

**GOVERNMENT OF INDIA
MINISTRY OF HOUSING AND URBAN AFFAIRS
LOK SABHA
UNSTARRED QUESTION NO. 916
TO BE ANSWERED ON JUNE 27, 2019**

NEW METRO RAIL POLICY

No. 916 DR. (PROF.) KIRIT PREMJBHAI SOLANKI:

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

- (a) whether it is true that according to the new metro rail policy, there is a mandatory requirement for private sector participation;**
- (b) if so, whether the policy includes any provisions which can be used to incentivize private sector participation given the low ridership in some operational metro projects and if so, the details thereof; and**
- (c) whether the policy includes any provisions 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, the state government 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

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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 option 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 at least 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.
