



## CHENNAI METRO RAIL NEWS LETTER

Volume I issue 3

**MARCH 2011**

**Sri. Navin Kumar, IAS**

**Secretary  
Ministry of Urban Development  
Government of India &  
Chairman, CMRL**

**Thiru K.Rajaraman, IAS  
Managing Director**

**Thiru S.Krishnamoorthy, IRAS  
Chief General Manager  
( Public Relations )**

**CHENNAI METRO RAIL LIMITED  
11/6 SEETHAMMAL ROAD,  
ALWARPET,  
CHENNAI-600 018**

**PH: 044-2431 0174**

**FAX: 044-2431 2320**

**Website:  
[www.chennaietrorail.gov.in](http://www.chennaietrorail.gov.in)**

**Email:  
[chennaietrorail@gmail.com](mailto:chennaietrorail@gmail.com)**



Signing of agreement between Chennai Metro Rail Limited and Siemens Consortium for the design and build works of signalling, PSD & Telecommunication on 9.3.2011. Subsequently, a kick off meeting was held on 28th March. Representatives from DMRC, Siemens AG Germany, Siemens India Ltd, Faivelley Hong Kong and Singapore Technologies participated.



An agreement was signed between CMRL and M/S Voltas India Limited for design and build work of underground stations air conditioning on 11.3.2011. Subsequently, a kick off meeting was held with M/s Voltas India Limited on 25th March.



*Ability  
Natural  
ability  
without  
education has  
more often  
raised a man  
to glory and  
virtue than  
education  
without  
natural  
ability  
-Cicero*

### STUDY TOUR OF CMRL TEAM ON OUTSOURCING OF O&M

The High Power Committee consisting of Thiru K.Rajaraman, IAS., MD, Thiru R.Sundararajan, CGM/O, Thiru V.Carmelus, CGM/S and Thiru A.K.Swaminathan, TA visited Spain, Portugal and France to study the experience of the Metros who have outsourced the operation & maintenance. The team visited Stockholm, Porto and Lyon from 14th to 19th March 2011 and discussed with Metro authorities there about their experience in outsourcing of O&M. The team also consisted of one member from the World Bank and another member from International Finance Corporation.



Managing Director Thiru K.Rajaraman, IAS., presenting a memento to the Director of Metro du Porto in Portugal.





### VISIT OF CGMS TO ALSTOM/FRANCE

Thiru V.Carmelus, CGM/S visited Valenciennes in France on 21st & 22nd March 2011 for the preliminary design approvals of the rolling stock ordered on M/s Alstom France. Officers from GC also accompanied for this visit.

*We always like those who admire us; we do not always like those whom we admire.*

[La Rochefoucauld](#)



Signing of agreement between CMRL and M/s Emirates Trading Agency LLC Dubai and M/s ETA Engineering Ltd India for design and build works of Tunnel Ventilation System on 11.3.2011. Subsequently, a kick off meeting was held with Consortium of M/s Emirates Trading Agency LLC Dubai and M/s ETA Engineering Ltd India on 24th March.





Signing of agreement between CMRL and M/s Gammon-OJSC Mosmetrostroy JV for design and construction of underground stations and associated tunnels at Government Estate, LIC Building, Thousand Lights, Gemeni, Teynampet, Chamiers Road and Saidapet. (underground packages 02 & 03)

### **Construction of underground corridors and underground stations.**

Latest Tunnel Boring Machines (TBMs) will be used for constructing underground corridors. Tunnel Boring Machines are specially designed machinery to build tunnels with a circular cross section. Tunnel boring machines can “dig” through a variety of soil types including hard rock. Although these machines can be used and are used in any type of tunnel construction they are mostly needed when doing Urban Tunneling that is when building an underground tunnel beneath a city. Using a tunnel boring machine (TBM) has many advantages over the traditional “drilling and blasting” method of constructing a tunnel. TBMs have the advantages of limiting the disturbance to the surrounding ground and producing a smooth tunnel wall. This significantly reduces the cost of lining the tunnel, and makes them suitable to use in heavily urbanized areas. Behind all types of tunnel boring machines, inside the finished part of the tunnel, are trailing support decks known as the back-up system. Support mechanisms located on the back-up can include: conveyors or other systems for muck removal, control rooms, electrical systems, dust removal, ventilation and mechanisms for transport of pre-cast segments.

There will be a minimum of 9 meters clearance from ground level to tunnel level. It will not affect any of the utilities underground.

The construction of underground stations will be done by cut and cover method. There may be traffic disruptions and diversions at all locations of underground stations, which fall on the roads. To ease the traffic congestion, construction / excavation will be taken up in stages. In the first stage, half of the road will be closed and excavation and concreting of the walls will be done. Then temporary decking will be done at this place with the support from the walls. Then, Traffic will be diverted on the decked area. Then the other half of the road will be taken up for construction. Work of excavation will continue in the underground portion below the deck slabs.

The construction work will be done after shifting all the services like electric cables, telephone cables, water pipe lines, sewage pipe line and street lights. There will not be any disruption to the services and action has been taken in advance to shift the services which are coming in the Metro alignment.