

**GOVERNMENT OF INDIA
MINISTRY OF HOUSING AND URBAN AFFAIRS**

LOK SABHA

**UNSTARRED QUESTION NO. 3291
TO BE ANSWERED ON JANUARY 01, 2019
NEW METRO RAIL POLICY**

No. 3291 DR. KIRIT P. SOLANKI:

Will the Minister of HOUSING AND URBAN AFFAIRS be pleased to state:

- (a) whether as per the new metro rail policy, there is a mandatory requirement for private sector participation;**
- (b) if so, whether the policy includes any provision that can be used to incentivize private sector participation given the low ridership in some operational metro projects; and**
- (c) whether the policy includes any provision for improving last mile connectivity and feeder systems and if so, the details thereof?**

ANSWER

**THE MINISTER OF STATE (INDEPENDENT CHARGE) OF THE
MINISTRY OF HOUSING AND URBAN AFFAIRS
(SHRI HARDEEP SINGH PURI)**

- (a) to(c) As per Metro Rail Policy, 2017, state governments desirous of availing central financial assistance for upcoming metro rail projects, should mandatorily explore the possibility of having a Public Private Partnership (PPP) arrangement in some form for implementation, operation and maintenance, fare collection or any other unbundled activities of the proposed metro rail project, to the extent feasible. The policy includes Viability Gap Funding(VGF) under the VGF Scheme of Government of India as one of the options for central financial assistance.**

Every proposal for Metro Rail should necessarily include proposals for feeder systems that help to enlarge the catchment area of each metro station atleast to 5 kms. Provision of last mile connectivity through pedestrian pathways, Non-Motorized Transport (NMT) infrastructure, and induction of facilities for para transit modes will also be essential requirements for availing any central financial assistance. These measures will incentivize commuters for using the metro rail, thus enhancing ridership.
