



A view of the Metro 3 site near Fountain in south Mumbai

Metro 3 tunnelling success showcased at world congress

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The Colaba-Bandra-SEEPZ metro rail has made its way to the World Tunnel Congress, the ultimate global congregation of engineers specialised in tunnel works.

Of the 365 papers published at the congress, only four were from India, of which two were based on Mumbai Metro's underground Line 3.

This year's event took place at Copenhagen, Denmark, last month. What is noteworthy is that two of the papers made it, especially after the nearly three-year pandemic break, when the rush is more to showcase one's project. Several projects that involve tunnelling in challenging conditions are presented to the world at the event.

"Not only were the papers published, but also cleared the eligibility criteria to make presentations," Subodh Kumar Gupta, Director (Projects), Mumbai Metro Rail Corporation Limited, said.

"Of the 365 papers, only 156 presentations were made at the World Tunnel Congress."

Projects from India, France, the United Arab Emirates, The Netherlands, Brazil, Switzerland, the United Kingdom, Sweden, the United States of America, Italy, Austria, Spain, Australia, the Czech Republic, Greece, Turkey, Germany, Japan, Egypt, Norway, Chile, South Korea, Canada, Iran, Thailand, Finland, Singapore and Argentina had representation at the event.

The 33.5km fully underground Metro 3 will have 26 stations. The route passes through densely populated Old Mumbai, where it is practically impossible to not have tunnels passing directly beneath or in proximity to old and dilapidated buildings, heritage buildings, high-rises, flyovers, metro viaducts or railway lines. In several areas, the alignment is very close to the coastline or below the Mithi River.

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million population and a higher population density per square kilometre. Due to unavailability of alternative roads for smooth traffic passage, existing traffic lanes have been laid on steel or concrete decking.

"The position of line 3 underground provides an opportunity to protect Mumbai city without destroying its heritage or negatively impacting the surface environment and at the same time brings opportunities for long-term improvement to the quality of life in urban areas. The completion of the project will mark the arrival of a new world-class transport environment to this mega city," one of the papers concluded.

Metro 3 tunnelling

Among the points that got highlighted was that Mumbai has lesser road area per