



Chennai Metro Rail Limited

PRESS RELEASE

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Chennai Metro Rail Project approved by Government of India

The Cabinet Committee on Economic Affairs of the Union Government approved the Chennai Metro Rail Project at its meeting on 28th January, 2009. This long-awaited project aims at providing Chennai with a fast, reliable, convenient, efficient, modern and affordable mode of public transport, as a lasting solution to the city's growing transport needs.

In June 2006, the Tamil Nadu Cabinet took a decision to implement the Metro Rail project in Chennai. The Government ordered the preparation of a Detailed Project Report, which was entrusted to the Delhi Metro Rail Corporation. The project was declared a "Special Initiative" under the direct control of the Chief Minister. The Detailed Project Report was submitted on 1st November 2007 and the project was approved by the Tamil Nadu Cabinet on 7th November 2007.

The estimated cost of this project is Rs.14,600 crores including escalation, Central taxes and interest during the period of construction, but excluding State taxes and value of vacant State Government land. 59% of the cost will be met by concessional Official Development Assistance (ODA) loan of the Government of Japan. The loan agreement was signed between the Government of India and the Government of Japan on 21.11.2008 at Tokyo. The Central Government will contribute 15% of the project cost as equity and 5% as subordinate debt. The remaining share of the cost (21%) will be met by the State Government in the form of equity (15%) and subordinate debt (6%).

. The Chennai Metro project has set a record amongst contemporary projects as the fastest in reaching financial closure, by securing Japanese Government funding in just 12 months and Government of India funding in 14 months, whereas this process took more than 2 ½ years in other cities.

Two Corridors with a combined length of 45 kms. will be constructed in the first phase. 24 kms. will be underground while 21 kms. will be elevated. Corridor I, with a length of 23.1kms. (14.3 kms. underground and 8.8 kms. elevated), will run from Washermanpet to the Airport via Anna Salai. Corridor II, with length of 22 kms. (9.7 kms. underground and 12.3 kms. elevated), will run from Chennai Central to

St. Thomas Mount via Koyambedu. The portions of Corridor I from Washermanpet to Saidapet on Anna Salai, and Corridor II on Periyar EVR Salai and Anna Nagar 2nd Avenue, will be underground and the remainder elevated.

The project is programmed for completion in financial year 2014-15. It will be implemented by Chennai Metro Rail Limited, a Special Purpose Vehicle, which will be a joint venture with equal equity participation from the Central and State Governments on the DMRC pattern. Special efforts have been taken in the design of the project to ensure proper integration with other forms of public and private transport including buses, suburban trains and the MRTS. Wherever possible "park- and- ride" facilities for two and four wheelers will be provided.

Most of the land requirement will be met from Government lands. The small extent of private land needed will be purchased as far as possible by consent through a negotiated process taking into account prevailing market prices. Land acquisition will be taken up where negotiation is not successful or not feasible due to legal reasons.

The Metro system requires only 20% of the energy used by a road-based system, causes no air pollution and creates less noise. It will occupy no road space where underground and only 2 metres where elevated. A single six coach metro train will remove 16 buses or 300 cars or 600 two wheelers from the roads at peak hours. It is expected that the trains will run every 5 minutes. The Metro is expected to remove 13 lakh passengers per day from the roads by 2026, save over 100 lives a year by reducing fatal accidents, and avoid 500 non-fatal accidents per annum. It is expected to reduce journey times by 50% to 75%; a passenger will be able to travel from Central Station to Anna Nagar in 14 minutes (versus 30 to 40 minutes by bus) and from Mannady to Airport in 44 minutes (versus 75-90 minutes by bus.) Stations will be elder-friendly and disabled-friendly with escalators and, where appropriate lifts and/or moving walkways.



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