

# EXCLUSIVE INTERVIEW WITH MR. VINAY KUMAR SINGH MANAGING DIRECTOR, NATIONAL CAPITAL REGION TRANSPORT CORPORATION



**Rail Analysis:** Kindly tell us in brief about yourself. How did you get started in this industry ?

**NCRTC:** As a civil engineer, I have always been a part of this industry and have been fortunate to be associated with large infrastructure projects.

During the first phase construction of the Delhi Metro Rail, I was the Deputy Chief Engineer in-charge of the project. I had the opportunity to work as Divisional Engineer for maintenance of highly demanding Ahmedabad-Kandla Port rail line. Prior to joining as MD/NCRTC, I was the Chief Executive Officer of the High Speed Rail Corporation, which not only gave me the exposure to high-speed rail systems of Spain, France, China and Japan but also allowed me to incorporate some



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of the ideas in feasibility study of Mumbai-Ahmedabad High Speed Rail corridor. One of the achievements was finalization of technical & financial support agreement between the Government of India and the Government of Japan.

So this industry is not new to me. At NCRTC, we are committed to successful implementation of Regional Rapid Transit System (RRTS). Our team is working on various aspects of project to optimize the plans, develop systems and processes to deliver a fast, seamless, integrated, efficient and safe mobility solution to National Capital Region (NCR).

**Rail Analysis:** As we know NCRTC is managing the RRTS project, when are the bids expected to be open for Civil Work of the project? Our readers further would like to know the procedure to apply for these bids?

National Capital Region Transport Corporation (NCRTC) is mandated for implementing the Regional Rapid Transit System (RRTS) project across the National Capital Region, ensuring a balanced and sustainable urban development through better connectivity and access.

The project will touch the lives of more than 5 crores citizens residing in NCR. We aim to enhance citizen's experience of commuting and transform the way people travel in NCR.

In phase-1 of RRTS, NCRTC is implementing the three prioritized RRTS corridors namely Delhi-Ghaziabad-Meerut, Delhi-Sonapat-Panipat and Delhi-Gurgaon-Rewari-Alwar of about 380 kms of length.

Government of Uttar Pradesh has approved Detailed Project Report (DPR) of Delhi-Ghaziabad-Meerut corridor. This DPR is under active consideration of Government of National Capital Territory of Delhi (GNCT Delhi).

Pre-construction preparatory works are in progress. NCRTC has appointed Detailed Design Consultant for the first section of Delhi-Meerut RRTS corridor. Geo-Technical investigations are getting started. NCRTC will adopt the transparent competitive bidding for all its tenders and all relevant information will be available both on the website of NCRTC (ncrtc.in) and Central Public Procurement Portal (eprocure.gov.in).

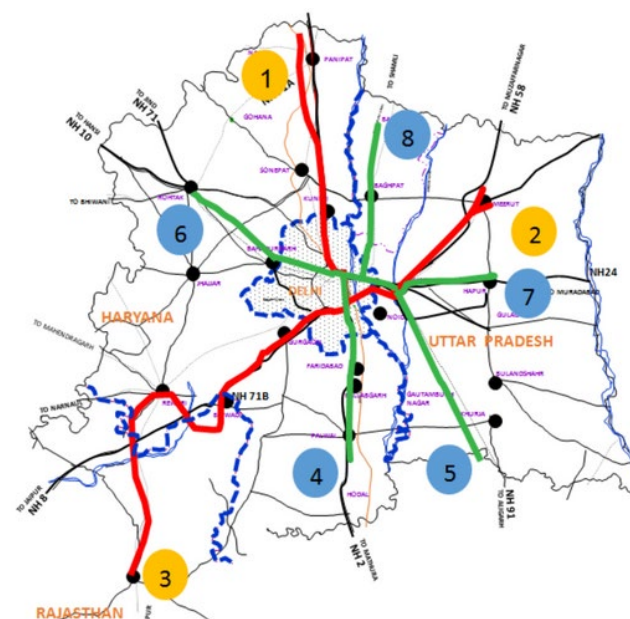


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**Rail Analysis:** What are the latest technological advancements that you are planning to implement in the RRTS project to achieve higher efficiency and passenger safety?

Regional Rapid Transit System (RRTS) is a first of its kind project being undertaken in India. State of art technology will be used to provide high frequency, high capacity, fast, reliable, comfortable and safe commuter transportation. RRTS will be the public transport backbone of NCR and will help in reducing congestion and pollution besides improving quality of life of people.

Citizen centricity being core value of NCRTC, the technology will be used as a tool to provide seamless, integrated, fast, safe and comfortable mobility solution.

**Rail Analysis:** Moving on, What would be the rolling stock requirements for the RRTS system and what would be the opportunities for the Indian manufacturers and suppliers?

As stated above, in RRTS, state of the art technology for Rolling stock, Signaling, Communication and Safety shall be deployed to enable system to run the trains at operating speed of 160 kmph. RRTS is going to provide high quality services, setting new benchmarks in passenger services and comfort. Passengers will travel in air-conditioned comfort with airline style seating in world-class rolling stock. NCRTC is committed to the Make in India policy of Government of India thereby opening new opportunities for Indian industry. Initially more than 200 coaches will be required for each corridor.

**Rail Analysis:** We understand that NCRTC has appointed a consortium of M/s Egis Rail-M/s INECO and M/s Egis India as Interim Detailed Design Consultant, What will be the work of these companies for the corridor?

Yes, NCRTC has initiated the pre construction work; a detailed design consultancy has been awarded to this consortium. They broadly work out the schedules, technical parameters for the entire RRTS corridor, detailed design and drawing for the elevated viaduct starting from Duhai Depot.

**Rail Analysis:** You are also planning to make a Multi Model Transit Hub at Sarai Kale Khan. When will it be ready for the commuters? Also please tell us the procedure that how could the commuters use the Multi Model Transit System?

As stated above, NCRTC is working towards providing seamless commuter experience to the NCR citizens and therefore NCRTC is focusing on multimodal integration. With the revised planning done by NCRTC, all the three corridors of RRTS will integrate at Sarai Kale Khan enabling seamless movement from one corridor to the other without changing train. Besides integrating three RRTS corridors, Metro, Indian Railway Stations and Bus Terminals will be integrated with RRTS. Within Delhi, RRTS stations at Aero City, Sarai Kale Khan, ISBT Kashmere Gate and Anand Vihar will be integrated seamlessly with Delhi Metro stations, Bus terminus, Indian Railways and Airport, enabling smooth interchange between various modes. DMRC has been engaged as consultant for Multi Modal Integration. Joint team of NCRTC and DMRC is working to achieve best possible integration.



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