

Uttar Pradesh State Road Transport Corporation (UPSRTC)



Project Information Memorandum (PIM)

Development of Sahibabad (Ghaziabad) Bus Terminal cum Commercial Complexes in Uttar Pradesh on Design Build Finance Operate and Transfer (DBFOT) basis

Project Proponent:

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1. Project Introduction

Uttar Pradesh State Road Transport Corporation (UPSRTC) is intended to develop Sahibabad (Ghaziabad) bus station along with commercial establishment within the premises of site on Public Private Partnership (PPP) mode. Major objectives are to provide modern bus operations and facilities for passengers.

The benefit from the project is threefold. The authority will have a better bus terminal with modern outlook, equipped with user friendly amenities while the developer will gain returns on its investment in the project from different sources of revenue from commercial establishments. The passengers will get access to modern bus terminal offering seamless connectivity to other places, modern amenities and access to commercial establishments.

2. Salient features of the site

2.1 Location

The Sahibabad bus station is spread over an area of 71,710 sqm in Ghaziabad city. It is located in PIR colony of Sahibabad industrial area. Currently, the site area is divided in two land parcels by a boundary wall. One land parcel is operational as a bus depot while the other land parcel is operational as a workshop area. The bus station is directly connected to Madan Mohan Malviya Marg. The frontage to the site is the over bridge currently under construction. This over bridge will connect Delhi to Meerut. Madan Mohan Malviya Marg is connected with Link Road which serves as an entrance to the workshop. The workshop caters to repair work and tyre retreading of all state roadways buses. A small land parcel of 6,064 sqm area of land adjoining the Madan Mohan Malviya Marg is proposed to be used by NCRTC (National Capital Region Transport Corporation) for the upcoming RRTS station requirements (entry, exits, parking etc.).

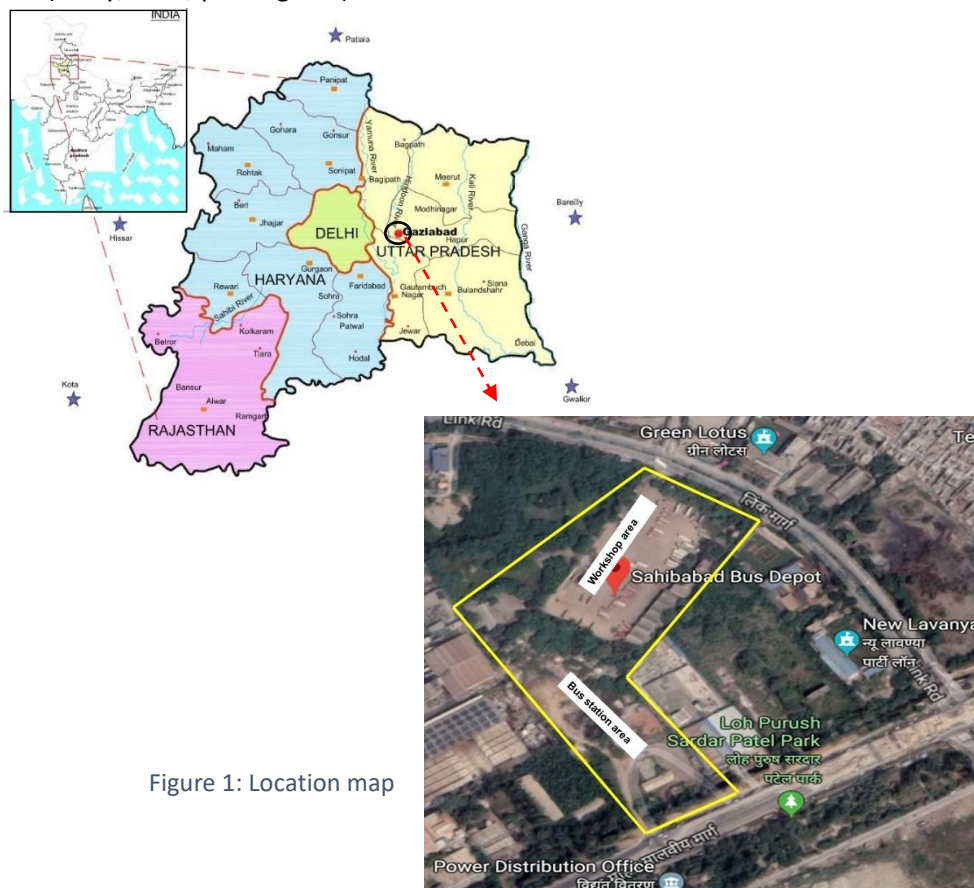
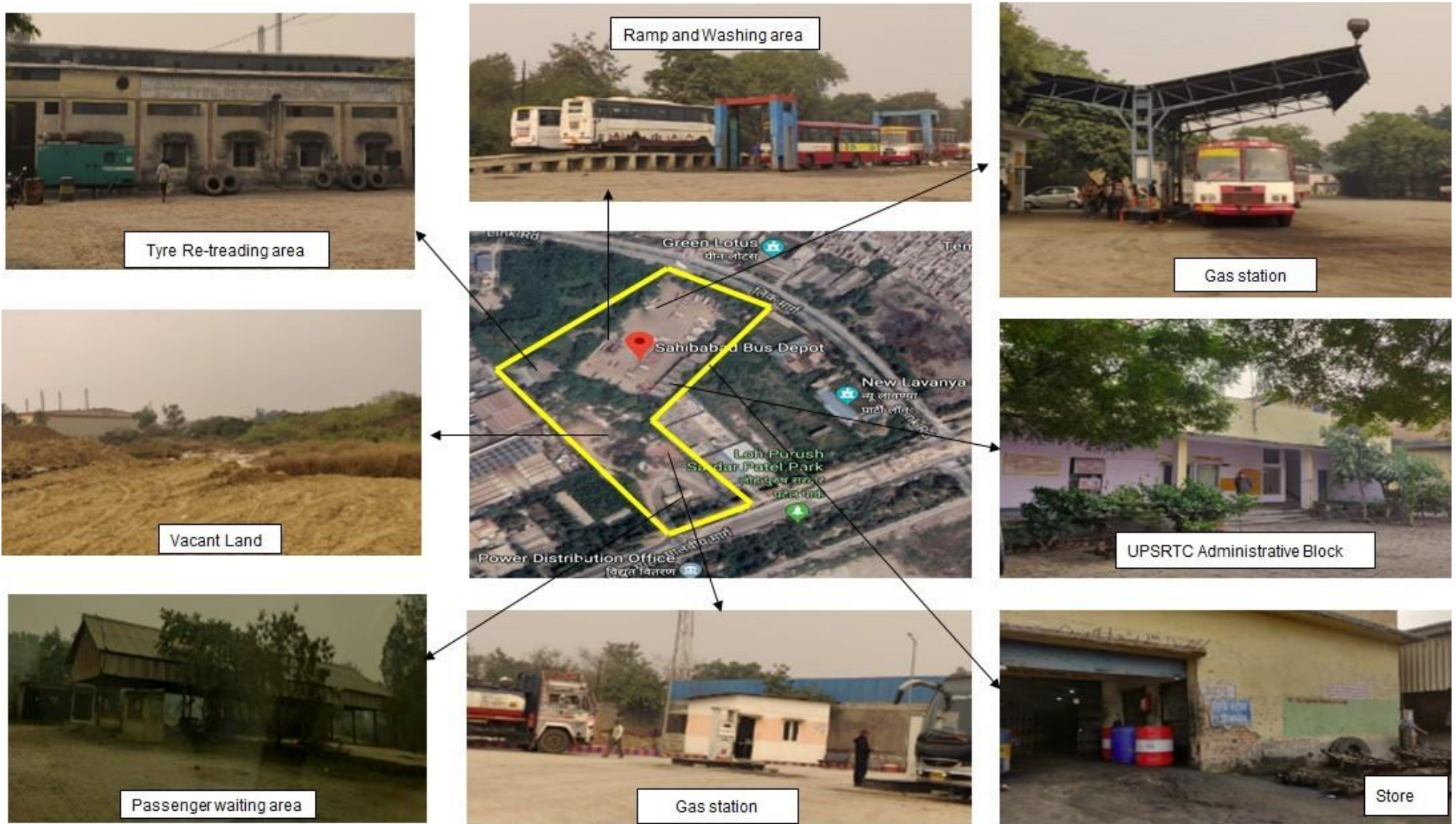
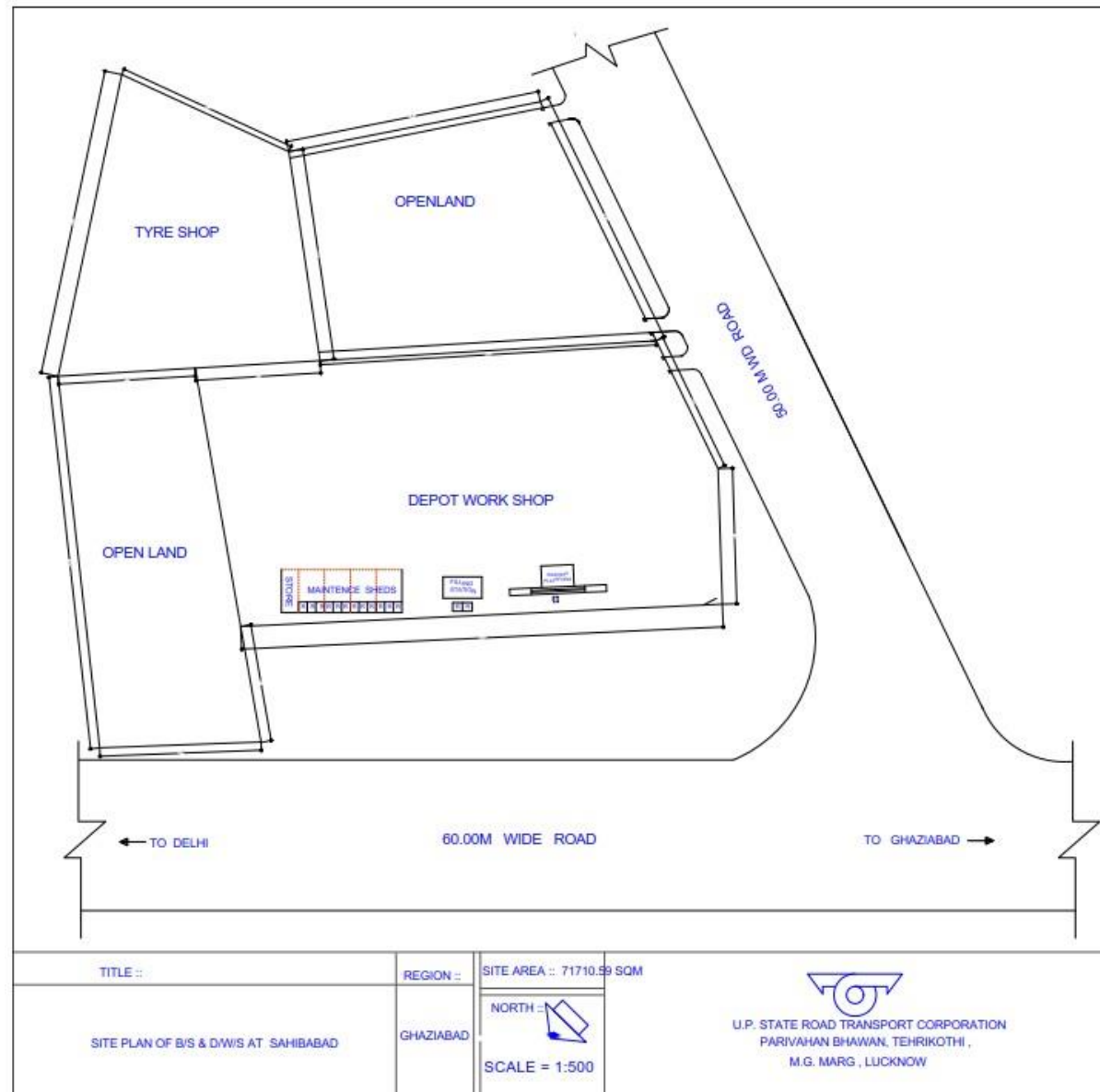


Figure 1: Location map

Some of the site photographs taken during primary survey of the site are shown below:



2.2 Existing site layout



2.3 Accessibility/connectivity

The site has good connectivity options as it lies in the transit zone between Delhi and Uttar Pradesh. The site shall also benefit from the planned Delhi–Meerut Regional Rapid Transit System (Delhi–Meerut RRTS) which is a semi-high speed rail corridor of about 82 km. the RRTS is expected to start operations by 2024.

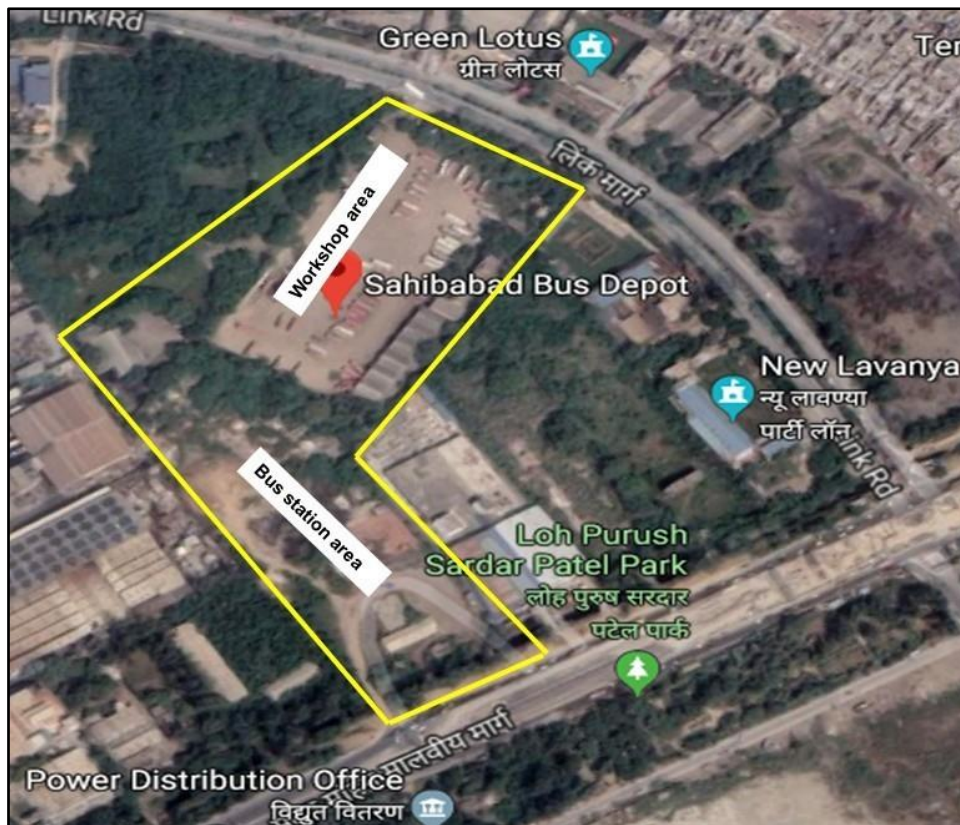


Figure 2: Site map

2.4 Area Assessment

Table below gives a broad area assessment for the site –

| S. No. | Particulars | Sahibabad bus station (Ghaziabad) |
|--------|---|-----------------------------------|
| 1. | Site Area (Sqm.) | 43383 |
| 2. | Ground Cover (%) | 50% |
| 3. | Ground Cover (Sqm.) | 21692 |
| 4. | Floor Area Ratio (FAR) | 4.0 |
| 5. | Total Admissible Development (Sqm.) | 173532 |
| 6. | Permissible BUA for Commercial Facilities @ 45% (Sqm.) | 78089 |
| 7. | Permissible BUA for Bus Station @ 55% (Sqm.) | 95443 |
| 8. | Actual BUA to be developed for bus terminal area (Sqm.) | 6662 |

3. Project Structure

The project structuring has an influence on the relationship between how investment for proposed development can anticipate returns to suffice the interest of financiers, equity infusers, authority and the end users ultimately. The project for development of Sahibabad (Ghaziabad) bus terminal on PPP model is proposed to be executed on DBFOT (Design Build Finance Operate and Transfer) model. The figure below provides an illustrative framework for implementation of the project.

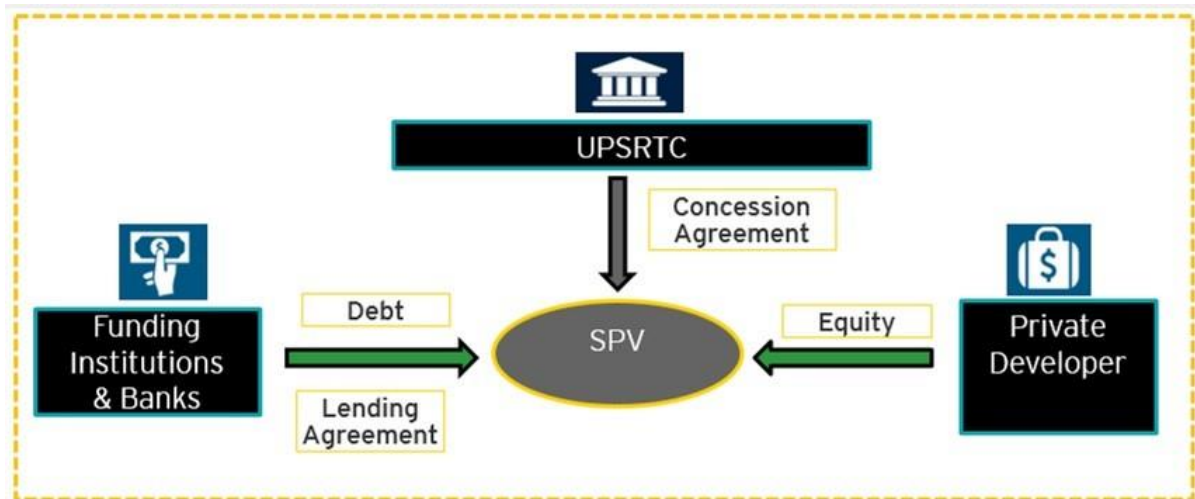


Figure 32 : Indicative project framework envisaged for the procurement

Note: Refer to circulars provided in Annexure-I of corrigendum for applicable GC, FAR, TOD, ASI norms, and list of permitted and prohibited commercial activities within the bus terminal.