

World award for HMR

Though it still has years to be fully operational, Hyderabad Metro already has many firsts to its name

L. VENKAT RAM REDDY
DECCAN CHRONICLE

Even before it has started operations, the Hyderabad Metro Rail project is attracting world attention.

The 72-kilometre Metro project was recently adjudged the Best Engineering Project of the year by the Sixth Annual Global Infrastructure Leadership Forum Conference held in New York.

The ₹17,000-crore HMR was the only Indian project among the three shortlisted ones from the top 100 global infrastructure projects. These were dubbed as the "Strategic-100" based on criteria such as business opportunity, productivity creation, competitiveness creation, employment generation and efficiency.

The HMR has many firsts to its credit. It's the world's largest elevated metro rail project being taken up in a Public Private Partnership mode. It will also be the first in the country to run on "driver-less technology".

The trains will comprise three air-conditioned cars and will initially accommodate 1,000 passengers. The Metro will also have the capacity to carry 60,000 pas-



N.V.S. Reddy, MD, HMR (fourth from left) receives the Best Engineering Project award in New York.



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**N.V.S. REDDY
MANAGING DIRECTOR, HMR**

sengers per hour per direction, once fully operational. L&T Hyderabad Metro Rail Ltd has devised a "six-stage construction plan" to complete the project by July 2017.

"This is not just a metro rail project. We are doing it as a total system, which will be connected to the main rail, bus stations and local rail like the MMTS. Bicycle tracks, sidewalks, skywalks etc. will also be part of the system. We are thus not

looking at Hyderabad Metro Rail as a single transit system. Our aim is to transform Hyderabad into a global, people-friendly green city," said N.V.S. Reddy, managing director, HMR.

Once operational, there will be substantial reduction in travel time with the trains running at a maximum speed of 80 kmph and an average speed of 34kmph, which is three-times the road speed. There will be a train every two to

five minutes.

"Seamless travel facilities through integration with rail terminals, bus stations, MMTS stations and merry-go-round feeder buses to nearby colonies and business areas will be a unique feature," Mr Reddy said, adding that the fares will be low with an aim of making the Metro affordable to the common man.

"The minimum fare will be ₹8 and the maximum fare ₹19. Though L&T operates the trains, the government has the authority to regulate ticket fares," he said.

As added security measures, video cameras in coaches and CCTVs in stations will be installed besides promoting safe travel for women by reserving parts of the metro coaches for women passengers only, he added.