

'Metro III' may have lower initial tariff

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THE initial tariff of the proposed Colaba-Bandra-Seepz Metro is likely to be much lower than the initial tariff of the city's first Metro corridor, which started operations in June last year, despite the former being a fully-underground line and nearly two times more expensive to build.

The Mumbai Metro Rail Corporation (MMRC), the agency implementing the Rs 23,136-crore Colaba-Bandra-Seepz Metro project, will benchmark the initial fare of the line on the proposed tariff structure of the Delhi Metro Rail Corporation (DMRC) for its third phase.

The maximum tariff for the elevated Versova-Andheri-Ghatkopar Metro is Rs 40 for 11.4 km, while as per the DMRC tariff model, the maximum fare would be Rs 33 for 33.5 km.

The base rate from the DMRC model ranges from Rs 11-33 in eight distance slabs up to 35 kilometres, with a provision for an increase of 7.5 per cent every second year. The initial tariff of the Versova-Andheri-Ghatkopar Metro, on the other hand, ranges from Rs 10-Rs 40 in four distance slabs.

Ashwini Bhide, manag-

THE MMRC, implementing the Rs 23,136-crore Colaba-Bandra-Seepz Metro project, will benchmark the initial fare of the line on the proposed tariff structure of DMRC for its third phase

Ghatkopar Metro. This is a different model. We have taken the base rate of DMRC for making all our financial calculations.

Based on this fare, the MMRC will decide the initial tariff structure for the Colaba-Bandra-Seepz Metro, while the Fare Fixation Committee will decide on further revisions."

Under the Metro Act, the Metro Rail Administrator is to determine the initial fare, while a government-appointed Fare Fixation Committee decides on revisions.

The Colaba-Bandra-Seepz Metro, expected to be completed by 2020, is to be constructed on a cash-contract basis. The fully-elevated Versova-Andheri-Ghatkopar Metro, however, was constructed on a public-private partnership model, with the Reliance Infra-