



## PRESS RELEASE

### Hon'ble Deputy Chief Minister of Tamil Nadu Thiru. M.K.Stalin inaugurated the piling work for the construction of elevated viaduct from Koyambedu to Ashok Nagar on 10-6-2009

Hon'ble Deputy Chief Minister **Thiru. M.K.Stalin** inaugurated the piling work for the construction of elevated viaduct from Koyambedu to Ashok Nagar for the Chennai Metro Rail project on 10-6-2009 by pressing the button of the pile work machine.

The Tamil Nadu Cabinet took a decision to implement the Metro Rail project in Chennai in June 2006. This project aims at providing Chennai with a fast, reliable, convenient, efficient, modern and affordable mode of public transport, as a lasting solution to the city's growing transport needs. The Government ordered the preparation of a Detailed Project Report, which was entrusted to the Delhi Metro Rail Corporation. The project was declared a "Special Initiative" under the direct control of the Chief Minister. The subject has now been transferred to the Deputy Chief Minister. The Detailed Project Report was submitted on 1<sup>st</sup> November 2007 and the project was approved by the Tamil Nadu Cabinet on 7<sup>th</sup> November 2007.

The Government created a Special Purpose Vehicle (SPV) for implementing this project. This SPV named "Chennai Metro Rail Limited" was incorporated on 03.12.2007 under the Companies Act.

The estimated cost of this project is Rs.14,600 crores including escalation, Central taxes and interest during the period of construction, but excluding State taxes and value of vacant State Government land. 59% of the cost will be met by concessional Overseas Development Assistance (ODA) loan of the Government of Japan. The loan agreement was signed between the Government of India and the Government of Japan on 21.11.2008 at Tokyo.

The Central Government will contribute 15% of the project cost as equity and 5% as subordinate debt. The Cabinet Committee on Economic Affairs of the Union Government approved the Chennai Metro Rail Project at its meeting on 28th January, 2009.

Phase-1 of the Chennai Metro Rail Project consists two Corridors with a combined length of 45 Kms. Corridor-I, with a length of 23.1 Kms. (14.3 Kms. underground and 8.8 Kms. elevated), will run from Washermanpet to the Airport via Anna Salai. Corridor-II, with length of 22 Kms. (9.7 Kms. underground and 12.3 Kms. elevated), will run from Chennai Central to St. Thomas Mount via Koyambedu. The portions of Corridor-I from Washermanpet to Saidapet on Anna Salai, and Corridor-II on Periyar EVR Salai and Anna Nagar 2nd Avenue, will be underground and the remainder elevated.

Chennai Metro Rail Limited has appointed the "General Consultants" (GC) for Phase-1 of the project on 24.02.2009. A five member consortium led by Egis Rail S.A., France have been appointed as General Consultants. The other members of the consortium are (a) Egis India Consulting Engineers Private Ltd., India, (b) Maunsell Consultants Asia Ltd., Hong Kong, (c) Balaji Rail Road Systems Ltd., India & (d) Yachiyo Engineering Co. Ltd., Japan. The General Consultants will assist Chennai Metro Rail Limited in design, supervision, quality control, safety and contract management for the project.

Chennai Metro Rail Limited has awarded its first tender on 13.2.2009 for the construction of elevated viaduct from Koyambedu to Ashok Nagar for a length of 4.5 kms. to M/s. Soma Enterprise Ltd., Hyderabad at a cost of Rs.199.20 crores. Soil tests have been conducted at three locations in 100 feet road i.e: opposite to SAF Games Village (Koyambedu), opposite to Ambica Empire (Vadapalani) and opposite to Hotel Karaikudi (Ashok Nagar). Five metres on either side of the median of the road (approximately one lane) for a length of 80 metres are used in each location for the soil tests. After the soil tests, piling work has now started.

The Metro Rail alignment will be running on an elevated structure after Thirumangalam up to St Thomas Mount in the Corridor-II. For this purpose, pile will be driven and piers will be installed over the pile cap and superstructure (box girders) will be constructed on the top of it. The Hon'ble Deputy Chief Minister inaugurated the start of the piling work today (10-6-2009).

The Chennai Metro Rail Project has set a record amongst contemporary projects as the fastest in reaching financial closure, by securing Japanese Government funding in just 12 months and Government of India funding in 14 months, whereas this process took more than 2 ½ years in other cities. Chennai Metro Rail Limited is committed to sustaining this pace and making the project operational by 2014-15, thereby fulfilling the Chennai citizen's dream of a fast, modern and efficient transport system.



(S.Krishnamoorthy)

Chief Public Relations Officer