









Stakeholders

Project Owner : Delhi Metro Rail Corporation Ltd.

Principal Stakeholders: Government of India

Government of Delhi

Japan International Cooperation Agency

Contractor : L&T- SUCG JV, HCC-SAMSUNG JV, HCC,

CEC-CICI JV, JKumar-CRTG JV, Pratibha-

FEMC JV, ITD-ITD CEM JV

Designer : AYESA, IRCON, SYSTRA









DMRC Phase-III Underground Network



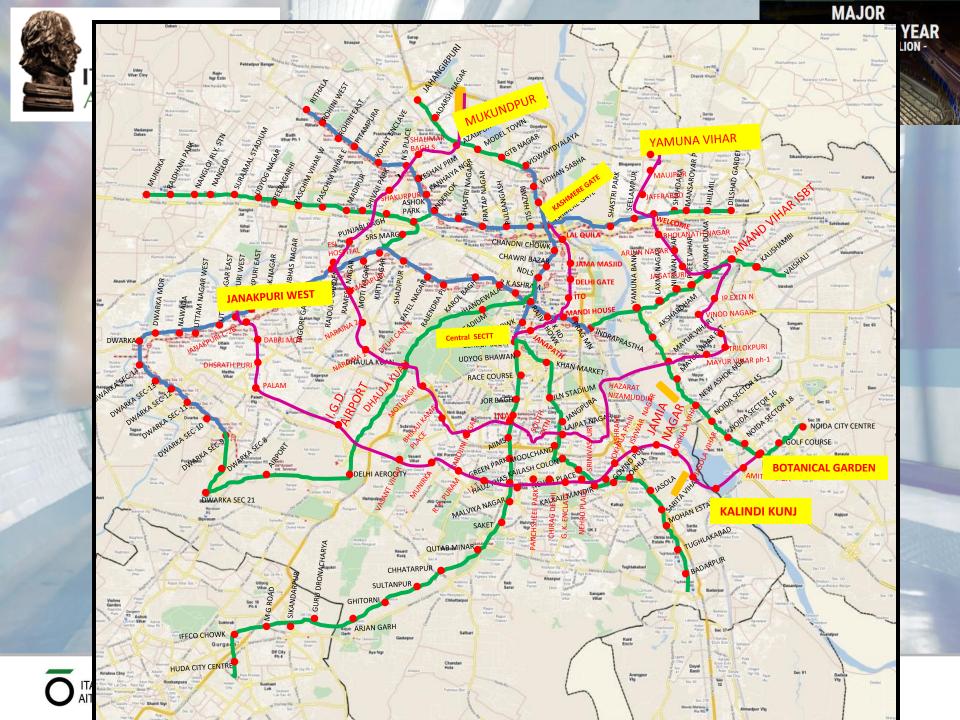














MAJOR PROJECT OF THE YEAR - MORE THAN €500 MILLION -

Delhi MRTS Phase III

- Total Length: 160 km
- No. of Stations: 109
- Completion cost of Project: € 5.2 Billion





Delhi MRTS Phase III

Details of Underground Construction

- Underground tunnels: 106 Kms. Single tube
- No. of Underground Station: 35
- No. of TBM used in Phase III: 34 TBMs
- 76 launching and retrieval of TBMs







Major challenges Faced In Delhi MRTS Phase III

- 1. Construction of underground INA station above existing operational tunnels of Line-2
- 2. Reduction in length of Ashram station
- 3. Construction of Hauz khas station
- 4. Crossing of Line-8 tunnels below operational line-2 tunnels near <u>Hauz Khas</u>
- 5. Tunneling work below existing elevated <u>Janakpuri West</u> station
- 6. Tunneling in between <u>Delhi Gate</u> and <u>Jama Masjid</u> stations
- 7. Construction of Cross Passages between <u>South</u> <u>Extension</u> and <u>Lajpat Nagar</u> Stations.













Benefits of Phase-III

- Ridership on Project Completion: 2.3 million
- Vehicles taken off road: 1,15,561 daily (2018)
- Vehicular emission reduction: 233,414 tonnes
- Annual social benefits: € 527.15 Million







Additional Benefits of Phase-Ill

- No. of interconnections will lead in time saving for commuters.
- Reduction in vehicle density on road will lead to:
 - *Reduction in accidents
 - *Reduced fuel consumption
 - Reduced vehicle operating costs
 - Increase in the average speed of road vehicles
- Improvement in the quality of life.
- Boost investment and growth.









