

# Metro 3: State prods Centre to approve 44% cost increase

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The Eknath Shinde Government has appealed once again to the Centre to approve the revised cost, project report and financial plan for the Colaba-Bandra-SEEPZ Mumbai Metro 3 line, also called the Aqua Line.

Though the State Government cleared the revised cost and financial plan last August, the Centre's approval is pending. Its nod is needed to increase its shareholding in Mumbai Metro Rail Corporation Limited, the vehicle executing the project, and also for technical and financial scrutiny.

A senior Urban Development Department official told

The Free Press Journal, "The State Government has approved the 44% rise in the project cost to Rs33,405.82 crore from Rs23,136 crore (a rise of Rs10,269.82 crore). As per the original arrangement, Maharashtra was to bear the additional cost. However, the Cabinet chaired by the Chief Minister on Aug 10 last year appealed to the Centre to also contribute."

Earlier, the state and the Centre each held 10.4% equity worth Rs2,402.7 crore in the project. If the revised cost is approved, each will hold 11.08% equity worth Rs3,699.81 crore.

The Mumbai Metropolitan Region Development Authori-

## Proposal in detail

Previous cost  
**₹23,136 cr**

Revised cost  
**₹33,405.82 cr**

Surge in percentage  
**44%**

Equal equity share  
between Centre, State

11.08% worth  
**₹3,699.81 cr**  
each



## Reasons behind cost surge

Time-consuming excavation | Adoption of consult bottom up technology

Construction of temporary steel traffic deck

ty (MMRDA) will contribute the revised state government equity of Rs1,297.74 crore to the MMRCL. The loan from Japan International Coopera-

tion Agency (JICA) will also go up to Rs19,924.34 crore from Rs13,235 crore, an increase of Rs6,689.34 crore, accounting for 59.64% instead of 57.2% of

the project cost.

The rise has been attributed to several reasons, including the time taken in excavation due to the presence of basalt rock, adoption of bottom-up construction technology for want of vacant space, cost of disposal of solid rocks and setting up of temporary traffic decks to allow construction of underground stations, many of which are in crowded areas.

Tunnelling for the 54.5km up and down lines has been completed and nearly 50% of the track has been laid. The MMRCL is conducting trials with static and dynamic tests while 53% of overhead contact systems and 88% of power supply systems have been installed.