

FEAT BENEATH THE GROUND

The tunnelling work of Namma Metro's North-South corridor between Swastik and Majestic is set to restart next month. Last July, a tunnel boring machine named Godavari broke down 70 ft underground stalling the tunnelling work. The entire exercise may cost the contractor up to ₹11 cr

BORING WORK TO RESUME

- Godavari's rock-cutter clogged off in July 2014
- The TBM, bought from China, got stuck at a depth of **70 feet**
- It had bored **362 metres** at the time

₹11 crore

₹5 crore
cost of the new cutter imported from Italy

₹6 crore
amount spent on reaching and excavating the damaged cutter

- The broken machine remained idle for over a year
- To reach the TBM, excavators and earthmovers were used with the help of cranes

₹100 crore
cost of each TBM

350 tonne
weight of each TBM

90 metres
length of each TBM



EXCAVATION

- Heavy earth-movers were used to dig up the area where the damaged TBM was stuck

- Sidewall built to keep mud from falling onto the TBM

- It will take close to a month to fix the machine



It may take one more month to restart the tunnelling work. The contractor will bear the cost of repairing the machine and hence there has been no financial burden on the BMRCL

UA VASANTH RAO, GM (FINANCE AND PRO, BMRCL)

GIANT TUNNELLING MACHINES

1 month: Required to assemble each TBM

8.82 km: TBMs are entrusted with the task of underground tunnelling in Phase 1

4.8 km: Stretch of underground (East-West corridor) completed so far

6: Tunnel boring machines used by Namma Metro

4: Number of TBMs (Krishna,

Kaveri, Margarita and Godavari) currently operational in Bengaluru



The new cutter imported from Italy