

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO.141
TO BE ANSWERED ON 26.07.2017**

RE-DEVELOPMENT OF RAILWAY STATIONS

***141. SHRI JOSE K. MANI:**

Will the Minister of RAILWAYS be pleased to state:

(a) whether many overseas construction consortiums have come forward to participate in the auction by the Indian Railways for re-development of railway stations and if so, the details thereof;

(b) whether Malaysian consortium has also evinced interest to participate in the bidding for development of six railway stations and if so, the details thereof;

(c) whether similar bids under the swiss challenge method are expected from Japanese and South Korean consortiums for other stations identified for re-development; and

(d) if so, the details thereof?

ANSWER

MINISTER OF RAILWAYS

(SHRI SURESH PRABHAKAR PRABHU)

(a) to (d): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO.141 BY SHRI JOSE K. MANI TO BE ANSWERED IN LOK SABHA ON 26.07.2017 REGARDING RE-DEVELOPMENT OF STATIONS

(a): Yes, Madam. Several countries have shown interest in the station redevelopment programme. The Ministry of Railway (MoR) is redeveloping railway stations through the following modes:

- 1) Station Redevelopment through Indian Railway Stations Development Corporation Ltd. (IRSDC).**
- 2) Station Redevelopment through General Managers of Zonal Railways in PPP mode.**
- 3) Station redevelopment in cooperation with Ministry of Urban Development (MOUD) in cities with SMART & AMRUT scheme.**
- 4) Station Redevelopment by Rail Land Development Authority (RLDA) and National Building Construction Corporation (NBCC).**
- 5) Station Redevelopment through RLDA & PSUs of MoR.**
- 6) Station Redevelopment through other Ministries.**
- 7) Station Redevelopment in partnership with State Governments.**
- 8) Station Redevelopment - Interest shown by foreign Governments/firms.**

(b): Yes, Madam. Malaysian Consortium has evinced interest to participate in Station Redevelopment being done by IRSDC and General Managers.

Station Redevelopment through Indian Railway Station Development Corporation Ltd. (IRSDC)

One Malaysian company M/s MBSB Builders have participated in the Request for Qualification (RFQ) of redevelopment of Surat Station by IRSDC. Indian Railway Stations Development Corporation Ltd. (IRSDC) is a dedicated organization set up as a Joint Venture between IRCON International Ltd. - IRCON & Rail Land Development

Authority – RLDA for redeveloping identified stations over Indian Railways viz. has been.

Twelve stations had been entrusted to IRSDC in the first phase. These stations are:

- i) Surat -Western Railway**
- ii) Habibganj (Bhopal) – West Central Railway**
- iii) Gandhinagar(Gujarat) – Western Railway**
- iv) Bijwasan (Delhi) – Northern Railway**
- v) Anand Vihar (Delhi) – Northern Railway**
- vi) Shivaji Nagar (Pune) – Central Railway**
- vii) Chandigarh – Northern Railway**
- viii) Amritsar – Northern Railway**
- ix) Gwalior – North Central Railway**
- x) Gandhinagar (Jaipur) – North Western Railway**
- xi) Nagpur – Central Railway**
- xii) Baiyyappanahalli (Bengaluru) – South Western Railway**

For Surat railway station, where the Malaysian Company has participated in the RFQ, in a very innovative and first-of-its-kind model, MoU has been signed between IRSDC, Gujarat State Transport Corporation (GSRTC) and Surat Municipal Corporation (SMC) for development of a Multi Modal Transport Hub at Surat on a total land plot of 2.5 lakh square meter by pooling the land parcels of the Railways, the GSRTC and the SMC. The equity contribution in the SPV is in the ratio of Railways: GSRTC: SMC :: 63:34:3 (in ratio

with the area of land parcels contributed for the pooling of land for the project). A grand Multi Modal Transport Hub has been conceptualised on this pooled land around the Surat Railway station to provide the integrated transport solutions for the citizens thereby synergising the core capabilities of the three forms of Government viz. The Central Govt. (Ministry of Railways), State Govt. (GSRTC) and the Urban Local Govt. (SMC). The cost of Multi Modal Transport Hub is anticipated as ₹ 645 Cr and gross development is anticipated to be of approximately ₹3000 Cr. RFQ tender has opened on 05.06.2017 in which seven parties including one Malaysian firm, submitted their technical bids. The bids are under evaluation. Ministry of Railways has agreed for a lease period of 90 years for this project, in line with the policy of the Government of Gujarat.

Due to sustained efforts made by IRSDC, Developer has been fixed for redevelopment of Habibganj railway station and the Development Agreement for this has been signed on 14.07.2016. Station redevelopment is of approximate value of ₹100 Cr and total value of development including commercial development is anticipated as ₹ 450 Cr. Financial closure of the project has been achieved. Existing earning commercial contracts are novated in favour of the Developer and the stations handed over to the developer on 1st March, 2017 after which the Developer has started his works and the Station Facility Management has also been taken over by the Developer. The Developer has also commenced construction activities.

For Gandhinagar station, a special purpose vehicle Gandhinagar Railway & Urban Development Corporation (GARUD) is formed by IRSDC with Government of Gujarat (GoG) with equity contribution as

24% that of IRSDC and 76% of GOG. The SPV is developing Gandhinagar station keeping architecture in harmony with adjoining Mahatma Mandir and Gandhi Kuteer. The SPV shall be responsible for management of station facilities, hotel and will have revenue streams from Mahatma Mandir and Gandhi Kuteer as well. A works contract (approx ₹147 Cr) for redevelopment of Gandhinagar (Gujarat) station along with construction of a 300 room hotel on the air space of the station has been awarded. The foundation stone for this work has been laid by Hon'ble Prime Minister on 09.01.2017. The work of pile foundation is in progress. As of now about 260 piles have been completed out of total 471 piles.

For Anand Vihar (Delhi) and Bijwasan (Delhi) stations, after detailed study and preparation of the Detailed Project Reports, RFQ for redevelopment of Anand Vihar and Bijwasan stations have been finalized and 13 bidders shortlisted for Anand Vihar and 9 for Bijwasan stations. Request for Financial Proposal (RFP) proposals have been called from shortlisted bidders. The mandatory Capital Expenditure (CAPEX) of station development is ₹255 Cr for Anand Vihar (Delhi) with total anticipated development of ₹ 600Cr. For Bijwasan (Delhi) mandatory CAPEX is ₹384 Cr and total development value as ₹ 1000 Cr. The RFPs for the both the stations are due to be opened in August 2017.

For Chandigarh and Shivaji Nagar (Pune) stations, the DPR is under finalization in consultation with the local municipal corporations.

For Amritsar station, an Architectural consultancy firm has been engaged the work for preparation of preliminary basic concept plan. The award of such work for the remaining four stations

(Gwalior, Gandhinagar (Jaipur), Nagpur and Baiyyappanahalli (Bengaluru) is under process. IRSDC has planned to do this through an international design competition.

Station Redevelopment through General Managers of Zonal Railways

Malaysian consortium has also shown interest to participate in the bidding for redevelopment of railway stations on Indian Railways. In recent past, in March/April, June and July 2017, Malaysian delegations led by senior officials including Minister of Transport, Minister for Works and the Secretary General/ Ministry of Works, Malaysia have met with Railway officials at Railway Board for station redevelopment work. During the meeting CIDB Malaysia have indicated its interest and participation for few stations during 1st phase of bidding, which has started now from Feb 8, 2017 for 23 A1 & A category stations.

It has been Railways endeavour to redevelop the stations by leveraging real estate development of spare land and air space in and around the stations. A redeveloped station is envisioned as an iconic structure with its architecture reflecting the culture and character of the city where it is located and integrates development for a comfortable and efficient passenger experience, security, safety and accessibility in a harmonious and environmentally sustainable way bringing satisfaction and value to the passenger/user.

The Major components of a redeveloped stations are envisaged as

- **Redevelopment of station building to provide an iconic structure with modern state-of-the-art facilities.**
- **Congestion free non-conflicting entry/exit to the station premises.**
- **Segregation of arrival/departure of passengers- No conflict between incoming and outgoing passengers.**
- **Adequate concourse without overcrowding- generally above the platforms/lines.**
- **All essential facilities at concourse- catering, small retail, wash rooms, cloak rooms, drinking water, ATM, pharmacy, internet, etc.**
- **Integration with other modes of public/private transport systems e.g. Bus, Metro, etc.**
- **Integrating both sides of the city, i.e. entry/ exit on both sides of the station wherever site conditions permits.**
- **No parcel movement across the length of platforms.**
- **User friendly international signage understandable by all sections of passengers.**
- **Additional facilities like retail, shopping, hospitality, food courts etc.**
- **Medical facilities including polyclinics**
- **Well illuminated circulating area and sufficient provision for drop off, pick up and parking.**

- **Green Buildings, with optimum use of natural ventilation & lighting.**
- **Business Centre**
- **Skill Development Centre**
- **Social Infrastructure**

Station redevelopment is planned by leveraging commercial development of land & air space in and around the station. The revenues realized from real estate development should be sufficient to at least cover the entire cost of station redevelopment after meeting the full expenditure on real estate development and Maintenance obligations i.e. the station redevelopment would be cost neutral to Railways.

Major constraints of station redevelopment:

Some of the major constraints in Station redevelopment are

- **Most of the major Railway stations are located in congested areas in city centres. Commercial development of land for financing the station redevelopment will add to footfalls in the area and in term add to congestion at these stations.**
- **Extensive discussions with local authorities/bodies required, for issues pertaining to permissible FAR, integration with other modes of transport, approach infrastructure issues, etc.**
- **Approval to be obtained from various authorities.**
- **Station specific issues i.e. Heritage clearances etc.**

- **Station planning must provide for future expansions of platforms/lines as well as maintenance facilities which are based on projected traffic for about 40 years. Forecasting for 40 years is not easy.**
- **Financial viability depends on real estate markets which are cyclical and city/location dependent in nature.**
- **Most of the stations would be brown field ones where redevelopment works have to be executed under running conditions, taking due precautions for the safety of passengers.**

In the overall investment plan for the railways for 2015-20, it had been planned that out of a total investment of ₹ 8.56 lakh crores, ₹1.0 lakh crores were planned to be generated by leveraging commercial potential of land for Station Redevelopment, as per the details appended as Appendix-I. For this it has been decided that to expedite the station redevelopment, the stations would be offered for development on “as is where is” basis. In this regard, Union Cabinet approved Railway’s proposal for redevelopment of ‘A-1’ and ‘A’ category stations (total about 400 stations) on ‘as is where is’ basis, by inviting open bids from interested parties with their designs and business ideas duly providing for amenities and other requirements of the Railways including permitting commercial development of real estate by zonal railways. The railway land is given for commercial development in above of 45 years. The chosen Developer also manages the facilities of the stations for 15 years and make necessary expenditure for this. For this the non-fare revenues at the stations like Catering, advertising, parking etc. are passed on to the developer. In doing so to ensure inclusivity few

catering kiosks would serve the food articles at mandated price as at present. The core operation of railway will be remain with the railways. Accordingly guidelines were issued to all Zonal Railways for redevelopment of stations through the above mentioned process.

Accordingly tender documents were developed through RLDA for stakeholders' consultations. After consultations with various Railway stakeholders viz. developers, consultants, zonal railways etc., tender documents were amended, approved by Board and circulated to zonal railways. The scheme will be implemented by the General Railways of the Zonal Railways.

For the redevelopment of about 400 A1 and A stations, 2700 acres of spare railway land has been identified. M/s Boston Consulting Group (BCG) had been appointed as Strategic Consultant for this project. Based on the studies undertaken, M/s BCG have given the following broad estimates for the commercial development cost, station redevelopment cost (mandatory capital expenditure) and surplus post-construction:

S. No.	Item	Cost Estimate (Rupees in crores)
1	Cost of commercial development	68,000
2	Surplus before station redevelopment	39,000
3	Station redevelopment cost	28,000
4	Overall surplus	11,000
	Total	1,07,000

M/s BCG has also indicated that in case non A1 and A stations are also taken up, the investment can be much more. Just for about 100 non A1 and A stations, the total investment is likely to be about ₹ 1,42,000 Crores.

More than 25 rounds of road shows/stakeholder interactions, conferences etc have been conducted within the country and also abroad in UAE and Malaysia to evoke stakeholder interest in the programme.

M/s BCG has initially suggested high potential in about 58 stations. Moreover, based on report of the Strategies Advisor detailed discussions held with the Zonal Railways, feedback from various stakeholders and collaboration of desktop studies with field visit/deep dive studies, a list of 23 stations was finalised to be taken up for bidding in first phase. Accordingly, first phase of station redevelopment program by zonal railways was launched on 08.2.2017. Bids for redevelopment of the 23 railway stations have been invited in the first phase. A list of such stations is appended as Appendix-II. These stations are spread over 13 zonal railways and 13 States. 145 acres of land had been identified and year marked for this.

Pre-bid conferences have been held for all 23 stations. Considering the real estate market sentiment and to evoke bidder interest for the 23 stations, a large marketing initiative has been undertaken. In this more than 100 firms of developers, consultants, financiers had been contacted on one to one basis and more than 600 meetings held with them. Efforts have also been made to have these firms form partnership amongst themselves. The results of these efforts is bearing fruits and now the bids for Jammu have

been opened on 12.07.2017. Bids for other stations of this 1st stage are due for opening in July - October 2017.

Bids for the other 35 stations are proposed to be invited in next phase, which shall inter alia, cover stations in all major States/UTs.

The Minister for Railways has also written to all Chief Ministers to provide all help and support to this programme including appointment of Nodal Officers in their States.

Station Redevelopment in cooperation with Ministry of Urban Development (MoUD) in cities with SMART & AMRUT scheme.

The Government of India has launched schemes of 'SMART Cities' and Atal Mission for Rejuvenation and Urban Transformation (AMRUT) for the redevelopment and rejuvenation of the cities with a population of more than 1 lakh and covering Capitals of all States and Union Territories. With a view to provide the cities covered in these schemes with a redeveloped railway station which is integratedly planned with the surrounding parts of their cities, a Memorandum of Understanding (MoU) has been signed between Ministry of Railways (MOR) and Ministry of Urban Development (MOUD) for mutual cooperation between the two Ministries for integrated planning of redevelopment of railway stations in the cities included in these schemes. This would lead to the planning and development, integrated public transit hub around the railway stations and encourage Transit Oriented Development.

Station Redevelopment by Rail Land Development Authority (RLDA) & National Building Construction Corporation (NBCC).

An MoU between MoUD and NBCC has been signed on 30.06.2017 for development of following 10 stations under this MoU and the process will be further taken up.

S.No	Station	Category	Railways	State
1	Tirupati	A1	South Central	Andhra Pradesh
2	Delhi Sarai Rohilla	A	Northern	Delhi
3	Nellore	A	South Central	Andhra Pradesh
4	Madgaon	A	Konkan Railway	Goa
5	Lucknow	A1	Northern	Uttar Pradesh
6	Gomtinagar	F	North Eastern	Uttar Pradesh
7	Kota	A	West Central	Rajasthan
8	Thane New	A	Central	Maharashtra
9	Ernakulum Jn	A	SR	Kerala
10	Puducherry	E	SR	Puducherry (UT)

NBCC has indicated willingness to redevelop another 40 or so stations which are under discussion with them

Station Redevelopment through RLDA and PSUs of MoR.

Rail Land Development Authority (RLDA) has been entrusted to redevelop Safdarjung (D Category) Station in New Delhi along with IRCON.

Similarly RLDA is examining the possibility of partnering Mumbai Rail Vikas Corporation (MRVC) for redeveloping 18 Stations of C category in Mumbai area as per the following list.

S. No	Station	Category	Zonal Railway
1	Grant road	C	Western
2	Lower Parel	C	Western
3	Eliphinstone Road	C	Western
4	Khar Road	C	Western
5	Bhayandar	C	Western
6	Mira Road	C	Western
7	Byculla	C	Central
8	Sion	C	Central
9	Parel	C	Central
10	Mulund/Bhandup	C	Central
11	Kalwa	C	Central
12	Ambernath/ Badlapur	C	Central
13	Titwala	C	Central
14	Kanjur Marg	C	Central
15	Chichpokli	C	Central
16	Chembur	C	Central

17	Sewri	C	Central
18	Wadala	C	Central

The world bank has shown interest in financing the feasibility study for the station so as to integrate interchange between various modes of transport at these stations.

MRVC had already developed the following stations under Mumbai Urban Transportation Projects (MUTP)- Phase II by providing increased passenger areas at platform and foot over bridge level, integration of station entries with surroundings passengers inflow/outflow area.

S No	Station	Deck	Platforms	FOBs	Escalator	Elevator
1	Andheri	5800 sqm connecting all 3 FOBs	2 New Harbour Line Platforms		6	2
2.	Goregoan	2850 sqm connecting 2 FOBs and skywalk	2 new harbour line Platforms		6	2
3.	Borivali	Deck of 300 m x 10.5 m connecting all 5 FOBs and 4 connections to existing Skywalk	Home platform width increased from 6 m to 12 m.	1	3	3
4.	Kanjurmarg		8m wide Home Platform with 2.5m wide fenced pathway 270 m long	1 FOB with 2 ramps	1	
5.	Ram Mandir Rd Station	New Station	2 platforms of about 300 sqm each with 2 elevated booking offices (250 sqm& 750 sqm)	2 FOBs		

Station Redevelopment through other Ministries.

Ministry of Railways has also approached the Ministry of Coal, Petroleum, Power for the partnering in redevelopment of stations which serve their respective installations like sidings, collieries, power plants oil depots, offices etc. An MoU has been forwarded to the Ministry of Coal along with a list of suggested stations to choose from. Similarly, the Ministries of Petroleum and Coal have been approached to indicate the stations that they would like to be taken up.

Station Redevelopment in partnership with State Governments.

Ministry of Railways has signed an MoU with Govt of Odisha to redevelop the Bhubaneswar Station. In this the present railway station is being remodelled to provide additional operational facilities and the station is being constructed in the adjoining land of the State Government by the State Government.

MoR has also signed Joint Venture agreement with 9 States Governments to jointly implement new railway infrastructure projects including stations.

With this now the Ministry of Railway has planned redevelopment of 65 stations by one or the other mode. Some more Stations are also planned to be taken up in the next phase by General Managers, IRSDC and other entities.

Station Redevelopment --- Interest shown by Foreign Governments/Firms.

Malaysian consortium CIDB has evinced interest to participate in the bidding for redevelopment of railway stations on Indian Railways. In recent past, in June and July 2017, Malaysian delegation led by senior officials including Secretary General/ Ministry of Works, Malaysia have met with Railway officials at Railway Board for station redevelopment work. During the meeting CIDB Malaysia have indicated its interest and participation for few stations during 1st phase of bidding, which has started now from Feb 8, 2017 for 23 A1 & A category stations.

Besides South Korea, Belgium, UK and Germany and France have indicated interest in participating in the programme.

(c)& (d): The interest of the Japanese and South Korean firms, if any, can only be known once the bidding process for the already tendered stations is completed.

APPENDIX-I REFERRED TO IN REPLY TO PART(b) OF STARRED QUESTION NO.141 BY SHRI JOSE K. MANI TO BE ANSWERED IN LOK SABHA ON 26.07.2017 REGARDING RE-DEVELOPMENT OF STATIONS

PROPOSED INVESTMENT PLAN 2015-2019	
Item	Amount (₹ in crores)
Network Decongestion (including DFC, Electrification, Doubling including electrification and traffic facilities)	199320
Network Expansion (including electrification)	193000
National Projects (North Eastern & Kashmir connectivity projects)	39000
Safety (Track renewal, bridge works, ROB, RUB and Signalling & Telecom)	127000
Information Technology/Research	5000
Rolling Stock (Locomotives, coaches, wagons – production & maintenance)	102000
Passenger Amenities	12500
High speed Rail & Elevated corridor	65000
Station redevelopment and logistic parks	100000
Others	13200
TOTAL	8,56,020

APPENDIX-II REFERRED TO IN REPLY TO PART(b) OF STARRED QUESTION NO.141 BY SHRI JOSE K. MANI TO BE ANSWERED IN LOK SABHA ON 26.07.2017 REGARDING RE-DEVELOPMENT OF STATIONS

S. No.	Name of Station	Zonal Railway	S.No.	Name of station	Zonal Railway
1	Lokmanya Tilak (T)	Central	13	Vijayawada	South Central
2	Pune	Central	14	Ranchi	South Eastern
3	Thane	Central	15	Chennai Central	Southern
4	Howrah	Eastern	16	Kozhikode	Southern
5	Visakhapatnam	East Coast	17	Yashwantpur	South Western
6	Kanpur Central	North Central	18	Bangalore Cantt.	South Western
7	Allahabad	North Central	19	Mumbai Central	Western
8	Kamakhya	Northeast Frontier	20	Bandra Terminus	Western
9	Udaipur City	North Western	21	Borivali	Western
10	Faridabad	Northern	22	Indore	Western
11	Jammu Tawi	Northern	23	Bhopal	West Central
12	Secunderabad	South Central			