



## MD & CEO's MESSAGE

Dear Patrons/Stakeholders,

A very warm Happy New Year 2020. The new year heralds a new beginning and with recent developments, IRSDC is now at the cusp of sky rocketing the Station Development Programme across India under the dynamic leadership of Hon'ble Minister for Railways, Commerce and Industries.

December has been a very important month at IRSDC which has seen significant developments. One of the historic milestone has been signing of MoU with Delhi Development Authority (DDA) for development/ redevelopment of Anand Vihar and Bijwasan Railway Stations in Delhi, which are also designated as 'Integrated Directional Passenger Terminals' by the Master Plan for Delhi 2021. Land was allotted by DDA for the purpose of development of Railway Stations and later on Indian Railways/RLDA/IRSDC decided to develop these stations on 'Transit Oriented Development' (TOD) principles for compact, energy efficient and passenger friendly development. For this purpose it was necessary to take DDA on Board for Development of these stations on the basis of TOD norms and permit commercial development. This has paved way for development of Railway Stations in Delhi.

So, overall when I look back at 2019, IRSDC has achieved many landmarks. Recently, we have floated RFQ for four stations, i.e. Amritsar, Gwalior, Nagpur and Sabarmati. Constitution of Group of Secretaries (GoS) has given us a required impetus. Four railway stations i.e. Nagpur, Gwalior, Amritsar and Sabarmati have been approved by PPPAC, a historic first for entire Indian Railways.

We are looking forward for an exciting new year with engagements in various fields like providing passenger facilities, building world class railway stations and unleashing power of knowledge dissemination.

Happy Reading !!

## COVER STORY

### MOU Signing with DDA



**(Left to Right) Sh. K Vinayak Rao, Finance Member, DDA, Sh. Tarun Kapoor, Vice Chairman, DDA, Sh. Ved Parkash Dudeja, VC, RLDA and Sh. S.K. Lohia, MD & CEO, IRSDC**

In a historic moment, a MOU has been signed among DDA, RLDA and IRSDC with an objective to develop/redevelop New Delhi's two key railway stations, i.e. Anand Vihar and Bijwasan.

>> check out inner pages for details

### 2019 In Review



It's time to look back at the major happenings and highlights of the year 2019, before we look forward to what 2020 has in store for us at IRSDC. Take a look inside to witness our Growth Story and the factors that have contributed in making us who we are today.

>> check out inner pages for details



### IRSDC invites RFQs for the redevelopment of Nagpur, Gwalior, Amritsar and Sabarmati Railway Stations.

A newspaper advertisement pertaining to RFQs was published on 21/12/2019. IRSDC, for and on behalf of Zonal Railways, invites Request for Qualification (RFQs) for the redevelopment of four railway stations, namely, Nagpur, Gwalior, Amritsar and Sabarmati on DBFOT basis. The RFQs are based on User Charge and land monetization on leasehold basis upto 99 years. Take a look inside for the details on this.

>> check out inner pages for details



## 2019 Highlights



- IRSDC launched its first issue of the Newsletter, 'SRIJAN' in the month of April 2019.
- Signing of MOU with Govt. of Haryana to coordinate and expedite station development/redevelopment projects.
- Held deliberations with World Bank on case studies of US, Italy, Japan and Australia regarding station development.

- Signed a tripartite Agreement with French Railways (SNCF Hubs and Connexions) and AFD (The Agence Francaise De Development) on 10/6/2019.
- MOA signed with Central Public Sector Enterprises (CPSEs) for project development and PMC services for about 30 railway stations across India.

- Consultation Meetings were held with Surat Municipal Corporation for Udhana Railway Station and Amdavad Municipal Corporation and AUDA for Sabarmati Railway Station on 4/7/19 and 29/7/19 respectively.
- IRSDC shifted to its new office on 5/8/19.
- MOA signed with IRCON for redevelopment of 12 Railway Stations.

- IRSDC took up Facility Management of five railway stations, namely, Bangalore, Pune, Anand Vihar, Secunderabad and Chandigarh.
- Undertook advisory role for various local bodies. MOA signed with RITES for redevelopment of 8 Railway Stations.



## 2019 Highlights



- Deliberations held with Kerala Government for preparation of DPR for Varkala Sivagiri Railway Station.
- Anand Vihar Terminal, Secunderabad and Chandigarh Railway Stations received ISO Certification.

- Three EPC Tenders were awarded by IRSDC on 30/10/19 for the development of Bijwasan Railway Station and redevelopment of Anand Vihar and Chandigarh Railway Stations.
- Facility Management personnel imparted training as a part of National Skill Development Training Program.

- Group of Secretaries (GoS) constituted vide order dated 10/10/19 to further the progress of railway stations development
- IRSDC has started functioning as a deemed planning authority for railway projects in Delhi as DFS and DUAC have issued NOC for Safdarjung Railway Station, New Delhi.

- IRSDC approved the Layout & Building Plans for Inter-Modal Station, Ajni Railway Station (Nagpur). The plan was developed by RLDA and NHAI.
- IRSDC has floated 4 RFQs & RFPs for redevelopment of Nagpur, Gwalior, Amritsar and Sabarmati Railway Stations in December.
- IRSDC signed an MOU with DDA for development/ redevelopment of Anand Vihar and Bijwasan Railway Stations in Delhi, also termed as 'Integrated Directional Passenger Terminals'.

## IRSDC invites RFQs for the redevelopment of Nagpur, Gwalior, Amritsar and Sabarmati Railway Stations.

Two stage bidding process comprising Request for Qualification (RFQ) and Request for Proposal (RFP) for redevelopment of Nagpur, Gwalior, Amritsar and Sabarmati railway stations are being undertaken to select a Concessionaire for upgradation and redevelopment the Railway stations, and development of the surrounding railway land, followed by operation and maintenance.

IRSDC has invited Request for Qualification (RFQ) applications from interested entities for redevelopment of these stations. Advertisements on these station development opportunities were published in leading newspapers on 21.12.2019.

RFQ documents are available on e-procurement portal at <https://www.etenders.gov.in/eprocure/app>.

Railway Station	Nagpur	Gwalior	Amritsar	Sabarmati
Indicative station redevelopment cost (in Rs Crore)	465	300	375	156
<b>Eligibility Criteria</b>				
Technical Capacity- More than from Eligible Projects as defined in RFQ	930	600	750	312
Financial Capacity-Minimum (in Rs Crores): Net-worth or ACI as applicable, in case of Alternate Investment Fund / Foreign Investment Fund	233	150	188	78

- With a view to address concerns stakeholders' meetings were organised by IRSDC at various forums and feedbacks were taken to ensure best practices for enabling successful station redevelopment projects.

### **Salient features incorporated to make the above four Projects more attractive & investment friendly are:**

- Approval of PPPAC comprising representatives from Ministry of Finance, Ministry of Law, Niti Ayog, Ministry of Railways etc, as per the Guidelines for PPP projects by Govt. of India.
- Extended O&M period of railway stations: For providing better passenger services and amenities, railway stations on license with Concessionaire for 60 years.

## Salient Features

- Additional revenue stream: Pre-determined user charges from railway station users as is the practice in other infrastructure sectors like highways, airports etc.
- Union Cabinet approval has been obtained which enables
  - Long Term lease-rights for real estate: Upto 99 years for residential format & 60 years for non-residential formats
  - No Change in Land use is required Pan India for railway station redevelopment.
  - IRSDC shall approve its master plan in consultation with local authorities in terms of power conferred under Section 11 of Railway Act, 1989.
  - Concessionaire allowed to enter into multiple sub leases
- Station Redevelopment projects have been included as “Infrastructure” in the Ministry of Finance Harmonized Master List of Infrastructure Sub-sectors enabling better bankability
- Alternate Investment Fund (AIF) or Foreign Investment Fund are also eligible to participate.
- All Applicants who meet the qualification criteria shall be eligible to submit price bid at RFP stage, i.e., no upper cap for shortlisting of Applicants for RFP stage
- Schedule of RFQ process:
  - Date of Launch of RFQ documents 23-12-2019
  - Last date for receiving queries 17-01-2020
  - Authority response to queries latest by 27-01-2020
  - Application Due Date 06-02-2020
- **Pre-Application Conference** for all the 4 stations shall be held on **22-01-2020** from 11:00 AM (Indian Standard Time) onwards at IIInd floor, Conference Room, Railway Board, Rail Bhawan, New Delhi.

# GWALIOR RAILWAY STATION

- The heritage of station building highlighted by removing the adjoining buildings constructed over the years.
- The new entry and exit blocks planned in contrast with the heritage building.
- The architecture of Gwalior region is interpreted in a contemporary manner by providing patterns on the columns, along with the play of light and shadows on the concourse etc.
- Entry of the station is through a concourse.
- The exit from station is through separate foot over bridges.
- All the platforms proposed to be covered with single roof to provide comfortable ambience inside the station.
- Proper design of spaces to ensure proper lighting, signages, good aural environment and superior amenities.
- The complete station shall be Divyang friendly and designed as green building.

## Name of Station- Gwalior

1. Station Cost	Rs. 240 Crores
2. Augmentation Cost	Rs. 87 Crores
3. Proposed Site Area for Development	2,30,425 Sq.Mtr (Approx)
4. Entry, Exit end Block Area	9,840 Sq. Mtr (Approx)
5. Concourse Area/FOB	11,648 Sq.Mtr (Approx)
6. Built-up area for Station Estate Development (Commercial Monetization, mixed land use)	9 Lakh Sq.ft (Approx)



*Proposed Artistic view of the station*

# NAGPUR RAILWAY STATION`

- The heritage of station building highlighted by removing the adjoining buildings constructed over the years.
- The new entry and exit blocks planned to be in contrast with the heritage building.
- Entry of the station is through a concourse.
- The views of the heritage building and the Ram Jhoola road over bridge while waiting at the concourse shall add to passenger experience.
- The exit from station is through separate foot over bridges.
- The second entry of the station is integrated with the metro station coming up next to it.

Proper design of spaces to ensure proper lighting, signages, good aural environment and superior amenities.

## Name of Station- Nagpur

1. Station Cost	Rs. 372 Crores
2. Augmentation Cost	Rs. 40 Crores
3. Proposed Site Area for Development	5,50,400 Sq.Mtr (Approx)
4. Entry, Exit end Block Area	44,510 Sq. Mtr (Approx)
5. Concourse Area/FOB	7,997 Sq.Mtr (Approx)
6. Built-up area for Station Estate Development (Commercial Monetization, mixed land use)	20 Lakh Sq.ft (Approx)



*Proposed Artistic view of the station*

# SABARMATI RAILWAY STATION

- The two Sabarmati railway stations, the high speed Sabarmati station and the two metro stations in the precinct are proposed to be integrated seamlessly.
- The design is future ready and when the passenger traffic at the stations will increase after commissioning of high speed trains.
- The entry/exits are through separate foot over bridges and comfortable waiting spaces have been provided in the new station buildings.
- Proper design of spaces done to ensure proper lighting, signages, good aural environment and superior amenities.
- The complete station shall be Divyang friendly and designed as green building.

Name of Station- Sabarmati	
1. Station Cost	Rs. 125 Crores
2. Augmentation Cost	Rs. 80 Crores
3. Proposed Site Area for Development	19,55,500 Sq.Mtr (Approx)
4. Entry, Exit end Block Area	7,790 Sq. Mtr (Approx)
5. Concourse Area/FOB	7,749 Sq.Mtr (Approx)
6. Built-up area for Station Estate Development (Commercial Monetization, mixed land use)	18.5 Lakh Sq.ft (Approx)



*Proposed Artistic view of the station*



# AMRITSAR RAILWAY STATION

- Entry to the station planned directly as well as through retail space created right next to GT road.
- The Sikh architecture is interpreted in the entry with a lotus pond and columns inspired by the lotus stems.
- Entry to the platform is planned through a concourse .
- The exit from station is through separate foot over bridges .
- The second entry has been proposed to be strengthened to allow passenger movement towards Golden Temple and Jalliwalla Bagh.
- All the platforms are proposed to be covered with single roof.
- Proper design of spaces to ensure proper lighting, signages, good aural environment and superior amenities.
- The complete station shall be Divyang friendly and designed as green building.

## Name of Station- Amritsar

1. Station Cost	Rs. 300 Crores
2. Proposed Site Area for Development	10,76,464 Sq.Mtr (Approx)
3. Entry, Exit end Block Area	22,240 Sq. Mtr (Approx)
4. Concourse Area/FOB	5,000 Sq.Mtr (Approx)
5. Built-up area for Station Estate Development (Commercial Monetization, mixed land use)	6.5 Lakh Sq.ft (Approx)



*Proposed Artistic view of the station*

## IRSDC MUSINGS

### Memorandum of Understanding among DDA, RLDA & IRSDC- 19-12-2019



At DDA Head office in New Delhi, a MOU was signed among Delhi Development Authority (DDA), Rail Land Development Authority (RLDA) and IRSDC for development/redevelopment of Anand Vihar and Bijwasan Railway Stations, also termed as Directional Passenger Terminals on revenue sharing basis. RLDA and IRSDC will transform these two stations on PPP mode and will turn them into world class railway stations having airport like facilities for passengers. EPC contracts have already been awarded for the same.

#### Salient Features of MOU are:

- For the first time, Indian Railways and local authorities i.e. DDA in New Delhi has signed a MOU for development/redevelopment of railway station. This will pave way for joint development of railway stations/ railway land in Delhi.
- It was agreed to share gross receipt from commercial exploitation of railway land (excluding railway station area portion) could be shared in the ration of 2/3<sup>rd</sup> : 1/3<sup>rd</sup> between Railways/ RLDA and DDA. There will be no further payment to DDA for land use conversion charges, ground rent etc. as the commercial development is being done on revenue sharing basis.
- IRSDC in its capacity as the nodal agency for development of railway stations for Indian Railways would approve the plans for such development/redevelopment under the powers of conferred under Section 11 of the Railway Act 1989 and will end over that the development in the railway land is harmonious with the surrounding development.

## IRSDC MUSINGS

### MD & CEO, IRSDC addressed All India Service Officers during HUDCO Training Program- 18-12-2019



HUDCO organized training programme on 'Financing Urban Infrastructure and Services in India' for All India Service officers (IAS, IPS, IFoS) as a part of DOPT's in-service training programmes at HUDCO Bhawan, NewDelhi. Sh. S.K. Lohia, MD & CEO, IRSDC shared his views during the Training Program on 'Innovative PPP models for financing Railway Projects'. During the session deliberations were held on the focused strategy adopted by IRSDC in building world class railway stations across India and the very essence of rail land development in total sync with the surrounding areas. The attendees were also briefed about the niche concept of creating a 24 x 7 RAILOPOLIS by integrating commercial and active public spaces with various modes of transportation.

## IRSDC EVENTS

### Bangalore Metropolitan Transport Corporation (BMTc) launches Bus services at KSR Bengaluru Railway Station- 16-12-2019



To provide last mile connectivity to passengers, IRSDC and South Western Railways facilitated in the launch of Bus services from Gate No. 3 of KSR Bengaluru Railway Station to different parts of the Bangalore city. Sh. P.C. Mohan, Hon'ble MP inaugurated the Bus services and the buses will ply from 6:00 am to 10:30 pm.

**IRSDC HIGHLIGHTS**

**'Meghdoot'- Atmospheric Water Generator (AWG) machine installed at Secunderabad Railway Station- 12-12-2019**



Sh. S.K. Lohia, MD& CEO, IRSDC and DRM, Secunderabad launched water dispensing machine at Secunderabad Railway Station. The facility is available on platform number 1 and 10 at the railway station. This water kiosk namely 'Meghdoot' is India's first indigenous Atmospheric Water Generator (AWG) machine which uses a novel technology to produce pure drinking water from water vapour in the atmosphere. Safe drinking water is available for passengers at a nominal price of Rs. 3 for a 300 ML glass. 1 L water bottle can be purchased for Rs. 8 and passengers can also get their 1 L empty bottle refilled for Rs. 5.

Interesting trivia about Indian Railways & Railway Stations was also shared on IRSDC Twitter page, #KnowYourRailways #KnowYourRailwayStation

**IRSDC HIGHLIGHTS**

**Foreign Delegation visited Habibganj Railway Station**



Termed as an initiative towards knowledge-sharing, a foreign delegation from developing countries visited Habibganj Railway Station to equip themselves with the essence of station redevelopment project. IRSDC officials apprised the delegation about project conceptualisation of building a world class railway station in Bhopal under the PPP mode. The delegation was also briefed about project implementation and commercial viability aspect. HUDCO facilitated this Training Program

**IRSDC MUSINGS**

**Raw @ Habibganj restaurant at Habibganj Railway Station 15-12-2019**



Having a seating capacity of 110, 'Raw @ Habibganj' restaurant at Habibganj Railway Station was launched on 15 December 2019. The restaurant offers multi-cuisine food and is open 24 x 7. The restaurant attracts not only the commuters at the railway station but also people from the city. The restaurant is emerging as a cool hang out zone. Delicacies are offered in budget prices and also the restaurant Menu gets changed in every 6 hours.

# 'फॉर्मल सलूशन टू इनफॉर्मल सेटलमेंट्स' कार्यक्रम के अंतर्गत आए 22 देशों के 29 प्रतिभागियों ने कहा-स्टडी करने लायक है हबीबगंज स्टेशन डेवलपमेंट प्रोजेक्ट

पिपुल्स सवाददाता • मंगल  
मो.नं. 9993941954

आईटीसी प्रोग्राम के तहत हाइसिंग एंड अर्बन डेवलपमेंट कॉर्पोरेशन लिमिटेड के ह्यूमन सेटलमेंट इंस्टीट्यूट (हडको), नई दिल्ली द्वारा 'फॉर्मल सलूशन टू इनफॉर्मल सेटलमेंट्स' कार्यक्रम के अंतर्गत बुधवार को 22 देशों (अफगानिस्तान, बोत्सवाना, इथियोपिया, फिजी, केन्या, लेसोथो, मॉरीशस, मंगोलिया, म्यांमार, मलावी, नाइजीरिया, पेरू, सिएरा लियोन, श्रीलंका, सूडान, तंजानिया, श्रीलंका, उरुग्वे, दक्षिण अफ्रीका, ताजिकिस्तान, तंजानिया, त्रिनिदाद और टोबैगो) से 29 प्रतिभागी हबीबगंज स्टेशन पर पहुंचे। इस दौरान सभी प्रतिभागियों ने सबसे



हबीबगंज स्टेशन डेवलपमेंट प्रोजेक्ट के मॉडल को देखते हुए प्रतिभागी।

पहले तो प्रोजेक्ट के मॉडल को समझा, फिर इसके अंतर्गत आए फाइनेंसियल स्ट्रेटेजी को स्ट्रेप बाई स्ट्रेप समझा, साथ ही सभी ने इसके अंतर्गत आने वाले कई चैलेंजस को भी जाना। इस दौरान प्रतिभागियों ने कहा कि हबीबगंज स्टेशन डेवलपमेंट प्रोजेक्ट स्टडी करने लायक है। छात्रों को यह जानकारी

आईआरएसडीसी के डीपीएम राजेश मंडलोई, प्रोजेक्ट मैनेजर अजय आसिफ और मोहित ने दी। इस दौरान विदेश से आए डेवेलपर्स कागें ने पूछा कि इस प्रोजेक्ट में सबसे बड़ा चैलेंज क्या था, तो राजेश मंडलोई द्वारा बताया गया कि यहाँ सबसे बड़ा चैलेंज था सब-ने निर्माण करना, इसमें हमने गडलिया लगाए।

## हमें प्रोजेक्ट को समझने का मौका मिला

हबीबगंज स्टेशन डेवलपमेंट प्रोजेक्ट बताता है, किस तरह से बड़े निर्माण कार्य किए जाते हैं। यह पूरा प्रोजेक्ट स्टडी करने लायक है। हम लकी हैं कि हमें इसे समझने का मौका मिला।  
फॉडे डुम्बा, सिरा वियोन

## हमें आज यहाँ पर बहुत कुछ सीखने को मिला है

हमें बताया गया कि यहाँ से रोजाना करीब 150 ट्रेनों प्रभावित होती हैं, इतने बिजो ट्रेन शेड्यूल में इस तरह का निर्माण करना एक बहुत बड़ा चैलेंज है। हमें आज यहाँ बहुत कुछ सीखने को मिला।  
कों, साऊथ सूडान

## हम यहाँ से जाने के बाद भी डेवलपमेंट के टच में रहेंगे

हम यहाँ से जाने के बाद कोशिश करेंगे कि डेवलपमेंट के टच में रहें। हम उम्मीद करते हैं कि भविष्य में कभी इस तरह के डेवलपमेंट के साथ काम करें, जिससे हमें भी अनुभव मिल सके।  
इसैक, सूडान

# बड़े व्यावसायिक केंद्र बनेंगे दो रेलवे स्टेशन

राज्य बूरो, नई दिल्ली : दिल्ली के दो रेलवे स्टेशनों को बड़े व्यावसायिक केंद्रों के रूप में विकसित किया जाएगा। दिल्ली विकास प्राधिकरण (डीडीए) और रेलवे ग्राम विकास प्राधिकरण (आरएलडीए) के बीच इस दिशा में संयोजन को समझौता किया गया। समझौते के तहत अर्बन विकास और विकास रेलवे स्टेशन को बड़े व्यावसायिक केंद्रों के रूप में विकसित किया जाएगा। इनको विकसित करने का काम रेलवे कोरे। इसके अलावा दोनों स्टेशनों पर डीडीए द्वारा कर्मचारियों के लिए फ्लैट भी बनाए जाएंगे।



डीडीए अधिकारियों ने बताया कि दोनों स्टेशनों पर डीडीए को बहुत जमीन रेलवे के पास है। इसी को विकसित किया जाएगा। अर्बन विकास स्टेशन को विकसित करने को 313 करोड़ रुपये और विकास रेलवे स्टेशन के लिए 617 करोड़ रुपये का बजट तय किया गया है। इसमें व्यावसायिक केंद्रों को विकसित करने के लिए 29 प्रतिभागियों ने सहमत हुए हैं।

## KEEPING HERITAGE VALUE INTACT Mumbai's CSMT station set for makeover

AVISHEK G DASTIDAR  
NEW DELHI, DECEMBER 23  
THE ICONIC Chhatrapati Shivaji Maharaj Terminus (CSMT) railway station in Mumbai is slated to be taken up under the station redevelopment plan, making it possibly the world's only UNESCO World Heritage Site station to accommodate a modern makeover while keeping its heritage value undisturbed.  
The Empowered Group of Secretaries, headed by Amitabh Kant, has taken the decision to clear the decks for the redevelopment scheme and a plan is being formulated to get the project approved by the government's Public Private Partnership Appraisal Committee, it is learnt.



charging an airport-like user development fee from the public after the redevelopment work is done. The scope and extent of the charges will be notified by the Railways Ministry, S K Lohia, managing director of India Railway Station Development Corporation (IRSDC), said.  
The charges could be linked to the wholesale price index. It has been decided that instead of relying only on land monetisation to fund the exercise, user development fee will also be weaved into the business model of the private developer, Lohia said.  
Officials said the fee would be charged on passengers boarding and alighting at these stations and care will be taken to keep it at a level that suits the railway passenger profile, which is distinct from the user profile at airports.  
The idea is to set the ball rolling on redevelopment of 50 chosen stations through private participation by next October, officials said. The group of secretaries has been instrumental in fast-tracking this process, which was lagging for years. In this renewed PPP model, Indian Railways is envisaged to not spend any money and will instead get revenue share in the form of licence fee and income from monetisation of station premises, it was informed.  
The redeveloped stations are planned to be hubs in the respective cities, and centre points of 24x7 economic activities in what is now being termed as "Railopolis" through transit-oriented development, Lohia told the media.

## MoU signed between DDA, RLDA

NEW DELHI: Delhi Development Authority (DDA) and Rail Land Development Authority (RLDA) signed a Memorandum of Understanding (MoU), where they have agreed for commercial development over the land, allotted by DDA, on the basis of revenue sharing between the two bodies. The MoU was signed by DDA Vice-Chairman Tarun Kapoor and RLDA Vice-Chairman Ved Parkash Dudgeja accompanied by MD and CEO, Indian Railway Stations Development Corporation (IRSDC) for development/redevelopment of Stations at Anand Vihar and Bijwasan for commercial use for the purpose

of generating revenue by non-tariff measures on a revenue-sharing model between RLDA and DDA. "Railways shall be free to utilize DDA's land for any development including commercial and residential under the provisions of the Railway Act, 1989 without any need for a change of land use," said the memorandum.  
Meanwhile, there will be no further payment to DDA by Railways for land use conversion charges, ground rent, etc. "At Anand Vihar area TOD would be applicable along with Karkardooma area so as to have integrated Transit-Oriented Development to maximize revenue realization," said DDA. The estimated cost for the development of Anand Vihar AND Bijwasan terminals would be capped at Rs. 313 crore and Rs. 761 crore.  
NPSI

## Upcoming Tenders-

1. RFQ for Redevelopment of Chhatrapati Shivaji Maharaj Terminus Railway Station on PPP mode.
2. RFP for mixed use development of land parcels at Chandigarh railway station.
3. RFP for mixed use development of land parcels at Bijwasan railway station.
4. RFP for mixed use development of land parcels at Anand Vihar railway station.

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## Published News about IRSDC

### Rlys plans to upgrade LTT with two 8-storey terminals, commercial zones

3 MORE PLATFORMS, SKYWALKS PROPOSED

EXISTING AREA OF LTT: 2 acres  
PROPOSED REDEVELOPMENT: 25 acres

WHERE WILL ADDL LAND COME FROM?  
 - Clearing railway land on which staff quarters are housed  
 - Removal of encroachments

CURRENT SCENARIO  
 Building: 1  
 Platforms: 5  
 Circulating area: 25,000 sq. mtrs  
 Concourse: 3,300 sq. mtrs  
 A 32-bed AC dormitory  
 Avg sale of platform tickets: 9,000 per day

OVERHAUL PLAN  
 - Upgrade of existing building with two wings, all with 8 floors  
 - Iconic structure to be made arrival terminal with state-of-the-art facilities  
 - Ground floor to be reserved for parking  
 - Separate departure terminal on south end  
 - Terminals to be linked via skywalk  
 - 3 more platforms

AREA OF REDEVELOPMENT  
 - besides existing 5 car parking, commercial zones  
 - Circulatory loops to access depart terminal  
 - Improving connectivity to Kuria & VidyaVihar stations  
 - Green buildings, with optimum ventilation and lighting

HOW WILL IT HELP PASSENGERS?  
 - Congestion-free entry and exit  
 - LTT to be integrated with other transport modes such as bus and proposed Metro  
 - New ramp from the site to reach flyover  
 - Walk to Kuria & VidyaVihar stations via new skywalks

WHEN? 5 years after awarding contract

ADDL REVENUE FOR RLYS  
 - Rlys to earn revenue from commercial zones on right plots  
 - One commercial zone will come up at south end  
 - Another to be built on the west of departure terminal  
 - These zones, LTT to be connected via circular road

ESTIMATED COST OF PROJECT: ₹5000 Cr