

# Kannur International Airport

([www.kannurairport.in](http://www.kannurairport.in))

## 1. Project Objective:

Based on the demand of North Malabar region community, Government of Kerala conceived the development Kannur International Airport project as the 4<sup>th</sup> International Airport for development and growth of economy of North Malabar Region.

**2. DPR:** DPR of the project has been prepared by M/S Crisilthe Financial Consultant

**3. Total Cost:** Rs.1892 crore.

**4. Means of Finance:** The funds are met by Equity Rs 1000 Crores and Debt of Rs 892 Crores. Currently out of 1000 crores equity 900 Crores have been already subscribed, The Debt requirement has already been tied with Consortium of Banks. (Canara Bank Rs 692 Corers, South Indian Bank 125 Crores and Federal bank 75 Crores) .

**5. IRR:** The project IRR is 14% and Equity IRR is 15.5%.

**6. Details of Land Acquisition:** An area of 2133 acres of land are to be acquired for development of the Greenfield Airport at Kannur for both Phase I and II requirements. Under Phase I, the total land required for the Project is 2061 acres. Out of 2061 acres, 1289 acres of land is under possession of Kannur International Airport for the development of the Project. Another 612 acres of land, has already been acquired by M/s KINFRA. The balance land measuring 232 Acres (Phase I and Phase II put together) is currently under various stages of acquisition process by KINFRA.

**7. Details of Clearances Obtained:** Some clearances have already been obtained and some are yet to be obtained

**8. Present Status:** 66% of airside works and 50% of city side works have been completed.

# KOCHI METRO

[www.kmrl.co.in](http://www.kmrl.co.in)

(1) **Project Objective :** KMRL is formed with the objective of building a world class, state-of-the-art Metro rail system for the city of Kochi that will not only facilitate rapid and easy passenger movement, but also will act as a catalyst for the urban renewal of the city of Kochi and its balanced development. In the initial phase we plan to develop the Alwaye-Petta corridor of 25.61 Km, consisting of 22 stations. The Phase-IA extension works from Petta to S. N. Junction (Trippunithura - 2km) at an estimated cost of Rs. 359 crore will be started soon. Another extension of 11 Km from JLN Stadium Kaloor to Infopark-Kakkanad is under consideration of the Union Government. Estimated cost of this phase is Rs 2024 crore.

(2). Whether DPR prepared? **Yes**

(3). Total Cost? **Rs. 5181.79 crore (Phase 1)**

(4). Means of Finance (Phase 1):

Particulars	Percentage	Amount in RS/Crore
Equity by GOI & GOK (50:50)	30.48%	1507.46
Subordinate Debt (S.D) for land cost by GOK (Interest Free)	13.59%	672
Additional Subordinate Debt for Central taxes by GOI (50%) & GOK (50%) (Interest Free)	10.04%	497
Property Development	1.98%	98
<b>Sub Total</b>	<b>56.09%</b>	<b>2774.46</b>
Long term Loan	43.88%	2170
<b>Total cost</b>	<b>100.00%</b>	<b>4944.46</b>
Add: State taxes borne by GOK		237.33
<b>Grand Total cost including State taxes</b>		<b>5181.79</b>

(5). **IRR** - 3%

(6). **Details of Land Acquisition:**

Total land required for the project : 40.409 Ha

Land acquired so far (overall) : 94.2%

(7). **Details of Clearances Obtained:** All the clearances required for the Project are in place

(8). **Present Status of the Project:**

The project is targeted for completion in June 2017. First reach is expected to be completed in June 2016. The progress of the work is as follows. All the major System tenders are awarded and works are in progress. Manufacturing clearance issued for Rolling Stock. The first set of train is expected to arrive by December 2015.

The financial closure for the project is done with the signing of loan agreements with the Agence Francaise de Developpement (AFD) and Canara Bank for domestic loan. KMRL started drawing the loan from both the agencies in the financial year 2014-15. Till date the Govt. of India has contributed Rs. 558.85 crore as equity so far and the Govt. of Kerala has contributed Rs. 641.50 crore as equity. The financial progress so far is around 44% of the approved project cost. The statement showing cumulative expenditure upto 30.10.2015 is attached herewith.

# **Light Metro Rail Projects at Thiruvananthapuram and Kozhikode**

[www.keralamonorail.org](http://www.keralamonorail.org)

- Project Objective:** Government of Kerala decided to introduce Mass Rapid Transit Systems (MRTS) in the cities of Thiruvananthapuram and Kozhikode, with the aim to ease the traffic congestion in the existing city roads and to provide an efficient public transport system for the residents of these cities.
- DPR:** The Detailed Project Report (DPR) for the Light Metro Rail project was prepared and submitted by Delhi Metro Rail Corporation (DMRC) in October, 2014.
- Total Cost:** As per the DPR, the estimated completion cost of the project is Rs. 4219 crores for Thiruvananthapuram and Rs. 2509 crore for Kozhikode, totalling to Rs. 6728 crores.
- Means of Finance:** It is proposed to implement these projects as a joint venture of Government of India (GoI) and Government of Kerala (GoK). The DPR proposes a funding pattern comprising of 20% of the completion cost as equity by GoK, 20% as equity by GoI and the remaining 60% through external or domestic borrowings.
- IRR:** The Financial Internal Rate of Return (FIRR) for Thiruvananthapuram Light Metro project is 2.07% without property development and 8.09% with property development. The Financial Internal Rate of Return (FIRR) for Kozhikode Light Metro project is 2.74% without property development and 8.02% with property development.

- Details of Land Land Acquisition:** The land requirement for the project is as below:

	Govt. Land (in Hectare)	Private Land (in Hectare)	Railway Land (in Hectare)	Total (in Hectare)
TVM	8.92Ha	3.04Ha	-	11.96Ha
KKD	8.554Ha	1.582Ha	0.518Ha	10.654Ha

- Details of Clearances Obtained:** The Secretary, Public Works Department, GoK has forwarded the approved Detailed Project Reports to the Secretary, Ministry of Urban Development (MoUD), GoI vide D/O letter No.10706/H1/2013/PWD dated 11.09.2015, with a request for in-principle approval and for confirmation of GoI's participation and equity.  
The Comprehensive Mobility Plans (CMPs) for the cities of Thiruvananthapuram and Kozhikode, prepared by NATPAC, have been submitted at the Ministry of Urban Development.
- Present Status:** The Government of Kerala has set up a Special Purpose Vehicle (SPV) namely Kerala Rapid Transit Corporation Limited (KRTL), for implementation of the Light Metro Rail Projects at Thiruvananthapuram with Corporate office at Thiruvananthapuram and regional office at Kozhikode.

It is expected that 'in-principle' approval of the Government of India for taking up the Light Metro Rail projects will be accorded shortly.

## **Rapid Rail Transit System (RRTS) – {Suburban Rail Project} Thiruvananthapuram to Chengannur**

### **1) Project Objective**

The study is being undertaken with the following objectives:

(i) Optimum utilization of existing Broad Gauge- Double line railway section between “Thiruvananthapuram and Chengannur”

(ii) Feasibility of introducing Rapid Rail Transit/EMU/MEMU type

### **2) Whether DPR prepared?**

Yes, the DPR is prepared and submitted to Ministry of Railways and Railway Board for approval and sanction of the project.

### **3) Total Cost**

Total Cost of the project is Rs. 3063.97 Crores

### **4) Means of Finance**

This is proposed as a Joint Venture scheme between Government of Kerala and Railways.

The council of Ministers (State Cabinet), Government of Kerala had given nod for signing the MoU between Government of Kerala and Indian Railways for the implementation of Railway Projects in Kerala on a Joint Venture basis.

### **5) IRR**

The Project FIRR IS 2.63 and the Project EIRR is 12.84.

### **6) Whether Land Acquisition is required? If so, details of the quantum of land required.**

Minimum land acquisition is required for the closure of Level Crossing (LC) .

Area of land required is 69.82 acres.

### **7) Whether the required clearances from concerned ministries/agencies have been obtained?**

Awaiting clearance from the concerned Ministries and Agencies.

### **8) Implementation Readiness / Present status of the project**

The project is ready to implement as soon as the clearance from Railways and subsequent signing of MoU for a Joint Venture with Government of Kerala and Railways.

# **SUSTAINABLE AND PLANNED EFFORT TO ENSURE INFRASTRUCTURE DEVELOPMENT (SPEEID) KERALA PROJECT**

**1. Project Objective:** In February 2014, Government approved the proposal of 10 new infrastructure projects under Sustainable and Planned Effort to Ensure Infrastructure Development (SPEEID) Programme. These projects include the construction of flyovers on national highways at Kochi, Kollam, Alappuzha, Kozhikkode and Malappuram and the construction of Ramapuram-Nalambalam and Kanjikuzhi-vettathukavala-Karukachal roads and four-lining of the national highway between Chakkaraprambu and Infoport Junction on the airport-seaport road in Ernakulam.

**2. Total Cost:** Nearly 1500 crore

# Vizhinjam International Seaport Limited

[www.vizhinjamport.in](http://www.vizhinjamport.in)

## 1. Project Objective:

Owing to its natural advantages resulting out of closeness to International shipping routes, and deep draught, Vizhinjam port has potential to become a world class transshipment hub primarily for Indian Sub Continent cargo (ISC) servicing entire India. Though gateway traffic will be limited in the initial years of operation, the same will grow up in future with the port induced development of hinterland and expansion of hinterland. The Project is structured in accordance with Viability Gap Funding (VGF) Scheme and Guidelines for Financial Support to Public Private Partnerships in Infrastructure. VGF scheme allows a grant of up to 40% of capital cost. Under the current model, the project will be developed in PPP mode on design, build, finance, operate and transfer (“DBFOT”) basis.

## 2. DPR:

Feasibility Report including financial viability of the project, prepared by Financial Consultant M/s Ernst & Young. Detailed Project Report and Integrated Master Plan Prepared by Technical Consultant M/S AECOM.

## 3. Total Cost: 7525.00 crore

## 4. Means of Finance

Total Project Cost and Means of Finance			
Sl. No.	Description	Amount in Rs. Crore	Means of Finance
1.	PPP Component	4089.00	Financing by Private Partner Of this Concessionaire quoted grant of Rs. 1635 crore, 20% of PPP Component (Rs.817.8 crore) will be provided by GoI as Equity Support under VGF Scheme, 10% of PPP Component (Rs.408.9 crore) will be provided by GoK as Equity Support and balance (Rs. 408.3 crore) will be provided by GoK as O&M support.
2.	Funded Work (Breakwater and Fishing Harbour)	1463.00	Funding by GoK
3.	Land, R&R & External Infrastructure including Rail Connectivity	1973.00	Funding by GoK. An amount of Rs. 640 crore has already been expended by GoK towards this.
<b>Total Cost</b>		<b>7525.00</b>	

## Fund Requirement of GoK

Sl. No.	Description	Amount in Rs. Crore	Remarks
1	Land, R&R & External Infrastructure including Rail Connectivity	1973.00	Rs.640 crore has already been expended
2	Funded Work (Breakwater and Fishing Harbour)	1463.00	
3	VGF Equity Support	408.90	
4	VGF O&M Support	408.30	
<b>Total Fund Requirement</b>		<b>4253.20</b>	Rs.640 Crore has already been

		expended.
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**5. IRR:** With assistance under Viability Gap Funding (VGF) Scheme, the project will generate an Equity IRR of 15 %.

**6. Details of Land Acquisition:**

Description	Area (In Hectares)	Remarks
Port	92 hectares	90 % of land acquired. Balance in progress
Rail Connectivity	34 hectares	Land to be acquired
Proposed Sea Food Park	2 hectares	Land to be acquired
Total	128 hectares	

**7. Details of Clearances Obtained:**

GoI accorded Environmental and CRZ Clearance to this project.

**8. Present Status of the Project:**

- M/s Adani Vizhinjam Port Private Limited (AVPPL) was chosen as Concessionaire following a two stage bidding process. The Concessionaire will be responsible for development, operation and maintenance of Vizhinjam Port on design, built, finance, operate and transfer (DBFOT) basis. GoK has entered into a Concession Agreement with M/s AVPPL on 17<sup>th</sup> August 2015. Inauguration of Construction works scheduled to be held on 5<sup>th</sup> December 2015.
- 90 % of land required for Port development is acquired.
- External infrastructure
  - a. Completed Water Supply Scheme for the Project and local area.
  - b. Power Supply: Advanced stage of completion.
  - c. Rail Connectivity : Draft Detailed Project Report prepared

# Vyttila Mobility Hub: Second Phase

[www.vytilamobilityhub.com](http://www.vytilamobilityhub.com)

## 1. Project Objective:

Integration of various modes of transportation, such as Road, Metro Rail and Water transport, to decongest Kochi city from traffic snarls and to provide a cleaner and convenient public conveyance system.

## 2. Whether DPR prepared: Yes.

**3. Total Cost** : Rs. 433.34 Crores

**4. Means of Finance:** DBFOT mode of PPP model or institutional finance ( Bankers consortium and HUDCO had agreed to finance the project, subject to availability of budgetary support as share of Vyttila Mobility Hub Society)

**5. IRR :** 14.13% (20 years), 13.18% (17 years) or 12.75% (16 years)

**6. Whether land acquisition is required?** If so, details of the quantum of land required:

Acquisition of land completed.

**7. Whether the required clearances from concerned ministries/agencies have been obtained?**

Environmental Clearance obtained from State Environment Impact Assessment Authority, Kerala

**8. Implementation readiness/present status of the project:**

Project is being re-worked, as directed by State Planning Board and as decided in the Executive Committee meeting held on 12.08.2015, by co-ordinating with various agencies to understand changing priorities of other related infrastructure investments and to leverage the experience of other stakeholders in city planning and by creating longer-term development plans for the optimal use of this prime land as valuable public space.