

**GOVERNMENT OF INDIA  
URBAN DEVELOPMENT  
LOK SABHA**

STARRED QUESTION NO:441  
ANSWERED ON:08.05.2012  
OPERATION OF DELHI METRO  
Chowdhury Shri Adhir Ranjan

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

- (a) the ongoing projects of the Delhi Metro and the details of its proposed expansion plans for the future;
- (b) the number of instances where commuters were inconvenienced due to major technical snags during operation of the Delhi Metro in the recent past;
- (c) the time taken in rectification of the said snags; and
- (d) the action being taken to check recurrence of such incidents in future?

**Answer**

THE MINISTER OF URBAN DEVELOPMENT (SHRI KAMAL NATH)

(a) to (d): A Statement is laid on the Table of the Sabha.

STATEMENT

STATEMENT REFERRED TO IN REPLY TO THE LOK SABHA STARRED QUESTION NO.441 FOR 08.05.2012 REGARDING OPERATION OF DELHI METRO.

(a): The ongoing projects of the Delhi Metro are as follows:-

(i) Delhi MRTS Phase-III project of length of 103.05 km. with the following corridors:-

Sl. No.	Route name	Underground (km)	Elevated/ At Grade (km)	Total (km)	No. of stations
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1	Mukundpur to Yamuna Vihar	14.386	41.311	55.697	35
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2	Janakpuri West to Kalindikunj	17.288	16.206	33.494	22
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3	Central Secretariat to Kashmere Gate	9.370	0.000	9.37	7
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4	Jahangirpuri to Badli Corridor	0.000	4.489	4.489	3
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Total	41.044	62.006	103.050	67
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(ii) Extension of Delhi Metro from Badarpur to YMCA Chowk, Faridabad of length of 13.875 km.

The details of its expansion plans are as under:-

- (i) Extension of Mundka line to Bahadurgarh – 11.181 kms.
- (ii) Metro connectivity from Dwarka to Najafgarh – 5.50 kms.
- (iii) Extension of metro line from Yamuna Vihar to Shiv Vihar – 2.717 kms.

Delhi Metro Rail Corporation Ltd. (DMRC) has also identified the following eight routes totalling to a length of 115.94 km. for implementation in Delhi MRTS Phase-IV:

- i. Yamuna Bank – Loni Border
- ii. Rithala – Bawana
- iii. Janakpuri West – Mukundpur
- iv. Kirti Nagar – Dwarka Sector 28
- v. Badarpur – Delhi Aerocity
- vi. Lajpat Nagar – Madangir
- vii. Azadpur – R.K. Ashram
- viii. Mukundpur – Yamuna Vihar – Dilshad Garden

Govt. of National Capital Territory of Delhi (GNCTD) has conveyed in-principle approval for starting survey of the above corridors in Phase-IV for preparation of the Detailed Project Report (DPR).

(b): DMRC has informed that there have been 5 (five) instances when commuters were inconvenienced due to major technical snags during operation of the Delhi Metro during the last three months (January 2012 to March 2012).

(c): The time taken in rectification of the said snag is given below:

S.No.	Date	Type of failure	Time taken in rectification	No. of Trips cancelled	No. of Trips Planned	Percentage of Trip cancellation
1	11.01.12	Permanent Way (track)	03 hrs 31 min 12	2686	0.446	
2	21.02.12	Signalling	04 hrs 02 min 10	2678	0.373	
3	29.03.12		09 hrs 07 min 20	2678	0.747	
4	05.01.12	Rolling Stock	00 hrs 30 min 11	2686	0.409	
5	01.01.12	Over Head Electrification (OHE)	02 hrs 30 min 18	2261	0.796	

(d) In all the above mentioned instances, train services were maintained on the line albeit at restricted speed in particular affected sections only, except in case of OHE and track failures, where trains were operated in both the directions by using the single line available. Feeder bus services/special services from Delhi Transport Corporation (DTC) are operated when disruptions occur on both the lines.

The OHE failure was due to extraneous factors like entanglement of stray objects like cloth/paper with overhead traction wires. These external factors are hard to be controlled. In this type of situation, staff is sent immediately on line for patrolling and to attend to the fault at the earliest. To avoid track failure, regular track patrolling, inspections and ultrasonic testing of rails & welds are carried out. Rolling Stock related failures have been addressed by the DMRC by suitable modification of the door circuit to make it more reliable and by counselling the Train Operators for proper handling of emergency push button. Necessary preventive and corrective procedures have been put in place to avoid signalling failures.