

**Mumbai Metro Line - 3 Project**  
Regarding according approval of the  
State Government for implementation  
of the Metro Railway Project on  
Colaba-Bandra-Seepz corridor.

**Government of Maharashtra**  
**Urban Development Department**

Government Resolution number: MRD-3311/Pra.Kra.149/NaVi-7,  
Mantralaya, Mumbai 400 032.

Date: 3<sup>rd</sup> march, 2014.

**Introduction:**

In order that it is possible to make available Rapid Public Transportation System at a distance of 1 to 2 km with a view to improve the traffic and transportation system in the Mumbai Metropolitan Region, the Mumbai Metropolitan Region Development Authority has prepared a Master Plan of Metro Railway Project which includes 9 metro corridors of 146.5 km length. According to that the Government has already given approval to the three Metro Railway Corridors (1) Metro Line-1 corridor, Versova-Andheri-Ghatkopar (elevated corridor), length 11.40 km (2) Metro Line-2 corridor, Charkop-Bandra-Mankhurd, (elevated corridor), length 31.871 km and (3) Metro Line-3 corridor, Colaba-Bandra (partially underground and elevated corridor), length 20 km.

According to the approval given by the Government earlier as per the Government Resolution under reference, it was initially proposed to implement the Metro Line-3 corridor, Colaba-Bandra (partially underground and elevated corridor, length 20 km) on the principle of "Build, Operate, Transfer (BOT)" with public-private-participation through the Mumbai Metropolitan Region Development Authority. However, as the Viability Gap Fund (VGF) was more than 40% for the said project, the Central Government expressed its inability to sanction the said proposal. After that the said project of complete underground metro corridor of Colaba-Bandra-Seepz was prepared with the financial participation of the Mumbai International Airport Limited (MIAL) also, by extending the metro Line-3 to connect the Mumbai International Airport, to be taken up with loan assistance from Japan International Co-operation Association.

  
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Incidental to that, a total of Rs.13,235 crore has been sanctioned by the Japan International Co-operation Association (JICA) for this project in the form of loan and according to the approval of the Central Public Investment Board (P.I.B.) the Central Cabinet has given approval to the implementation of this project on date 27<sup>th</sup> June, 2013 subject to some terms/conditions. As per the letter no.K-14011/36 /2009-Metro/MRTS-II (Vol.III), dated 18<sup>th</sup> July, 2013 from the Central Ministry of City Development of the Central Government, approval has been given to the project cost of Rs.23,136 crore for the implementation of this project [and if a total amount of Rs.806 crore of the State level/local taxes is taken into account, total cost of Rs.23,942 crore is expected for the said project.]

The matter of according approval to the said project for giving expected assistance to the said project by the State Government was under the consideration of the Government. In this context at the end of comprehensive thinking, by superseding the Government Resolution under reference, the Government is taking decision as follows.

**Government Resolution:-**

Approval of the Government is being accorded to the project of fully underground metro corridor "Colaba-Bandra-Seepz" under the Metro Railway Project of Mumbai Metro Line-3 as per the details in the enclosed **appendix-1** as follows.

1. Approval is being accorded to form Special Purpose Vehicle Company (SPV) as mentioned in the enclosed **appendix-2** by converting the "Mumbai Metro Rail Corporation Limited", of joint ownership having 50% equity each of Central Government and State Government of the "Mumbai Metro Rail Corporation Limited", formed earlier for Metro Line-3 Project, into Special Purpose Vehicle Company (SPV).
2. Approval is being accorded to the nature of raising fund for the said project as mentioned in the enclosed **appendix-3** and the Mumbai Metropolitan Region Development Authority and this SPV company the Mumbai Metro Rail Corporation Limited are being authorised for coordinating with the Central Government, Japan International Co-operation Association for taking loan from the Japan International Co-operation Association (JICA) and for



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taking all the further action for the implementation of the project.

3. The responsibility of the repayment of the loan taken from the Japan International Co-operation Association for the said project shall rest with the SPV company the Mumbai Metro Rail Corporation Limited. If there is a default in the repayment of the loan by the said SPV, the responsibility of the repayment of the loan shall rest with the Mumbai Metropolitan Region Development Authority on behalf of the State Government.
4. Approval is being accorded to the proposed commuter fare as mentioned in the enclosed appendix-4 for the said Colaba-Bandra-Seepz metro railway corridor.
5. Approval of the Government is there in principle to the format for raising dedicated "Urban Transportation Fund" as mentioned in the enclosed appendix-5 and accordingly action should be taken to establish the dedicated "Urban Transportation Fund" at the level of the Mumbai Metropolitan Region Development Authority.
6. The Government has accorded sanction in principle to make revisions in the Mumbai Municipal Corporation Act 1888, applicable to the Mumbai Municipal Corporation, as mentioned in the enclosed appendix-5 **paragraph number – III** and action should be taken to prepare a draft of the bill in consultation with the Law and Judiciary Department for including the said provisions in the Act and to submit the same for the approval of the legislature in the next session.
7. The increase in the project cost during the project construction of the said project due to currency rate, rise and fall in the central taxes and fees is going to be divided equally between the Central Government and the State Government. Therefore, it shall be necessary for the Mumbai Metropolitan Region Development Authority to bear all the expenditure like the increased cost of the project from the share of the State Government, similarly due to escalation, changes in the project, delay and other essential matters.
8. Approval of the Government is there for giving subordinate loan of a total of Rs.1615.1 crore without interest to the SPV company the Mumbai Metro Rail Corporation Limited on behalf of the Government towards the 50% share of the various taxes/fees of the Central Government for the said metro project and towards the expenses for land acquisition of private lands necessary for the said project as well as for rehabilitation and resettlement; similarly, there

  
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is the approval of the Government for giving subordinate loan of additional Rs.806 crore without interest to the said SPV company towards the local as well as State Government taxes that will be applicable to the said project and orders will be issued separately by the concerned department after completing further necessary action in that context.

9. The responsibility of the repayment of the subordinate loan without interest being given by the Central Government and the State Government for the said project shall rest with the SPV company the Mumbai Metro Rail Corporation Limited. If there is a default in the repayment of the loan by the said SPV, the responsibility of the repayment of the loan shall rest with the Mumbai Metropolitan Region Development Authority.
10. Approval of the Government is there for transferring 30 hectare land adjoining the Jogeshwari-Vikhroli link road, Aare Milk Colony to the Mumbai Metropolitan Region Development Authority at nominal lease rent for the repairs and maintenance of the Metro Railway Project after making change in the usage of the land as necessary and for transferring the said land being obtained by the said authority to the SPV company the Mumbai Metro Rail Corporation Limited as well as for transferring 3 hectare additional land near the Metro Car Depot to the Mumbai Metropolitan Region Development Authority at nominal lease rent for residential/commercial development with a view to raise funds for the project and orders will be issued separately by the concerned department in that context.
11. Approval of the Government is there for transferring lands belonging to the Government/semi Government/Municipalities, required permanently for the said project, to the Mumbai Metropolitan Region Development Authority at nominal lease rent as well as for transferring the said land being obtained by the said authority to the SPV company the Mumbai Metro Rail Corporation Limited and orders will be issued separately by the concerned department in that context.



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12. Approval of the Government is there for making temporary use of vacant lands of the Government and semi Government bodies adjoining the said project during the construction of the Metro Railway and from that point of view the concerned departments should take action to hand over the said vacant lands to the SPV company the Mumbai Metro Rail Corporation Limited on their request without any delay.
13. Approval is being accorded to acquire private lands necessary for completion of the said project in time for facilities of the Metro railway Stations under the Central Metro Railway Act/ Mumbai Metropolitan Region Development Authority Act,1974/Maharashtra Regional and Town Planning Act, 1966/ Current Land Acquisition Acts.
14. Approval of the Government is there for the professional usage of the sites of Metro Railway Station and Car Depot and accordingly the right to make commercial development of the said lands shall be with the SPV company the Mumbai Metro Rail Corporation Limited subject to the current development outline and development control rules.
15. Approval is being given to the rehabilitation and resettlement of the project affected persons under the said project as concurred by the Japan International Co-operation Association (JICA), as per "the policy of rehabilitation and resettlement (MUTP-R&R Policy) under the Mumbai Urban Transportation Project".
16. The project Colaba-Bandra-Seepz Metro Railway Corridor is being declared as "Public Project of Urgency" and "Important Urban Transportation Project".



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This Government Resolution is being issued after the consideration of the remarks received from the Planning Department via their unofficial reference no.205/1444 dated 23.10.2013 and from the Finance Department via their unofficial reference no.545/Vyaya03 dated 13.01.2014.

By order and in the name of the Governor of Maharashtra,

Sd/-

3/3/14

(Manukumar Shrivastav)

Principal secretary Urban Development (Na.Vi.-1)

To

Secretary to the Hon. Governor, Maharashtra State.

Principal Secretary to the Hon. Chief Minister, Mantralaya, Mumbai 400 032.

Secretary to the Hon. Deputy Chief Minister, Mantralaya, Mumbai 400 032.

Private Secretary to the Hon. Minister of State (NaVi), Mantralaya, Mumbai 400 032.

Hon. Chief Secretary, Government of Maharashtra, Mantralaya, Mumbai 400 032.

Hon. Secretary, Ministry of Urban Development, Government of India, Nirman Bhavan, New Delhi.

Additional Chief Secretary (Revenue), Revenue and Forests Department, Mantralaya, Mumbai 400 032.

Additional Chief Secretary, Home Department, Mantralaya, Mumbai 400 032.

Additional Chief Secretary Finance), Finance Department, Mantralaya, Mumbai 400 032.

Additional Chief Secretary, Planning Department, Mantralaya, Mumbai 400 032.

Principal Secretary (NaVi-1), Urban Development Department, Mantralaya, Mumbai 400 032.

Principal Secretary (ADF), Agriculture, Animal Husbandry, Dairy Development and Fisheries Department, Mantralaya, Mumbai 400 032.

Principal Secretary (Transportation), Home Development Department, Mantralaya, Mumbai 400 032.

Principal Secretary (NaVi-2), Urban Development Department, Mantralaya, Mumbai 400 032.

Principal Secretary (Industries), Industries, Energy and Labour Department, Mantralaya, Mumbai 400 032.

Principal Secretary (Energy), Industries, Energy and Labour Department, Mantralaya, Mumbai 400 032.

Principal Secretary Housing Department, Mantralaya, Mumbai 400 032.

Principal Secretary Environment Department, Mantralaya, Mumbai 400 032.

Secretary (Special Projects), General Administration Department, Mantralaya, Mumbai 400 032.

  
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Secretary, Public Works Department, Mantralaya, Mumbai 400 032.  
Managing Director, Mumbai International Airports Private Limited.  
Divisional Commissioner, Konkan Division, Navi Mumbai.  
Police Commissioner, Mumbai.  
Metropolitan Commissioner, Mumbai Metropolitan Region Development Authority, Bandra (East), Mumbai 400 051.  
Commissioner, Brihanmumbai Municipal Corporation, Mumbai.  
Managing Director, CIDCO, Mumbai,  
Commissioner, Dairy Development, Worli, Mumbai.  
Collector, Mumbai City/Mumbai Suburbs, Mumbai.  
Joint Commissioner of Police, Transport, Mumbai.  
Managing Director, Mumbai Metro Rail Corporation Ltd., Mumbai.  
General Manager, Central Railway, Mumbai.  
General Manager, Western Railway, Mumbai.  
General Manager, Brihanmumbai Electric Supply and Transport Undertaking, (BEST), Mumbai.  
Joint Secretary, Town Planning, Town Planning Department, Mantralaya, Mumbai 400 032.  
Director, Town Planning, Central Administrative Building, Pune.  
Deputy Secretary, Finance Department, Mantralaya, Mumbai 400 032.  
Desk Officer (NaVi-21), Urban Development Department, Mantralaya, Mumbai.  
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(Enclosure to the Urban Development Department Government Resolution number: MRD3311/  
PraKra.149/NaVi.7 Dated 3<sup>rd</sup> March, 2014)

## APPENDIX-1

### TABLE-A

#### **Details of the Mumbai Metro Line-3 - Colaba-Bandra-Seez (fully underground) Metro Railway Corridor**

Sr.No.	Details	
1	Standard Gauge	1435 mm
2	Length of the corridor	33.5 km
3	Stations	27
4	Time Table of the trains	Every 3/2.5 minutes
5	Length of the platform	185 m (for 8 bogey trains)
6	Car Depot	Aarey Milk Colony – 30 hectare
7	Depth of the Metro Corridor below ground	15.20 m (average)
8	Required total land (estimated)	42.00 hectare (30 hectare Aarey Depot and 12 hectare for local facilities)
9	Duration for implementation of the project	2014-15 to 2020-21 (six years)
10	EIRR (Economic Internal Rate of Return)	17.93%
11	FIRR (Financial Internal Rate of Return)	2.17%
12	Advance estimate of number of commuters	Year 2021 – Number-13 lakh commuters every day Year 2025 – Number-14 lakh commuters every day Year 2031 – Number-17 lakh commuters every day
13	Capacity of commuters	6-bogey train– Number – 1792 commuters 8-bogey train– Number – 2406 commuters
14	Per Hour per direction number of commuters (during peak time) (PHPDT)	Year 2021- Number- 39,000 PHPDT Year 2013- Number- 42,000 PHPDT

(\*Note – During the period of actual construction of the said project, there may be variation in the above area of land as per need.)



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**TABLE-B**

**Cost of the Project as per the approval of the Central Government**

Sr.No.	Details	Rupees in crore
1	Civil works, stations, electrical and signaling, sub way, metro way, railway coaches, depot construction etc.	13,836
2	Rehabilitation and Resettlement	91
3	Acquisition of private land	499
4	<b>Total cost of infrastructure (total of 1 to 3)</b>	<b>14,426</b>
5	General service and design charges	727
6	Administrative expenses	593
7	Contingent expenditure	702
8	<b>Total expenses (total of 4 to 7)</b>	<b>16,448</b>
9	Escalation during the period of construction	3,504
10	Interest during construction (IDC)	1,019
11	Commitment Charges/Front End Fee	116
12	Central taxes	2,049
	<b>Cost of completed project</b>	<b>23,136</b>

(Note: The total amount of Rs.806 crore towards the State level /local taxes is not included in the above project cost.)



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## APPENDIX-2

### **Special Purpose Vehicle (SPV) to be established for the implementation of the Mumbai Metro Line-3 project**

As per the Central Ministry of City Development of the Central Government's letter number K-14011/36/2009-Metro/MRTS-II (Vol.III) dated 18<sup>th</sup> July, 2013, by converting the Special purpose Vehicle (SPV) the "Mumbai Metro Rail Corporation Limited" formed earlier by the State Government into SPV having 50% equity share each of the Central Government and the State

Government, the said project is to be implemented through that SPV as an institutional arrangement for the said project. The Secretary, Ministry of City Development, Central Government shall be the *ex officio* chairperson of the said SPV Company. In addition, the Central Government will appoint 4 directors and the State Government will appoint the Managing Director and 4 other directors. In addition to those nominated directors, the Director Board of the said SPV Company has to appoint functional directors as per the suggestions of the Central Government.

The administrative set up of the Mumbai Metro Rail Corporation, appointment of officers and employees, separate office, rules and regulations etc will be on the same line as Delhi Metro Rail Corporation (DMRC) and other Metro Rail Corporations. The said Corporation has to function as per the rules and conditions of the Central Government.



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### APPENDIX-3

## The nature of raising fund for the project as per the approval of the Central Government

Details of raising the fund	Rupees in crore
Equity share through the Central Government	2402.7 (10.4%)
Equity share through the State Government/Mumbai Metropolitan Region Development Authority	2402.7 (10.4%)
Subordinate loan through the Central Government for Central taxes/fees (50% share)	1024.5 (4.4%)
Subordinate loan through the State Government for central taxes* (50% share) as well as acquisition of private lands and rehabilitation#	1615.1 (7%)
Fund to be collected from property development, impact fee/betterment tax	1000 (4.3%)
Monetary assistance from share holders (MIAL)	777 (3.4%)
Monetary assistance under the ASIDE scheme/grant from M.M.R.D.A.	679 (2.9%)
Loan from the Japan International Co-operation Association	13,235 (57.2%)
<b>@Total</b>	<b>23,136 (100%)</b>

**Note-** \* Central taxes (Custom and Excise, IT, Corporate Tax)

# Along with the expenses on acquisition of private land and rehabilitation

@ The total amount of Rs.806 crore of State level/local taxes to be borne by the State Government is not included in the details of the raising of the said total fund.

  
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## APPENDIX-4

### **The proposed commuter fare for the Mumbai Metro Railway Corridor-3**

The conceptual fare structure for the Mumbai Metro Railway Line-3 shall be as per the fare rates of the Delhi Metro Railway as shown in the following table.

### **The conceptual fare table for the Mumbai Metro Line-3 for year 2021 (On the line of DMRC fare rates 2013)**

<b>Distance (km)</b>	<b>0-2</b>	<b>2-4</b>	<b>4-6</b>	<b>6-9</b>	<b>9-12</b>	<b>12- 15</b>	<b>15- 18</b>	<b>18- 21</b>	<b>21- 24</b>	<b>24- 27</b>	<b>27- 31</b>	<b>31- 35</b>
<b>Fare (Rs)</b>	<b>12</b>	<b>14</b>	<b>17</b>	<b>22</b>	<b>23</b>	<b>25</b>	<b>28</b>	<b>30</b>	<b>31</b>	<b>34</b>	<b>36</b>	<b>39</b>

The rates of the fare of the said Metro Railway for the future shall be decided through the "Fare Fixation Committee" as per the Metro Railway (Revised) Act 2009.

  
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## APPENDIX-5


### **Dedicated Urban Transport Fund to be raised at the level of Mumbai Metropolitan Region Development Authority**

As directed by the Central Government, it is expected to raise the fund of Rs.1000 crore for the share capital of the Mumbai Metro Line-3 project from property development/impact fee/betterment charges and a dedicated fund for urban transport project. Incidental to that, there is the Government approval in principle to establish "Urban Transport Fund" from income from the following sources at the level of the Mumbai Metropolitan Region Development Authority.

- I. By making provision in the Development Control Rules of giving additional F.S.I. after charging premium on the land coming up to 500 m distance on both sides of the metro corridor, the planning authority from the concerned area to recover the amount of premium accordingly and to transfer 50% amount out of the amount of the premium recovered against the increased F.S.I. to the Mumbai Metropolitan Region Development Authority.

The action of incorporating the provision in this respect in the Development Control Rules will be taken separately as per the provision in the Maharashtra Regional Planning and Town Planning Act, 1966.

- II. The Government will notify the development fee to be charged as per the provisions in the Maharashtra Regional Planning and Town Planning Act, 1966. To make provision in the Act regarding charging after making 100% increase in the city where the "Important Urban Transport Project" is being implemented and to transfer the increased amount that will be recovered accordingly to the Mumbai Metropolitan Region Development Authority.

  
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- III. If the Government notifies the implementation of the "Important Urban Transport Project" within the area of the Brihanmumbai Municipal Corporation, as per the Mumbai Stamp Act, 1958, along with the stamp duty to be charged to the sale, donation and usufructuary mortgage respectively of the immovable property, making provision in the Mumbai Municipal Corporation Act 1888 of charging 1% surcharge on the security amount through the deed placed in the deed in respect of the deed on the value of the immovable property in respect of the sale or donation of lands and other immovable property so situated and in respect of the usufructuary mortgage, the District Joint Registrar/Sub Registrar to recover the amount of the said surcharge at the time of registration of the sale, donation and usufructuary mortgage respectively for actual such lands and other immovable property and the Government to give grant to the Mumbai Metropolitan Region Development Authority every year equal to the amount recovered through that medium.
- IV. To utilize the income received from the commercial development of the sites of Metro Stations and Car Depots for the present project. Similarly the Mumbai Metropolitan Region Development Authority to get available the additional three hectare land adjoining the Aarey Depot and developing the property within the limit of the increased F.S.I. that the Government will sanction on the said three hectare land and to raise fund for the project.
- The action of incorporating the provision in this respect in the Development Control Rules will be taken separately as per the provision in the Maharashtra Regional Planning and Town Planning Act, 1966.
- V. To utilize the income receivable from the advertisement and parking at the Metro Railway Stations for the project.

  
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It is determined to hold the funds receivable from the said various sources in the above referred dedicated "Urban Transport Fund" at the level of the Mumbai Metropolitan Region Development Authority and its utilisation is proposed for transferring the amount of equity shares to the said SPV for the said Metro Project on behalf of the State Government as well as to give supplementary fund to the SPV if there is shortage of fund for repayment of loan. It will be essential for the Mumbai Metropolitan Region Development Authority (MMRDA) to make available funds from other sources if the dedicated "Urban Transport Project" falls short for the said repayment of loan.

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