the respective State Governments should ensure flow of realisable VCF in the SPV account in terms of Para (D) (vii) (b) of Metro Rail Policy, 2017 for meeting O&M, escalation, debt servicing etc. of the project in a manner that will reduce burden on the State

(w) Central Laws, i.e., the Metro Railways (Construction of Works) Act, 1978, the Metro Railways (Operation & Maintenance) Act, 2002 as amended through Metro Railways (Amendment) Act, 2009 and the Railways Act, 1989 would be applicable.

(x) The DMRC, a joint venture of Government of India and GNCTD, which will implement the Phase IV corridors shall generally adopt the guidelines of Department of Public Enterprises, the Department of Economic Affairs and the Central Vigilance Commission as necessary to strengthen the Corporate Governance and shall be subject to the Parliamentary scrutiny.

(y) The Joint Venture, shall be bound by such directions on question of policy, as the Central Government may give in writing from time to time after giving due opportunity to the Joint Venture to express its views before giving any direction.

(z) All relevant initiatives under 'Make in India' are to be followed by DMRC.

(aa) The Gol would not finance cash losses and capital expenditure during the operational phase and its requirements would be financed by the SPV and/ or the State Government from its own resources.

(bb) In case of SPV not being able to repay the loan (as and when it becomes due), the responsibility for the same shall be borne by the State Government and not by the Government of India.

8. This issues with the concurrence of Integrated Finance Division vide Computer No. 9058252 dated 01.07.2019.

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Under Secretary to the Govt. of India Tele. 23062594

To

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

> ADITYA MADANPOTRA, in Dy. Conservator of Forests central Forests Division Govt. of NCT of Delhi Kamla Nehru Ridge, Delhi-110

### Copy forwarded to:

- Cabinet Secretary, Cabinet Secretariat, Rashtrapati Bhawan, New Delhi. 1.
- Principal Secretary to Prime Minister, South Block, New Delhi. 2.
- PS to Minister of Finance, North Block, New Delhi: 3.
- Secretary to Lt. Governor of Delhi, Raj Niwas, Delhi, 4.
- CEO, NITI Aayog, Yojana-Bhawan, New Delhi. 5. 6
- Chairman, Railway Board, Ministry of Railways, Rail Bhawan, New Delhi. 7.
- Secretary, Ministry of Home Affairs, North Block, New Delhi.
- 8. Secretary, Department of Economic Affairs, North Block, New Delhi
- Secretary, Department of Expenditure North Block, New Delhi. 9.
- 10. Secretary, Department of Revenue, North Block, New Delhi.
- Secretary, Ministry of Road Transport & Highways, Parivatian Bhawan, Delhi.
  Secretary, Ministry of Environment, Forests & Climate Change, Indira Paryavaran Bhawan, Prithivi, Block, Job Bagh, CGO. Complex, New Delhi. 13. Secretary, Ministry of Statistics and Programme Implementation, Sardar Patel
- Bhawan, Sansad Marg, New Delhi. 14. Director (Cabinet), Cabinet Secretariat, Rashtrapati Bhawan, New Delhi w.r.t.
- reference No. 11/CM/2019(i) dated 08.03.2019. 15. Chief Secretary, Govt. of NCT of Delhi, Delhi Sachivalaya, I.P. Estate, Delhi. 16. Vice-Chairman, Delhi Development Authority, Vikas Sadan, INA Colony, Delhi. 1.54. 8 .00 (Baltico - - - - - - - - -

- 17. Managing Director, Delhi Metro Rail Corporation Ltd., Metro Bhawan, Fire Brigade Lane, Barakhamba Road, New Delhi-110001.

### Copy also to:

- 1. PS to MoS (IC), HUA 2. Secretary (HUA), MoHUA,
- 3. AS (D), MOHUA
- 4. JS&FA, MOHUA
- 5. OSD(UT) & E.O. JS, MoHUA
- 6. Director(MRTS-I)/Director(MRTS-II)/US(MRTS-Coord)/US(UT-V), MoHUA
- Chief Controller of Accounts, MoHUA, Niman Bhawan, New Delhi.
  Finance Division, MoHUA, Niman Bhawan, New Delhi.

ADITYA MADANPOTRA, IFS Dy: Conservator of Forests Dy: Conservator of Porests Division Contral Forests Division

Govt. of NCT of Delhi Govt. of NC1 of Delhi-110007. Kamla Nehru Ridge, Delhi-110007.

- 9. Budget Section, MoHUA; Nirman Bhawan, New Delhi,
- 10. Guard file of MRTS Project.

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(Deen Dayal) Under Secretary to the Govt. of India

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-	10	alls of component-wise cost of three priority corridors of Delhi MRTS uary, 2019 price level and with escalation of 5% per annum are given below.	Pha	ise-IV projec	
	N.	item	(5	upees in cr	
	1	Alignment and Formation		Total	
1	2	Station Buildings	-	amoun	
1	3 Depot		3874.2		
P	4	Permanent Way		4647.6	
142				407	
CHEC		Traction & power supply Signaling			
17		Telecommunication		582.1 993.21	
8		Automatic Face and an		454.67	
9	. 11	Automatic Fare Collection(AFC) system Platform Screen Doors(PSD)	229.00		
11	0 1	Shifting of Miscellaneous Utilities		161:00	
11		A STATISTICS AND A STATIS	_	147.00	
12	2 5	talf quarter for Q & M		383:27	
13	N	Ultimodal Internal	_	17.02	
14	R	fulfimodal Integration and Last mile connectivity		103.32	
15	T	Cial of all Harris and		138.00	
16	T	axes		1920.00	
17	G	clei of all items except land and R&R at January, 2019 price level (SN 1 to 1 axes. Bheral Charges @5% of SN 15	4)	14058:38	
18	C	Intingency @ and of SN 15	1	2139,15	
19	To	tal cost lact cost on 15	-	702.92	
2	15	al cost Incl. GC, Contingency, and Taxes at January, 2019 price level (SN 416+17+18) calation (0.5% ns.		421.75	
20	Es	calation @ 5% pa		17322.20	
1	To	al cost incl. escalation (SN 19+20)	1	1000	
2			1	2260.54	
3	R&	R including contingency @ 3%	1	19582.74	
4	1.4.6			2170.85	
5	Tote	on R&R including contingency @ 5%	+	263.18	
j	Tote	( Camp   bt and ( City 22+23+24)	1	13.16	
ddi	Ition	al Rolling Stock.	1	2447.19	
	Cost	of additional 244 Rolling Stock	13	2028.93	
				124. 11	
1	Augr	of on board signaling on additional new rakes (20) nentation of Shashi Park, Khyber Pass and Najafgarh Depots for additional cost on account of order	13	1952:00	
- 8.8	RUHII	IC STATE	1	34:00	
1	Total	Cost on account of edditional rolling stock at January, 2019 price level (SN 8429)	1	180.00	
X	27+2	8+29) 84401 Soutional rolling slock at January, 2019 price level (out	1.		
1	500	n additional rolling stock @5% of SN 30		165,00	
10	Conth	ngency @ 3% of SN 30	-	to internet	
136	axes			108.30	
E	scal	100n @ 5% of (SN 30+31+32+33)		64,98	
T	otal	ost on additional rolling		383.78	
115	SN 30	on additional rolling stock incl. laxes, GC, contingency and escalation, 0+34)		36.15	
To	otal c	ompletion cost including additional rolling stock and augmentation of depot #35)	. 28	59.21	
1.(S	N 28	+351 relating auditional rolling stock as t	1.8		
G	RAIDS	During Construction Total (SN 36+37)	248	89.14	
u	MIC	19(a) (SN:36+37)	-	-	

ADITYA MADANPOTRA, IFS Dy. Conservator of Forests Dy. Conservator of Forests Central Forests Division Central Forests Division Govt of NCT of Delhi Govt of NCT of Delhi Kamla Nethru Richae, Delhi-110007

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