
HARYANA MASS RAPID TRANSPORT CORPORATION LIMITED

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**AGENDA FOR
25th MEETING**
(CONFIDENTIAL)

DATE	07.11.2017
TIME	11:00 AM
VENUE	CS's Committee Room, 4 th floor, Haryana Civil Secretariat, Chandigarh.

AGENDA FOR THE 25th MEETING OF THE BOARD OF DIRECTORS OF HMRTC.

Day & Date	Tuesday, the 07 th November, 2017
Time	11:00 AM
Venue	CS Committee Room.

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Item No 25.1

To grant Leave of Absence to the Directors

1. Leave of absence may be granted to the Directors who have not been able to attend the meeting.
2. It is brought to the notice of the Board that as per the Companies Act 2013, every Director is required to attend at least one Board meeting during the current Financial Year. In the absence of which the Director will automatically vacate the office, even though the leave of absence might have been granted by the Board. Leave of absence will be granted against specific requests.

Item No 25.2

Confirmation of minutes of the 24th Board Meeting of HMRTC held on 18.08.2017.

The approved minutes of the 24th meeting of the Board of Directors held on 18.08.2017 **(Annexure-I)** were circulated to all the Directors of the Corporation vide memo no. HMRTC-ADP/2016/AO/813-821 dated 28.08.2017. No observations have been received from any Director.

The Board is requested to confirm the same.

Item No.25.3**Action taken report on the 24nd Board Meeting of Haryana Mass Rapid Transport Corporation Ltd (HMRTC) held on 18.08.2017.**

Item No.	Subject	Decision Taken	Action Taken
24.1	Leave of Absence.	Granted.	No action required.
24.2	Confirmation of minutes of the 23rd Board meeting of HMRTC held on 30.06.2017.	The Board Confirmed the minutes of 23rd Board Meeting.	No action required.
24.3	Follow up action on the decisions taken by the Board in its 23rd Board Meeting of HMRTC held on 30.06.2017.	The Board noted the action taken report on the minutes of 23rd Board Meeting.	No action required.
24.4	Appointment of Sh. J.Ganesan, IAS, Chief Administrator, HUDA as Managing Director of HMRTC	The Board resolved that the Company Secretary in practice may upload necessary e-form in the office of ROC.	Filing of necessary documents with ROC is being done by Company Secretary.
24.5	Creation of Post of GM (Finance) and other subordinate posts in the Corporation.	The Board confirmed the decision and action taken with regard to item no. 22.9 & 23.3. The Board further resolved that the process of interview for selection of candidate may be held again.	Interview for selection of candidate held on 14.09.2017. Recommendations of the interview committee were submitted to Chairman, HMRTC/Govt and the same have been approved.
24.6	Adoption of Financial statements of HMRTC for the year ending 31st March, 2017.	The Board approved the Financial Statements and authorized MD, HMRTC to file necessary documents with ROC.	Adopted and audited Financial Statements are being sent to CAG for its comments. Thereafter, the same shall be placed in AGM.
24.7	Approval for extension of holding AGM.	The Board resolved that an application be made to ROC for granting	Approval of extension of 3 months for holding AGM has been granted by ROC

		extension of 3 months for holding of AGM.	vide letter dated 20.09.2017 (Annexure-II) .
24.8	Constitution of Fare Fixation Committee for the fixation of fare of Rapid Metro.	Board Considered the matter and resolved that the earlier stand of Government of Haryana for setting up of Fair Fixation Committee for fixation of fare of Rapid Metro may be reiterated to the Ministry of Housing and Urban Affairs, Government of India.	The decision of the Board was conveyed to the Ministry of Housing and Urban Affairs, Govt. of India vide letter dated 01.09.2017 (Annexure-III) .
24.9	Review of ongoing DMRC Metro Projects under implementation in Haryana.	The Board noted the progress and resolved that MD, HMRTC and Administrator, HUDA may resolve the pending issues.	A meeting was held under the Chairmanship of MD, HMRTC with representatives of HUDA, DMRC & NHAI on 09.09.2017 regarding issues relating to extension of Metro from YMCA Chowk to Ballabhgarh. Another meeting was held by MD, HMRTC with Administrator, HUDA, Rohtak and EO, HUDA, Bahadurgarh on 31.08.2017. Further, Administrator, HUDA, Rohtak convened a meeting with the land owner on 27.09.2017 and has forwarded a proposal for the approval of

			Government which is under consideration in HUDA.
24.10	Proposal of Metro extension of Rapid Metro towards North upto Mahavir Chowk, Gurugram.	The Board resolved that IL&FS may be requested to prepare a detailed proposal and submit it under Swiss Challenge.	The decision of the Board was conveyed vide letter dated 05.09.2017 (Annexure-IV) . Proposal from IL&FS is awaited.
24.11	Any other item with the permission of the Chairman.	The Board noted the status of preparation of Techno-Feasibility Study for setting up of Multi Modal Transit Centers (MMTCs) at Gurugram, Faridabad, Bahadurgarh & Kundli and preparation of DPR for the Extension of Metro from HUDA City Center to Railway Station, Gurugram.	No action required.

Board may take note of the same.

Item No 25.4

Appointment of Sh. R.R. Jowel, IAS, Additional Chief secretary to Govt. Haryana, Transport Department as Director of HMRTC

Board is informed that consequent on transfer of Sh. S.S.Dhillon, IAS, Sh. R.R. Jowel, IAS, Additional Chief Secretary to Govt. Haryana, Transport Department has taken over as Director w.e.f. 22.09.2017. Board may consider and pass the following resolution:

- (i) "RESOLVED THAT pursuant to applicable provisions of Companies Act, 2013, Sh. R.R. Jowel, IAS, Additional Chief secretary to Govt. Haryana, Transport Department be and is hereby appointed as the Director of HMRTC.
- (ii) RESOLVED FURTHER THAT Sh. J. Ganesan, IAS, Managing Director of the Company be and is hereby authorized to file the necessary document & do all such acts, deeds and things that are incidental and necessary in this regard.
- (iii) RESOLVED FURTHER THAT Sh. Girish Madan, Company Secretary in Practice be and is hereby, authorized to upload necessary e-form in the office of ROC Delhi and Haryana.
- (iv) RESOLVED FURTHER THAT Board places on record the appreciation of services rendered by Sh. S.S. Dhillon, IAS while being Director on the Board of HMRTC."

Item No.25.5

Metro Rail Policy 2017

The Union Cabinet approved the Metro Rail Policy in August 2017 and the same was circulated by the Secretary, Ministry of Housing and Urban Affairs, Govt. of India, New Delhi vide letter dated 26.08.2017 (**Annexure-V**). The following are some of the salient features of the 2017 policy:

- i. Recognition of the fast-growing need for improvements in the public transport system in a large number of cities.
- ii. Evaluation of various options of Mass Rapid Transit Systems (MRTS), along with a comparative analysis of alternate modes of transport to be a vital part of DPR of metro projects.
- iii. Metro Rail system is often considered the most suitable urban transport system due to high capacity and speed, along with comfort.
- iv. Comprehensive Mobility Plan (CMP), a pre-requisite for planning metro rail systems in any city.
- v. Integration of suburban systems with the proposed metro rail.
- vi. The Economic Internal Rate of Return (EIRR) of 14% and above is an essential requirement for sanctioning of metro rail, since metro rail projects have significant economic and social benefits.
- vii. Feeder systems up to a catchment area of 5 km of each metro station, and last mile connectivity to be included in metro rail project proposals.
- viii. Increased focus on maximizing non-fare box revenue and revenue through commercial development at stations and allocated land.
- ix. Efforts to be made towards reducing costs of construction and operations, with the aim to standardize sub-systems and components.
- x. Exploration of various PPP models and encouragement for all forms of PPP, whether for full provisioning or for unbundled components.
- xi. Appraisal by an independent agency as identified by the Ministry of Housing and Urban Affairs.

The Board may kindly take note of Metro Rail Policy-2017.

Item No.25.6

Review of ongoing DMRC Metro Projects under implementation in Haryana.

The Metro projects of extension of Metro from Mundka to Bahadurgarh and YMCA Chowk to Ballabgarh are under implementation in Haryana. Their updated status is as under:

A. Mundka to Bahadurgarh Metro

- (i) The project of development of Metro Link from Mundka to Bahadurgarh is being implemented by DMRC. Total length of Metro corridor is 11.182 Km, out of which 4.875 Km falls in Haryana. Total cost of the project is ₹2028.96 crore out of which ₹787.96 crore (including land cost of ₹82 crore) is to be borne by GoH. An amount of ₹614.86 crore has already been paid to DMRC and balance amount to be paid to DMRC is ₹91.10 crores. Target date of completion of the project as per DPR was March, 2016.
- (ii) DMRC vide letter dated 11.10.2017 (**Annexure-VI**) has intimated the physical and financial progress of this link salient features of the report of DMRC is as under:
- Physical progress (civil work) is 96%.
 - Overall physical progress of all systems works is 85%.
 - The civil works of main line and all the stations has been completed. Finishing works are under progress.
 - Due to recent Hon'ble High Court order, non-availability of private land/ litigation and also non-permitting of work by NHAI for depot entry line, DMRC is not in a position to take up works for 400m length of viaduct.
 - Likely completion date of Mundka-Bahadurgarh Corridor is 10 months after permission from NHAI and availability of private land pocket in Depot entry line.
 - As per newspaper report dated 27.09.2017 (**Annexure-VII**), the Hon'ble Punjab & Haryana High Court, while deciding CWP no. 11316 of 2016 with CWP no. 17311 of 2016, Ram Bhagat Yadav and Others Vs State of Haryana, has quashed acquisition of land measuring about 0.87 acres which was being acquired for metro line. The award of the land was announced on 01.04.2016. A copy of the orders of the Hon'ble court is yet to be received.

B. YMCA Chowk to Ballabgarh Metro

- (i) The Faridabad Metro from Badarpur to YMCA Chowk is being further extended upto Ballabgarh. The total length of this Metro corridor is 3.205 Kms and the total cost of the project is ₹580 crore out of which ₹412.80 crore (excluding land cost of ₹72 crore) is to be borne by GoH. An amount of ₹245.42 crore has already been paid to

DMRC and the balance amount to be paid is ` 167.32 crores. Target date of completion of the project as per DPR is December, 2017.

(ii) DMRC vide letter dated 10.10.2017 (**Annexure-VIII**) has intimated the physical and financial progress of this link salient features of the report of DMRC is as under:

- Physical progress (civil work) is 91%
- Progress of the work is affected on account of pending land acquisition, especially towards Ballabgarh end. Hence, date of completion of the project cannot be given at this stage.

Item No.25.7

Metro Connectivity between Faridabad and Gurugram.

1. An announcement was made by Hon'ble CM Haryana on 14.12.2014 at Faridabad that "*Gurgaon and Faridabad would be connected with Metro rail lines if found feasible*". Thereafter, a meeting was held on 17.12.2014 under the chairmanship of Hon'ble CM Haryana wherein it was decided that feasibility of alignment of metro link between Faridabad and Gurugram through habituated areas and shorter route may be explored in consultation with DMRC and matter may be put up for appropriate decision.
2. A D.O. reference dated 19.01.2015 was also sent by Hon'ble CM Haryana to Hon'ble Minister of Urban Development, GOI wherein it was requested that the construction of Metro link between Qutub Minar and Badarpur stations may be got completed latest by 2018 and a spur may be planned along this line which may pass through the inhabited areas of northern Faridabad in Haryana starting from Surajkund and connect to an appropriate Metro station located on Delhi-Faridabad route.
3. Hon'ble Minister of Urban Development, GOI vide D.O. reference dated 09.04.2015 informed that DMRC has examined the proposal. The proposed Metro line between Tughlakabad & Badkal Mor is at a distance of about 1 to 2 km from the approved extension of Delhi Metro from Badarpur to YMCA Chowk, Faridabad which is likely to be commissioned in May, 2015. As Metro projects are highly capital intensive, provision of this corridor will be a parallel Metro corridor to the existing service may not be viable/justified.
4. CS, Haryana vide D.O. reference dated 30.06.2015 requested Secretary, MoUD to direct DMRC to re-examine the proposal and suggest a viable solution so that Metro connectivity is provided between commercial hubs of Faridabad and Gurgaon. DMRC vide letter dated 31.08.2015 informed that prima facie the proposal was not found to be viable. However, if Haryana Government still feels that the proposal should be examined in detail including the traffic projections etc., the feasibility report needs to be prepared for which Haryana Government may communicate its approval after which the Terms of Reference indicating the fee will be sent.
5. The matter was re-examined and Hon'ble CM, Haryana on 17.10.2015 ordered that "*CM has approved the proposal for the conduct of a detailed feasibility report*". Accordingly, DMRC was requested vide letter dated 23.10.2015 to conduct detailed feasibility study and send the Terms of Reference & the fee for the above said

work. DMRC vide letter dated 08.01.2016 forwarded the detailed Terms of Reference for carrying out the feasibility study.

6. DMRC was appointed as consultant for conducting feasibility study for Metro connectivity from Faridabad to Gurugram vide letter dated 14.03.2016 for study of the following two routes:-

1.	Route I	Faridabad-Badhkal Enclave-Gurugram following Ridge Road.	36.1 KM
2.	Route II	Faridabad-Badhkal Enclave-Tughalkabad Railway Colony station and thereafter intended use of Delhi metro line of Phase IV and existing line 2 between Badli and HUDA City Centre.	22.6 KM

7. DMRC submitted Transportation Report vide letter dated 04.07.2016 and DMRC submitted Tecno-Feasibility Study of option-1, i.e., between Bata Chowk, Faridabad and Sector-45, Gurugram vide letter dated 17.04.2017. It was observed that RMGL has already developed Metro link between Sikanderpur to Sector-56, Gurugram. Also Metro corridor has been proposed along SPR in the Final Development Plan of GMUC-2031. Hence, DRMC was requested vide letter dated 09.05.2017 to give revised route length and cost estimate from Faridabad up to Sector-56, Gurugram. Further, vide letter dated 16.05.2017, DMRC was requested to send Techno-Feasibility Report of Option-2 also. DMRC vide letter dated 25.07.2017 submitted details of revised proposal of route alignment upto Sector-56, Gurugram and further vide letter dated 07.09.2017, submitted Techno-Feasibility Report of option-2. The details of all the three options are given in **Annexure-IX**. The plans showing Route-I & II are placed **Annexure-X & XI** respectively. The completion cost with central taxes excluding state taxes of Route-I is ` 5791 crores and for Route-II, the same is ` 5435 crores.
8. From the gist of reports submitted by DMRC, it is clear that the only option which is viable, as per the Techno-Feasibility Study conducted by DMRC, is option-1 i.e. express line from Bata Chowk Metro Station Faridabad to Sector-45, Gurugram with an interchange at Sector-53 & 54 Gurugram station. Hence, if it is decided to implement this alignment, the Detailed Project Report of the alignment will be got prepared. For preparation of DPR, there are two options namely; i) To ask DMRC to prepare DPR of the project and send TOR for the same and ii) HMRTC may invite bids from prospective consultants for preparation of DPR.

The matter is place before the Board for consideration and decision.

GIST OF REPORTS SUBMITTED BY DMRC.

- I. Option-1: Faridabad-Badkhal Enclave-Gurugram Metro route following Ridge Road. (36.1 km):** In the meeting held on 17.11.2016, it was felt that initially only a quick connection between Bata Chowk and Gurugram at Sector-45 may be of more utility. Subsequently, its extension may be thought of beyond Neharpar from Bata Chowk to connect to new Faridabad area. Accordingly, an alignment for Metro express route from Bata Chowk Metro station, Faridabad to Sector 45, Gurugram with a total length of 30.38 km is proposed.

A. TRAFFIC DEMAND

Traffic volume count survey was carried out at 12 locations to find out the present magnitude of traffic on these routes. Summary of the Traffic counts is given as below:

LOCATION	ROAD	VEHICLE	PCU	PASSENGER
SURAJ APT	SURAJ –BDK ROAD	15274	14825	37704
CHARMWOOD VILL.	SURAJ -BDK ROAD	59094	52722	143358
MRIU	SURAJ- BDK ROAD	47966	45550	121448
ARIKHUR VILL	SURAJ- BDK ROAD	27481	26832	63676
PALI CRUSHER	PALI RD	30324	28533	62853
HANUMAN TEMPLE	GGN-FBD ROAD	45826	40321	109145
NIFM	GGN-FBD ROAD	48858	42899	131548
MASJID MOR	METRO RD	8530	7352	20520
SAINIK CHOWK	SOHNA-BADKHAL RD	46317	43497	124262
MANGAR VILL	GGN-FBD ROAD	42580	36812	108199
BALIABAS VILL	GGN-FBD ROAD	52401	49520	127683
SEC 42 CROSS	GGN-FBD ROAD	31479	29365	94949

B. TRAFFIC DEMAND ESTIMATION USING TRAFFIC MODEL

- (i) Two proposals made by the Government of Haryana have been made into four lines for checking traffic loading profiles. The lines are given below:
- Line connecting Sector 45 Metro Station, Gurugram and Badkhal Enclave via Sector-54, Baliabas, Mangar, Pali, Badkhal Enclave.
 - Line connecting Badkhal Enclave and Naharpar, Faridabad via Sector 48, Sector 50 Faridabad New Town, Sector 11 & 12, Sector 81, 86 Naharpar, Faridabad.
 - Line connecting Tughlakabad Metro Station (Delhi Metro Phase IV) and Badkhal Enclave via Charmwood, Surajkund Road and Manav Rachna.
 - Express Line connecting sector 45, Gurugram–Bata chowk metro station Faridabad via Sector-54, Badkhal Enclave.
- (ii) It is to be mentioned that neither the alignment nor the station locations and names are final but only tentative. Distances are taken from GIS map only.

(iii) Line 1 has 13 stations including 2 inter change stations namely Sector 45 and BADKHAL Enclave (1). Line 2 has 6 stations including 2 inter change stations namely BADKHAL Enclave (3) and FARIDABAD NT(2)Bata Chowk. Line 3 has 11 stations including 2 inter change stations namely TUGHLAKABAD RAILWAY COLONY(2) and BADKHAL Enclave(2).Line 4 has 7 stations including 2 interchange station sector 45 and Bata chowk. Therefore total 48.2 km alignment has been examined for metro rail connection.

(iv) Daily Boarding on –Sector 45 Gurugram- Naharpar line in horizon years:

WITHOUT IC	Board	Alight	Board	Alight	Board	Alight	Board	Alight
	2021	2021	2031	2031	2041	2041	2051	2051
SEC 45(3)	31083	33365	44439	44957	57740	58630	74296	75548
SUS 54	14401	17642	23200	23984	28626	31877	38805	42810
MANDI	6780	8850	9703	14941	12214	25791	16359	30833
BHATTI MINE(1)	23567	25858	38798	40890	55731	59968	78792	80935
PALI STONE CRUSHER	5904	5542	8389	7692	9345	9679	10402	10469
BADKHAL ENCLAVE	19399	14378	24669	21323	32069	25937	41552	37243
FARIDABAD NT(1)	8288	24746	8989	32684	11893	43188	14845	54112
TOTAL	109422	130381	158187	186471	207618	255070	275051	331950
SEC 45	18994	9276	26169	17554	48693	28415	71458	49445
FARIDABAD NT(1)	43989	32748	65036	45368	89822	62648	118706	83821
BR/AL	172405	172405	249392	249393	346133	346133	465215	465216
Trip Length	19.74	19.74	19.17	19.17	19.03	19.03	18.93	18.93
PASSENGER KM	3403426	3403426	4781210	4781210	6588585	6588585	8806179	8806179

(v) Sec 45-Far NT (Bata chowk) link load:

FROM	TO	2021	2021	2021	2031	2031	2031
		DIR1	DIR2	PHPDT	DIR1	DIR2	PHPDT
SEC 45(3)	SUS 54	50076	42643	5008	70609	62513	7061
SUS 54	MANDI	54386	50359	5439	77904	70760	7790
MANDI	BHATTI MINE(1)	59189	57232	5919	81370	79466	8137
BHATTI MINE(1)	PALI STONE CRUSHER	67724	68057	6806	95232	95420	9542
PALI STONE CRUSHER	BADKHAL ENCLAVE	62825	62797	6283	88583	88073	8858
BADKHAL ENCLAVE	FARIDABAD NT(1)	53209	48160	5321	73331	69475	7333

FROM	TO	2041	2041	2041	2051	2051	2051
		DIR1	DIR2	PHPDT	DIR1	DIR2	PHPDT
SEC 45(3)	SUS 54	106436	87105	10644	145756	124998	14576
SUS 54	MANDI	112369	96421	11237	148767	132209	14877
MANDI	BHATTI MINE(1)	110622	108251	11062	148804	146723	14880
BHATTI MINE(1)	PALI STONE CRUSHER	126538	128403	12840	163429	163485	16349
PALI STONE CRUSHER	BADKHAL ENCLAVE	117866	120066	12007	154504	154626	15463
BADKHAL ENCLAVE	FARIDABAD NT(1)	100367	96434	10037	131487	127301	13149

- (vi) Bata Chowk to Sector 45, Gurugram route will be not only an important links between the two towns, but trips which are presently using other routes (Mehrauli-Badarpur Road, Surajkund Road, Mandi Road, Pali Road and Chattarpur road) will also be diverted to this route as this will deliver much faster, safe and comfortable journey. Except these two towns, trips from other locations will also be diverted. The route will also help to change LANDUSE of the towns and shall generate extra trips which are dormant now.

C. STATION POSITIONS

This express metro connection will have passenger interchange at Bata chowk Metro station of Faridabad and Sector 45 at Gurugram. The interstation distance is given in the table below:

From	To	Km distance
BATA CHOWK	BADHKAL ENCLAVE	5.750
BADHKAL ENCLAVE	PALI STONE CRUSHER	4.500
PALI STONE CRUSHER	BHATTI MINES	2.700
BHATTI MINES	MANDI	8.830
MANDI	SUS 54	4.000
SUS 54	SECTOR 45,GURUGRAM	4.600
	TOTAL	30.38

D. LAND

Since it is a feasibility report, detailed requirement of land is yet to be finalized. However, tentative calculations for the land for the metro express routes is given in the below tables. The ownership of the land is assumed as Government land.

Summary of Permanent Land Requirement:

Name of Route	Length (Km)	No. of station (All elevated)	Permanent land requirement (in ha)
Bata chowk metro station, Faridabad-Sector 45, Gurugram	30.38	7	32.99

Summary of Temporary Land Requirement:

S.No.	Description	AREA (m2)
1.	Temporary Office/ Site Office	60,000
2.	Segment Casting Yard	50,000
	Total	1,10,000

E. DEPOT

Maintenance Depot of 25 ha. is planned in the vacant land at the junction of St. Thomas marg with Faridabad-Gurgaon road. A lump-sum cost of ` 225 crore has been considered for Maintenance Depot.

F. ROLLING STOCK

For maintaining initial service with about 7.5 minutes frequency in 2021, 5.5 minutes in 2031, 4.0 minutes in 2041 and 3.0 minutes in 2051 with average speed of 65km/hr considering a buffer for maintenance and spare operations rakes, with 3 coaches, the requirement of rakes is given under:

Year	2021	2031	2041	2051
Frequency	7.5	5.5	4.0	3.0
No. of Train	10	13	17	22
No. of cars in each	3	3	3	3

G. COST ESTIMATE

- (i) The overall Capital Cost for the proposed alignments for Express Metro Rail corridor estimated at Jan 2017 price level, based on the above considerations without taxes and duties works out to be ` **4323 crores**.
- (ii) Taxes & Duties such as Customs Duty (CD), Excise Duty (ED), Sales Tax (ST), Works Tax (WT), VAT, etc, have been worked out ` **822 crores**.

Bata chowk metro station, Faridabad –Sector 45,Gurugram (Metro express route)		
Capital Cost Estimate (Approximate value only)		
S.No	ITEM	Amount (` in Cr.) without taxes
1.0	Land	423.81
2.0	Alignment and Formation	1103.28
3.0	Station Buildings & OCC Building(Civil works + EM works)	343.40
4.0	Depot (Civil works + EM works etc)	225.00
5.0	Path Way	231.18
6.0	Traction & Power supply incl. OHE, ASS etc Excl. lifts & Escalators	369.42
7.0	Signaling and Telecom,AFC etc	545.23
8.0	R & R incl. Hutments etc	122.13
9.0	Misc. Utilities, road works, other Civil works such as median, station Signage, Environmental protection	253.67
10.0	Rolling Stock	307.50
11.0	Capital expenditure on Security	10.94
12.0	Staff quarter for O&M	70.36
13.0	Traffic Integration	17.43
12.0	Total of all items except Land	3477.41
13.0	General Charges incl. Design charges (5% on all items except land)	173.87
14.0	Total of all items including G.Charges except land	3651.28
15.0	Contingencies @ 3%	125.91
16.0	Gross Total	3777.19
	Cost without land	3777.19
	Cost with land including Contingencies on Land	4323.13
	Total taxes & Duties	822

H. INVESTMENT COST

- (i) For the purpose of calculating the Financial Internal Rate of Return (FIRR), the completion cost with land and central taxes has been calculated by taking escalation factor @ 5% PA. The taxes and duties consist of Custom Duty (CD), Excise Duty (ED), Service Tax (ST) and State Value Added Tax (VAT). The Metro corridor from Faridabad to Sector-45, Gurugram is eligible for availing

concessional project import duty under chapter 98.01 of the Custom Tariff Act. The effective CD works out to 23.4155% (Basic CD (5%), Countervail Duty (CVD) + Additional Custom Duty (ACD)) on the imported portions and ED @ 12.50%, VAT @ 12.50% on indigenously manufactured items, which have been considered for working out the estimated taxes and duties. With effect from 01.03.2016, exemption from the service tax on works contract services for metro and mono rail projects have been withdrawn in the Union Budget 2016. Therefore, Service Tax @15% on the taxable service portion of the works contract is applicable on the new contracts to be awarded on or after 01.03.2016. Accordingly service tax @ 15% on the service portion has been assumed in the FIRR calculation. The impact of Goods and Service Tax (GST) has not been considered. It has been assumed that the Haryana Government will exempt the local taxes or reimburse the same (State VAT) and provide the land worth ` 613 crore on completion cost basis free of cost or shall provide Interest Free Subordinate Debt.

- (ii) It is assumed that the construction work will start on 01.10.2017 and is expected to be completed on 31.03.2021 with Revenue Opening Date (ROD) as 1.04.2021 for the metro corridor. The total completion costs duly escalated have been taken as the initial investment. The cash flow of investments separately is as under:

Year -Wise Investment (Completion Cost)

Financial Year	Construction cost at Jan 2017 Price Level with central Taxes excluding state Taxes	Completion cost with central Taxes excluding state Taxes
2017-18	317.00	329.00
2018-19	708.00	771.00
2019-20	1274.00	1457.00
2020-21	1303.00	1565.00
2021-22	868.00	1094.00
2022-23	434.00	575.00
Total	4904.00	5791.00

I. OBJECTIVES OF FUNDING

- (i) The objective of funding metro rail systems is not necessarily enabling the availability of funds for construction but coupled with the objective of financial closure are other concerns, which are of no less importance: -
- Ensuring low project cost.
 - Ensuring debt funds at low rates of interest.
 - Creating self sustainable system in the long run by
 - Low infrastructure maintenance costs.

- Longer life span.
 - Setting fares which minimize dependence on subsidies.
 - Recovering returns from both direct and indirect beneficiaries.
- (ii) Rail based mass transit systems are characterized by heavy capital investments coupled with long gestation period leading to low financial rates of return although the economic benefits to the society are immense. Such systems generate externalities, which do not get captured in monetary terms and, therefore, do not flow back to the system. However, experience all over the world reveals that both construction and operations of metro are highly subsidized. Government involvement in the funding of metro systems is a foregone conclusion. Singapore had a 100% capital contribution from the government, Hong Kong 78% for the first three lines and 66% for the later 2 lines. The Phase-I, Phase-II as well as Phase-III of Delhi MRTS project, Chennai, Bengaluru and Mumbai Line-3 projects are funded with a mixture of equity and debt (ODA) by GOI & concerned state governments.
- (iii) The financing option shall depend upon selection of the dedicated agency created to implement the project. The prominent models are: -
 - Special Purpose Vehicle (SPV) under the State Government Control (Delhi Metro Rail Corporation (DMRC) /Bangalore Metro Rail Corporation (BMRC)
 - Built, Operate & Transfer (BOT).

SPV Model: A Special Purpose Vehicle (SPV) is to be set up for the implementation of the project and for its subsequent Operation & Maintenance. Under this arrangement Government of India and State Government shall make equal equity contribution and run the SPV as a commercial enterprise as a joint venture of GOI & GOH. As per the prevalent practice, Central Government may be willing to contribute 15% to 20% of the project cost as their equity contribution. An equal amount can be contributed by State Government aggregating the total equity to 40%. With the equal ownership of the SPV, both the governments nominate their representatives as members of the Board of Directors, which in turn select functional directors. Such a SPV has a benefit of independent management under the aegis of Indian Companies Act, 2013. Delhi Metro Rail Corporation, Chennai & Bangalore metro corporations are shining example of such SPV. The corridor is standalone one and therefore forming a separate SPV for the above corridor is desirable. The funding pattern under this model (SPV) is as under:

Particulars	With Taxes & Duties	
	Amount	% of
Equity By GOI	689.50	13.32%
Equity By GOH	689.50	13.32%
SD for CT by GOI	346.50	6.69%
SD for CT by GOIH	346.50	6.69%
1.40% Multilateral or Bilateral funding/ 12% Market Borrowings	3106.00	59.98%
Total	5178.00	100.00%
Land including R&R free by GOH for Land	613.00	
Total	5791.00	
PTA for Interest During Construction (IDC) @ 1.40% PA by GOH	18.00	
Grand Total	5809.00	

BOT Model: In this model, the private firm will be responsible for financing, designing, building, operating and maintaining of the entire project. The contribution of Government of Haryana will be limited to cost of land only. Such a project become eligible for Viability Gap Funding (VGF) upto 20% from the Central Government provided the state government also contribute same or more amount towards the project. The metro being a social sector project not much private parties are available to bid for such a project. Besides quite expectedly the private operator may demand assured rate of return in the range of 16% to 18% or a comfort of guaranteed ridership.

The funding pattern assumed under this model to ensure 16% as EIRR is as under:

Particulars	With Taxes & Duties	
	Amount (Rs/Crore)	% Of contribution
VGF by GOI	1036.00	20.00%
VGF by GOH	2674.00	51.65%
Equity by Concessionaire	489.00	9.44%
Concessionaire's debt @12% PA	979.00	18.91%
Sub-Total	5178.00	100.00%
Land Free by GOH	613.00	
Sub-Total	5791.00	
Interest During Construction	109.00	
Grand Total	5900.00	

(iv) The total fund contribution of GOI & GOH under various alternatives is tabulated below:

Particulars	SPV Model (` In crore)	BOT(` In crore)
GOI	1036.00	1036.00

GOH	1649.00	3287.00
Total	2685.00	4323.00

- (v) In addition to the above, State Taxes of ` 287.00 crore on completion cost basis has to be either reimbursed or exempted by state government.
- (vi) It may be seen from the above that the government contribution is more under BOT Model. Further, State Taxes of ` 287.00 crore on completion cost basis has to be either reimbursed or exempted by state government. Considering the difference in funding, DMRC has recommended to implement the project under SPV model as per the funding pattern.

J. FIRR

The Financial Internal Rate of Return (FIRR) for a period of 30 years business model including construction period is **4.16%**.

K. ECONOMIC APPRAISAL

For Sector 45, Gurugram-Bata Chowk, Faridabad EIRR (on Completion Cost) is found to be **20.44%** and Benefit/Cost ratio as 3.58 and with 12 % discount, EIRR is 7.53% and Benefit/Cost ratio is 1.68. NPV without discount is Rs **52282** Cr. and with 12% discount rate, NPV is ` **4147** Cr. which shows that **the project is economically viable.**

L. CONCLUSIONS AND RECOMMENDATION

- (i) **DMRC has concluded that Sector 45 Gurugram-Bata Chowk Faridabad metro express corridor is Viable as the FIRR for a period of 30 years including construction period is +4.16% ,i.e., positive.**
- (ii) The approximate overall Capital Cost for the proposed alignment for Metro Express Rail corridor from sector 45 Gurugram to Bata Chowk Faridabad at Jan 2017 price level works out to ` **4323 Crores** excluding applicable Taxes & Duties but including the cost of rolling stock and land cost. Taxes & Duties such as Customs Duty (CD), Excise Duty (ED), Sales Tax (ST), Works Tax (WT), VAT, etc, have been worked out as ` **822 Crores**. The capital cost is at present price level; however the appropriate escalation may be added at the time of execution/completion of the project. Completion cost on 31.03.2021 of this connection is worked out as ` **5900 Crores**.

- (iii) In addition to the above completion cost of ` **5900 Crores**, State Taxes of ` 287 **Crores** on completion cost basis has to be either reimbursed or exempted by state government.

II. Option-2: Terminating Metro from Faridabad at Sector-56, Gurugram Metro station:

DMRC vide letter no. DMRC/GM (CS)/FBD-GGN/2015/1066 dated 25.05.2017 submitted that Sector-56, Gurugram Station of Rapid Metro is on Golf Course Road and is away from the proposed Metro Express Route crossing the Golf Course Road near Sector-53-54 station of the Rapid Metro. Since Sector-56 Rapid Metro Station will be far away from the proposed Metro Express route to sector-45, Gurgaon connectivity to sector-56 can be possible through Rajesh Pilot road, for which technical, financial and economic viabilities have to be reworked out. The selection of Depot site for connectivity with the new route will also have to be explored. Moreover, Sector-56 may not be preferred destination for daily commuters, whereas Sector-45, Gurgaon has been chosen as a preferred destination for daily commuters from Faridabad to Gurgaon. The proposed interchange facility at Sector-45 Gurgaon will benefit the further extension of Metro in Gurgaon to Bawal. Therefore, if Sector-45, Gurugram is not connected to this line, ridership will be affected and it has to be reworked out by conducting fresh traffic study.

DMRC vide letter dated 25.07.2017, submitted various options for Metro connectivity, if the same is terminated at Sector 53-54 stations or at Sector 56 station. The ridership scenario with PHPDT and trip length is as under:-

Sr. No.	Route name (different options)	Length (KM)	Daily Boarding	Trip Length (KM)	PHPDT	Interchange with Rapid Metro Line
1.	Bata Chowk Faridabad-Gurugram Sector 53 & 54	27.03	106520	18.95	4604	Sec 53 & 54
2.	Bata Chowk Faridabad-Gurugram Sector 56	25.49	96075	13.88	3613	Sec 56
3.	Bata Chowk Faridabad-Gurugram Sector 45	30.38	110584	18.91	4763	Sec 53 & 54
4.	Bata Chowk Faridabad-Gurugram Sector 45 (considering Sec 45, Gurgaon RS line)	30.38	112870	19.92	4804	Sec 53 & 54

The comparison of above said assignments for daily ridership figures has been considered taking into account the traffic assignment of rapid Metro alignment from Sector 56 to Sikanderpur and DMRC approved network upto Phase-IV. The Option-4 has been worked out considering the proposed Metro connectivity between Gurugram Sector-45 and Gurugram Railway Station. From the above assigned figure, it is clear that Option-4 will produce maximum ridership whereas Option-2 has the minimum ridership. **As such the Faridabad-Gurugram proposal may be taken upto Sector-45, Gurugram with the interchange facility at Sectors 53 & 54.**

III. Route-2: Faridabad-Badhkal Enclave-Tughalkabad Railway Colony station and thereafter intended use of Delhi metro line of Phase IV and existing line 2 between Badli and HUDA City Centre. Salient features of the report are as follows:

A. TRAFFIC VOLUME COUNT

Traffic volume count survey was carried out at 07 locations to find out the present magnitude of traffic on these routes. Summary of the Traffic counts is given as below.

LOCATION	ROAD	VEHICLE	PCU	PASSENGER
SURAJ APT	SURAJ -BDK ROAD	15274	14825	37704
CHARMWOOD VILL.	SURAJ -BDK ROAD	59094	52722	143358
MRIU (MANAV RACHNA UNIVERSITY)	SURAJ- BDK ROAD	47966	45550	121448
ARIKHUR VILL	SURAJ- BDK ROAD	27481	26832	63676
NIFM	GGN-FBD ROAD	48858	42899	131548
MASJID MOR	METRO RD	8530	7352	20520
SAINIK CHOWK	SOHNA-BADKHAL RD	46317	43497	124262

First four points are on Surajkund-Badkhal Road. Highest passenger flow is found at Charmwood Village. ARIKHUR VILL location is on Surajkund-Badkhal Road. Traffic coming from Manav Rachna University side is getting almost divided - one towards Gurgaon and other towards Faridabad (Arikhur or Ankhir Village 63676).

B. PROPOSED STATIONS AND THEIR INTER-DISTANCES

It is to be mentioned that neither the alignment nor the station locations and names are final but only tentative. Distances are taken from GIS map only. There are 16 stations (all elevated) and are given in table as follows:

From	To	Km Distance
TUGH RLY CLNY(2)	LAL KUAN	1.39

From	To	Km Distance
LAL KUAN	CHARMWOOD	0.75
CHARMWOOD	SEC 39 FARIDABAD	0.76
SEC 39 FARIDABAD	SEC 41 FARIDABAD	1.10
SEC 41 FARIDABAD	SEC 43 FARIDABAD	1.02
SEC 43 FARIDABAD	MANAV RACHNA UNIV	1.20
MANAV RACHNA UNIV	SEC 44 FARIDABAD	1.46
SEC 44 FARIDABAD	ARIKHUR VILL	1.52
ARIKHUR VILL	SEC 48 FARIDABAD	1.52
SEC 48 FARIDABAD	BADKHAL ENCLAVE(2)	1.44
BADKHAL ENCLAVE (3)	SECTOR 49 FARIDABAD	1.66
SECTOR 49 FARIDABAD	JAWAHAR CITY	1.80
JAWAHAR CITY	FARIDABAD NT (BATA CHOWK)	2.38
FARIDABAD NT (BATA CHOWK)	SECTOR 12 FARIDABAD	1.80
SECTOR 12 FARIDABAD	SECTOR 81 FARIDABAD (NEHARPAR)	2.00
SECTOR 81 FARIDABAD (NEHARPAR)	DEAD END	0.8
	Total	22.6

C. TRIP SUMMARY

Trips on the proposed alignment for various horizon years are summarized as hereunder:-

Tughalkabad Railway Colony –Neharpar, Faridabad (Trip on both side)					
YEAR	DAILY BOARDING	PASKM	AVER TL (km)	MAX PHPDT	PASKM /KM
2021	99428	479108	4.66	4111	21977
2031	147837	792252	5.19	6034	36342
2041	207794	1197336	5.56	8453	54924
2051	284167	1731867	5.91	11202	79443

D. FEASIBILITY OF METRO SYSTEM FOR THE CORRIDOR:

The daily boarding in year 2021 for **Tughlakabad Railway colony- Neharpar, Faridabad** is 99428 and 284167 in year 2051. The average trip length is 4.66 km in 2021 and 5.91 km in 2051. Maximum PHPDT on this line in 2021 is 4111 and 11202 in 2051. There can be two options namely; 1) Mono Rail and 2) Light Capacity Metro. Mono rail can carry the PHPDT projected but this technology is not a tested one. The operation and maintenance cost is much higher than Light metro. The capital cost of Mono rail is also almost same as that of elevated Light Metro. Even in the other

countries, the Mono rail is being adopted only for small lengths and as feeder to Metro. Hence, keeping in view the above disadvantages, it is recommended to adopt a stable, tested and reliable technology .i.e. Metro Railway System with light capacity.

E. CAPITAL COST ESTIMATES

The overall Capital Cost for the proposed alignment is estimated at Jan 2017 price level, and comes to ` **4035** crores with taxes and duties. Taxes and duties have been worked out as ` **749** crores. Total cost inclusive of taxes &

Tughalkabad Railway colony station –Neharpar, Faridabad Capital Cost Estimate (Approximate value only) Total Length =22.6 Km (Fully elevated)		
Total Elevated station = 16		
S.NO	ITEM	Amount (` in Cr.) without taxes
1.0	Land	432.15
2.0	Alignment and Formation	567.00
3.0	Station Buildings& OCC Building(Civil works + EM works)	682.05
4.0	Depot (Civil works + EM works etc)	225.00
5.0	P-Way	175.24
6.0	Traction & Power supply incl. OHE, ASS etc Excl. lifts & Escalators	274.82
7.0	Signaling and Telecom,AFC etc	469.17
8.0	R & R incl. Hutments etc	90.85
9.0	Misc. Utilities, roadwork's, other Civil works such as median stn. signages Environmental protection	188.71
10.0	Rolling Stock	399.75
11.0	Capital expenditure on Security	8.14
12.0	Staff quarter for O&M	52.34
13.0	Traffic Integration	39.84
14.0	Total of all items except Land	3172.91
15.0	General Charges incl. Design charges (5% on all items except land)	158.65
16.0	Total of all items including G.Charges except land	3331.56
17.0	Contingencies @ 3%	99.95
18.0	Gross Total	3590.15
	Cost without land	3590.15
	Cost with land including Contingencies on Land	4035.26
	Taxes & Duties	749

duties will be ` **4784** crores.

S.No.	Name of Corridor	Distance (KMs)	Estimated cost without taxes (₹/Crore)	Estimated cost Central taxes & land cost (₹/Crore)	Estimated cost with all taxes & land cost (₹/Crore)
1	Faridabad to Tughalakabad Railway Colony	22.60	4035.00	4576.00	4784.00

F. LAND

Since, it is a feasibility report and detailed requirement of land is yet to be finalized. However, tentative calculations for the land for the Metro express route is given the following tables. The ownership of the land is assumed as Government land.

Summary of permanent land Requirement

Sr. No.	Name of route	Length (km)	No. of station (all elevated)	Permanent land requirements (in ha)
1.	Tughalkabad Railway colony station- Neharpar, Faridabad	22.6	16	33.70

Summary of Temporary land Requirement

Sr. No.	Description	Area (m ²)
1.	Temporary Office/Site Office	60000
2.	Segment Casting yard	50000
	Total	1,10,000

G. DEPOT

Maintenance Depot of 25 ha is planned on the vacant land in Bathola Village of Neharpar area, Faridabad. A lump-sum cost of ₹ 225 crore has been considered for Maintenance Depot.

H. INVESTMENT COST

For the purpose of calculating the Financial Internal Rate of Return (FIRR), the completion cost with land and central taxes has been calculated by taking escalation factor @ 5% PA. The taxes and duties consist of Custom Duty (CD), Excise Duty (ED) and State Value Added Tax (VAT). The Metro Extension from Faridabad to Tughalakabad Railway Colony Station extension project is eligible for availing concessional project import duty under chapter

98.01 of the Custom Tariff Act. The effective CD works out to 23.4155% (Basic CD (5%), Countervail Duty (CVD) + Additional Custom Duty (ACD)) on the imported portions and ED @ 12.50%, VAT @ 12.50% on indigenously manufactured items, which have been considered for working out the estimated taxes and duties. With effect from 01.03.2016, exemption from the service tax on works contract services for metro and mono rail projects have been withdrawn in the union budget 2016. Therefore, service tax @15% on the taxable service portion of the works contract is applicable on the new contracts to be awarded on or after 01.03.2016. Accordingly service tax @ 15% on the service portion has been assumed in the FIRR calculation. The impact of Goods and Service Tax (GST) has not been considered. It has been assumed that Haryana Government will provide the grant for the state taxes of ` 250 crore and provide the land worth ` 485.00 crore on completion cost basis free of cost.

The project is expected to be completed on 31.03.2021 and Revenue Operation Date (ROD) has been assumed as 01.04.2021. The year wise cash flow of this investment duly escalated is placed below.

Amount in ` Crores

Financial Year	Construction cost at Jan 2017 Price Level with central Taxes excluding state Taxes	Completion cost with central Taxes excluding state Taxes
2017-18	272.00	282.00
2018-19	644.00	701.00
2019-20	975.00	1115.00
2020-21	1239.00	1488.00
2021-22	1033.00	1302.00
2022-23	413.00	547.00
Total	4576.00	5435.00

Although the construction is expected to get over by 31st March 2021, the cash flow spills up to 31st March 2023 on account of payment normally required to be made to the various contractors up to that period necessitated by contractual clauses.

I. ADDITIONAL INVESTMENT

Total investment provided in the FIRR calculation towards requirement of additional rolling stock duly escalated @5% PA is under:-

Financial Year	No. of Cars	Amount
2031-32	12	314.00
2041-42	15	640.00

TOTAL	27	954.00
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J. FINANCIAL INTERNAL RATE OF RETURN (FIRR)

The FIRR for a period of 30 years period including construction with land and central taxes comes out to **Inconclusive i.e. Negative cash flow of ` 7823 crore over a period of 30 years** and **benefit/cost ratio works out as 0.556 which is less than 1. As such, project is not financially viable.**

K. FUNDING PATTERN

PARTICULAR	AMOUNT(` /CRORE)	PERCENTAGE
Grant by GOI (20%)	860.00	17.37%
Grant by HUDA/Govt. of Haryana (80%)	3440.00	69.49%
SD for CT by GOI (20%)	130.00	2.63%
SD for CT by HUDA/Govt. of Haryana (80%)	520.00	10.51%
Total	4950.00	100.00%
Land free by HUDA/Govt. of Harayana	485.00	
Total	5435.00	
Grant for State Taxes by HUDA/Govt. of Haryana	250.00	
Grand Total	5685.00	

L. CONCLUSIONS AND RECOMMENDATIONS

Proposed Tughlakabad-Faridabad-Neharpar metro line will be the 3rd mass transit line, first line being the Railway Line and second is the Faridabad Badarpur metro line. It has been observed that daily ridership on Faridabad Badarpur metro line is on much lower side as compared to projections.

The overall Capital Cost for the proposed alignments for Express Metro Rail corridor estimated at Jan 2017 price level, based on the above considerations without Taxes and duties works out to be Rs 4035 crores. Taxes and duties have been worked out as ` 749 crores. Total cost inclusive of taxes & duties will be ` 4784 crores. The completion cost of this corridor is worked out as ` 5685 Crores inclusive taxes & duties.

Land for a Depot required for metro connectivity between Tughlakabad Railway colony station and Neharpar, Faridabad has been identified in Bathola Village of Neharpar area, Faridabad.

Tughalkabad Railway Colony- Neharpar, Faridabad, is not financially Viable as FIRR is inconclusive, i.e. negative **cash flow of ` 7823 crore** over a period of 30 years. Hence, DMRC **'does not recommend'** even light capacity metro for this corridor. DMRC is of the view that metro connectivity by way of providing a spur from Tughalkabad Railway colony station on Tughalkabad-Aerocity Corridor of Phase-IV and up-to Sector 39 (Approx. 4 kms) may meet the requirement of public coming to Surajkund area.

Item No 25.8

Any other item with the permission of the Chairman

1. Revision of fares by DMRC:

- i. DMRC has revised fourth time its fare since the beginning of its operations in 2002. When Delhi Metro started operations on 25th December 2002, the minimum fare was Rs. 4 and maximum was Rs. 8.
- ii. The 1st fare fixation committee was constituted in December 2003 and revised fares were adopted w.e.f March 31, 2004 (after a gap of one year and three months) with minimum fare of Rs. 6 and maximum Rs. 15.
- iii. The fares recommended by the 2nd fare fixation committee were made effective from 31st December 2005 (after a gap of one year and nine months) with minimum fare of Rs. 6 and maximum Rs. 22.
- iv. The 3rd fare fixation committee was constituted in June 2009 and fares were made effective from November 13, 2009 after a gap of 4 years (approx) with minimum fare of Rs. 8 and maximum Rs. 30.
- v. The Government of India had set up the 4th Fare Fixation Committee in May-2016 to recommend the fares of Delhi Metro as per the provisions of Delhi Metro Rail (Operation & Maintenance) Act, 2002. The FFC is a three member committee chaired by an existing and/or a retired judge of High Court and one representative each at the level of Additional Secretary from the Central Government & the State Government.
- vi. The members of the 4th FFC were as under:
 - a) Justice M. L. Mehta, retired Judge of the High Court of Delhi as Chairman.
 - b) Shri K. K. Sharma, the then Chief Secretary, GNCTD.
 - c) Shri Durga Shanker Mishra (The then Additional Secretary, Ministry of Urban Development).
- vii. The necessity of revision in fares was on account of increase in the cost of inputs viz. the staff costs, the cost of energy and the cost of repair & maintenance. Since constitution of the 3rd FFC, there has been increase in the rate of industrial DA by 95.5% (from 16.90% to 112.40%), rate of Central DA by 103% (from 22% to 125%) and average increase in the rate of minimum wages by 156.2%. The last fare revision took place in 2009 and the 4th FFC was set up after almost 07 years.
- viii. The highlights of the revised fares are that the fare revision is being implemented in two phases. Phase-I was implemented with effect from 10th May 2017 and Phase-II has been implemented with effect from 10th October, 2017. There are a total of six fare slabs as against the pre revised 15 fare slabs

with a minimum fare of Rs.10 and a maximum fare of Rs.50 in the 1st Phase. The pre revised and revised fares are as under:

Pre-revised Fares (All Days)		Revised Fares (Monday to Saturday)		
Distance zones (Km)	Fare (Rs.)	Distance zones (Km)	Phase I Fare (Rs.)	Phase II Fare (Rs.)
0-2	8.00	0-2	10.00	10.00
2-4	10.00	2-5	15.00	20.00
4-6	12.00	5-12	20.00	30.00
6-9	15.00	12-21	30.00	40.00
9-12	16.00	21-32	40.00	50.00
12-15	18.00	>32	50.00	60.00
15-18	19.00			
18-21	21.00			
21-24	22.00			
24-27	23.00			
27-31	25.00			
31-35	27.00			
35-39	28.00			
39-44	29.00			
>44	30.00			

2. Recovery of stamp duty from Rapid MetroRail Gurgaon Ltd:

A news item appeared in the Tribune on 30.09.2017 (**Annexure-XII**) wherein it has been reported that "the Advocate General (AG) has advised the Haryana Urban Development Authority (HUDA) to initiate move to recover stamp duty of ` 87.03 crore from Rapid MetroRail Gurgaon Ltd (RMGL) and Rapid MetroRail Gurgaon South Ltd (RMGSL), which they have earlier "evaded" while signing a concession agreement..."

The Board is informed that two concession contracts were executed by HUDA with RMGL and RMGSL on 09.12.2009 and 03.12.2013. The contracts were executed on stamp paper of ` 50/- each. These concession contracts provide detailed terms and conditions for execution of Metro projects on the approved alignments.

Based on the provision in the concession contracts, HUDA executed 'Land Licence Agreements' on 16.06.2010, 17.02.2013 and 10.08.2016. These agreements were executed for lease of the land to the concessionaire for the execution of Metro projects as per terms and conditions specified in concession contract. Stamp duty for all the three land licence agreements amounting to `41,48,162/-, `1,55,37,000/- and `2,65,62,841/- were paid by the concessionaire.

In the concession contracts, details of land to be provided to the concessionaire were not given as the land was subsequently identified, demarcated and handed-over to the concessionaire through land lease agreements.

Copies of the both the concession/contract agreements, copies of all the three land lease agreements along with a copy of the opinion of Ld. A.G. Haryana were forwarded to ACS (Revenue) vide letter dated 22.09.2017 for further necessary action as the original complaint of Sh. Harinder Dhingra was addressed to the ACS (Revenue) and her office was seeking relevant record pertaining to the complaint. The file has again been submitted to the Ld. A.G. Haryana vide CMFS No.217698 dated 04.10.2017, with the request to give fresh opinion in the matter in view of the facts mentioned above, so that further action could be taken accordingly. The Board may take note of above status.

3. Techno-Feasibility Study for setting up of Multi Modal Transit Centres (MMTCs) at Gurugram, Faridabad, Bahadurgarh & Kundli:

The agreement for conducting Techno-Feasibility Study for setting up of Multi Modal Transit Centers (MMTCs) at Gurugram, Faridabad, Bahadurgarh & Kundli was signed between MD, HMRTC and the authorized representatives of TATA Consulting Engineers Ltd. on 20.09.2017.

4. Extension of Metro form HUDA City Center to Railway Station, Gurugram:

The technical bids were received by four consultants namely:-

- a. AECOM.
- b. RITES.
- c. DIMTS.
- d. D'Appolonia SPA and UMTC

The technical bids were opened on 29.09.2017. As per RFP, the financial bids of the firms which shall score more than 50% marks in technical evaluation shall be opened. All the four participating firms got more than 50% marks in technical evaluation. The financial bids of the firms shall be opened on 16.10.2017 by the Evaluation Committee.

5. Reconstitution of Board of Directors of HMRTC:

It has been decided by the government to reconstitute the Board of Directors of HMRTC. The Chief Executive Officer, Gurugram Metropolitan Development Authority (GMDA) has been nominated as Director on the Board of HMRTC under Clause 26 of the Article of Association for better coordination between HMRTC and GMDA.

Supplementary Agenda

Item No.25.9

Regarding payment of compensation of land to various Government Departments and National Highways Authority of India (NHAI), utilised by Delhi Metro Rail Corporation (DMRC) for the Metro project from YMCA Chowk, Faridabad to Ballabgarh.

A. Issue pertaining to payment of land cost to various Government Departments:

1. HMRTC vide letter dated 15.07.2015 (**Annexure-XIII**) conveyed the decision of the State Government regarding transfer of land required for the extension of Metro project from YMCA Chowk, Faridabad to Ballabgarh to the concerned departments with the request to transfer the identified land to HUDA. The land was identified in consultation with Delhi Metro Rail Corporation (DMRC) and National Highways Authority of India (NHAI). It was also conveyed that the Government has decided that the Govt. land required for the project may be transferred at the Collector rate of ` 1.50 crore per acre. The following is the detail of Government lands required for execution of the project alongwith amount payable.

Sr. No.	Name of the Department	Area		Amount payable (in `)
		(in acre)	(in sq. Mtr)	
1.	DHBVN	0.5187	2098.987	77,81,250.00
2.	Haryana State Transport Corporation	2.9200	11809.963	4,37,81,250.00
3.	MCF	0.1875	758.670	28,12,500.00
4.	Irrigation	0.0800	328.757	12,18,750.00
5.	Delhi Milk Scheme, Ministry of Agriculture, GoI	0.3625	1466.762	54,37,500.00
	Total	4.0687	16,463.139	6,10,31,250.00

Besides above, 0.256 acre (1036.849 sq. Mtr) land of HUDA was also required for the purpose, but its compensation amount has not been taken in the amount payable.

2. The Administrator, HUDA, Faridabad vide letter dated 30.10.2015 (**Annexure-XIV**) sought an amount of ` 6,10,31,250/- (Rupees Six Crore Ten Lacs Thirty One Thousand & Two Hundred Fifty Only) for making payment to various Government

Departments. HMRTC requested HUDA vide letter dated 10.11.2015 to transfer the said amount to the Administrator, HUDA, Faridabad. The matter was subsequently taken up number of times, but no funds have been transferred by HUDA for making payment to various Government Departments.

3. Council of Ministers in its meeting held on 01.06.2017 decided to revise the funding pattern for Metro projects in Haryana. As per revised funding pattern, 82% funds for Metro projects are to be provided from IDF and balance 18% by the Government of Haryana through Finance Department. The cost of acquisition of land for the project is part of the project cost and an amount of ` 72 crore has been taken in the cost of the project on this account as approved by Ministry of Urban Development.
4. The Board may, therefore, resolve that Town & Country Planning Department, Haryana may be requested to transfer ` 5,00,45,625/- from IDF (82%) and ` 1,09,85,625/- from the budgetary provisions (18%) for the purpose .

B. Issues regarding payment of land cost to NHAI:

5. NHAI vide letter dated 22.02.2017, raised the issue of payment of ` 28,75,18,213/- for using its acquired land measuring about 10775 sq. meters (2.66 acre) for construction of Metro from YMCA Chowk, Faridabad to Ballabgarh. The worked out rate of NHAI land comes to ` 10,80,89,554/- per acre or ` 26,683.82/ per sq. mtr. A report in the matter was sought from the Administrator, HUDA, Faridabad. To resolve the matter, a meeting was held on 09.09.2017 under the Chairmanship of CA, HUDA-cum-MD, HMRTC at Gurugram with the representatives of DMRC, NHAI and HUDA. It was decided in the meeting that the Administrator, HUDA, Faridabad will verify the claim of NHAI vis-a-vis the land acquired by NHAI in the year 2013 by organising a joint survey of the land with the representatives of DMRC, NHAI, HUDA and Land Acquisition Officer, Faridabad.
6. The Administrator, HUDA, Faridabad vide letter dated 13.10.2017 (**Annexure-XV**) apprised that a committee under the chairmanship of Estate Officer, HUDA, Faridabad comprising Land Acquisition Officer, Faridabad representatives of DMRC & NHAI and Sub Divisional Engineer, (Survey) ERMA, Faridabad was constituted for conducting survey of the NI1AI land utilized by DMRC for the extension of Metro Project from YMCA Chowk to Ballabgarh. The committee was asked to submit its report with details of compensation sought by NHAI land with indicating khasra

numbers by marking the area on sajra plan. In the regard, the committee has submitted two reports as under:-

- (i) Land of NHAI used by DMRC from YMCA Chowk to Ballabhgarh and

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- area falling under piers and corridor is 2909.249 sq. mtr.
(ii) Land of NHAI used by DMRC from YMCA Chowk to Ballabhgarh and area falls under piers, corridor and upto compounding wall is 4419.802 sq. mtr.

7. The actual area used by the DMRC for piers & metro corridor is 2909.249 sq. mtr but the claim of 'NHAI of the vacant area beyond the corridor upto compounding wall has no justification as this area is vacant and NHAI may use in future for service road etc. The representative of NHA1 was asked to remain present at the time of demarcation/survey by the Estate Officer but they did not join the survey. Administrator, HUDA, Faridabad has also confirmed that the land utilised by DMRC fall in the acquired land of NHAI.
8. In view of the above report of the Administrator, HUDA, Faridabad, the total compensation payable to NHAI on proportionate basis for the land utilised by DMRC for construction of piers and viaduct, measuring about 2,909.249 sq. mtr, comes to ` 7,76,29,877/- (@ ` 10,80,89,554/- per acre or ` 26,683.82/ per sq. mtr). If it is resolved by the Board to pay compensation to NHAI then the Town & Country Planning Department, Haryana will be requested to transfer ` 6,36,56,500/- from IDF (82%) and ` 1,39,73,380/- from the budgetary provisions (18%) for the purpose.
9. It is pertinent to mention that earlier it was decided by the Government to pay compensation to private land owners @ `29,722.41 per sq mtr or (`12,02,86,597/- per acre) for the private land measuring about 15,900.322 sq mtr required for this project.

The matter is placed before the Board for passing a suitable resolution in this regard.

