

Subject: **Determination of Development Fee in respect of the Metro Connectivity Project for Chhatrapati Shivaji International Airport, Mumbai**

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Date: 11/21/15 11:01 AM
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To,
Ms. Radhika,
OSD-II to Secretary,
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Ref: File No. AERA/20010/MIAL-DF/2009-10/Vol.-VI
Consultation Paper No. 09/2015-16

SUB: Airports Economic Regulatory Authority of India Determination of Development Fee in respect of the Metro Connectivity Project for Chhatrapati Shivaji International Airport, Mumbai

Dear;

I have gone through the draft and have the following submissions:

The Funding for the metro line should not be done by increasing the passenger services charges because:

1. The metro line is not exclusively for the airport (like delhi airport metro), its a public mass transit for all mumbaikars.
2. The metro route only caters to certain geographic areas of mumbai and not the whole mumbai, esp western and eastern suburbs.
3. Not all fliers are likely to use the metro to reach the airport as it may not be practically feasible to carry luggage on board the metro, esp. International fliers with bigger bags.
4. Metro may not be operational at wee hours when the international flights or red eye flights operate.
5. Just because a metro is passing through a certain public interest area does not mean that the operator of that public premisis needs to fund. With that analogy BEST, Indian Railways & Parks should also be funding all the public transit services.
6. No way you can charge in advance before the operation of the metro services as india has a reputation of not completing projects on time.

If the project does not operationalize in a time bound manner or fails to initiate will MAIL refund the collected fees?

I request you to not add more burden to the fliers.

I strongly against the increase in the passenger service charges for funding the metro.

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Regards,
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