



The tunnel boring machine, Tansa 1, completed its most challenging drive of 837 m from Mahalaxmi Metro Station to Mumbai Central Metro Station upline in 243 days, using 558 concrete rings. *Express*

Metro Line 3

The Metro 3 stretches over 33 km, connecting Colaba in south Mumbai with the western suburbs. It will have 27 stations, of which 26 are underground and one at grade station at Aarey. It is equipped to carry 17 lakh passengers every day

■ In 2023, the phase 1 between Aarey and Bandra Kurla Complex will be opened to the public. The service will see operations using 10 rakes. The deadline for the Phase 2 BKC to Cuffe Parade is 2024.

■ Each train on the stretch will have eight coaches of 3.2-metre width with the capacity to carry more than

300

PASSENGERS AT A TIME

LEAD FUNDING AGENCY

Japan International Cooperation Agency (JICA), which provided 60 per cent of funds for the project

MAJOR DELAYS

Covid-19 lockdown and row over Metro 3 car shed. The car shed is coming up at Aarey



₹ 37,276 cr

FINAL PROJECT COST

₹ 23,136 cr

ORIGINAL COST

₹ 3,870 cr

COST ESCALATION

TUNNELLING WORK

- First TBM arrived on September 5, 2017
- First TBM lowered at Naya Nagar shaft on September 21, 2017
- First breakthrough held at CSMIA T2 on September 24, 2018, after completing tunnelling from Pali ground Marol Naka by TBM Vainganga 1

54.5 km

TUNNELLING SCOPE IN TOTAL

AVERAGE PRODUCTION RATE OF TBMS

5-6 m per day by each machine

MANPOWER

100-man crew for each TBM machine

CONCRETE USED IN SEGMENT RINGS

2,86,000 (2.86 lakh) cubic metric tonne

STEEL USED IN SEGMENT RINGS

29,500 metric tonne

TOTAL EXCAVATED

MUCK 18.80 lakh cubic metric tonne (equivalent to 3.76 lakh truckloads)