

NCRTC Board approves DPR of Delhi-Gurugram-SNB RRTS Corridor

Another Corridor of Regional Rail makes headway – NCRTC Board approves DPR of Delhi – Gurugram – SNB RRTS Corridor

Regional Rail Corridor of Delhi-Gurugram-SNB has been approved by NCRTC Board.

New Delhi, 07th December 2018: NCRTC Board, chaired by Secretary, Ministry of Housing & Urban Affairs, in its meeting held on 6th December 2018, has approved the DPR (Detailed Project Report) of Delhi-Gurugram-SNB (Shahjahanpur-Neemrana-Behror Urban Complex) RRTS corridor.

One of the three RRTS corridors prioritized for implementation, Delhi-Gurugram-Alwar is planned to be implemented in three stages. In stage I, Delhi – Gurugram – Rewari – SNB Urban Complex will be constructed. In Stage II, it will be extended from SNB Urban Complex to Sotanala and in Stage III, SNB Urban Complex to Alwar will be constructed.

The 106 km long, Delhi-Gurugram-SNB corridor will be elevated for about 71 km (11 stations), the remaining 35 km (5 stations) will be constructed underground, mostly in Delhi & Gurugram. This corridor will converge with other RRTS corridors in Sarai Kale Khan and will be interoperable, facilitating commuters' movement from one corridor to another without the hassle of changing trains.

Similarly, with an intent to incentivise the use of Public Transport, Delhi-Gurugram-SNB corridor will be seamlessly integrated with other modes of transport in NCR:

RRTS station	Mode of transport with which integration provided
Sarai Kale Khan	Line-7 of DMRC at Sarai Kale Khan, Hazrat Nizamuddin Railway station and ISBT Sarai Kale Khan.
Jor Bagh	Line-2 of DMRC at Jor bagh station
Munirka	Line-8 of DMRC at Munirka station
Aerocity	Airport, DMRC- At Aerocity- Airport Express Line & proposed Phase-IV Line
Udyog Vihar	Proposed Extension to Gurugram Rapid Metro & Proposed Metro from Gurugram Railway Station
Kherki Daula	Proposed Bawal metro and Proposed Bus terminus
Panchgaon	Proposed Bawal Metro, Proposed ISBT, Proposed Multi-modal hub
Bawal	Bawal Bus Stand

RRTS trains with design speed of 180kmph, operation speed of 160kmph and average speed of 100kmph will be available at a frequency of every 5-10 minutes. The

infrastructure is being designed for up to 9 coaches train. These trains will be air-conditioned with transverse seating and overhead luggage space for commuter comfort. There would be priority seating arrangements for people with special needs, an exclusive coach for women travelers and a business class coach in every train to encourage people to leave their cars for public transport.

This RRTS smart line will pass through the urbanized and industrialized areas of Haryana and connect Delhi airport with the RRTS network, increasing the overall productivity of NCR. The corridor will strengthen the regional transport infrastructure by providing a fast, safe, comfortable and reliable mobility option to the residents of Delhi, Gurugram, Rewari, Manesar, Daruheda, Bawal and nearby areas. The fast commuting connecting Delhi to nearby regions will be immensely beneficial in decongesting Delhi and its roads, providing citizens the choice to live & work in different regional nodes to lead a better quality of life.

Once constructed, the corridor is expected to bring down the travel time between SKK-SNB in less than 70 minutes (106 km). The daily ridership on this corridor is estimated to be 8.5 Lakhs in 2025. This high-speed, high-frequency, high-capacity RRTS corridor will not only offer mass transit benefits but also bring in wide range of economic benefits to the society including effectively curbing pollution, improving safety & reliability of commute and creating employment as well as new economic opportunities. Apart from unlocking economic development potential of the region, such high-speed commute will bring people and places closer enabling polycentric growth in NCR.

The corridor is planned to be constructed in about 5 years' time excluding 1 year of pre-construction activities at a base construction cost of INR 24,975 crore, funded by Government of India (20%), concerned State Governments (20%) and bilateral/multilateral funding agencies (60%).

NCRTC is a joint venture of the Government of India (50%) and State Governments of Haryana (12.5%), NCT Delhi (12.5%), Uttar Pradesh (12.5%) and Rajasthan (12.5%). It is mandated to design, construct, finance, operate and maintain RRTS in NCR and works under the administrative control of Ministry of Housing & Urban Affairs, GOI.

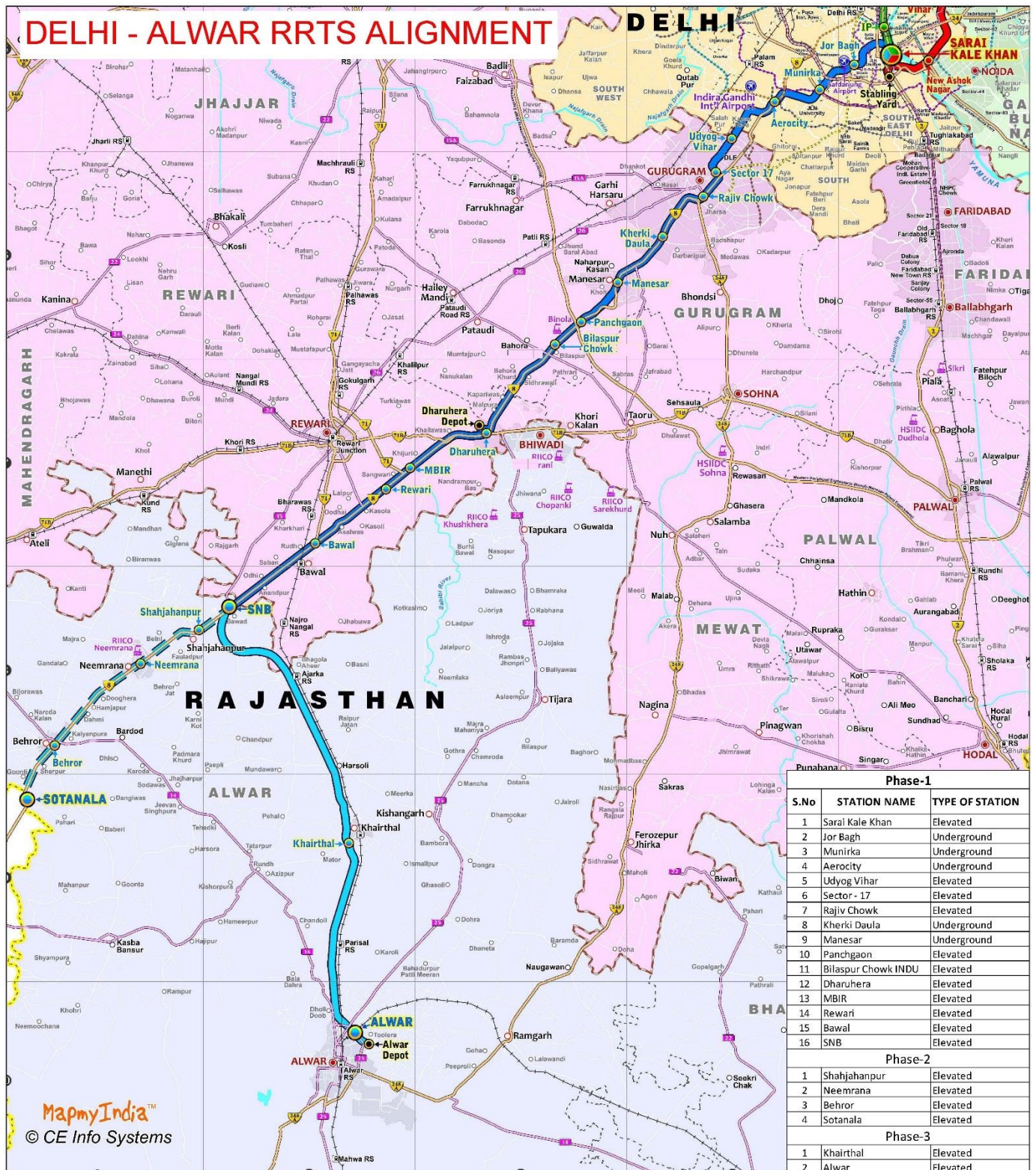
Out of the 8 identified corridors to connect various NCR towns with high-speed rail commute under the Functional Plan on Transport for NCR-2032, three have been prioritized for implementation in Phase-1 by the Planning Commission appointed Task Force, these are Delhi-Ghaziabad-Meerut, Delhi-Gurugram-Alwar and Delhi-Sonipat-Panipat. This is the 2nd RRTS corridor, which has been approved by NCRTC Board after Delhi-Ghaziabad-Meerut.

Delhi-Gurugram- SNB Corridor Map, Station list, reference image of RRTS train and NCRTC logo are annexed.

For more details visit: www.ncrtc.in or <http://mohua.gov.in/cms/NationalCapitalRegionTransportCorporation.php>

DELHI - ALWAR RRTS ALIGNMENT

DELHI



Phase-1		
S.No	STATION NAME	TYPE OF STATION
1	Sarai Kale Khan	Elevated
2	Jor Bagh	Underground
3	Munirka	Underground
4	Aerocity	Underground
5	Udyog Vihar	Elevated
6	Sector - 17	Elevated
7	Rajiv Chowk	Elevated
8	Kherki Daula	Underground
9	Manesar	Underground
10	Panchgaon	Elevated
11	Bilaspur Chowk INDU	Elevated
12	Dharuhera	Elevated
13	MBIR	Elevated
14	Rewari	Elevated
15	Bawal	Elevated
16	SNB	Elevated
Phase-2		
1	Shahjahanpur	Elevated
2	Neemrana	Elevated
3	Behror	Elevated
4	Sotanala	Elevated
Phase-3		
1	Khairthal	Elevated
2	Alwar	Elevated

