

# Last rake for Metro 3 Phase 1 to be in Aarey depot on Nov 1

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## TRIALS TO BEGIN AROUND MIDDLE OF NEXT MTH

**SEPT 2018** | MMRC places order for rakes with Alstom for 315m euro; manufacture begins in 2019



- > 31 Metro trains comprising 8 coaches each to be procured from Alstom India
- > Of these, 9 rakes are needed for Phase I operations between BKC and Aarey
- > Manufacture in Sri City, AP

**JULY 2022** | First rake arrives

**AUG 30, 2022** | Trial run flagged off by chief minister Eknath Shinde and deputy CM Devendra Fadnavis

**2,350** That's the passenger carrying capacity per rake; estimated 6 passengers per sq m



- > Trains to operate on 25KV AC traction supply



Metro 3 Phase 1 operations will commence between Aarey and BKC

### ROLLING STOCK INCLUDES

- > AC coaches with humidity control
- > LCD screens in coaches
- > Digital route map indicator
- > Announcement system
- > Longitudinal seating arrangement with lumbar support

- > Dedicated wheelchair space

- > Anti-slip and non-skid floor
- > Advanced air suspension

- > CCTV surveillance in coaches
- > Fire detectors, extinguishers

- > Voice communication facility between passengers and controller

## Platform slab works for six stations on Thane-Bhiwandi Metro route complete

**Thane:** MMRDA has completed cast-in-situ concrete platform slabs of all Metro stations along the Thane-Bhiwandi route, bringing the project one step closer to finishing and track works. Metro line 5 covers an elevated Thane-Bhiwandi-Kalyan corridor.

The cast-in-situ concrete slabs works for Phase 1 from Thane to Bhiwandi covering a length of 11.88km is complete.

Phase 1 has six stations that include one at Balkum Naka in Thane and five—Kasheli, Kalher, Purna, Anjurphata and Dhamankar Naka—in Bhiwandi. Phase 1 starts at Kapurbawadi in Thane, runs from the southwest to the northwest direction, and ends at Dha-

mankar Naka in Bhiwandi.

Metro 5 has interfaces with other lines, including Metro Line 4 at Kapurbawadi on Ghodbunder Road in Thane.

An MMRDA official said civil work for Phase 1 is in progress between Thane and Bhiwandi. The last cast-in-situ platform slab work has been successfully completed at Dhamankar Naka station.

MMRDA officials said they have expedited work on all Metro lines in accordance with the "catch-up plan". Overall, approximately 81.5% of the civil work for Phase 1, 77% for all 6 stations and 83% for the viaduct has been completed. — **Pradeep Gupta**

room to ensure it can run in the driverless mode.

Initially, these trains will be run with a pilot. After a few

months, MMRC plans to seek CMRS approval to operate the trains in the driverless mode.

Trainsets for the Metro 3

Aqua line will be equipped with a regenerative braking system aiding significant reduction in carbon emissions.

**Mumbai:** The ninth rake for the Metro 3 Colaba-Bandra-Seepz line has arrived in Mumbai and is expected to reach the Aarey car shed on November 1. With this, Mumbai Metro Rail Corporation (MMRC), which is executing this underground corridor, will be in possession of all the rakes needed to commence the Phase I operations of the line between Aarey and Bandra-Kurla Complex.

MMRC had ordered 31 eight-coach rakes from Alstom, which is manufacturing these at its facility in Sri City, Andhra Pradesh.

An MMRC official said, "The rake has reached Mumbai's periphery."

MMRC plans to run a total of 110 services on this 12km Phase I route with a travel time of 25 minutes. It has already constructed stabling lines at the depot to park the rakes.

The official said, "Trials for the rakes will be undertaken around mid-November. Thereafter, we will approach the Research, Design and Standards Organisation (RDSO) to initiate their trials."

Once RDSO trials are concluded, MMRC will approach the Commissioner of Metro Rail Safety (CMRS) to inspect the network. Commercial runs can begin after a green signal is received from CMRS.

On October 7, a trial was successfully carried out for the first time between MIDC-Vidyanagari-Seepz Metro stations, covering a distance of around 17km during the run.

The rake is equipped with an unattended train operation (UTO) system, which fully automates the start, stop, door opening and handling of emergencies without any on-board staff. Train health is monitored from the control