

**COMMITTEE  
ON  
GOVERNMENT ASSURANCES  
(1993-94)**

**TENTH LOK SABHA**

**TWENTY-FOURTH REPORT  
ON  
INTRODUCTION OF METRO RAIL SERVICES  
IN DELHI**

*(Presented on December 7, 1994)*



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**LOK SABHA SECRETARIAT  
NEW DELHI**

*September 20, 1994/Bhadra 29, 1916 (Saka)*

*Price: Rs. 10.00*

LOK SABHA

CORRIGENDA

to the Twenty-Fourth Report of the  
Committee on Government Assurances (1993-94)

(Tenth Lok Sabha)

Page No.	Para No.	Line No.	Correction
	4	8	<u>Insert in after (RITES)</u>
	7	2	<u>Delete U after Railways</u>
	-	3	<u>For Note read note</u>
	16	3	<u>For replies read replied</u>
		4	<u>Insert on after we</u>
	19	21	<u>For fold read folds</u>
	23	18	<u>For supurs read spurs</u>
	30	1	<u>For enquires read enquired</u>
		5	<u>For is read was</u>
	33	3	<u>For give read given</u>
	34	1	<u>For observed read observe</u>
	-	2	<u>For 3 read 6</u>
	-	2	<u>For Answar read answer</u>
	-	13	<u>For Nodal read nodal</u>
	-	2	<u>For 3 read 6</u>
	11	2	<u>Delete is before whether</u>
		2	<u>For is read was</u>

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**\*COMPOSITION OF THE COMMITTEE ON  
GOVERNMENT ASSURANCES (1993-94)**

**CHAIRMAN**

**Shri Basudeb Acharia**

**MEMBERS**

2. Shri Vishveshwar Bhagat
3. Shri Gurcharan Singh Dadhahoor
4. Prof. K. Venkatagiri Gowda
5. Shri P.P. Kaliaperumal
- @6. Major D.D. Khanoria
7. Shri Harpal Panwar
8. Shri Surendra Pal Pathak
9. Shrimati Suryakanta Patil
10. Shri V. Sreenivasa Prasad
11. Shri Nawal Kishore Rai
12. Shri G. Ganga Reddy
13. Shri Yoganand Saraswati
14. Shri Shibu Soren
15. Shri V.S. Vijayaraghavan

**SECRETARIAT**

**Shri Murari Lal — *Joint Secretary***  
**Shri Joginder Singh — *Director***  
**Shri Madan Lal — *Assistant Director.***

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\*The Committee was nominated by the Speaker w.e.f. 20 December, 1993 vide para 2609 of Lok Sabha Bulletin Part-II dated 20.12.1993.

@Nominated to the Committee on 23 December, 1993 vide para 2628 of Lok Sabha Bulletin Part-II dated 23.12.1993.

## INTRODUCTION

1. The Chairman of the Committee on Government Assurances having been authorised by the Committee to submit the Report on their behalf, present this Twenty-Fourth Report of the Committee on Government Assurances.

2. The Committee (1993-94) were constituted on December 20, 1993.

3. The Committee at their Eighth Sitting held on July 16, 1993 decided to have oral evidence of the representatives of the Ministries of Urban Development and Railways in respect of an assurance given on November 26, 1992 in reply to USQ 461 regarding Metro-Rail Services in Delhi.

4. The Committee at their sitting held on July 18, 1994 took the oral evidence of the Ministries of Urban Development and Railways on the above subject.

5. At their sitting held on September 20, 1994 the Committee considered and adopted the Twenty-Fourth Report.

6. The Minutes of the aforesaid sittings of the Committee form part of the Report.

7. The conclusions/observations of the Committee are contained in the succeeding paragraphs of the Report.

NEW DELHI;  
September 20, 1994  
Bhadra 29, 1916 (Saka)

BASUDEB ACHARIA,  
*Chairman,*  
*Committee on Government Assurances.*

## REPORT

### METRO RAIL SERVICE IN DELHI

On November 26, 1992, the following Unstarred Question No. 461 given notice of by Shri Arvind Trivedi, M.P., was addressed to the Minister of Urban Development:

- “(a) whether the Government propose to start underground rail service in Delhi and other metropolitan cities;
- (b) if so, the names of the metropolitan cities where the Government propose to start underground rail service;
- (c) whether any special scheme has been prepared in this regard; and
- (d) if so, the details thereof?”

2. The then Minister of State in the Ministry of Urban Development (Shri M. Arunachalam) gave the following reply:

- “(a) to (d):- M/s Rail India Technical and Economic Services Ltd. (RITES), in their Feasibility Report have recommended the introduction of a metro rail on specific corridors in Delhi which is being pursued by the Government. RITES have also conducted a study for extension of the existing metro rail in Calcutta from Tollygunj to Garia. The Report is under scrutiny of Government of West Bengal. At present there is no proposal for a metro rail in any other metropolitan city and no special scheme has been prepared for the same.”

3. Reply to the question was treated as an assurance by the Committee which was to be fulfilled within three months of the date of reply i.e. by February 25, 1993.

4. The Ministry of Urban Development approached the Committee on Government Assurances through the Ministry of Parliamentary Affairs *vide* their U.O, Note No. V/UD(2)/USQ/461/LS/92 dated March 16, 1993 to drop the assurance on the grounds indicated below:—

“The notice of the question was given by the M.P, in Hindi, related to the introduction of metro rail in metropolitan cities. A part of the answer read as ‘M/s Rail India Technical and Economic Services Ltd. (RITES) their Feasibility Report have recommended the introduction of Metro Rail on specific corridors in Delhi which is being pursued by the Government’. The last line of this reply in Hindi read as “Jis per sarkar dwara vichar kiya ja raha hai”, which has been treated as an Assurance. In this regard it is stated that the introduction of metro rail in Delhi involves consultations and decisions of various Ministries

and Governments in India and even foreign countries. The project, as envisaged, involves huge investment of the order of around Rs. 7,000 crores, for which the resources have to be raised from extra budgetary sources. This Ministry is only the Nodal authority and depends upon decisions to be taken by various Ministries and authorities. It will, therefore be appreciated that no time frame can be set by the Ministry of Urban Development within which the project can take off."

5. The Committee considered the request of the Ministry of Urban Development for dropping the assurance at their sitting held on July 16, 1993.

6. The Committee did not agree to drop the assurance and decided to hear the views of the representatives of the Ministries of Urban Development and Railways and all other ministries connected with the subject matter. The decision of the Committee was accordingly conveyed to the Ministry of Urban Development for compliance.

7. On June 27, 1994 the Committee decided to hear the views of the officials of the Ministries of Urban Development and Railways, on July 18, 1994.

8. At its sitting held on July 18, 1994, the Committee took oral evidence of the representatives of both the ministries in connection with non-implementation of the assurance.

9. The Ministry of Urban Development submitted a brief note to the Committee *vide* O.M. No. H—11016/37/92-UD-II dated July 12, 1994. The text of the brief note is given at *Annexure-I*.

10. The Ministry of Railways also submitted a brief note to the Committee. The text of the note is given at *Annexure-II*.

11. At the outset, the Chairman drew attention of the representatives to Direction 58 of the Directions by the Speaker and explained to them that their evidence was liable to be published unless the representatives specifically desired that all or any part of the evidence given by them was to be treated as confidential. It was explained to the representatives that even though the evidence was desired to be confidential, such evidence was liable to be made available to the Members of Parliament.

12. The Committee in the first instance desired to know the progress made in the Metro Rail project for Delhi since the assurance has been given and the perspective planning that has been formulated at the Ministry level including the study conducted by M/s RITES (M/s Rail India Technical and Economic Services Limited). In reply the representative of the Ministry of Urban Development submitted as follows:

"M/s RITES was asked to undertake the study in 1989 and it submitted its report in July 1991... The Cabinet note was then

prepared in the Ministry and since it was a project involving a cost of Rs. 8,000 crore, the note had to be prepared with utmost care. Under the business rules, the Note had to be circulated to various Ministries and the Planning Commission. Then, the Ministries took their time in offering their comments and these comments had to be collected.

They had to be individually discussed with different Ministers. Thereafter it was during the early part of 1993 that we sent our initial note to the Committee of Secretaries (COS) and that as the Secretary pointed out, actually the Cabinet Note had to be drafted and re-drafted again and again before it was submitted to the Cabinet Secretariat."

13. Highlighting the importance of the project the Committee pointed out that this project was prepared longback for Delhi, but the Ministry of Urban Development had slept over it for two years. The representatives thereon, submitted as follows:

"The Ministry did not sleep over it. The matter was examined in the Ministry and then we put it up to the Cabinet. The Cabinet then directed that it should be examined by a Group of Ministers. The Group of Ministers examined it and they have given clearance in principle."

14. The Committee desired to know the outcome of the Committee set up in August 1991 under the Chairmanship of Lt. Governor of Delhi. The representative clarified as follows:

".....this is a kind of Standing Committee to direct. This is not a Committee which will submit a report. It has met several times.....Broadly this Committee will look into the matters relating to planning, preparation of detailed project report for seeking investment decisions, drawing of plans, project implementation and formulation of schemes for rehabilitation of residents, location of office establishments and modalities for effective implementation. We will submit a copy of this order dated August 7, 1991."

15. The representative further submitted as follows:

".....But this Committee has actually held only a few meetings. But the work is basically being done between the Ministry of Urban Development and the Delhi Administration. It is brought to your kind notice that the feasibility study was commissioned by the Delhi Administration at a cost involving Rs. 2.5 crores. Out of this Rs. 2.5 crores, the Central Government have contributed only Rs. 1 crore. Basically under the present dispensation, the Ministry of Railways have taken the stand that intra-city transportation is not within their charter and this will have to be looked after by the Ministry of Urban Development or by the State Governments concerned. The Delhi Administration has the primary ones. They commissioned the feasi-



lity study. They have also provided for meeting the cost of the detailed project report in their Budget.”

16. The Committee further enquired whether that Committee had suggested for a statutory authority to be constituted, the representatives replies in negative and further submitted as follows:

“We our own, are thinking of creating a suitable authority which will involve every Ministry concerned and all the concerned officers of Delhi Administration....In fact, the project has not even been sanctioned in principle. It is not easy to raise funds for a project like this. It will be difficult either for the Delhi Administration or for the Government of India to finance this project. Basically they have to raise resources from consortium of private financiers, institutions, and banks. A company is contemplated which will really raise the resources if the Cabinet so approves. So, we are going to the Cabinet for financial sanction in principle and modalities for implementing the project through a corporate kind of structure, like the Konkan Railway. So, actually it will take quite some time before anything comes on the ground because raising or making availability of resources for a project of this size is going to be a very very difficult proposition.”

17. The Committee desired to know the reasons for approaching the Cabinet only on December 24, 1992. In clarification representative stated as mentioned below:

“The Cabinet was not approached once. The Cabinet was approached a number of times. But there were occasions when, as I submitted earlier, the note was returned by the Cabinet more than once because they were not satisfied with the kind of financing package which provided for disposal of lands and property developed on the railway station which will be built alongwith railway lines. A detailed project report will be prepared.”

18. The representative submitted further as under in this regard:

“.....The Cabinet was approached for the first time on December 24, 1992. The note was circulated on January 12, 1993 by the Cabinet Secretariat. It was a detailed note based on the opinions of different Ministries. Then it was decided that the proposal may be considered informally by a group of Ministers and they might be apprised of the same.... For the first phase, the estimated project cost is Rs. 3401 crores. This is based on 1992-93 prices and out of this, the budgetary support from the Government of India and the Government of the

National Capital Territory of Delhi would be Rs. 200 crores. The disposal of land by way of auction to raise the resources would be Rs. 112 crores. Then property development would yield, about Rs. 1183 crores. Special tax, which will be levied on the citizens of Delhi will yield about Rs. 800 crores. The loans would be to the extent of Rs. 1106 crores, about one-third of the cost of the project. So, that was the position, when the revised estimate was made..... Approximately, the total project cost is Rs. 7500 crores. For the second phase, the estimated cost is about Rs. 4,100 crores."

19. The Committee enquired from the Ministry of Urban Development whether the project for Delhi City is essential. The representative affirmed that the project was essential for the National Capital Region of Delhi. The representative further explained to the Committee as follows:

"Otherwise we are quite sure in our minds about it. Otherwise, we would not be going to the Cabinet. There is tremendous pressure on the existing road and rail networks for transportation of the intra-city traffic. Second reason is that there are about 8,000 buses, which are plying on the roads of Delhi and our air pollution is substantially high, almost two to three times higher than that of most of the cities in the World.

We expect that the population in Delhi Metropolitan area would increase from about 94 lakhs as of today, to about 112 lakhs by 2001 A.D. By deflecting 20 lakhs of population into the other towns, six priority towns which are situated in Delhi, the transportation needs would require substantial augmentation of buses. As a matter of fact, 8,000 more buses would be needed to carry the transportation of passengers coming to the main city centre. In case those 8,000 more buses come, then, Delhi would have tremendous pressure on the road system. Pollution levels would also go up substantially high, almost two fold according to the estimates we have worked out. It has been said that if we introduce MRTS, then almost 40% vehicles would be taken off the road and thereby we will be able to contain the air pollution and noise pollution to Delhi to the same level as it is today."

20. The Committee enquired whether a perspective plan has been prepared in the Ministry. The representatives explained the following features of the perspective plan for the construction of underground rail service in Delhi city:

"We have prepared a perspective plan in the Ministry. The National Capital Region Board have carried out this study. They had commissioned some experts to indicate the kind of traffic problems which

will be there and they have indicated that in case we do not have this metro system then we will be in a considerably chaotic condition. So, they feel and we are convinced by the technical reports submitted by the National Capital Region Board that we should go in for an MRTS system for Delhi.

As explained the Delhi National Capital Territory Region would have almost about 132 to 137 lakhs population. A Task Force has already been constituted to go into the question of the population pressure in and around Delhi. If we are able to take away about 20 lakhs to 25 lakhs of population to the nearby areas like Faridabad, Panipat, Gurgaon, Noida, Ghaziabad and also to towns within the Delhi area including Kundli, Bahadurgarh, Dwaraka, Rohini and Narcla, plus the Delhi urban region, then we will be able to manage the city system to some satisfactory level.

The idea, therefore, is that we should be able to construct not only the metro system, which means the underground plus dedicated bus services, but, we should also be able to have surface lines integrated into the long railway network systems for suburban transportation, by which people come to Delhi, transact their business and go back. It was suggested that the three cities like Narcla, Rohini and Dwaraka, which are expected to accommodate about some 15 to 17 lakhs of population, should be properly connected to the main city centres. All these areas are not so well serviced by suburban transportation.

The Second concept is that we should have the ring rail system in Delhi properly geared up to offer frequency of services, which will take care of transport needs of the public going around Delhi.

The third concept is that we should be able to have, according to the Plan, dedicated bus services from Najafgarh upto Patel Nagar. This is the Plan. The MRTS of Delhi includes, in the first phase 19 kilometers of underground railways and about 31 kilometers of rail corridors.

Then we will be able to look after the transportation facilities of the people. We feel that it is necessary to have these things within the transport system of Delhi."

21. The Committee desired to know about the co-ordination system between the Ministry of Urban Development and Railways for the Mass Rapid Transport System for Delhi. The representative replied that the Ministry of Urban Development had constant dialogue with the concerned Heads of the Departments dealing with this project in the Ministry of Railways. A number of sittings had taken place so far between these two Ministries and the issue had been discussed at length.

22. The Committee enquired from the representative of the Ministry of Railways about the role of the Ministry to complete this project like the Metro of Calcutta under the direct management of the Indian Railways. In reply, the representative submitted as follows:

“Our participation in this project was right from the beginning of 1970s. There was a MTP Organisation in Delhi which had done the original survey in 1974. The subject was transferred to the Urban Development Ministry as nodal Ministry in 1986 while role is for technical planning. As and when assistance has been called for we are providing the same. In 1989 railways had taken the permission of the cabinet to form a company for Metro construction which is to be set up and registered. It has to be operated only after decision for investment on Metro Railways is taken by the Cabinet. As such the Ministry of Railways are competent to take up any job. We have the experience of elevated and underground metro construction in Madras and Calcutta respectively. As regards mode of operation in Delhi we have no objection in principle if it is run under a separate company. We have given our opinion in the meeting of Group of Ministers that wherever the track has to be laid close to the existing railway track, the construction and the operation will have to be done by the railways. This is because the availability of land in Delhi is very short and two additional streams of traffic viz., the long distance passengers and freight and suburban will also expand in future. In this way there will be optimum utilisation of the land and the Railway lines.

23. The Committee pointed out to the representatives that circular railway was introduced in Delhi six or seven years before but it could not be made popular due to some inbuilt deficiencies and enquired whether there was a proposal to set up a Corporation. The representative from the Ministry of Railways submitted as follows:—

“Regarding the success of ring railway, I recall the survey conducted by the Metropolitan Authority at that time wherein two reports are published from 1975 to 1978. Of those two reports, one in MRTS report which is being pursued while the others is of suburban railway. Both were complementary to each other. The basic point in the reports was when a person comes from outside, his destination is somewhere in the central area of business. He has to get off-loaded to the closest place on the ring and takes underground system to go to the central places. Only construction of ring, without underground and suburban connections does not provide facility for the commuters coming from outside. Delhi people did not find ring railways convenient because the connection of buses was not there. Basically, the project as envisaged was a complete project comprising of supra ring and underground while execution was only of the ring. This was

a technical flaw... The proposal is to have a Empowered Committee at the level of the Cabinet Secretary where the Chairman, Railway Board, will be a Member. The future of this Corporation to be known only after the Empowered Committee's recommendations are accepted by the Government. I do not think the Railways are to be given any role in the Corporation."

24. The representative further submitted that the circular railway was a part of this scheme.

25. The discussions were held with the Foreign Companies, having vast experience in the field. It was given to understand that there had been no definite commitment regarding technical parameters and the funding package had to be decided.

26. The representative further submitted that the clearance from the Cabinet was still awaited. The proposal was likely to go before the Cabinet in a day or two and something concrete might emerge soon.

27. The Committee desired to know the reasons for not pursuing it with the Cabinet, for getting clearance. The representative submitted as follows:

"From the date of 'In principle approval by the Cabinet, the first phase might take seven years' time. That is the rough estimate. But that is dependent on the kind of funding and availability of funds. It is not only that. There is the aspect of our negotiations with the foreign companies or indigenous companies coming together and deciding about it. It will be dependent on that. But we have been trying very hard to get the approval of the Cabinet. Very rightly also, the Cabinet has been asking for more and more information and justifications. It is quite natural that when a huge project of this kind is considered, a considerable amount of analysis is required so that we can come to a definite conclusion. So, we hope that when we go before the Cabinet tomorrow, we shall be able to get a favourable decision of going in for a detailed project report, for firming up the cost and then also deciding on the parameters on which they have to be done. The scope of the project would be hopefully decided tomorrow."

28. When asked that the metro rail in Calcutta was constructed by the Railway Ministry and why this project for Delhi was not taken up by them, the representative stated that the Cabinet decided in 1988 that the subject of Metro Rail for Metropolitan cities should be dealt with by the Ministry of Urban Development.

29. The Committee enquired about the likely time of starting the work of the project in case they get Cabinet's approval. The representatives submitted that first of all a detailed project report is to be prepared and global tenders would be invited from the countries. A high power Committee would be constituted.

30. The Committee thereafter enquires about the extension of Metro Rail from Tollyganj to Garia and if any study had been conducted by RITES at the instance of the Ministry of Railways. The representative submitted that the West Bengal Government had already asked RITES to carry out the study. In such cases approval of the Union of India is not necessary. Moreover neither the State Government nor the local body of West Bengal had requested the Ministry of Railways to carry out the study.

31. The Committee desired to know the details of introducing the internal city railway system in other metropolitan cities. The representatives submitted that Hyderabad and Madras are the cities where a study had been conducted at the instance of the respective State Governments.

32. The Committee desired to know the details of the hurdles for constructing circular Railway in Calcutta and whether estimates had been prepared for completing it. The Representative submitted as follows:

"After prolonged discussions, when we found that it is not possible to go on a surface system, a decision was taken to prepare project report for an elevated system. The survey for this purpose is going on and as soon as the project report is received, we would approach the Planning Commission for its approval. We have accepted the elevated alignment in principle. The detailed project report with the estimate is likely to come and then we shall approach the Planning Commission for its inclusion. The cost may go up to Rs. 50 crore from the present estimates of Rs. 5 crore of Surface alignment."

33. On September 15, 1994 the Ministry of Urban Development *Vide* their O.M. No. H-11016/37/92-UD-II dated September 15, 1994 submitted that the Cabinet had give its approval to the MRTS Project on July 19, 1994. The salient features of the MRTS Project as approved by the Cabinet are given in Annexure-III.

34. The Committee observed that the Ministry of Urban Development have not given full details of the project when this question was raised in the Lok Sabha on November 26, 1992. Instead of replying each part of the question, the Ministry tried to mingle up the subject matters of MRTS for Delhi. The Ministry have also not mentioned in the reply the year in which the survey was ordered by Delhi Administration and completed by M/s Rail India Technical and Economic Services Limited (RITES).

35. The Committee also observe that the perspective scheme of Mass Rapid Transport System (MRTS) was introduced as early as in 1974. But even after a gap of 20 years nothing concrete has come up so far. The Ministry of Railways had undertaken some survey work of the project in 1974, but could not give any proper shape to the project and the project was allowed to be lingered on year after year. The project, however, was passed on to the Ministry of Urban Development in 1986. Both these nodal Ministries remained busy only in discussions at various levels namely the Ministerial level, at Secretaries levels, Group of Ministers and Cabinet level and thus delayed the implementation of the assurance.

The Committee are therefore, unhappy with the lackadaisical approach of the Ministry for finalising the whole project of MRTS resulting in increasing the cost of project from Rs. 5378 crores (at 1988-89 prices) to Rs. 7500 crores (at 1992 prices).

36. The Committee are constrained to observe that the Ministries became active and decided to approach the Cabinet again only on the receipt of notice form the Committee for their oral evidence on July 18, 1994 in order to know the status of the assurance. During the course of oral evidence it was informed that the Cabinet is meeting the next day *i.e.* on July 19, 1994 and the project is likely to be cleared by the Cabinet. The Committee are extremely unhappy to observe that the project remained pending for the last 20 years with the Union Government and has been moving from one Table to another.

37. The Committee observe that the Government have been unaware about the bare fact of increase in the population which ultimately lead to the increasing pressure of vehicles on the roads of Delhi. The Committee also observe that the pollution level in the Capital has been increasing since 1970 and is two to three times above the nominal pollution level as that of in the big cities of the world. In addition, there will be a tremendous pressure on the roads as nearly 8,000 buses are likely to be added by 2000 A.D.

38. The Committee are, however, happy to note that the Cabinet has accorded its approval to complete the project in two phases at a total cost of Rs. 7,500 crores. The first phase will cost Rs. 3401 crores and the second phase Rs. 4100 crores. The break-up of resources for the first phase is proposed to be Rs. 200 crores from the budgetary support from the Government of India and the Government of the National Capital Territory of Delhi; Rs. 112 crores by disposal of land by auction; Rs. 1183 crores from property development; Rs. 800 crores from the special taxes levied on the citizens of Delhi; and Rs. 1106 crores would be from loan accounts.

39. The Committee deprecate the idea of the Ministry of Urban Development to get the assurance dropped on unreasonable grounds that as the Ministry of Urban Development has to depend upon information/decisions taken by the other Ministries/Authorities connected with the project hence no time frame can possibly be set or indicated as to when the project is likely to take off.

40. The Committee are well aware about the magnitude of the work involved in the project as it is to cover 19 kilometres of underground service, 31 kilometers of rail corridors and 17.5 kilometres of dedicated bus service, and hope that the Ministry of Urban Development will take the observations of the Committee seriously and put in their best efforts to accomplish the job within the stipulated period of 2001 A.D. The Committee also reiterate that the Ministry of Railways should come forward and assist the Ministry of Urban Development to make the project a success by utilising the existing ring railway services in a business like manner. The Committee wish that the Ministries concerned *i.e.* Ministries of Railways, Urban Development, Surface Transport, Planning, Finance and the Government of National Capital Region of Delhi should put their joint and concerted efforts to expedite the project at the earliest possible. The Committee also emphasise for better and faster ring service for Delhi in addition to the project in question.

41. The Committee desire that for implementation of the assurance the Ministry of Urban Development should complete all formalities relating to this project within the shortest possible time, seek extension of time from this Committee every three months and furnish to the Committee the progress made in accomplishing the project.

NEW DELHI;  
September 20, 1994

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Bhadra 29, 1916 (Saka)

BASUDEB ACHARIA,  
Chairman,  
Committee on Government Assurances.



## APPENDIX I

(Vide Para 3 of the introduction)

### MINUTES OF THE EIGHTH SITTING OF THE COMMITTEE ON GOVERNMENT ASSURANCES HELD IN ROOM NO. 53, PARLIAMENT HOUSE

The Committee met on Friday, July 16, 1993 from 15.00 hours to 15.45 hours.

#### PRESENT

- Dr. Laxminarain Pandey — *Chairman*
2. Shri B. Devarajan
  3. Smt. Suroj Dubey
  4. Shri B. K. Gudadinni
  5. Shri Prabhu Dayal Katheria
  6. Shri Balin Kuli
  7. Shri Ajoy Mukhopadhyay
  8. Shri Surendera Pal Pathak
  9. Smt. Pratibha Devisingh Patil
  10. Shri Nawal Kisore Rai
  11. Shri Shri Chinmaya Nand Swami

#### SECRETARIAT

- Shri Murari Lal — *Director*  
Shri Joginder Singh — *Deputy Secretary*  
Shri D. L. Kapoor — *Under Secretary*

2. The Committee considered Memoranda Nos. 55, 56, 57, 58, 59 and 60.

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*Memorandum No. 58:* Request for dropping of the assurance given on November 26, 1992, in reply to Unstarred Question No. 461 regarding Metro Rail Service for Metropolitan cities.

The Committee considered the request of the Ministry of Urban Development received through the Ministry of Parliamentary Affairs *vide* their U.O. Note No. V/UD(2)USQ 461-LS/92 dated March 16, 1993 for the dropping of the assurance on the following grounds:—

The notice of the question was given by the M.P. in Hindi, related

to the introduction of metro rail in metropolitan cities. A part of the Answer read as 'M/s Rail India Technical and Economic Services Ltd. (RITES) in their Feasibility Report have recommended the introduction of Metro Rail on specific corridors in Delhi which is being pursued by the Government'. The last line of this reply in Hindi read as "*Jis per sarkar dwara vichar kiya ja raha hai*", which has been treated as an Assurance. In this regard it is stated that the introduction of metro rail in Delhi involves consultations and decisions of various Ministries and Governments in India and even foreign countries. The project, as envisaged, involves huge investment of the order of around Rs. 7,000 crores, for which the resources have to be raised from extra budgetary sources. This Ministry is only the Nodal authority and depends upon decisions to be taken by various Ministries and authorities. It will, therefore, be appreciated that no time frame can be set by the Ministry of Urban Development within which the project can take off".

The Committee did not agree with the above reasons advanced by the Government as the issue of underground metro rail on corridors in Delhi is the burning issue for all the inhabitants of the capital. The Committee decided to hear the views of the officials of the Ministries of Urban Development, Railways and all other Ministries connected with the subject matter.

The Committee considered the achievements of the study tour undertaken by the Committee during June 1993 to Bangalore, Goa and Trivandrum. The Committee felt happy that more than 50 percent assurances that were selected for examination during the study tour have been implemented by the Government. The Committee decided to maintain this practice and desired that members should participate actively in the study tour to make it still more effective.

The Committee decided to hold their next sitting on Tuesday, August 17, 1993 at 15.00 hours.

*The Committee then adjourned.*

## APPENDIX II

(Vide para 3 of the introduction)

(Tenth Sitting)

### MINUTES OF SITTING OF THE COMMITTEE ON GOVERNMENT ASSURANCES HELD ON JULY 18, 1994, IN COMMITTEE ROOM 'D' PARLIAMENT HOUSE ANNEXE, NEW DELHI

The Committee met on Monday, July 18, 1994 from 14.30 to 15.45 P.M.

PRESENT

Shri Basudeb Acharia — *Chairman*

MEMBERS

2. Shri P.P. Kaliaperumal
3. Shri Harpal Panwar
4. Shri Surendra Pal Pathak
5. Shri Nawal Kishore Rai
6. Shri Yoganand Saraswati
7. Shri Shibu Soren
8. Shri V.S. Vijayaraghvan

SECRETARIAT

Shri Murari Lal — *Joint Secretary*

Shri Joginder Singh — *Director*

Shri Ram Autar Ram — *Under Secretary*

Shri Madan Lal — *Assistant Director*

### REPRESENTATIVES OF THE MINISTRIES OF URBAN DEVELOPMENT AND RAILWAYS

*Ministry of Urban Development*

1. Dr. J.P. Singh — *Secretary*
2. Shri N.P. Singh — *Additional Secretary*

*Ministry of Railways*

3. Shri K.P. Singh — *Advisor*
4. Shri R.K. Sarkar — *Executive Director (MTP)*

2. The Committee took oral evidence of the representatives of the Ministries of Urban Development and Railways in connection with an assurance given on November 26, 1992 in reply to USQ 461 regarding Metro-Rail Service for metropolitan cities.

3. At the outset, the Chairman drew attention of the representatives to

Direction 58 of the Directions by the Speaker and explained to them that their evidence was liable to be published unless the representatives specifically desired that all or any part of the evidence given by them was to be treated as confidential. It was explained to the representatives that even though the evidence was desired to be confidential, such evidence was liable to be made available to the Members of Parliament.

4. The Committee in the first instance desired to know the progress made in the Metro Rail project for Delhi since the assurance has been given and the perspective planning that has been formulated at the Ministry level including the study conducted by M/s RITES (M/s Rail India Technical and Economic Service Limited). In reply the representative stated as follows:—

“M/s RITES was asked to undertake the study in 1989 and it submitted its report in July 1991... The Cabinet note was then prepared in the Ministry and since it was a project involving a cost of Rs. 8,000 Crore, the Note had to be prepared with utmost care. Under the business rules, the Note had to be circulated to many different Ministries and the Planning Commission. Then, the Ministries took their time in offering their comments and these comments had to be collected.

They had to be individually discussed with different Ministers. Thereafter it was during the early part of 1993 that we sent our initial note to the COS and that as the Secretary pointed out, actually the Cabinet Note had to be drafted and re-drafted again and again before it was submitted to the Cabinet Secretariat”.

5. Highlighting the importance of the project the Committee pointed out that this project was prepared longback for Delhi, but the Ministry of Urban Development had slept over it for two years. The representatives, thereon, submitted as follows:—

“The Ministry did not sleep over it. The matter was examined in the Ministry and then we put it up to the Cabinet. The Cabinet then directed that it should be examined by a Group of Ministers. The Group of Ministers examined it and they have given clearance in principle”.

6. The Committee desired to know the outcome of the Committee set up in August 1991 under the Chairmanship of Lt. Governor of Delhi. The representative clarified as follows:—

... this is a kind of standing Committee to direct. This is not a Committee which will submit a report. It has met several times. . .

“Broadly this Committee will look into the matters relating to

planning, preparation of detailed project report for seeking investment decisions, drawing of plans, project implementation and formulation of schemes for rehabilitation of residents, location of office establishments and modalities for effective implementation. We will submit a copy of this order dated August 7, 1991.

7. The representative further submitted as follows:—

“ . . . But this Committee has actually held only a few meetings. But the work is basically beign done between the Ministry of Urban Development and the Delhi Administration. It is brought to your kind notice that the feasibility study was commissioned by the Delhi Administration at a cost involving Rs. 2.5 crores. Out of this Rs. 2.5 crores, the Central Government have contributed only Rs. 1 crore. Basically under the present dispensation, the Ministry of Railways have taken the stand that intracity transportation is not within their charter and this will have to be looked after by the Ministry of Urban Development or by the State Governments concerned. The Delhi Administration has the primary onus. They commissioned the feasibility study. They have also provided for meeting the cost of the detaied project report in their Budget.

8. The Committee further enquired whether that Committee had suggested for a statutory authority to be constituted. The representatives replied in negative and further submitted as follows:—

“We on our own, are thinking of creating a suitable authority which will involve every Ministry concered and all the concerned officers of Delhi Administration. . . . In fact, the project has not even been sanctioned in principle. It is not easy to raise funds for a project like this. It will be difficult either for the Delhi Administration or for the Government of India to finance this project. Basically they have to raise resources from consortium of private financiers, institutions, and banks. A company is contemplated which will really raise the resources if the Cabinet so approves. So, we are going to the Cabinet for financial sanction in principle and modalities for implementing the project through a corporate kind of structure, like the Konkan Railway. So, actually it will take quite some time before anything comes on the ground because raising or making availability of resources for a project of this size is going to be a very-very difficult preposition.”

9. The Committee desired to know the reasons for approaching the Cabinet only in 1994. In clarification representative stated as mention below:—

“The Cabinet was not approached once. The Cabinet was approached a number of times. But there were occasions when, as I submitted earlier, the note was returned by the Cabinet more than once because they were not satisfied with the kind of financing package which provided for disposal of lands and property developed on the railway

station which will be built alongwith railway lines. A detailed project report will be prepared.

10. The Committee desired to have a copy of the note of the Ministry that was submitted to the Cabinet for the first time on December 24, 1992 and a copy of the report of RITES as well. The witness promised to furnish the same to the Committee and submitted as below in this regard alongwith the source of funding etc:—

“The Cabinet was approached for the first time on December 24, 1992. The note was circulated on January 12, 1993 by the Cabinet Secretariat. It was a detailed note based on the opinions of different Ministries. Then it was decided that the proposal may be considered informally by a group of Ministers and they might be apprised of the same. . . For the first phase, the estimated project cost is Rs. 3401 crore. This is based on 1992-93 prices and out of this, the budgetary support from the Government of India and the Government of the National Capital Territory of Delhi would be Rs. 200 crore. The disposal of land by way of auction to raise the resources would be Rs. 112 crores. Then property development would yield, about Rs. 1183 crore. Special tax, which will be levied on the citizens of Delhi will yield about Rs. 800 crores. The loans would be to the extent of Rs. 1106 crore, about one-third of the cost of the project. So, that was the position, when the revised estimate was made. . . . Approximately, the total project cost is Rs. 7500 crores. For the second phase, the estimated cost is about Rs. 4,100 crores.

11. The Committee enquired from the Ministry of Urban Development is whether the project for Delhi city is essential.

The representative affirmed that the project was essential for the National Capital Region of Delhi. The representative further explained to the Committee as follows:—

“Otherwise we are quite sure in our minds about it. Otherwise, we would not be going to the Cabinet. There is tremendous pressure on the existing road and rail networks for transportation of the intracity traffic. Second reason is that there are about 8,000 buses, which are plying on the roads of Delhi and our air pollution is substantially high, almost two to three times higher than that of most of the cities in the World.

We expect that the population in Delhi metropolitan area would increase from about 94 lakhs as of today, to about 112 lakhs by 2001 A.D. By deflecting 20 lakhs of population into the other towns, six priority towns which are situated in Delhi, the transportation needs would require substantial augmentation of buses. As a matter of fact, 8,000 more buses would be needed to carry the transportation of passengers coming to the main city centre. In case those 8,000 more buses come, then, Delhi would have tremendous pressure on the road

system. Pollution levels would also go up substantially high, almost two fold according to the estimates we have worked out. It has been said that if we introduce MRTS, then almost 40% vehicles would be taken off the road and thereby we will be able to contain the air pollution and noise pollution to Delhi to the same level as it is today.

12. The Committee enquired whether a perspective plan has been prepared in the Ministry. The representatives explained the following features of the perspective plan for the construction of underground rail service in Delhi city.

“We have prepared a perspective plan in the Ministry. The National Capital Region Board have carried out this study. They had commissioned some experts to indicate the kind of traffic problems which will be there and they have indicated that in case we do not have this metro system, then we will be in a considerably chaotic condition. So, they feel and we are convinced by the technical reports submitted by the National Capital Region Board that we should go in for an MRTS system for Delhi.

As explained the Delhi National Capital Territory Region would have almost about 132 to 137 lakhs population. A Task Force has already been constituted to go into the question of the population pressure in and around Delhi. If we are able to take away about 20 lakhs to 25 lakhs of population to the nearby areas like Faridabad, Panipat, Gurgaon, NOIDA, Ghaziabad and also to towns within the Delhi area including Kundli, Bahadurgarh, Dwaraka, Rohini and Narela, plus the Delhi urban region, then we will be able to manage the city system to some satisfactory level.

The idea, therefore, is that we should be able to construct not only the metro system, which means the underground plus dedicated bus services, but, we should also be able to have surface lines integrated into the long railway network systems for suburban transportation, by which people come to Delhi, transact their business and go back. It was suggested that the three cities like, Narela, Rohini and Dwaraka, which are expected to accommodate about some 15 to 17 lakhs of population, should be properly connected to the main city centres. All these areas are not so well serviced by suburban transportation.

The second concept is that we should have the ring rail system in Delhi properly geared up to offer frequency of services, which will take care of transport needs of the public going around Delhi.

The third concept is that we should be dedicated bus services from Najafgarh upto Patel Nagar. This is the Plan. The MRTS of Delhi includes, in the first phase 19 kilometres of underground railways and about 31 kilometres of rail corridors.

Then we will be able to look after the transportation facilities of the

people. We feel that it is necessary to have these things within the transport system of Delhi.

14. The Committee desired to know about the co-ordination system between the Ministry of Urban Development & Railways for the Mass Rapid Transport System for Delhi. The representative replied that the Ministry of Urban Development have had constant dialogue with the concerned Head of the Department dealing with this project in the Ministry of Railways. A number of sittings had taken place so far between these two Ministries and the issue had been discussed at length.

15. The Committee enquired from the representative of the Ministry of Railways about the role of the Ministry to complete this project like the Metro of Calcutta under the direct management of the Indian Railways. In reply, the representative submitted as follows:—

“Our participation in this project was right from the beginning of 70s. There was a MTP Organisation in Delhi which had done the original survey in 1974. The subject was transferred to the Urban Development Ministry as nodal Ministry in 1986 while role is for technical planning. As and when assistance has been called for we are providing the same. In 1989 railways had taken the permission of the Cabinet to form a company for Metro is to be set up and registered. It has to be operated only after decision for investment on Metro Railways is taken by the Cabinet. As such the Ministry of Railways are competent to take up any job. We have the experience of elevated and underground metro construction in Madras and Calcutta respectively. As regards mode of operation in Delhi we have no objection in principle if it is run under a separate company. We have given our opinion in the meeting of Group of Ministers that wherever the track has to be laid close to the existing railway track, the construction and the operation will have to be done by the railways. This is because the availability of land in Delhi is very short and two additional streams of traffic *viz.*, the long distance passengers and freight and suburban will also expand in future. In this way there will be optimum utilisation of the land and the Railway lines.

16. The Committee pointed out to the representatives that circular railway was introduced in Delhi six or seven years before but it could not be made popular due to some inbuilt deficiencies and enquired whether there was a proposal to set up a Corporation. The representative from the Ministry of Railways submitted as follows:—

“Regarding the success of ring railway, I recall the survey conducted by the Metropolitan Authority at that time wherein two reports are published from 1975 to 1978. Of those two reports, one in MRTS report which is being pursued while the others is of suburban Railways.

Both were complementary to each other. The basic point in the



reports was when a person comes from outside, his destination is somewhere in the central area of business. He has to get off-loaded to the closest place on the ring and takes underground system to go to the central place. Only construction of ring, without underground and suburban connections does not provide facility for the commuters coming from outside. Delhi people did not find ring Railways convenient because the connection of buses was not there. Basically, the project as envisaged was a complete project comprising of spurs ring and underground while execution was only of the ring. This was a technical flaw. . . . The proposal is to have a Empowered Committee at the level of the Cabinet Secretary where the Chairman, Railway Board, will be a Member. The future of this Corporation to be known only after the Empowered Committee's recommendations are accepted by the Government. I do not think the Railways are to be given any role in the Corporation.

17. The representative further submitted that the circular railway was a part of this scheme.

18. The discussions were held with the Foreign Companies, having vast experience in the field. It was given to understand that there had been no definite commitment regarding technical parameters and the funding package had to be decided.

19. The representative further submitted that the clearance from the Cabinet was still awaited. The proposal was likely to go before the Cabinet in a day or two and it is hoped that something concrete might emerge soon.

20. The Committee desired to know the reasons for not pursuing it with the Cabinet, for getting clearance. The representative submitted as follows:—

“From the date of ‘In principle’ approval by the Cabinet, the first phase might take seven years’ time. That is the rough estimate. But that is dependent on the kind of funding and availability of funds. It is not only that. There is the aspect of our negotiations with the foreign companies or indigenous companies coming together and deciding about it. It will be dependent on that. But we have been trying very hard to get the approval of the Cabinet. Very rightly also, the Cabinet has been asking for more and more information and justifications. It is quite natural that when a huge project of this kind is considered, a considerable amount of analysis is required so that we can come to a definite conclusion. So, we hope that when we go before the Cabinet tomorrow, we shall be able to get a favourable decision of going in for a detailed project report, for firming up the cost and then also deciding on the parameters on which they have to be done. The scope of the project would be hopefully decided tomorrow.

21. The Committee pointed out that the Metro Rail in Calcutta was

constructed by the Railway Ministry, why this project for Delhi was not taken up by them. The representative stated that in 1988 the Cabinet decided that the subject of Metro Rail for metropolitan cities should be dealt with by the Ministry of Urban Development.

22. The Committee enquired about the likely time of starting the work of the project in case they get Cabinet's approval. The representatives submitted that first of all a detailed project report is to be prepared and global tenders would be invited from the countries. A high power Committee would be constituted.

23. The Committee thereafter enquired about the extension of Metro Rail from Tollyganj to Garia and if any study had been conducted by RITES at the instance of the Ministry of Railway. The representative submitted that the West Bengal Government had already asked RITES to carry out the study. In such cases approval of the Union of India is not necessary. Moreover neither the State Government nor the local body of West Bengal had requested the Ministry of Railways to carry out the study.

24. The Committee desired to know the details of introducing the internal city railway system in other metropolitan cities. The representatives submitted that Hyderabad and Madras are the cities where a study had been conducted at the instance of the respective State Governments.

25. The Committee desired to know the details of the hurdles for constructing circular Railway in Calcutta and whether estimates had been prepared for completing it.

The representative submitted as below:

"After prolonged discussions, when we found that it is not possible to go on a surface system, a decision was taken to prepare project report for an elevated system. The survey for this purpose is going on and as soon as the project report is received, we would approach the Planning Commission for its approval. We have accepted the elevated alignment in principle. The detailed project report with the estimate is likely to come and then we shall approach the Planning Commission for its inclusion. The cost may go up to Rs. 50 crores from the present estimate of Rs. 5 crore of Surface alignment."

26. The witnesses then withdrew.

## APPENDIX III

### (Thirteenth Sitting)

#### MINUTES OF THE SITTING OF THE COMMITTEE ON GOVERNMENT ASSURANCES HELD ON SEPTEMBER 20, 1994 IN COMMITTEE ROOM '50' PARLIAMENT HOUSE NEW DELHI.

The Committee met on Tuesday, September 20, 1994 from 15.00 hours to 15.45 hours.

#### PRESENT

Shri Basudeb Acharia — *Chairman*

#### MEMBERS

2. Shri P.P. Kaliaperumal
3. Maj. D.D. Khanoria
4. SHRI harpal Panwar
5. Shri Surendra Pal Pathak
6. Shrimati Suryaknta Patil
7. Shri Nawal Kishore Rai
8. Shri Yoganand Saraswati
9. Shri V.S. Vijayaraghavan

#### SECRETARIAT

Shri Joginder Singh — *Director*  
Shri Madan Lal — *Assistant Director*

2. The Committee considered and adopted their draft Twenty-Fourth Report. The Committee authorised the Chairman to present the Report during the ensuing winter session of Parliament.

3. The Committee took up Memoranda Nos. 99 and 101 for consideration of the Committee.

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7. In view of the rescheduling of Indian Airlines flights w.c.f. 16.9.1994 from Calcutta and Port Blair, the Committee considered and approved the revised detailed tour programme of the Committee. The concerned organisations/agencies may accordingly be informed about the revised/rescheduled programme for their on the spot study tour to Calcutta, Port Blair and Madras w.e.f. October 4 to October 11, 1994.

8. The Committee then adjourned.

(Vide para 9 of the report)

**DELHI MASS RAPID TRANSIT SYSTEM**

M/s Rail India Technical and Economic Services Ltd., (RITES) prepared a feasibility study for Delhi MRTS at the instance of Delhi Administration. The study was awarded in 1988-89 at a total cost of Rs. 2.5 crores approximately. The Ministry of Urban development paid about Rs. 1 crore for Government of India's share. The final report was submitted in November, 1991.

**2. Recommendation of the Study**

The RITES study recommended the introduction of an Integrated Multi-Model Rapid Transport System in Delhi. The recommended network consists of the following:

- (i) *Two underground* metro corridors in the East-west and North-south directions totalling 27 kms.
- (ii) *Surface Rail* corridors of 140 kms, mostly alongside the existing network within Delhi State.
- (iii) *A Dedicated Busway* of 17.5 kms. along Najafgarh Road.

**3. Phasing of the Project**

The project has been recommended to be introduced in two phases. The first phase consists of (i) Underground Railway-19Kms (ii) Surface Railway-31 kms, and (iii) Dedicated Busway-17.5 Kms.

**4. Capital Cost Estimate (1992-93)**

The initial cost recommended in the feasibility study was Rs. 5,378 crores at 1988-89 prices. Due to price escalation, the cost of the project has gone up to Rs. 7,469 crores at 1992-93 prices. The break-up is given as follows:-

Sl. No.	Items	(Rs. in crores)	
		Cost at 1992-93 prices Ist Phase	Full System
1.	Land	245	832
2.	Civil Engg.	1601	3176
3.	Electricals, S&T	607	1389
4.	Rolling Stock	526	1331
5.	Project Management	422	741
		3401	7469

**5. Financing of the project**

In view of the huge cost of the project, it would not be possible for the

Delhi Administration or the Government of India to fund the project through budgetary means. Accordingly, the project will have to be financed through bilateral/multilateral assistance, loans, dedicated taxes, levies, property development, etc.,

#### 6. Implementation

The first phase has been recommended to be completed by 2001 AD while the full system is proposed in the RITES study to be completed by 2011 A.D.

#### 7. Action taken by Ministry of Urban Development

*Constitution of a High Power Committee under the Chairmanship of Lieutenant Governor, Delhi:* This Committee was constituted by this Ministry in August, 1991 with representatives from this Ministry, Railways, Surface Transport, Home Affairs, Environment & Forests, Telecommunications, Finance and Delhi Administration. The Committee was entrusted with responsibility of preparing the final blue print on the statutory authority to be created for implementing the MRTS and the requisite legislation to be prepared covering financial, managerial and administrative mandate of execution, operation and maintenance of MRTS.

With a view to harnessing the international resources & expertise for financing of the project, this Ministry, in coordination with RITES, organised a presentation in December, 1991 in which the representatives of various leading international agencies from different countries took part. As a result of this, SGTE, a French Company, engaged in Urban Transport projects took some initial interest in this project for turnkey implementation, the SGTE did not show their willingness to take up this project on a Build-Own-Operate (BOT) basis. Our Ambassador in Paris also informed that the French would be interested in the project on turnkey rather than BOT basis. The Government of India, however, is not interested to give to project on turnkey basis.

This Ministry approached the Union Cabinet on 13.1.94 for an 'in Principle' approval of the project. The Cabinet desired that the details about the Delhi MRTS Project, including financing/loan needs/implementation etc., may be presented to a Group of Ministers. Accordingly, a presentation was made before the group of Ministers comprising of Ministers of Urban Development, Railways, Commerce, Surface Transport and Environment & Forest.

The Union Cabinet was again approached on 23.5.94 for 'in-Principle' approval of the Delhi MRTS Project, after including the recommendations of the group of Ministers. It was then desired to make a detailed presentation before the Prime Minister/Cabinet through NCR Planning Board regarding plans for decongesting Delhi at a suitable date. The date and time for this purpose is awaited from the Cabinet Sectt.,

It may be mentioned here that Ministry of Urban Development has answered various Questions on this subject after 26.11.92 when the position of the project was planned in detail. Copies of answers to the Lok Sabha Question on 28.7.93, 8.12.93 and 6.4.94 are enclosed for ready reference.

In view of the huge financial implications and several problems connected with acquisition of land for the MRTS Network etc, it is not possible to indicate any time-frame for starting or completion of this project.

**RAJYA SABHA**

**UNSTARRED QUESTION NO. 6150**

**TO BE ANSWERED ON MAY 6, 1994 METRO RAIL LINE IN DELHI**

**No. 6150 SHRI RAMNATH KOVIND:**

Will the Minister of **URBAN DEVELOPMENT** be pleased to state:

(a) whether the railways have any proposal for Metro railway line in Delhi;

(b) if so, what are the details thereof;

(c) what would be the expected time and schedule of its implementation; and

(d) what would be the cost of the system?

**ANSWER**

**THE MINISTER OF STATE FOR URBAN DEVELOPMENT (SHRI P.K. THUNGON):** (a), (b), (c), & (d) The Feasibility Study was carried out by M/s Rail India Technical & Economic Services Ltd. (RITES) in 1990-91 recommended:-

- (i) Underground Metro Corridors in East-West direction (Patel Nagar to Tilak Bridge-12 kms) and the North-South corridor (Delhi University to Sewa Nagar-15 kms).
- (ii) Surface Rail Corridors of 140 kms mostly along side the existing network within Delhi.
- (iii) A dedicated busway of 17.5 kms along Nazafgarh Road.

The total system has been recommended to be introduced in two phase. Total estimated cost of the project is Rs. 7500 crores at 1992-93 prices.

The total estimated period for completion of the project is 20 years. Keeping in view the huge cost of the project it has not been possible to provide funds from the budgetary sources. Alternative sources of financing the project have, therefore, to be tied up before the investments decisions are taken. It is, therefore premature to comment upon the time & schedule of implementation for the project.

**LOK SABHA**

**UNSTARRED QUESTION NO. 872**

**TO BE ANSWERED ON THE 8TH DECEMBER, 1993**

**PLAN FOR RAIL AND ROAD NETWORK**

**872. SHRI SHANTARAM POTDUKHE:**

Will the Minister of **URBAN DEVELOPMENT** be pleased to state:

(a) whether there is any strategic plan regarding rail and road network in the Capital;

(b) if so, the details thereof;

(c) if not, whether there are alternative arrangements made by the Government to prevent city's traffic coming to a grinding halt due to congestion caused by the growth of personalised vehicles;

(d) whether the Government have received any proposals suggesting electrification of the radials upto the National Capital Region peripheral counter magnets as an interim strategy; and

(e) if so, the action taken by the Government thereon?

**ANSWER**

**THE MINISTER OF STATE FOR URBAN DEVELOPMENT (SHRI P.K. THUNGON):** (a) to (c): With a view to reduce traffic congestion and to reduce the use of personalised vehicles in Delhi, a feasibility study was got conducted from M/s Rail India Technical and Economic Services Limited (RITES). The study recommended introduction of a Mass Rapid System (including Metro Railway) on a distance of 184.5 Kms in Delhi. The total cost of the project as per 1992-93 prices in Rs. 7500 crores (Approx.). In view of the huge investments involved, it is not possible to provide budgetary support for the project. Alternative sources for financing the project have to be tied-up before investment decisions are taken.

(d) & (e): The National Capital Region Planning Board proposed additional pair of lines with electrification between Murad Nagar-Meerut, Delhi-Khurja and Delhi-Palwal and also electrification of Ghaziabad-Meerut railroads. However, provision of additional pair of lines on above routes has not been included in the VIII Plan Programme of Ministry of Railways. The Ministry of Railways are of the view that the electrification of Ghaziabad-Meerut section will be useful only if the electrification is extended upto Saharanpur.

**LOK SABHA**

**UNSTARRED QUESTION NO. 496  
TO BE ANSWERED ON 28TH JULY, 1993**

**METRO RAIL FACILITIES IN DELHI**

**No. 496. SHRI NARAIN SINGH CHAUDHARY:**

**SHRI VILAS MUTTEMWAR:**

**SHRI RAJENDRA KUMAR SHARMA:**

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government have abandoned the idea of providing Metro Rail facilities to Delhi;

(b) if so, the reasons therefor;

(c) if not, the details of progress made so far in this regard;

(d) the time by which this project is likely to be completed;

(e) whether in view of the rapid increase in the population of Delhi, the Government propose to extend this facility to the satellite towns of Delhi also;

(f) if so, the estimated cost of this project and the share of the expenditure incurred by the respective States; and

(g) the names of places that are likely to be linked by this project?

**ANSWER**

**THE MINISTER OF STATE FOR URBAN DEVELOPMENT (SHRI P.K. THUNGON)** (a) to (d) Keeping in view the growing traffic situation in Delhi, a feasibility study was got conducted from M/s Rail India Technical & Economic Services Ltd. (RITES) who recommended the introduction of a Mass Rapid Transit System (including Metro Rail) on a distance of 184.5 kms. in Delhi. The total cost of the project as per 1992-93 prices is Rs. 7500 crores approx. In view of the huge investment involved it is not possible to indicate the time schedule at this stage for the completion of the project.



**(Vide Para 10 of the report)**

### **MASS RAIL SERVICES FOR METROPOLITAN CITIES**

Railways have undertaken construction of a mega project, *i.e.* Metro Railway, Calcutta (16.45 km.), at an estimated cost of Rs. 1536 crores. 9.8 km. length out of 16.45 km. have already been completed and commissioned for traffic by 1986. Work on the remaining length is in progress and is expected to be completed by 1995. Presently, commercial services are run only between Esplanade and Tollyganj Section (7.64 km.).

2. Consequent upon the change effected in the Government of India (Allocation of Business) Rules, 1961, the subject "Urban Transport" is now with the Ministry of Urban development. Processing for approval of the proposals relating to urban transport system, including Metro Railways, received from the State Governments and arranging Central assistance for them, have thus, become the responsibility of the Ministry of Urban Development. Railway's role is now limited to provision of assistance for technical planning for such systems. Even extension of the existing Mass Rapid Transit Systems has come under the purview of Ministry of Urban Development.

3. Ministry of Railways have not taken up any Metro Mass Transit System since 1986, *i.e.* after change in the Allocation of Business Rules.

4. The proposal for provision of MRTS for Delhi and also extension of the existing Metro Railway in Calcutta from Tollyganj to Garia, is dealt with by the Ministry of Urban Development. The present position of these two cases may, therefore, be obtained from them.

**(Vide Para 33 of the Report)  
No. H-11016/37/92-UD. II  
Government of India  
Ministry of Urban Development**

**Nirman Bhawan,  
New Delhi the 15th Sept., 1994**

**OFFICE MEMORANDUM**

**Subject : Delhi Mass Rapid Transit System.**

The undersigned is directed to refer to Lok Sabha Secretariat, O.M. No 12/6/1/94-Q (CGA) dated 9th Sept., 1994 regarding the latest position of the Delhi MRTS Project, Accordingly, a Status Note alongwith copy of Map for Delhi MRTS (Phase-I and II) is enclosed herewith for necessary action.

This issues with the approval of Additional Secretary (NPS).

**Sd/-  
(TARSEM LAL)  
Director (LSG)  
Ph. No. 3017252**

**Shri Madan Lal  
Assistant Director,  
Lok Sabha Secretariat,  
Parliament House,  
NEW DELHI.**

**MINISTRY OF URBAN DEVELOPMENT  
DELHI MASS RAPID TRANSIT SYSTEM**

To tackle the growing problem of urban transport in Delhi, the erstwhile Delhi Administration and Ministry of Urban Development got a feasibility study carried out from M/s Rail India Technical & Economic Services Limited (RITES) during 1989-90, RITES submitted their final report in 1991.

**2. Recommendation of the Study**

The RITES study recommended the introduction of an Integrated Multi-Modal Rapid Transport System in Delhi. The recommended network consists of the following:

- (i) Two underground metro corridors in the East-West and North-South directions totalling 27 kms.
- (ii) Surface Rail corridors of 140 kms, mostly alongside the existing network within Delhi State.
- (iii) A Dedicated Busway of 17.5 kms. along Najafgarh Road.

### 3. Phasing of the Project

The project has been recommended to be implemented in two phases. The first phase consists of (i) Underground Railway—19 Kms. (ii) Surface Railway—31 Kms. and (iii) Dedicated Busway—17.5 Kms. The rest of the components come in the second phase.

### 4. Capital Cost Estimate (1992-93)

The initial cost recommended in the feasibility study was Rs. 5,378 at 1988-89 prices. Due to price escalation, the cost of the project has gone up to Rs. 7,469 crores at 1992-93 prices. The break-up is as follows:

(Rs. in crores)

Sl. No.	Items	Cost at 1992-93 prices	
		Ist Phase	Full System
1.	Land	245	832
2.	Civil Engg.	1601	3176
3.	Electricals, S&T	607	1389
4.	Rolling Stock	526	1331
5.	Project Management	422	741
<b>TOTAL</b>		<b>3401</b>	<b>7469</b>

### 5. Financing of the Project

In view of the huge cost of the project, it may not be possible for the Delhi Administration or the Government of India to fund the project through budgetary means alone. Accordingly, the project may need to be financed through bilateral/multilateral assistance, loans, dedicated taxes, levies, property development, etc. The sources of financing the project are being explored and it may take at least one year before the sources can be firmed up, with approval of the Cabinet to the detailed project report, which is being prepared by RITES and is expected to be ready by about June, 1995.

### 6. Implementation

The first phase has been recommended to be completed in ten years while the full system is proposed in the RITES study to be completed in about twenty years time.

### 7. Action Taken by Ministry of Urban Development

The Ministry of Urban Development approached the Union Cabinet on 13.1.1994 and again on 23.5.1994 for its in-principle approval to the Delhi MRTS project. The proposal was approved by the Cabinet in its meeting held on 19.7.1994. The proposals approved by the Cabinet have been

conveyed to the Government of NCT of Delhi. Keeping in view the decision of the Cabinet, this Ministry has requested the Cabinet Secretariat to set up a "Group of Ministers" under the Chairmanship of the Prime Minister (or any other senior Cabinet Minister) with other concerned Union Ministers and Deputy Chairman, Planning Commission and Chief Minister of National Capital Territory—Delhi as members. This Ministry has also requested the Cabinet Secretariat to set up an "Empowered Committee" under the Chairmanship of the Cabinet Secretary, with Secretaries of concerned Ministries and the Chief Secretary, Government of N.C.T. of Delhi and a representative from Prime Ministers Office as members.

8. Further action would arise essentially only after receipt of the DPR from RITES during June, 1995.

9. A map indicating the alignments of the proposed Delhi MRTS Project is enclosed (not enclosed, and kept in the record).