

Joint ventures of HCC, L&T and J Kumar bag deals for the Colaba-Bandra-Seepz line

Underground Metro project chugs with ₹18K cr contracts

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Mumbai: The proposed underground Colaba-Bandra-Seepz metro rail project has moved a step closer to reality with with the Mumbai Metro Rail Corporation (MMRC) awarding civil work contracts worth Rs 18,114.9 crore to five infrastructure and construction companies for the project.

The joint ventures that bagged the project are Hindustan Construction Co-MMS (Russia), Larsen & Toubro-STEC, Dogus-Soma, CEC-ITD CEM-TPL and J Kumar-China Railway Tunnel Group (CRTG).

After the companies had submitted their bids, the project estimates only for the civil works shot up due to 28 counts from Rs 10,188 crore to Rs 18,114.9 crore. The bids were to be awarded in September 2015 but got delayed due to cost escalation of 77.8%.

Only the joint ventures of J Kumar-CRTG (Rs 4,935.42 crore)

Contracts awarded

Joint Venture	Contract worth (₹ cr)
L&T - Stec	5,269.98
HCC - MMS	2,521.89
Dogus - Soma	2,557.84
CEC - ITD, CEM - TPL	2,830.10
J. Kumar - CRTG	4,935.42
L&T - Stec	2,281.45



Artery below the ground

The metro line is crucial as it will connect the major central business districts of Nariman Point and Bandra-Kurla Complex, domestic and international airports and industrial areas of MIDC and Seepz. Additionally, it will also connect several areas in the island city and suburbs that are not served by existing suburban railways -- Kalbadevi, Worli, Prabhadevi and Andheri (East)

and L&T-STEC (Rs 5,269.98 crore) have bagged two packages each out of the seven packages from the construction of the total 32.5-km line.

Following the announcement, shares of HCC rose 2.15%, L&T 9.45% while J Kumar shot up the

most at 19.35%.

The metro line is crucial as it will connect the major central business districts of Nariman Point and Bandra-Kurla Complex, domestic and international airports and industrial areas of MIDC and Seepz, said an

MMRC official.

Additionally, it will also connect several areas in the island city and suburbs that are not served by existing suburban railways -- Kalbadevi, Worli, Prabhadevi and Andheri (East). The corridor will provide interchanges with Western Railways at Churchgate, Mumbai Central and Mahalakshmi; for Central Railway at CST; for Monorail at Mahalaxmi and for Metro-1 at Marol Naka. It will also provide connectivity to the upcoming Dahisar-DN Nagar-Bandra-Mankurd Metro-2 for seamless travel at BKC.

"The daily ridership on the corridor is estimated as 14 lakh in 2021 and is expected to rise to 17 lakh in 2031. The commercial operations are scheduled to commence between SEEPZ and BKC in 2020 and on the entire route by 2021," an MMRC official said.

The bidding process is currently underway for other contracts like electronic system, rolling stock, platform screen.