THE DELHI METRO – INDIA’S SYMBOL OF SUCCESS

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Corporate Communications

http://www.delhimetrorail.com
Delhi Metro Rail Corporation (DMRC)

• Set up in May 1995 under the Indian Companies Act.

• A joint venture between the Government of India and the Government of Delhi State, with equal equity.

• DMRC has the responsibility for construction and operation of Delhi Metro.

• A Master Plan had been drawn up for Delhi Metro expansion, consisting of 12 lines, covering over 400 KM to be completed in four Phases.
Journey So Far

• Phase-I – 65 kms. at Cost of approx. 1470 million USD (Approx. 155 billion Yen) Completed in 7 years and 3 months (2 years & 9 months ahead of schedule).

• Phase-II – 125 KM at Cost of approx. 2658 million USD (Approx. 281 billion Yen) Though double the length, completed in half the time taken for Phase-I, and five months ahead of schedule, Oct., 2010.

• Phase III - 160 KM at cost of approx. 6113 million USD (Approx. 647 billion Yen), construction completed in 2018.

• Total Network – 343 KM, number of stations – 250

• Additional 30 KM, NOIDA-Greater NOIDA corridor.
Funding Pattern Average for Phase – I, II and III

- **Equity**: 25.3%
- **Subordinate Debt**: 8.3%
- **JICA Loan**: 51.6%
- **State Govt. Grant, etc.**: 7.3%
- **Real Estate/IA/PD by DMRC**: 7%

Excluding funding for extensions to Ghaziabad, Noida, Greater Noida and Ballabhgarh
<table>
<thead>
<tr>
<th>Corridors</th>
<th>Total Length (KM)</th>
<th>Underground Length (KM)</th>
<th>Elevated Length (KM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aerocity to Tughlakabad</td>
<td>20.20</td>
<td>14.62</td>
<td>5.58</td>
</tr>
<tr>
<td>Lajpat Nagar to Saket-G Block</td>
<td>7.96</td>
<td>2.07</td>
<td>5.89</td>
</tr>
<tr>
<td>Inderlok to Indraprastha</td>
<td>12.58</td>
<td>12.58</td>
<td>-</td>
</tr>
<tr>
<td>Janakpuri West to R.K. Ashram</td>
<td>28.92</td>
<td>7.74</td>
<td>21.18</td>
</tr>
<tr>
<td>Mukundpur- Maujpur</td>
<td>12.54</td>
<td>-</td>
<td>12.54</td>
</tr>
<tr>
<td>Rithala-Bawana-Narela</td>
<td>21.73</td>
<td>-</td>
<td>21.73</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>103.93</strong></td>
<td><strong>37.01</strong></td>
<td><strong>66.92</strong></td>
</tr>
</tbody>
</table>
Delhi – An overview

• The city of Delhi was reinstated as the capital of British India in the year 1911
• After India got independence in 1947, the city witnessed a steep rise in population.
• With globalisation in the 1990s, Delhi became a major commercial centre, thus one of the largest urban agglomerates in India
Delhi: A Crowded City
THE TRANSPORTATION SCENARIO IN DELHI BEFORE DELHI METRO
DEPENDENCY ON BUSES
Mumbai local
TRANSPORT SERVICES IN KOLKATA
IMMEDIATE REASONS BEHIND THE ORIGIN OF DELHI METRO
Proliferation of Private Vehicles
SMOG: Vehicular Pollution at Peak
The ‘Metro Man’ : Dr E Sreedharan
Delhi Metro: Reason of Success

- Steady Leadership
- Punctuality
- Target Orientation
- Speed of Decision
- Role of Corporate Communications
Weekly Board Meetings
The Transformation through Metro
Delhi Metro: Symbol of Change

• Instilling a sense of national pride among its people
• Generating awareness on travelling etiquette and discipline
• The Metro shattered all social classifications as people from all strata can use the service
WORLD LEADERS TAKING METRO RIDE
Delhi Metro : Engine of Growth

• Women Empowerment : Since 2010, first coach of all trains reserved as ‘Women only’ coach. This created a sense of security for women commuters

• Women security staff deployed at every station

• Stations and trains extensively covered by CCTV cameras.
FIRST COACH RESERVED FOR WOMEN
‘WOMEN ONLY’ COACH
Environment and Sustainable Development

• Approx. 30% of the overall annual energy requirements of DMRC met through Solar Power.
• Presently, DMRC produces 28 MW of solar power with rooftop solar plants in its premises in Delhi-NCR.
• In addition, DMRC is receiving 99 MW of Solar power from Rewa Ultra Mega Solar Power Project through inter-State open access.
AIDING THE CITY’S GROWTH
Construction Discipline

• DMRC adopted professional traffic management strategies
• After the construction was completed, some roads were even widened and areas were beautified.
• Safety equipments, site barricading, deputation of traffic marshals during construction, were usually unheard earlier.
Community Interaction Programme

Venue: Golf Links
Date: Sunday 22nd February, 2009
GENERATING AWARENESS THROUGH NUKKAD NATAKS (STREET PLAY)
STREET PLAY AT CONSTRUCTION SITE
PUPPET SHOW AT SCHOOLS
SOCIO-ECONOMIC BENEFITS
<table>
<thead>
<tr>
<th>Description</th>
<th>2018*</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. of vehicles off the road daily</td>
<td>3,90,971</td>
</tr>
<tr>
<td>Annual reduction in fuel consumption (tons)</td>
<td>2,76,000</td>
</tr>
<tr>
<td>Annual reduction in pollution (tons)</td>
<td>5,77,148</td>
</tr>
<tr>
<td>Saving in time per trip (minutes)</td>
<td>32</td>
</tr>
<tr>
<td>Annual reduction in fatal accidents (No.)</td>
<td>125</td>
</tr>
<tr>
<td>Annual reduction in all accidents (No.)</td>
<td>937</td>
</tr>
</tbody>
</table>
Thank You

DMRC Ltd.
Metro Bhawan,
Fire Brigade Lane,
Barakhamba Road,
New Delhi - 110 001.