

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)**

2025/Proj./NCRTC/RS/29/16

New Delhi, dated 09.06.2025

**Managing Director,**  
National Capital Region Transport Corporation Limited,  
(NCRTC), Gati Shakti Bhawan, INA,  
New Delhi -110023

**Sub: Approval of Standard Gauge (SG) Regional Rapid Transit System (RRTS) Rolling Stock for shorter inter-station distance (MRTS) with design speed of 135 kmph and operational speed of 120 kmph in Delhi-Ghaziabad-Meerut Corridor of National Capital Region Transport Corporation (NCRTC).**

Ref: (i) NCRTC's letter No. NCRTC/ECO/RS/CMRS dated 09.04.2025  
(ii) CCRS, New Delhi's letter No. Q/12011/02/2025-26 त. वि. dated 23.05.2025  
(iii) Speed Certificate no. EC\_9726\_0850\_1\_Speed\_Certificate dated 01.04.2025 for regular use of MRTS Rolling Stock (for shorter inter-station distance) by ISA M/s CERTIFER France  
(iv) CMRS, New Delhi's letter no. R/13/12/NCRTC/CMRS/2019/571 dated 22.05.2025

In reference to the letters cited above, provisional sanction of Ministry of Railways is hereby communicated for approval of Standard Gauge (SG) Regional Rapid Transit System (RRTS) Rolling Stock for shorter inter-station distance (MRTS) with design speed of 135 kmph and maximum operational speed of 120 kmph in Delhi-Ghaziabad-Meerut Corridor of National Capital Region Transport Corporation (NCRTC) on the basis of ISA M/s CERTIFER France Speed Certificate (ref. iii above).

Proposed RRTS Rolling Stock for shorter inter-station distances (MRTS), as a part of RRTS project of NCRTC is a 3-car configuration having maximum axle load of 17.0t. Unique Transportation code/identification number & Layout Drawing No. of proposed coaches are as under:

S.No.	Car Type	Drawing No.	Car Unique Identification No.
1	DME-2A	100454121_Rev_F	MAA-101
2	T2		MAA-201
3	DME-2B		MAA-301

The sanction is further subject to the following conditions/stipulations:

1. Observance of all conditions laid down in the System Approvals, SOD, ISA Certificates, M/s NCRTC's Joint Safety Certificate, concomitant Track and Bridge certificates, and by other statutory authorities.
2. Observance of all permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time on various accounts.



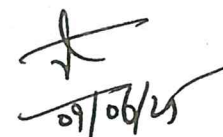
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3. Signaling System as approved by Railway Board shall be provided and integrated testing of Signaling system with Rolling Stock shall be carried out before revenue operation. The ISA Certificate, along with compliance of various restrictions/stipulations mentioned in ISA certificate shall be submitted along with the Opening documents.
4. M/s NCRTC shall ensure that all the cables used in the rolling stock are compliant to EN45545:2013 standard. Fire survival cables shall be used in Passenger Alarm System, PA lines, Emergency Brake Loop and critical Control Systems. All other cables shall be fire resistant with improved fire performance and high resistance to temperature.
5. EIG sanction shall be obtained for all the future rolling stock.
6. M/s NCRTC shall take all precautions regarding electrical clearances and other parameters, as required for ensuring safety of personnel, and for protection of power supply system at the time of train operations.
7. Operations & Maintenance Manuals of M/s NCRTC have been approved by the Committee of Directors complying the instructions issued by Ministry of Housing and Urban Affairs letter no. K-14011/106/2011-MRTS/Coord. Dated 27.12.2012. It shall be ensured that future amendments to these manuals are also approved by the Committee before their incorporation into the manuals.
8. ISA, M/s Certifier, vide clause 7. of the Speed Certificate dated 01/04/2025, has recommended operation of MRTS Rolling Stock (for shorter inter-station distance) up to the maximum operational speed of 120 kmph in fully inflated and 105 kmph in deflated mode of secondary air spring subject to strict adherence of certain stipulations and conditions. Further, the speed certificate shall be valid over Delhi- Ghaziabad- Meerut section of RRTS Standard Gauge Rail network. These speed limits are applicable for all subsequently added sections subject to strict adherence to the provisions of the Speed Certificate.
9. To ensure the effective functioning of safety equipment during service, various mock drills such as Train rescue, train-train evacuation, Train-train coupling etc. shall be carried out on a regular basis. Designated place at station for emergency services such as ambulance, fire fighting vehicles etc. shall be ensured. Updated contact details along with distance of all the nearest Emergency Services and Hospitals shall be displayed in DCC and technical rooms provided in depot.
10. SOP for obtaining the power block in the depot shall be displayed in DCC and PPIO and assurance should be taken from the staff. Further, it shall be ensured that only the authorized persons access the Roof Access Platform. A suitable interlocking mechanism shall be in place to ensure that all the persons have vacated the roof access platform prior to cancellation of Power Block.

  
09/6/25



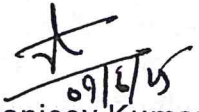
11. The SOPs for the withdrawal scenarios envisaged by M/s NCRTC shall be prepared and Traffic Controllers, Station Controllers, Train Operators, etc. shall be trained for the applicable SOPs.
12. Before initiating train operations, M/s NCRTC shall certify track fitness and safety of the Rolling Stock depending upon the actual condition of the bogie suspension system, brake system, wheel, axle and other safety related components.
13. Adequate securing of under gear mounting equipment shall be ensured to avoid any unsafe incident during run of train on the line.
14. In past, RRTS rakes are having large no failures due the wiring issue. Entire fleet of MRTS rakes should be checked thoroughly and attended.
15. A list of redundancies available in various sub-system shall be prepared, checked and attended to avoid any line failure.
16. Availability of UES and rotating spares such as traction motor, transformer, auxiliary converter, VCB, pantograph, wheelsets, etc. as recommended by OEM shall be ensured.
17. During Rolling Stock maintenance, it shall be ensured that the height of equipment having minimum ground clearance on MRTS Coaches does not infringe minimum dimensions mentioned in approved SoD for SG network of M/s NCRTC.
18. M/s NCRTC shall ensure proper maintenance of assets viz. Rolling Stock, Signaling and Telecom, Track, Traction System and Civil Structures as per maintenance schedules prescribed in the maintenance manuals. Adequate training shall be imparted to the maintenance staff responsible for maintaining the above assets.
19. Brakes of the Rolling Stock shall be in good working order during the commercial operations and during other self-powered movements anywhere.
20. All train operators and station/section controllers shall be given required training and shall be in possession of valid competency certificates issued by designated officer.
21. M/s NCRTC shall ensure that a procedure for safe movement of Rolling Stock in depots and other such areas is also in place.
22. Wheel turning shall be carried out on coaches to ensure that the diameter is maintained within permissible limits applicable for new wheelsets.
23. Information/instruction for passenger evacuation from train in different conditions shall be prominently displayed in train.



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In addition to above, further following suggestions for future improvements of Regional Rapid Transit System (RRTS), Rolling Stock for shorter inter-station distance (MRTS) shall also be adhered to:

1. Seating layout arrangement (Longitudinally sidewise) need to be provided on all future stocks to cater maximum passengers capacity in line with other Metro Railways and HVAC capacity shall be calculated accordingly based on maximum passenger capacity. For the existing MRTS, the HVAC capacity shall be reviewed based on 8 Pax/m<sup>2</sup> and modified accordingly during major repairs/schedule.
2. POH/IOH facility are not available at present, same is stated to be commissioned at Modipuram Depot. These facilities shall be ready and made available for maintenance of subject Rolling Stock not later than March' 2026.
3. Evacuation arrangement needs to be modified so that de-boarding of all passengers shall be done within 30 minutes' or time specified in National/International standards, whichever is minimum in case of any eventuality. In this regard, provision of permanent/fixed type ladder arrangement on the viaduct at appropriate distance shall be explored for safe de-boarding of passenger from side doors.
4. All future MRTS Rolling Stocks shall be provided with fire safety provisions conforming to HL-3 requirement of EN-45545.
5. Provision of fire suppression system in all HT under gear/onboard equipments (Traction converter, Auxiliary converter, battery charger, Electrical panels etc.) shall be provided.



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2025/Proj./NCRTC/RS/29/16

New Delhi, dated 09.06.2025

Copy forward for information to:

1. **Chief Commissioner of Railway Safety (CCRS)**, 3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055
2. **Commissioner of Metro Railway Safety (CMRS)**, Dhaura Kuan Metro Station, New Delhi-110010
3. **Director General**, RDSO, Manak Nagar, Lucknow-226011
4. **OSD/UT & Ex-Officio Joint Secretary**, Ministry of Housing & Urban Affairs (MoHUA), Nirman Bhawan, New Delhi-110001