



## **Colaba-Bandra-SEEPZ Metro-3 Corridor**

### **Second TBM breakthrough for Mumbai Metro 3 corridor at SEEPZ station**

**Mumbai, December 26, 2018** – Mumbai Metro Rail Corporation (MMRC) today witnessed the breakthrough of the second TBM of Colaba-Bandra-SEEPZ Metro-3 corridor at SEEPZ station.

Wainganga 2, the Tunnel Boring Machine, which was commissioned on 23rd August 2018 from Sariput Nagar launching shaft completed its tunnel drive of 568 metres in package 7 to see the light at its end at SEEPZ station. One more time it marks the achievement of an important milestone towards the steady completion of the 33.5-km long Metro-3 corridor. It is the result of consistent and continuous effort by a team of nearly 250 engineers, technicians and workers together to make this reach of tunneling successful.

Wainganga 2, made its way through the rocky strata made of Basalt drilling relentlessly for exactly 125 days to attain the breakthrough. It has charted its course from under Jogeshwari - Vikhroli link road. The 92-meter long Wainganga-2 bored, on an average, 4.5 meters daily, with a peak rate of 10-12m per day, shaping the tunnel with 405 RCC cement rings.

Metro-3 corridor in its reach between CSMIA T 2 station to the ramp at Aarey colony will provide access to Versova-Andheri-Ghatkopar Metro-1 at Marol Naka and Swami Samarth Nagar-Jogeshwari-Kanjurmarg-Vikhroli Metro-6 corridor at Aarey Station and also to business hubs like MIDC and SEEPZ which today are not connected by suburban rail.

MMRC, as of today, has completed about 15-km of tunnelling. For the purpose, 17 Tunnel Boring Machines have been commissioned at ten TBM shafts.

On the occasion Ms Ashwini Bhide, Managing Director, MMRC said “This is a second big milestone for Mumbai Metro Rail Corporation (MMRC). We are extremely delightful for completing another challenging achievement and the credit equally goes to the engineers and other stake holders involved in this Project. Without their hard work and continuous efforts reaching this milestone is unimaginable”

M/s. Larsen & Toubro and Shanghai Tunnel Engineering Co. Ltd. are consortia partners for the construction of Package-7 which runs from Marol Naka to SEEPZ via MIDC. The total length of the tunnel is 7.07-km and the contractors expect about eleven lakh cubic meters of muck to be generated. The generated muck will be disposed of at Talawali-Pise, a government land spared for dumping the muck. As of today the contractors have disposed of 4.2 lakhs cubic meters of muck.

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