

GOVERNMENT OF INDIA
MINISTRY OF HOUSING AND URBAN AFFAIRS
RAJYA SABHA
UNSTARRED QUESTION NO. 357
TO BE ANSWERED ON DECEMBER 13, 2018
RIDERSHIP AND REVENUE OF DELHI METRO

No. 357. SHRI PARTAP SINGH BAJWA:

Will the Minister of HOUSING AND URBAN AFFAIRS be pleased to state:

- (a) the total ridership of Delhi Metro during 2008 to 2018;
- (b) the details of progression of fares;
- (c) what is the break-up of the DMRC's expenditure incurred and revenue earned during that period, head-wise;
- (d) whether the Ministry has taken any steps to augment non-fare revenue sources;
- (e) if so, the details thereof and the results achieved; and
- (f) if not, the reasons therefor?

ANSWER

**THE MINISTER OF STATE (INDEPENDENT CHARGE) OF THE
MINISTRY OF HOUSING AND URBAN AFFAIRS**

(SHRI HARDEEP SINGH PURI)

- (a): Delhi Metro Rail Corporation Ltd. (DMRC) has informed that total ridership of Delhi Metro during 2008 to November, 2018 was 762,47,45,986.
- (b): The details of progression of fares are given at **Annexure-I**.

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(c): The break-up of the DMRC's income and expenditure from 2007-08 to 2017-18 head-wise, as received from DMRC, is as below:

| Income(Rs. in Lakhs) | | Expenditure (Rs. in Lakhs) | |
|-----------------------------|---------------------------|-------------------------------------|---------------------------|
| Particulars | 2007-08 to 2017-18 | Particulars | 2007-08 to 2017-18 |
| Revenue from Operations | 2,764,224.09 | Operating Expenses | 1,449,286.74 |
| Other Income | 357,052.01 | Consultancy | 1,954.99 |
| Total | 3,121,276.10 | Real Estate | 2,732.44 |
| | | Decrease in the Inventory (Land) | 2,779.74 |
| | | Miscellaneous Expenses Written Off | 61.42 |
| | | Depreciation / Amortization Expense | 991,767.67 |
| | | Interest & Finance Charges | 49,698.12 |
| | | External Project Works | 41,317.47 |
| | | Employees' Benefits Expense | 337,153.62 |
| | | Finance Cost | 163,269.46 |
| | | Other Expenses | 215,766.28 |
| | | Prior Period Adjustments (Net) | 1,324.50 |
| | | Total | 3,257,112.45 |

(d) to (f):The following steps have been taken to augment non-fare revenue sources:

- (i) Issue of detailed guidelines in March, 2009 to facilitate property development.
- (ii) Allotment of land by other departments at government rates.
- (iii) Exemption from prior approval of local bodies for operational structures / buildings.
- (iv) Regular review of the progress through Board meetings.

DMRC has generated revenue of Rs. 3,765.74 crores from property development from 01.04.2007 to 31.03.2018.

Annexure referred to in reply to part (b) of Rajya Sabha Unstarred Question No. 357 for reply on December 13, 2018 regarding Ridership and revenue of Delhi Metro asked by Shri Partap Singh Bajwa.

| Initial Fare Structure fixed by DMRC (Dec 2002) | | 1 st Fare Revision based on recommendations of the 1 st FFC's (Dec 2004) | | 2 nd Fare Revision based on recommendations of the 2 nd FFC's (Dec 2005) | | 3 rd Fare Revision based on the recommendation of 3 rd FFC (Sept-2009) | | 4 th Fare Revision based on the recommendation of 4 th FFC) | | | | | |
|--|------------|--|------------|--|------------|--|------------|---|------------------------------------|-----------------------|---|------------------------------------|------------|
| | | | | | | | | Phase-I (Since 10.05.2017) | | | Phase-II (Since 10.10.2017) | | |
| | | | | | | | | On all working days (except Sundays and National Holiday (NH))* | Sundays and National Holidays (NH) | Fare (Rs.) | On all working days (except Sundays and National Holiday (NH))* | Sundays and National Holidays (NH) | Fare (Rs.) |
| Distance Zones (Kms.) | Fare (Rs.) | Distance Zones (Kms.) | Fare (Rs.) | Distance Zones (Kms.) | Fare (Rs.) | Distance Zones (Kms.) | Fare (Rs.) | Distance Zones (Kms.) | Fare (Rs.) | Distance Zones (Kms.) | Fare (Rs.) | Fare (Rs.) | |
| 0-2 | 4 | 0-2 | 6 | 0-2 | 6 | 0-2 | 8 | 0-2 | 10 | 10 | 0-2 | 10 | 10 |
| 2-4 | 5 | 2-4 | 7 | 2-4 | 8 | 2-4 | 10 | 2-5 | 15 | 10 | 2-5 | 20 | 10 |
| 4-6 | 6 | 4-6 | 8 | 4-6 | 9 | 4-6 | 12 | 5-12 | 20 | 10 | 5-12 | 30 | 20 |
| 6-12 | 7 | 6-9 | 10 | 6-9 | 11 | 6-9 | 15 | 12-21 | 30 | 20 | 12-21 | 40 | 30 |
| The above fare was after considering 20% inaugural discount. | | 9-12 | 11 | 9-12 | 12 | 9-12 | 16 | 21-32 | 40 | 30 | 21-32 | 50 | 40 |
| | | 12-15 | 12 | 12-15 | 13 | 12-15 | 18 | >32 | 50 | 40 | >32 | 60 | 50 |
| | | 15-18 | 13 | 15-18 | 14 | 15-18 | 19 | | | | | | |
| | | 18-21 | 14 | 18-21 | 15 | 18-21 | 21 | | | | | | |
| | | 21-24 | 15 | 21-24 | 16 | 21-24 | 22 | | | | | | |
| | | | 24-27 | 17 | 24-27 | 23 | | | | | | | |
| | | | 27-30 | 18 | 27-31 | 25 | | | | | | | |
| | | | 30-33 | 19 | 31-35 | 27 | | | | | | | |
| | | | 33-36 | 20 | 35-39 | 28 | | | | | | | |
| | | | 36-39 | 21 | 39-44 | 29 | | | | | | | |
| | | >39 | 22 | >44 | 30 | | | | | | | | |

* Excluding 10% peak hours discount.