

# Sneak peek: Metro-3 will ride on city's spirit and love for sea

**AQUA GREEN AND BEIGE THEME** Train for driverless Colaba-Bandra-Seepz line may arrive next year

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**MUMBAI:** The Mumbai Metro Rail Corporation (MMRC) on Friday unveiled the first look of Aqua line – the driverless Colaba-Bandra-Seepz Metro-3.

“As a tribute to the city which never sleeps, the Metro train cars design are inspired by the vital flow of water. This line will offer a fast, efficient and sustainable mode of travel, which will become another lifeline for the citizens of Mumbai. Mostly Mumbaiites turn to the sea for peace, get soothed by its wave and breeze,” the MMRC said in a statement issued on Friday. “To keep this spirit alive, the colour scheme of the rolling stock will have a unique blend of comfort (beige) and freshness (aqua green), which will provide a relaxed and refreshing travel experience. The colour combination for the exterior and interior of the rolling stock is in consonance with the same.”

The model was unveiled by chief minister Devendra Fadnis along with MMRC chief Ashwini Bhide and senior MMRC officials. Metro-3 will get 31 trains of eight coaches each. One coach can carry 300 passengers. Further, each coach of Metro-3 will have features such as AC, LCD screens, digital map indicator, fire extinguisher, smoke detectors, voice communicators for emergency and public announcement systems, and dedicated wheelchair area for the specially-abled.

Also, the 33.5-km corridor will have an underwater tunnel below Mithi river. In the beginning, the driverless train will be operated manually.

According to MMRC officials, the trains are being manufactured under the Central government's Make in India initiative. The delivery of the first train is expected to start from September 2020.

“The manufacturing of trains would begin at Sri City factory of Alstom Transport India in November this year, and the arrival of the first train is

## AQUA LINE: THIS IS WHAT THE COLABA-BANDRA-SEEPZ METRO WILL HAVE

### FEATURES

**Completely** air-conditioned coaches with humidity control safe and comfortable atmosphere inside coach.

**LCD screens** for information, advertisement and entertainment. Programmable digital route map indicator

**Passenger** announcement system for easy passenger disembark

**Aesthetically pleasing** longitudinal seating arrangement, with poles and rails for those standing

**Dedicated space** to accommodate wheelchair for the differently-abled. Anti-slip and non-skid floor

**Advanced air** suspension for better ride comfort

**CCTV surveillance** in each coach for passenger safety



■ The first look of the exterior (below) and the interior of the Metro-3 rake was unveiled on Friday. HT PHOTOS



**Fire detector, smoke** detector and fire extinguishers in each coach. Voice communication facility between passengers and controller in case of emergency.



### ABOUT METRO-3

Metro-3 is the first and only fully underground metro proposed for the city. After its completion, it will be the fifth largest underground tunnel in Asia

**33.5km** length

**27** stations

**Deadline: December 2021**

**Expected ridership:** Around 13 lakh by the time the project is launched. Around 17 lakh by 2030

**Implemented by:** Mumbai Metro Rail Corporation Limited (MMRCL), a joint venture of the state and central government

**Connect:** Six business districts, many educational institutes, domestic as well as international airport

**Status:** Under construction (MMRC has completed approximately 17-km of tunneling)

### THE UNDERWATER VISION

**2 tunnels of 1.18km** length each, 12.5m below the city's Mithi river, to be dug using tunnel-boring machines, from BKC towards Vidyanageri

**₹23,136 cr**  
Project cost

➤ The manufacturing of trains would begin at Sri City factory of Alstom Transport India in November this year.

ASHWINI BHIDE,  
MMRC chief

expected within a year,” said Bhide.

The Metro-3 is expected to get fully operational by the end of 2021. It will carry more than 15 lakh passengers daily, according to estimations of MMRC. The project has got funding from the Japanese International Cooperation Agency.