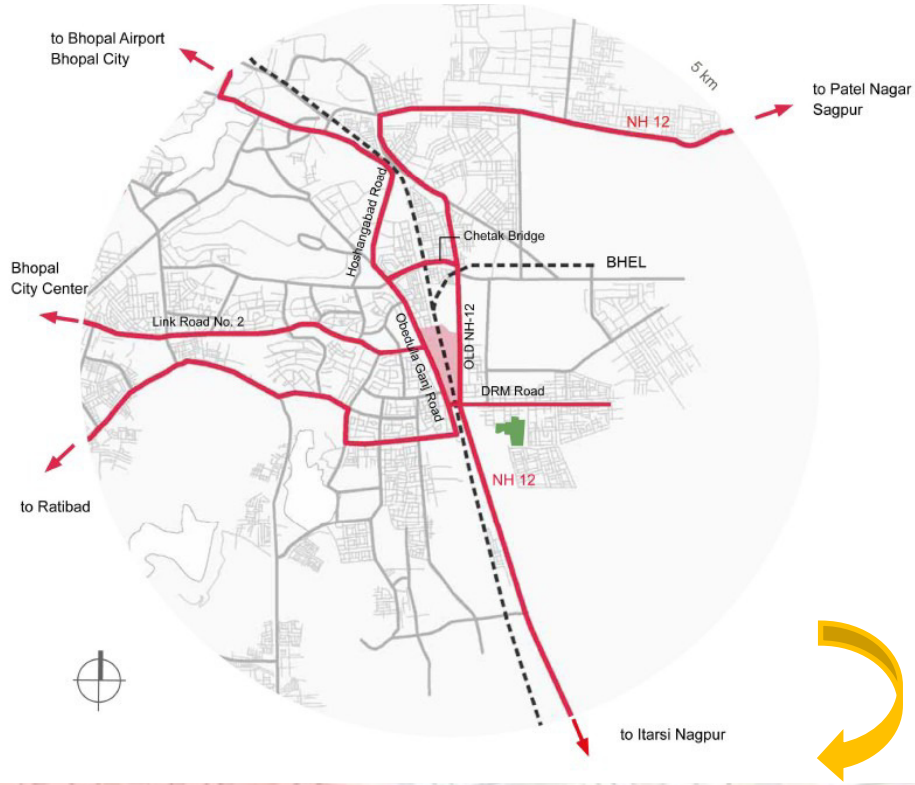
REDEVELOPMENT OF HABIBGANJ RAILWAY STATION



INDIAN RAILWAY STATIONS DEVELOPMENT CORPORATION LIMITED

Habibganj (Bhopal) Railway Station Developement/Redevelopment Project undertaken by Indian Railway Stations Development Corporation (IRSDC)

IRSDC, a joint venture of IRCON and RLDA, is the nodal agency for undertaking Railway stations Development/redevelopment under the Ministry of Railways. Presently, IRSDC has been assigned with the Development/redevelopment of eight Railway Stations namely Chandigarh, Habibganj (Bhopal), Shivaji Nagar (Pune), Bijwasan (New Delhi), Anand Vihar (New Delhi), Surat (Gujarat), SAS Nagar (Mohali) and Gandhi Nagar (Gujarat). It is expected that additional stations will be entrusted to IRSDC in the coming financial year 2016-17.

Station Redevelopment is planned by leveraging commercial development of land & air space in and around the station. The revenues realized from real estate development and commercials at station are utilized for station redevelopment and maintenance obligations.

Habibganj Station (Bhopal) redevelopment project

Habibganj station is the first railway station to be redeveloped through public private partnership mode under the station redevelopment program of Indian Railways. Total Estimated cost of works towards station redevelopment is Rs 100 Cr and estimated cost towards commercial development is approx. Rs 350. Cr. Letter of Acceptance dated 07.6.2016 has been issued to the Selected Developer i.e Consortium of M/s Bansal Construction Works Pvt. Ltd., (Lead Member) and M/s Prakash Asphaltings & Toll Highways (India) Ltd. (Consortium Member)). Concession Agreement is likely to be signed within a month. The lease for commercial development is for 45 years and licence period for station O & M is for three years of construction followed by 5 years of O & M.

Scope of Work undertaken by IRSDC under the project

(A) Planning & Project Development Activities;

1. Railway station planned to be developed as world class railway station offering enhanced passenger amenities, facilities and services.
2. Integrated Master Plan of the entire railway land at Habibganj prepared by experts and international architectural consulting having global experience in railway station development works.
3. Station Master Plan is duly approved by Railways and state development authorities.
4. Entire Development/ Redevelopment is planned through PPP mode with no additional burden to Railways.
5. Business Plan and Contract framework for the railway station prepared by leading global advisory firm and Law firm respectively bringing their core expertise for such development.
6. Station redevelopment is planned through optimum utilization of air space and land as resource generator and unlocking value for Railways.
7. Extensive project development activities are carried out by IRSDC involving all the stakeholders. This enabled confidence in the private sector to undertake first such station redevelopment works.
8. Approvals taken include planning & development authorities, Environment & Forest, Airport Authority, Mining, Railways, Traffic, utilities provider etc.

(B) Robust Contract Framework for construction and operations & maintenance of station

1. Concession agreement envisages timely and effective delivery of construction works with accompanying penal provisions.Railway projects in past have suffered due to cost and time escalation along with required approvals. Due provisions have been made to disincentives any such delays.
2. Station being redeveloped shall also be maintained by private sector to ensure robustness of redeveloped station and guaranteed level of service for passenger facilities and amenities.
3. Concession is a performance based contract ensuring guaranteed level of services during and post railway station redevelopment. Penal provisions to ensure such compliances.
4. Services to passengers is guarded through Maintenance Manual, User charter and satisfaction levels utilizes technology interventions to check for passenger survey and also create a Management Information System for railways to create a system for satisfactory levels of performance.

C. Appointment/Selection of Developer Process

1. Open, transparent and competitive bidding process was undertaken following the model documents of Planning Commission and other provisions of land monetization being undertaken by Railways.
2. Extensive marketing and consultation with private sector involving forums, conferences undertaken to garner private sector interest in the first of its kind station development program by the Railways.
3. Site visits and based on the technical requirements and master plan prepared by IRSDC technical submissions also were undertaken prior to bid stage to take the private sector on board and complete understanding and confidence of the private sector as well as IRSDC.

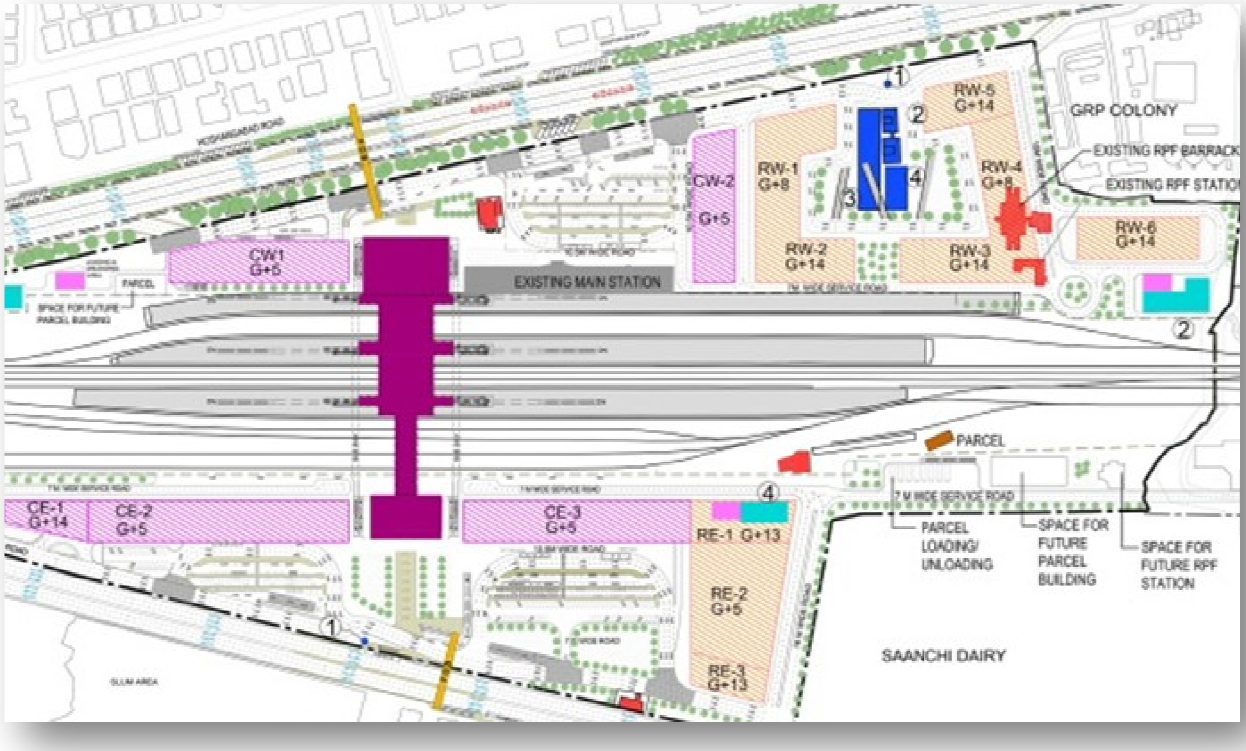


Figure: Habibganj Railway Station Master Plan

Component	***Master Plan***	
	Ground coverage	***BUA***
Station development Area		
Railway Station area	*9,848 SQM*	*21,331 SQM*
Commercial Development		
Railway Station Plots	*17,245 SQM*	*1,13,494 SQM*

Table: Area statement for Habibganj Railway Station Master Plan

D. Key features of Redeveloped Habibganj Railway Station

1. The station has been designed as a multi model transit hub, after examining Key international case studies on station development and also property development were looked across the globe to put international benchmarks and best practices at optimum costs.

2. The Station will have central air space concourse of 84m long and 36m wide equipped with amenities for waiting and seating. This shall ensure minimal congestion and loading on platforms to avoid any mishaps or overcrowding.

3. To avoid any chance of mishaps or stampede scenario, there will be complete segregation between arriving and departing passengers. A smooth flow of passengers shall be ensured through the planned station user movement.

4. Station is planned as differently abled friendly. International practices and Indian norms have been taken into consideration to ensure its adherence. Provision of 6 nos. lifts, 11 nos. escalators and 3 nos. travelators have been made for easy access to platforms and concourse.

5. To ensure seamless flow of passengers in all-weather conditions and better passenger movement, two underpasses of 4m each provided for arriving passenger.

6. The Station will have dedicated approach roads for traffic to Railway station along-with municipal roads with its integration in circulating areas. This shall ensure easy ingress/exit along with convenient parking provisions without creating a traffic block and congestion on the city roads.

7. Station will have dedicated pick up and drop off parking facilities for the station users. Provision of parking for approximate 300 cars, 850 two wheelers, Rickshaws, Taxi & buses have been made.

8. Station shall be operated and maintained by the private sector concessionaire under the supervision of IRSDC with an ISO 9001:2000 certification or a substitute thereof for all the passenger amenities at the station area.

9. Phased development approach undertaken to ensure revamping and capacity addition in a modular development way at a later period of time when passenger/station users increase.

10. Station will comply with NFPA (National Fire Protection Act) to mitigate any such fire mishap at a public place.

11. In case of emergency, station premises is planned to be evacuated in 4 minutes and passengers can reach respective designated points of safety in 6 minutes.

12. Extensive reuse of water is planed with Zero discharge technology being put into place for sewage systems. Approximately 6800 sqm is identified for soft land scaping and 7300 sqm for hard land scaping.

13. To ensure cleaner energy from renewable and non-conventional energy, provisions for solar energy generation is provided in station. Adequate provision of rainwater harvesting has been made at identified locations.

14. Services like railway operations including train movement control, parcel, OHE Electric traction, signalling & telecom, stabling of trains, ticketing etc which are key railway operations shall be outside the scope.