

'Metro delay means loss of Rs. 50 lakh a day'

Sreedharan stresses the need to adhere to schedule

Staff Reporter

BANGALORE: Delhi Metro Rail Corporation Managing Director E. Sreedharan on Saturday said any delay in the commissioning of Namma Metro Phase I in Bangalore would mean a loss of a whopping Rs. 50 lakh every day.

The Metro Man, as he is called for his zeal in making metro rail a success, was addressing a symposium, 'Tunnelling, TBM technology and underground station', organised by CEC International Corporation and Soma Enterprises, here.

The loss would be in the form of cost escalation of inputs, continuing cost on manpower and utilities, and failure to earn traffic revenue because of non-operation of services, according to Mr. Sreedharan.

The entire Phase I of Namma Metro, which comprises 18.1-km stretch of East-West Corridor (Byappanahalli-Mysore Road Terminal) and 24.2-km stretch of North-South Corridor (Hessarghat-



EXPERTSPEAK: Delhi Metro Rail Corporation Managing Director E. Sreedharan at a symposium in Bangalore on Saturday.

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ta Cross to Jaraganahalli), was originally scheduled for completion in June 2012.

Difficult operation

Mr. Sreedharan said tunnel construction was difficult, particularly in a place like Bangalore which had sensitive mixtures of soil and hence entailed absolute precision.

The detailed project report

clearance. The retirement of the Commissioner of Railway Safety K.J.S. Naidu too was responsible for the delay, Mr. Sreedharan added.

BMRCL Managing Director N. Sivasailam said Cabinet Secretary K.M. Chandrasekhar was in Bangalore on Saturday to review Namma Metro's progress and took a ride on the train between Byappanahalli and M.G. Road.

Challenges

Speaking at the session on 'Challenges of tunnelling in Bangalore', Russell Brown, Project Manager of CEC/CI-CI, said Chickpet was a sensitive area because of the clay soil. Studies were on to assess the impact of tunnelling there as well as the stretch between Majestic and Central College. Some buildings on K.G. Road had up to three basement floors, Mr. Brown said.

A few steep curves on the alignment too were major challenges in tunnelling, he said, and cited the example of Vidhana Soudha and cricket stadium stations.

(DPR) for Phase II is ready and will be submitted by the DMRC to the State Government shortly. The DPR for Phase I was also prepared by DMRC.

Speaking to presspersons later, Mr. Sreedharan said delays would happen in every metro project, and Bangalore Metro Rail Corporation Ltd. (BMRCL) was in the process of securing the required