

■ Pending corridor works to begin soon

# Metro rail racing to meet deadline

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Officials of the Chennai Metro Rail Limited (CMRL) are braving all odds to meet the July 2014 deadline set for commissioning the city's first metro train on the elevated Koyambedu-St Thomas Mount corridor.

CMRL, which received fresh bids for finishing works suspended on the corridor, would open the tenders on February 13. CMRL had terminated the contract awarded to infra major CCCL recently for falling way short of the deadline.

The company had managed to complete only around 60 per cent of the station works instead of total completion. It had found the global economic slowdown and spiralling raw material cost too small a reason to terminate the contract, which comprises construction of seven stations between Koyambedu and Mount besides Little Mount, Guindy, Alandur and OTA stations on the Anna Salai corridor.

CMRL had split the

Total length of the metro network = 45 km (25km underground)

Washermanpet to Airport = 23.1 km

Chennai Central to St Thomas Mount = 22.1 km

Total estimated cost of the project: ₹14,600 crore

Total number of trains = 42

**CARRYING CAPACITY**

**4 Car Train:** 1038 Passengers (@ 6 persons per sqm of standee area)

**6 Car Train:** 1580 Passengers (@ 6 persons per sqm of standee area)

works, estimated around ₹250 crore, into four parts to hasten execution. The works will be taken between 10 and 18 months, a senior CMRL official, requesting anonymity, told *Deccan Chronicle*. "It is election season. Though it is an ongoing project, we do not want to risk approaching the Election Commission of India to get permission for the works, and hence, orders will be issued immediately after opening the tenders and work started at the earliest," the officer added.

However, the commercial operation between Koyambedu and St Thomas Mount will be done as scheduled in July, the officer confidently said,

elaborating that they would not wait for the completion of all works on the corridor and people would be able to shuttle between Koyambedu and St Thomas Mount as soon as the minimum infrastructure required for the commissioning got over.

For instance, the works like the construction of the flyover at Vadapalani, a part of the pending work, would be done after the commissioning.

Incidentally, the CMRL which began the trial run by moving a four-car train on the ramp from the yard in Koyambedu depot, covering 1.5 km, would undergo a 5.7 km run till Ashok Nagar in a few days.