



भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)



No. 2019/SD-II/22/07/7

नई दिल्ली, दिनांक
New Delhi, Dated 30.05.2022

VC, Rail Land Development Authority
New Delhi

Sub: Appointment of technical consultants for techno-economic feasibility studies for redevelopment of Railway stations

In terms of Section 4D (2) (i) & (iv) of the Railways Act, 1989 and Rule 5 of the RLDA (Constitution) Rules, 2007, RLDA may undertake railway station for conducting techno-economic feasibility studies.

Accordingly, Board (M/Infra) has decided to entrust the following stations to be taken up for techno-economic feasibility study:

1. Delhi Railway Station (DLI)
2. Hazrat Nizamuddin Railway Station (NZM)
3. Avadi Railway Station (AVD)

RLDA is requested to take necessary action accordingly. A receipt of the letter may please be acknowledged.

R
30.5.22
(Rakesh Choudhary)
Executive Director (SD&T)
Railway Board

Copy to:

General Managers Northern Railway & Southern Railway, for information and necessary action.

Sub: PMO Brief

Ref: Point No. 10- Work on station development should be expedited on PPP mode

Point No. 11 - Provide adequate funds for project development for bidding out station development through PPPS.

Brief:

The station development programme of Indian Railways was earlier envisaged as DBFOT PPP mode. The project included components of Station Development, Station Estate development, Road network and mandatory construction of Houses and Offices which involved inclusion of railway land for commercial development as primary revenue source to ensure financial feasibility. However, combining Real Estate with Station Development was having issues with the developers as infrastructure developer and real estate developers are usually different. The investors and Bank finance parameters are also different. This was creating incoherent business mix attracting negatives of both the businesses. Thereafter, the HyBOT PPP mode was explored and proposal was submitted for PPPAC for inter-ministerial consultations. However, the comments of the Ministries pointed out that there was no clarity of continued availability of funds to authority for project liabilities specifically the annuity. It was also pointed out that planning with annuity is stated to be less commercially efficient and not prudent from perspective of budgetary planning. As such, it was decided to redevelop/develop Railway Station on EPC mode.

Station development program has been reviewed thoroughly during the last one year and model documents have been issued for appointment of technical consultants, EPC tenders and Project Management Services. At present ⁵¹ 49 stations have been identified for EPC mode redevelopment under two Umbrella Works of "Major Upgradation of Railway Stations" with a combined cost of Rs 17500 crores.

Chhatrapati Shivaji Maharaj Terminus (CSMT) Railway Station in Maharashtra and New Delhi Railway Station have also been identified for development on EPC Mode.