

**GOVERNMENT OF INDIA
URBAN DEVELOPMENT
LOK SABHA**

STARRED QUESTION NO:502

ANSWERED ON:13.08.2014

METRO RAIL PROJECTS

Dhotre Shri Sanjay Shamrao;Mahtab Shri Bhartruhari

Will the Minister of URBAN DEVELOPMENT be pleased to state:

- (a) whether various State Governments are in the process of planning/executing Metro Rail Projects and if so, the details thereof, along with the status of such projects;
- (b) whether the Union Government provides financial/technical assistance for these projects and if so, the details thereof;
- (c) whether the Delhi Metro has been suffering technical snags regularly and if so, the number of times technical snags and other causes reported during the last one year;
- (d) whether any assessment has been made in regard to the nature of technical problems causing halts/delays; and
- (e) if so, the details thereof and the remedial measures taken in this regard?

Answer

THE MINISTER OF URBAN DEVELOPMENT (SHRI M. VENKAIAH NAIDU)

(a) to (e): A statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO THE LOK SABHA STARRED QUESTION NO.502 FOR 13.08.2014 REGARDING METRO RAIL PROJECTS.

(a): The details of the Metro Rail Projects being executed / planned by the various State Governments are given at Annexure.

(b): Yes, Madam. As per National Urban Transport Policy (NUTP), 2006, Central Government supports Mass Rapid Transport Systems (MRTS) projects including Metro Rail projects by way of Equity participation / Grant / Subordinate Debt subject to a ceiling of 20% of the total Capital cost of the project. The projects are taken up for equity funding or viability gap funding depending upon the proposal received from the State Government.

The technical planning for the Metro Rail Projects is provided by the Ministry of Railways.

(c): As informed by Delhi Metro Rail Corporation Ltd. (DMRC), the incidents (technical snags or otherwise) leading to punctuality loss / trip cancellation on all 6 lines of Delhi Metro for the years 2013 and 2014 (till July-2014) are as under:-

Period	2013	2014
	(till July, 2014)	
Number of incidents	496	297

It may also be pointed out that world over metros have a criteria of 5 minute delay for punctuality loss whereas DMRC has been working with a criteria of 1 minute since inception and since November, 2013, DMRC has made it more stiff to 59 seconds in order to improve its performance. Therefore all the cases causing detention of more than 59 seconds are recorded so that each case is analysed and remedial action taken.

As per DMRC, it is at number 3 with Guanzhou and Kuala Lumpur being marginally ahead of it as far as punctuality is concerned. DMRC is at No.5 with Nanjin, Beijing, Hong Kong and Guanzhou metro ahead of it out of 32 important and renowned metros of the world on number of incidents per Car km.

(d) & (e): The nature of technical problems causing such halts / delays are given below:-

S.No	Nature of technical problem	No. of incidents causing halts / delays	2013	2014
	(till July, 2014)			
1.	Civil	-	-	
2.	Electrical & Mechanical	-	-	
3.	Operation	5	2	
4.	Overhead Equipment	27	14	
5.	Permanent Way	3	4	
6.	Property Development	1	-	
7.	Rolling Stock	112	49	
8.	Supervisory Control And Data Acquisition (SCADA)	-	1	
9.	Security	15	8	
10.	Signaling	206	110	
11.	Special (cases beyond the control of DMRC like suicide, weather weather x, grid failure, etc.)	77	58	
12.	Telecom	4	1	
13.	Traction	1	-	
14.	Train Operations	6	9	
15.	Works	1	3	
16.	Others (due to more than one reasons in combination)	38	38	

From November, 2013 delay with least count of 59 seconds has been taken into account to calculate punctuality loss. For months earlier than November, 2013, punctuality loss was calculated for delays of 60 seconds & above.

The remedial measures taken by DMRC to address the the incidents of technical snags or otherwise are as under: -

- (i) Regular preventive maintenance of assets by technical departments.
- (ii) Detailed failure analysis is carried out to establish causes of failure and to take necessary corrective action.
- (iii) Thorough training of all personnel before assuming their duty after recruitment.
- (iv) Regular refresher courses for employees.
- (v) Regular safety drives to sensitize staff towards safety.
- (vi) Regular safety seminars at various establishments of organization.
- (vii) Mock drill at regular intervals to prepare staff to handle unusual incidents.
- (viii) Deployment of Customer Facilitation Agents at platforms of crowded stations.
- (ix) Increasing the number of coaches on crowded lines e.g. Line-1, Line-2 and Line-3/4.
- (x) Regular announcements inside trains / stations are made for guidance of the passengers.