

Loaded trials for Metro 3 to commence from next week

In a first, the rakes to be run on the underground corridor are 75% motorised; fleets on other lines are 50% motorised



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The opening of Metro 3 – the city's first such underground transport system along the Colaba-Bandra-SEEPZ route – has inched closer to reality. The Mumbai Metro Rail Corporation Ltd (MMRCL) is all set to conduct loaded integrated trial runs from next week. Initially, the technical exercise will cover the Aarey Colony-Bandra Kurla Complex route. Earlier, an empty coach dry run was held, with the rakes being run at the fastest speed of 95 km per hour.

As the name suggests, loaded trial runs means operating an eight-coach train with stone-filled sacks, as per its tonnage capacity, to simulate the passenger load. The clearance of the test is a crucial step before putting trains into service, MMRCL sources said. The trials are expected to go on for a while wherein the oscillation of the coaches on straight tracks and curvatures will be noted along with other key aspects.

An MMRCL official said, "Testing on rolling stock, signalling and telecommunication, platform screen door

All the required nine train sets to operationalise phase 1 have been received at depot. The formation and other static tests besides dynamic ones at design speed of 95kmph are in progress. Another 11 train sets have been received and are undergoing the tests for phase 2 readiness. —MMRCL official

Foreign experts laud optimal design

The MMRCL recently participated in World Tunnel Congress 2024 in Shenzhen, China, and presented four case studies detailing how the project was shaped in a way to minimise the ecological impact. The international experts applauded the optimal design of the city's first underground Metro, hoping that it will change the way Mumbai travels.

and track are being carried out on up and down line. The integrated trials are likely to be completed by May. After obtaining a certificate from the Independent Safety Assessor, the system shall be offered for inspection to the Commissioner of Metro Railway Safety. Upon receiving the latter's sanction, the section will be opened for passengers, the official added," he added.

In yet another first, the rakes to be run on Metro 3 are 75% motorised. It sets a new benchmark for operational efficiency and mobility in India, unlike other lines which are 50% motorised. This is for the first time in India that an

eight-car metro train had a 75% motor for better operations and movement. This is also one of the reasons why authorities like the RDSO and CMRS want to have a closer look during the trials before certifying the operations.

According to the officials, the Metro 3 project is 96% complete and what remains is the beautification of stations, besides other minor works. Currently, the MMRCL has 19 rakes in its fleet, which is sufficient to operate phase 1 (Aarey-Bandra Kurla Complex route) of the underground corridor. Once ready, 260 services will cater to an estimated 17 lakh passengers daily.