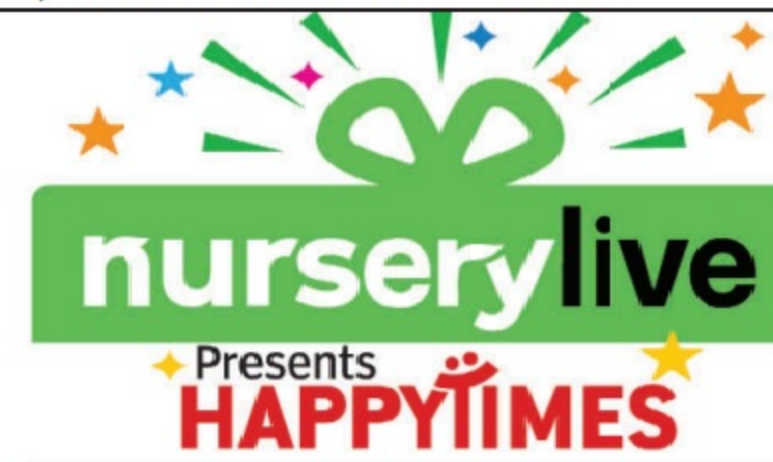


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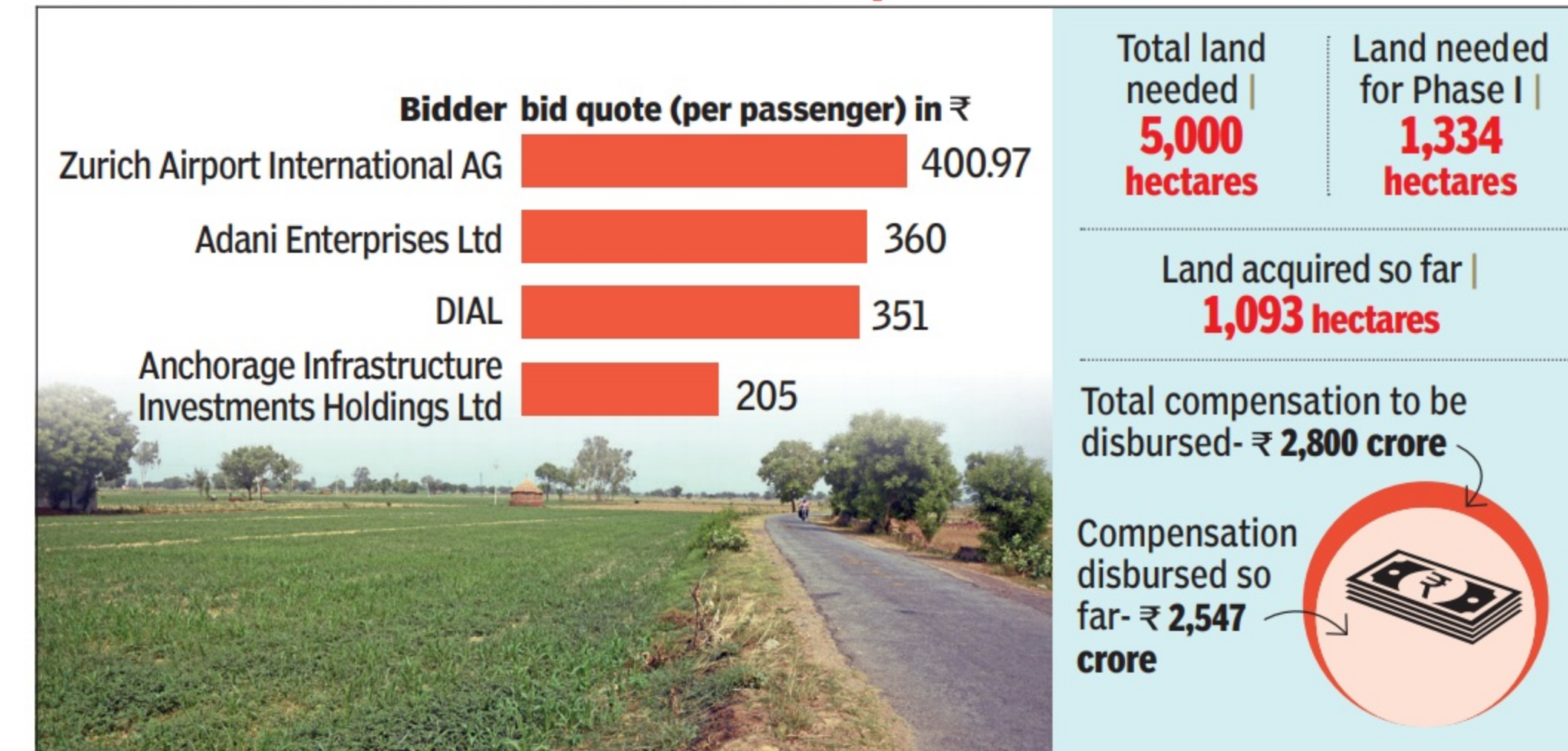
INDIA'S LARGEST ENGLISH NEWSPAPER



Passenger handling capacity may go up by 4 crore in 4 yrs

► Continued from P1

ADANI COMES SECOND, DIAL THIRD



Zurich AG outbids Adani, Dial for Jewar airport

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Greater Noida: Delhi-NCR's second international airport, at Jewar in Greater Noida and close to 100km from the capital's IGI, is likely to be built and operated by Flughafen Zurich AG, the company that manages the eponymous Zurich Airport in Switzerland.

FULL COVERAGE: P 10

Zurich AG (FZ), which was among partners of the joint venture that developed the greenfield Bengaluru air-

Why Zurich AG? Offered highest per passenger fee of ₹401 to govt	Capacity: 1.2cr flyers/yr; 2 runways expandable to 6
What's Next? Final nod from UP cabinet subject to okay from state project monitoring and implementation panel	Land status: 82% of 1,334 hectares for Phase 1 acquired
Airport deadline: 2023-2024	Cost: ₹4,588cr (Phase 1); total ₹30,000cr

port over a decade back, emerged as the highest bidder in terms of the per passenger fee (PPF) the government will get as revenue sha-

re. It beat bids from three other big players — the Fairfax-backed Anchorage, IGI airport operator Dial and Adani Enterprises.

There remains a final clearance, from the UP government's project monitoring and implementation committee, before the contract to build the greenfield airport off the Yamuna Expressway is officially awarded to FZ. The Jewar international airport will begin operations in its first phase with two runways — expandable to six by the end of the fourth phase — and is chasing a deadline of 2023 or early 2024.

► Handling capacity, P 10

If the Jewar airport becomes operational within this timeline, aerial connectivity options for Delhi-NCR and the region's capacity to handle flights and passengers will see a quantum jump within four years, by which time IGI airport would have also built its fourth runway, and a bigger Terminal 1. IGI airport's annual passenger handling capacity is expected to be 10 crore once its expansion is over while Jewar, in the first phase, will have an annual passenger handling capacity of 1.2 crore. Compared with 2018, when IGI handled 7 crore passengers, it'll be a capacity addition of more than 4 crore, collectively, for Delhi-NCR.

FZ emerged the frontrunner after financial bids for the Jewar airport were opened by Noida International Airport Limited (NIAL), the nodal body for the project. Its per passenger fee (PPF) to the government of almost Rs 401 was the highest. Adani Enterprises, which last year won bids to manage six airports, including Ahmedabad and Lucknow, was second at Rs 360. Delhi International Airport Ltd (DIAL), which is backed by the GMR group that runs the Hyderabad airport and is constructing airports in Goa and abroad, was third at Rs 351. Anchorage Infrastructure Investments Holdings Ltd — part of

the Fairfax Group, whose Fairfax India Holdings owns 54% of Bengaluru airport — quoted Rs 205. With the FZ quote being over 10% higher than DIAL's, the latter will not have right of first refusal, meaning it won't be asked to match FZ's offer. As the operator of IGI, DIAL was entitled to that right under the proximity rule.

The bid by FZ will now be scrutinised by the PMIC, which will meet on December 2. "PMIC will send the details to the state cabinet, which will give the final approval for the concessionaire," said Arunvir Singh, CEO of NIAL and the Yamuna Expressway Industrial Development Authority. "We are expecting that the concessionaire will be given a final approval by the cabinet this year itself. However, financial closure may take up to three months. We are glad we have

been able to complete all formalities on or before deadline and hope that the first flight will take off from Jewar in 2023."

Singh added, "Of the four bidders, this (FZ) is the only group that is investing 100% foreign equity with no Indian partner. Once we start drafting the concession document, we will finalise whether they want to do the construction and operation with NIAL or not. However, NIAL will be the monitoring authority since it holds land equity."

Daniel Bircher, CEO, Zurich Airport International AG, told TOI, "Delhi is a huge city and the existing airport has reached capacity. It needs another airport. There is much potential for this airport to attract flyers from Delhi as well as across UP." Apart from the Swiss gateway Zurich, FZ currently op-

erates several airports across Latin America and wants to expand its presence in Asia.

FZ will have a 40-year concession period and as of now 100% equity in the project. Jewar airport will be built at a total cost of nearly Rs 30,000 crore in four phases over 5,000 hectares. The first phase will be built over 1,334 hectares at a cost of Rs 4,588 crore. The government has already taken physical possession of 1,093 hectares of the total land, which is 82% of the total land required. It has distributed Rs 2,547 crore as compensation to farmers.

"We had completed the 80% land acquisition criteria before opening of bids. The process (of taking possession of land) is continuously on and we will be able to finish it in the next few months," said Shailendra Bhatia, nodal officer for Jewar airport.