

Trial runs for Metro 3 flagged off by Shinde and Fadnavis from Aarey

Pics: Uma Kadam

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17 LAKH COMMUTERS TO TRAVEL DAILY ON THE LINE

Mumbai: Trial runs for the first Metro 3 prototype train were flagged off by chief minister Eknath Shinde and deputy chief minister Devendra Fadnavis from Sariput Nagar, Aarey, on Tuesday. Based on a successful outcome of these "initial design proving train trial runs" for the underground Colaba-Bandra-Seepz corridor, despatch clearance will be planned for subsequent trains by Mumbai Metro Rail Corporation (MMRC).

The prototype train was manufactured at Alstom's facility in Siri City, Andhra Pradesh, under the Make in India campaign. The trial runs will continue for two and a half months on a 3km stretch between Sariput Nagar and Marol Naka, for which a special track has been laid.

Speaking on the occasion, Shinde said, "We are committed towards completing Phase I (Aarey to BKC) by December 2023. We are happy the way the project has picked up pace... For the past few years, work on this project was delayed due to unnecessary opposition to the car shed (at Aarey). However, after assuming the post of chief minister, all obstacles in this project have been removed as our priority is to complete works quickly in the public interest."

Fadnavis thanked Shinde for removing "hurdles" from the project (the car shed work had been stayed by the erstwhile Uddhav Thackeray-led MVA government).

Termining opposition to the project as political, Fadnavis said, "The work was stayed even though clearance to cut trees was given by Supreme Court. Moreover, stay was given even though 25% work had been completed at the depot site." He said the project is going to bring down air pollution and also reduce traffic jams.

He said that had the MVA stop-work order not been given, the line could have been ready by March 2022 instead of just the Phase I stretch between Aarey and BKC by December 2023.

Fadnavis said that the shifting of the depot to Kanjurmarg would have led to a delay in the project by four years. "Had the depot been shifted to Kanjurmarg, the land in Aarey would still have been used for setting up 16 stabling lines and a ramp to connect to Line 6 (Lokhandwala-Vikhroli)."



METRO 3 TRIAL RUN

Site | Between temporary facility near Sariput Nagar, Aarey, to Marol Naka



Rakes | Manufactured at Sri City, Andhra Pradesh

Testing | Systems to be tested include speed, oscillation and braking

10,000km
Total distance to be covered during the trial run

Reason for site choice:
Initial trial runs are usually from depots. But in the case of Metro 3, depot plans ran into controversy

WHAT WILL BE TESTED

A rake (train) undergoes two types of testing during a trial run – static and dynamic

Static test | Concluded recently. A rake was tested for movement, speed, voltage verification, brake test, door test, AC system assessment, etc

Dynamic test | Commenced on Tuesday. Several performance and safety parameters will be checked, including braking and acceleration, operational systems, passenger comfort, energy consumption, interface with signaling, and communications system



OPERATIONAL PARTICULARS

- The train will be operated at its higher speed design of 95 kmph and operating speed design of 85 kmph
- Acceleration and deceleration performance of the train will be checked
- Performance will be checked on a new

type of track structure. Called 'twin booted low vibration track high attenuation', it has been adopted for the first time in India for an underground Metro

➤ This type of track has the capacity to absorb high levels of vibration from running trains

