

Subject: **Suggestion and Comments for the Determination of Development fees in respect of METRO connectivity to Chhatrapati Shivaji International Airport**

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Date: 11/26/15 07:53 AM
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Dear Madam,

We thank AERA for releasing consultation paper on Determination of Development fees in respect of METRO connectivity to Chhatrapati Shivaji International Airport.

This is with reference to Consultation paper of AERA : AERA/20010/MIAL-DF/2009-10/Vol.-VI dated 4th Nov 2015 for Determination of Development Fee in respect of the Metro Connectivity Project for Chhatrapati Shivaji International Airport, Mumbai

Following are our observations and suggestions for the above subject :

International Airports like Chhatrapati Shivaji International Airport need mass public transport like METRO, Suburban Rail to move the Air Passengers, ground support staff, airport staff, security, house keeping staff, cargo handling staff, Maintenance staff , visitors to the airport and more.

Regarding the METRO connectivity to Chhatrapati Shivaji International Airport, METRO is most required and should have been done while Airport expansion few years back itself.

Its surprising that Ministry of Civil Aviation is instructing AERA to consider the METRO development fees as part of UDF.

Regarding the Development fees for METRO connectivity to Airport and recovering from the Air Passengers which AERA has proposed Rs 15/- for domestic passenger and Rs 75/- for International Passenger. Amount may look small for the capital investment of Rs 518 Crore.

With so many components getting loaded onto UDF like Service Tax, flyover recovery, now METRO recovery and high tax of Air fuel all these factors will ensure, Air fares will never come down in India.

Following need to be looked into and deliberated without burdening the only Air Passengers for METRO connectivity

1. METRO to Airport is not exclusive for Air Passengers : METRO connectivity will improve transport to Airport. This will be used by different segment of citizens who travel to Airport : Example Air Passengers, ground support staff, airport staff, security, house keeping staff, cargo handling staff, Maintenance staff , visitors to the airport and more. So the METRO connectivity is not exclusive for the Air Passengers.

2. For Future cost of Construction, why present Air Passengers need to Pay : When Air Passengers who will not use till construction of METRO is not done, why he should be burdened on this.

3. Since 2007, METRO connectivity proposed but Govt is not serious in implementing :
Due to lack of actions by both Maharashtra Govt and GOI since 2007, only discussions held but no progress made just for the funding, mass urban transport to airport is struck. This shows the seriousness to provide mass transport including the Airport Promoters of Mumbai. In view of this, Air Passengers can not be punished thru METRO development fees.

4. METRO is Urban Transport : As such METRO which funded by MOUD and State Govt. METRO

implementation to Airport will reduce Traffic congestion on Mumbai Roads and hence city is getting benefited directly. Hence its more logical for MOUD and Maharashtra Govt to fund the METRO connectivity to Mumbai Airport of Rs 518/- Crore.

5. Recovering cost of METRO connectivity to Airport : By having differential pricing for Airport METRO stations passengers, cost of these Airport METRO stations of Rs 518/0- Crore can be recovered. This concept has been proposed and approved for Bangalore METRO for Ph-2 for connectivity to IT hub stations.

6. Why burden Air Passengers double : Already Air passengers are paying for Air port flyover, Service Taxes on Air Ticket, Air fuel taxes and personal taxes, UDF for Airport Development. Over and above in KIAL in Bangalore, Air passengers are double burdened for no future mass transport : Rs 118 Crore for Trumpet flyover cost being recovered thru UDF and Toll Charges for High way which it self is coming to more then 200/- per passenger, but in next 10 to 15 years, no mass transport planned for Bangalore. So its double burden for Air passengers if AERA agrees to add METRO development cost to UDF.

7. Other Airports in India, Air Passengers are not burdened : In case of Hyderabad MMTS service, Chennai METRO and Kolkatta METRO to Airport, Air passengers are not burdened and these projects are funded by Central Govt only again. Why Mumbai Airport passengers should be burdened. This will set wrong example by AERA and also AERA adding some more factors into UDF which is not the main objective of AERA authority.

In views of the above facts and suggestions, we request AERA authority to look into the METRO development fees for Mumbai and should not entertain and mix up with UDF which has different purpose.

METRO authorities can charge higher fares for proposed Airport METRO stations of Mumbai and recover it over the period from passengers who will use the METRO to and from airport.

Looking for your considerations of above points and do not burden Air passengers further in India.

Kind Regards
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