

RESPONSE TO QUERIES REGARDING DIRECT ACCESS EOI

Date: December 6, 2019

Ref: Expression of Interest (EOI) for Direct Access to Mumbai Metro Line 3 Stations published on 1-Nov-2019

<https://www.mmrcl.com/sites/default/files/EOI%20for%20Direct%20Access%20to%20Mumbai%20Metro%20Line%203%20Stations.pdf>

Given below is a compilation of MMRCL's response to the queries received from interested parties regarding the Direct Access EOI released by MMRCL. You may take this into consideration in your EOI submission. The last date for submission of EOI is Friday, December 20, 2019.

SN	Query Received	MMRCL Response
1	Apart from direct connectivity between metro station and our property, will the subway also have alternate connectivity from public access points (roads or public places) below which it may be passing through?	<ul style="list-style-type: none">As of today, the subway is envisioned to connect the metro station to developer's property exclusively. Depending on the route and public requirement, MMRCL may decide to have alternate connectivity from public access points. However, developer can have security arrangements for the entry to their premises.
2	At what level the proposed subway will run through?	<ul style="list-style-type: none">The direct access subway will originate at the metro station concourse level (~6-12m depth). The exact alignment, entry location, depth and other technical details shall be decided upon at the Detailed Project Report (DPR) stage based on site condition.
3	Does the tunnel run at same level or it can have gradient, if yes, what is the maximum possible gradient	<ul style="list-style-type: none">The direct access subway may have a gradient. The exact alignment, entry location, depth and other technical details shall be decided upon at the DPR stage based on site condition.
4	At what level the connectivity will happen in our property? Can I have direct connectivity through our basements?	<ul style="list-style-type: none">The direct access subway will originate at the metro station concourse level (~6-12m depth). The exact alignment, entry location, depth and other technical details shall be decided upon at the Detailed Project Report (DPR) stage based on site condition.Yes, it is possible to have a direct connectivity from the metro station to your basement.
5	How the termination of connectivity happens in our property? What is the space required for the same?	<ul style="list-style-type: none">The passage can terminate within your premises or it can puncture your basement as per your requirement subject to the engineering feasibility. Typically, staircases and escalators are located at the end of the subway that connect with the building lobby.Space requirement depends on the kind of termination envisaged.

6	In case the subway is shared by other clients, how do we manage safety & security?	<ul style="list-style-type: none"> • Safety protocols can be jointly decided. MMRC will facilitate such discussions.
7	Do we require Liaison approval for tunnelling works? If yes, then what are the list of approvals required?? And in whose scope is the same?	<ul style="list-style-type: none"> • Approvals shall be the responsibility of MMRCL. The list of NOCs and approvals requirements shall be detailed at the DPR stage.
8	Do we require CFO NOC for the proposed connectivity? If yes, who will take approval for the same?	<ul style="list-style-type: none"> • Same as the answer for the question number 7
9	What are the MEP requirements in terms of design and operation?	<ul style="list-style-type: none"> • Ventilation, lighting, plumbing and dewatering are the primary MEP requirements. It is up to the developer to define the specifications based on the envisaged utilization of the subway space. All MEP requirements shall be detailed in the DPR.
10	Where would be MEP high sides in terms of HVAC, electrical etc will be located? Will it be in our property?	<ul style="list-style-type: none"> • As the metro is located under public roads and the subway shall also be located under the public areas, the MEP service areas will have to be located within your property. The size and space requirements shall be determined at the DPR stage.
11	At the end of tunnelling, how does the tunnelling machine come out of the tunnel?	<ul style="list-style-type: none"> • The subways are not envisioned to be developed using Tunnel Boring Machines. New Austrian Tunnelling Method (NATM) or Cut - and - Cover technique is more appropriate to create such subways and will be decided at DPR stage.
12	How the cost bifurcation happens in case of common subway shared by multiple developers?	<ul style="list-style-type: none"> • The cost of the common part of the subway will be shared equally by all parties. The cost for the branch of the subway which is exclusive for your property will have to be entirely borne by you. Illustrative example can be found in the EOI document, section 3.3.
13	If 2 developers share a common subway, and assuming that the cost of the common length is divided by both the developers. Then, if in future a 3rd developer joins in the same subway, than does the cost already incurred in also divided among all the 3 developers ?	<ul style="list-style-type: none"> • Answer same as the above. Special cases will be considered separately with proper consulting.
14	Does the preliminary cost of tunnelling as mentioned in EOI includes taxes?	<ul style="list-style-type: none"> • Taxes are excluded in the estimates shared.
15	In case of Worli, wherein we exploring to have a same subway connected to 2 of our properties (HSBC & SIEMENS), then are we	<ul style="list-style-type: none"> • Yes, one time premium as specified in the EOI is applicable for each direct access connection.

	liable to pay separate one-time connectivity charge to MMRCL?	
16	With a view to have shortest possible length, can I align the subway such that it passes below some other developers' property?	<ul style="list-style-type: none"> MMRC can ascertain only alignment below public lands and roads. MMRCL shall jointly participate in discussion with the other adjacent developers for their consent.
17	Please share construction timelines for metro line 3	<ul style="list-style-type: none"> Phase 1, Aarey to BKC to be commissioned by Dec'2021. Phase 2, BKC to Cuffe Parade to be commissioned by Jun'2022.
18	What are the timelines for subway construction?	<ul style="list-style-type: none"> Kindly refer to para 6, page 20 of the EOI document
19	Please Share details of NATM and the methodology for the same	<ul style="list-style-type: none"> Kindly refer to the following link for the details of NATM: https://en.wikipedia.org/wiki/New_Austrian_tunnelling_method
20	We have requested for any advantages to the development on n-number car park required while having direction connection to Metro. Which will help us optimise the design and construction cost.	<ul style="list-style-type: none"> MMRCL shall pursue waiver of parking requirement with the State Government for properties which have direct access to a metro station.
21	Construction Cost per RM of Tunnel is in very high side and we would like to know whether any other economical options to construct the tunnel to benefit both the parties.	<ul style="list-style-type: none"> The estimated construction costs are indicative only. The construction technology and detailed estimate of costs shall be determined at the DPR stage.
22	In case of obtaining the approval from the Planning Authority for the access to the subway within the Developer's property, there might be a requirement of granting an NOC by the MMRCL to the planning authority which shall be released as and when demanded by the respective planning authority.	<ul style="list-style-type: none"> Same as the answer for the question number 7

23	Taking into account the very high costs related to the construction of the underground subway access, it is requested that the one-time access fees be reduced to Rs. 50.00 Lacs per Developer. Furthermore, if the subway is to be shared between more parties that such amount be reduced to such an extent as apportioned between the no. of parties.	<ul style="list-style-type: none"> MMRCL management has reviewed this request, however, it will not be possible to reduce the one time premium. The originally envisaged premium was Rs 5 Cr which was brought down to Rs 2 Cr after multiple requests from interested developers. Multiple parties coming together will reduce the capital cost contribution from each party. However, access fee shall be charged to each party individually.
24	Under what circumstances will the MMRCL block entrance from Developers End of the Subway?	<ul style="list-style-type: none"> MMRCL may block entry from the developers end of the passage in the event of default like non-payment of dues, etc. from the developers' side.
25	We assume connectivity will be from the unpaid area of the station concourse level	<ul style="list-style-type: none"> Yes.
26	Please provide AutoCAD drawing of the station plans and sections.	<ul style="list-style-type: none"> AUTOCAD layouts will be available for review at the MMRCL office during the DPR stage.
27	Para 3.1 (v). What costs shall be shared by the developer and MMRCL?	<ul style="list-style-type: none"> The cost of the DPR shall be shared equally by the developers and MMRCL.
28	Will the developer be allowed to supervise construction	<ul style="list-style-type: none"> Yes, the developer would be allowed within an agreed framework.
29	Any additional connections and changes in alignment in the future will require express written approval of MMRCL - This we assume is after finalisation of alignment	<ul style="list-style-type: none"> Yes, any change in the passage after finalization of the design and specifications will require express written consent of MMRCL.
30	Since MMRCL is constructing the subway approval for the same should be bought by MMRCL and not the developer	<ul style="list-style-type: none"> Same as the answer for the question number 7
31	We assume MMRCL shall get this meter installed in the name of the developer. Additionally, who will be paying the security deposit for this meter?	<ul style="list-style-type: none"> Yes, meter will be installed in the name of the developer and security deposit will also be payable by the developer.
32	Sister companies of the same developer can have their advertisements displayed like new residential, commercial, retail, hotel, educational developments, under different companies.	<ul style="list-style-type: none"> Yes. Ad space may be utilized only for Group Company advertisements in the same line of business and cannot be leased out to third parties.
33	What kind of retail can be permitted? can we have a Starbucks kind of coffee shop can be permitted?	<ul style="list-style-type: none"> No retail is envisioned to be allowed in the subway.

34	Can a lockable access be provided at the subway entry/exit for security reasons?	<ul style="list-style-type: none"> • Yes, lockable entry may be provided at the passage in the portion which comes within the developers' property.
35	Since the ownership of the part of the metro accessing the developer's property is with the developer, which portion of the O&M cost shall be billed to the developer?	<ul style="list-style-type: none"> • The entire O&M cost for the full length of the dedicated passage shall be borne by the developer.
36	The cost of for civil works & electrical and system cost is very high considering the fact the same will aid in the overall infrastructure upgrade of the area.	<ul style="list-style-type: none"> • Same as the answer for the question number 21
37	The tunnel boring may not be required considering the proposed building is Under Construction. The conventional method can be applied which will be more cost effective.	<ul style="list-style-type: none"> • Agreed. However, the exact method of subway construction shall be determined at DPR stage.
38	Please confirm as mentioned in the letter & 3.1 (V) – cost to be equally shared among the parties including MMRCL	<ul style="list-style-type: none"> • Only the cost of the DPR shall be shared between the developers and MMRCL.
39	How many connecting tunnels / subways planned for one station?	<ul style="list-style-type: none"> • As a part of the regular station layout, 4 to 6 entry / exit points have been provided for public access. In addition, dedicated passages shall be provided depending on the requirement of adjacent properties.
40	MMRCL shall invoice the developer on quarterly basis on actuals. Does this refer to hard O&M cost, as soft O&M as referred in 3.2 (iii) to be taken up directly by developer, also will audit of books be allowed for verifying hard O&M cost. Please share more details on hard & soft O&M cost (incl. composition)	<ul style="list-style-type: none"> • This refers to hard O&M. Hard O&M involves electricity costs and any maintenance related civil works. For electricity a separate meter shall be installed, and any maintenance related works shall be done through a tender. Auditing of MMRCL books shall not be required.
41	Soft O&M works to be taken up directly by the developer, in case multiple developers, does the same is going to be taken up by one developer (for common & separate subway) and later the same to be billed to other developers proportionately on actuals	<ul style="list-style-type: none"> • The division of costs for soft O&M is the decision of the developers. Either the developers can mutually agree on soft O&M cost sharing or MMRCL will take it up and bill the developers proportionately.

42	Building permissions will have to be sought by developer (can this be specified ex. – approval of drawings, Fire NOC etc.) as 3.2(x) states all regulatory permissions, approvals etc. will be responsibility of MMRCL	<ul style="list-style-type: none"> • Same as the answer for the question number 7
43	Ownership of subway within developer’s property shall rest with developer, is there a lock in period for which developer (incl. prospective buyer) continue to do the O&M of the subway	<ul style="list-style-type: none"> • The developer is required to carry out O&M of the passage in perpetuity as it is dedicated passage for your property.
44	Can we get rights to use the space within the subways for advertisement and retail?	<ul style="list-style-type: none"> • Advertisement space within the subway may be used but may not be leased out to third parties. Retail is not envisioned in the subway tunnels, but information / liaison counter can be put up.

DISCLAIMER:

All information provided as a part of this document to the prospective applicants by the Mumbai Metro Rail Corporation Limited is subject to the terms and conditions set out by Mumbai Metro Rail Corporation Limited and as shall be laid down in the agreement of contract to be executed between Mumbai Metro Rail Corporation Limited and the Applicant.

The objective of this document is to provide information to the interested parties about requirement of Mumbai Metro Rail Corporation Limited to facilitate their Application for the project. This document does not claim to contain all the information as may be required at the time of execution of work. Each applicant is advised to conduct its own survey for commissioning the work and check the accuracy, reliability and completeness of the information in this EOI document and obtain independent advice from appropriate sources as deemed necessary. Mumbai Metro Rail Corporation Limited makes no representation or warranty and shall incur no liability under any law, statute, rules or regulations as to the accuracy, reliability or completeness of this document. Mumbai Metro Rail Corporation Limited may, at their absolute discretion, but without being under any obligation to do so, update, amend or supplement the information in this document.

----- END OF DOCUMENT -----