

**GOVERNMENT OF INDIA  
URBAN DEVELOPMENT  
LOK SABHA**

UNSTARRED QUESTION NO:3287  
ANSWERED ON:23.08.2011  
EXPANSION OF METRO RAIL NO.  
Singh Shri Jagada Nand

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

- (a) whether the network of metro rail is expanding very speedily in Delhi and other metro cities;
- (b) if so, whether the coaches and other equipment for these metro rails are still being imported from other countries;
- (c) if so, the details thereof and the reasons for failure in becoming self-reliant in production of these bogies and engines;
- (d) the details of imports made during each of the last three years and the amount incurred thereon; and
- (e) the steps being taken by the Government to become self-reliant in indigenous production of goods?

**Answer**

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT(SHRI SAUGATA ROY)

(a): Yes, Madam.

(b)&(c): The tenders for coaches, signaling and telecom etc. are normally global tenders. Tenders are awarded to lowest eligible bidder which might not be an Indian company.

Delhi Metro Rail Corporation (DMRC) Ltd. have reported that they had imported 40 coaches for Delhi MRTS Phase II. Metro coaches, for DMRC Phase II project, are now not being imported and are being supplied from plants within India.

Bangalore Metro Rail Corporation Ltd. (BMRCL) have reported that they have entered into a contract with BRMM Consortium consisting of M/s Bharat Earth Movers Ltd. (BEML), India, M/s Hyundai Rotem, South Korea, M/s Mitsubishi Electric Company, Japan and M/s Mitsubishi Corporation, Japan with M/s BEML as the Consortium leader and M/s Hyundai Rotem as the Technical leader, for coaches. Out of the total supply of 150 coaches for Bangalore Metro Phase I, 15 coaches are manufactured at M/s Hyundai Rotem Works in South Africa and the rest are being assembled/manufactured at M/s BEML.

Chennai Metro Rail Ltd. (CMRL) have reported that they have awarded contracts for various equipments except lifts and air-conditioning of underground stations to Consortia of international company with Indian firms. Thus, part quantity of the coaches and critical equipments for signaling, telecom, platform screen doors, tracks, automatic fare collection, overhead equipments and Supervisory Control And Data Acquisition (SCADA) are being imported by these contractors. As far as rolling stock is concerned, CMRL's contractor has planned to import only nine trains and the rest is proposed to be manufactured in India.

Mumbai Metropolitan Region Development Authority (MMRDA) have reported that Mumbai Metro One Pvt. Ltd. (MMOPL), the Concessionaire, has planned to import 64 coaches for Line-1, Rails, Telecom, Automatic Fare Collection (AFC), etc.

While the country is becoming self-reliant in production of bogies and engines, reason cited by some of the Metro Rail Authorities for failure is lack of state-of-the art technology.

(d): The details of coaches imported by various Metro Rail authorities during the last three years and the amount incurred thereon, as reported, are as under :-

S. No.	Name of the Metro Rail Authority	No. of coaches imported	Amount Incurred (Rs. in crore)
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1.	DMRC	40	291.50
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2.	BMRCL	15	147.50
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(e): Since Metro coaches involve State-of-the art technology, electrical and electronic part, setting up of a Centre of Excellence for research and development is envisaged.