



In This Issue

- Prime Minister inaugurates Pune Metro Rail Services
- Maha Metro Nagpur's 7th Foundation Day
- MMI initiatives under 'Azadi Ka Amrit Mahotsav' at Pune Metro
- History Has Been Made, First-Ever 4-Layer in the Making Maha Metro Successfully Launches Girder at Gaddigodam
- Employees Corner
- Progress Update

Editorial Board

- Anil Kokate - Director (SP), Nagpur
- Hemant Sonwane - GM/PR, Pune
- Akhilesh Halve - DGM/CC, Nagpur
- Nitika Agrawal - Company Secretary
- Shubhom Gupta - AM/CMS
- Akshay Sonkusare - AM/CMS
- Ujjwala Dhengle - PR Associate



PRIME MINISTER INAUGURATES PUNE METRO RAIL SERVICES

Pune Metro Rail services were inaugurated by Prime Minister, Shri Narendra Modi on 6th March 2022.

The inauguration ceremony took place at Garware Metro Station on Priority Section-II and virtually at PCMC Metro Station on Priority Section-I. With the inauguration, the Pune Metro services are now available for citizens in two sections Vanaz to Garware & PCMC to Phugewadi with 12 KM length and 10 Stations.

On this occasion, many dignitaries and eminent personalities were present. Governor of Maharashtra Shri Bhagat Singh Koshyari, Dy. CM GoM Shri Ajit Pawar, Mayor PMC Shri Muralidhar Mohol, Mayor PCMC Ms. Usha Dhore, Minister of Urban development GoM Shri Eknath Shinde, Minister of Industries GoM Shri Subhash Desai, Member of Lok Sabha Shri Girish Bapat, Opposition Leader Shri Devendra Fadnavis & Secretary MoHUA Shri. Manoj Joshi were present during the auspicious occasion.

Mr. Emmanuel Lenain, French Ambassador and Mr. Bruno Bosle, AFD Country Director were among the eminent invitees for the Grand event.

Prime Minister arrived at Garware Metro Station where he was received by Secretary MoHUA and MD Maha Metro. Thereafter the Chief Guest, along with all dignitaries arrived at Concourse level of Garware Metro Station where Plaque was unveiled by Hon'ble PM.

After the ribbon cutting, PM took a look at Pune Metro Rail Model placed at unpaid section of the station.

PM took the first ticket of Pune Metro from Garware Metro Station to Anand Nagar Metro Station digitally from ticket counter and was further guided to exhibition. Prime Minister along with all the dignitaries took a round of exhibition at Garware Station. During the visit, Dr. Brijesh Dixit, MD Maha Metro explained the initiatives taken by Maha Metro in form of various models and pictures kept in exhibition gallery. The gallery had all the significant highlights of Pune Metro Rail Project like 'Kachare Se Kanchan Tak', Metro Neo,



Underground section highlights of Pune Metro & iconic stations designs at Pune Metro.

Thereafter PM was taken to Platform of Garware Metro Station where ceremony of pressing green button undertook after which waving of Green Flag for trains in both the corridors by PM took place.

After PM on-boarded the train, he interacted with Divyang Students present in the train during the train journey from Garware Station to Anand Nagar Station. The train ride also taken by all dignitaries present during the course of event. All Seniors Management Officials also accompanied the guests during train ride.

After reaching Anand Nagar Metro Station, PM signed visitor's books with kind and motivating remarks for Team Maha-Metro. The Programme ended with departure of PM from Anand Nagar Metro Station.



The Train services have been opened for citizens from 3 PM onwards on the same day and humongous enthusiasm has been witnessed amongst the citizens for the Train Ride. With ridership of 23000 on 6th March and crossing the marking of 1 lakh cumulatively in first three days of commencement, the same is expected to rise in upcoming days. Metro services would be available from 8 AM to 9 PM everyday with applicable fare structure and pre-decided frequency of trains. Pune Metro is all geared up to welcome the passengers of Metro and the start of Metro in the city is surely expected to bring the new revolution in the public transport for the city of Pune.

The Journey from laying of foundation stone by PM to inauguration was full of excitement with up & downs. The first train trial run in Corridor-I was conducted on 31st December 2019, there after the global pandemic struck the world creating unprecedented global crisis. Pune Metro was no exception & faced lot of challenges posed by Covid-19 Pandemic. The labour strength went drastically from 7000 before lockdown to less than 1000 during the lockdown which affected the pace of the work adversely. As the restrictions eased, Pune Metro work pace gathered the momentum and with Sheer determination and by dint of hard work, Pune Metro Team has finally achieved the target. With 12 KM operational, work on all other stretches is going on in full pace to complete 33.2 KM of Metro Rail soon.



महा
मेट्रो

MAHA METRO NAGPUR'S

7th

FOUNDATION
DAY

Thursday, 18th February



Metro services on all the four directions of the city would be operational soon. Execution of Metro project has been an extremely challenging task at many locations. More such challenges await us some such challenges are emotional in nature. The more people travel in Metro train, the more we would be closer to our goal, said Maha Metro MD Dr Brijesh Dixit, here on Friday. He was addressing the gathering at the Maha Metro Nagpur's 7th Foundation day.

Maha Metro has crossed the ridership figure of 60,000. After operations on Reach-II and Reach-IV get started, this figure would cross 1 lakh mark. "We have to achieve ridership target of 3 lakh. It is not easy to complete project of such dimensions while maintaining quality of work. This has been possible with the help of teamwork", he further said.

He credited the citizens of Nagpur for their continued support to the project, who have been extremely supportive of the project despite some hardships at some level, he said. He also credited the family members of Maha Metro employees and officials for their co-operation. Dr Dixit also mentioned about the suggestions given by different speakers in their speeches and urged the guests to be Maha Metro's Brand Ambassador.

Municipal Commissioner, Nagpur Shri Radhakrishnan B, businessman Shri Vilas Kale, Architect Shri Ashok Mokha, Cardiologist Dr Prashant Jagtap, Senior Journalist Ms. Sarita Kaushik, President of VED Council Shri Shiv Kumar Rao, Secretary of Taxpayers' Association Shri Tejinder Singh Renu, ex-Director of NEERI Shri Satish Wate spoke on Maha Metro's 7th Foundation Day. Excerpts from their speech are as under:



MAHA METRO'S JOURNEY:

Use of Public Transport Essential for Environment Protection: Municipal Commissioner Shri Radhakrishnan B. - Nagpur ranks fourth in the list of developed cities in Maharashtra. However, it's first in respect of Metro and its matter of pride for all of us. People should use public transport not just for environment protection but also for safe transport. While vehicular pollution is on the rise all along, conserving city's health is essential and everyone's responsibility.

Nagpur's Identity has changed: Shri Vilas Kale - In his address, he said that the city's identity has changed in the span of seven years, since the project was launched. He thanked Maha Metro MD Dr Brijesh Dixit for his exemplary leadership. The city was earlier known for oranges, cotton and even good people, but now the city is identified with the Metro Services which are of international standard. This has also changed the lifestyle of the people here, he concluded.

Maha Metro Project led to overall development: Architect Shri Ashok Mokha - The Metro project has accelerated the overall development of Nagpur. It has



also played a major role in providing international level transport facilities but also changed the city's identity. While addressing problems related to common man, Maha Metro has also refurbished the tourist places of the city, Shri Mokha said. He suggested that the heritage government offices in Nagpur like Commissionerate and Collectorate could be refurbished.

Health and Personal Security Maha Metro's Mantra: Dr Prashant Jagtap - Maazi Metro is my metro in real terms, said noted cardiologist Dr Prashant Jagtap. It has ensured Health and Personal Security of citizens of Nagpur. In medical terms, hypertension could be controlled is one choses to travel by Metro train, he said. Use of Metro train services could ensure healthy life and one need not go to doctor, Dr Jagtap said.

People are emotionally involved with Metro: Ms. Sarita Kaushik - Greeting Maha Metro staff on the occasion of Foundation Day, Ms. Kaushik said over the years, people are getting emotionally involved with Metro. Miss Kaushik has scripted a book on Metro - 'Better Than The Dream – A People's Story'. Speaking about the book, she said it covers people from cross-section of society, who have been involved with it.

Maha Metro has scripted Pace of Development: Shri Shiv Kumar Rao - The city has witnessed a phase of transition towards development in the seven years of period. Maha Metro has fulfilled transportation needs of the city. The seven years of Maha Metro journey has catapulted Maha Metro among the cities with global appeal. The transportation services in MIHAN was a major issue, however Maha Metro has satisfactorily addressed the issue in specific time frame and while maintaining the quality, Mr Rao said.

Overall development possible because of Metro: Shri Tejinder Singh Renu - Maha Metro has benefitted all sections of the society. The citizens of Nagpur have

co-operated in executing the project right since its beginning, he said. It is essential to understand Maha Metro in a wider frame, as it has taken Nagpur to new heights. Metro provides safe transportation services to all, especially women and children, Shri Renu said.

To have Metro in Nagpur, is a matter of pride: Shri Satish Wate - "Earlier, during my visit to Delhi I would regret the absence of Metro services in Nagpur. However now I have a sense of pride as Maha Metro services have been operational in Nagpur," he said. Even the people of Delhi now acknowledge the services provided by Nagpur Metro and this has been possible because of the excellent management of Dr Brijesh Dixit.

The cycle mayor of Nagpur and noted cycle enthusiast Dr Amit Samarth, Shri Chaitanya Shingru, Miss Madhura Borde, Shri Shankar Shivhare, Shri Arun Singh, Shri Mohammad Akram, Shri Vivek Gargi also spoke on the occasion. These speakers dwelt on the seven years of Maha Metro's journey in Nagpur. The Director (Project) Shri Mahesh Kumar delivered the introductory address. The Executive Director (Admin) Shri Anil Kokate proposed vote of thanks. Smt Nilima Harode conducted the proceedings.



MMI INITIATIVES UNDER 'AZADI KA AMRIT MAHOTSAV' AT PUNE METRO



On the occasion of 75th year of independence under “Azadi Ka Amrit Mahotsav” on the theme of “Smart Governance & Smart Urbanization” had organized several citizen engagement workshops on the benefits of Public Transportation. Pune Metro had invited the citizens in large numbers to showcase the benefits of Pune Metro and the Integrated Metro Mobile Applications to provide seamless integrated ticketing, passenger information, passenger communications and a seamless integrated feeder services for a Safe, Seamless, Economic, Efficient, Reliable, Convenient and Comfortable First and Last Mile Connectivity.



Schools with large number of students, teachers along with the parents and families were invited to Garware, Sant Tukaram Nagar & PCMC metro stations to get to know Pune Metro and also to experience the station systems and facilities in a ‘Real Time’ situation. Citizens were helped to reach to the concourse level from the street level while following Covid protocols. They were guided for formation of queue at the TOM, proceed for the security check & baggage check, use the AFC systems, take the stairs, lifts and escalator to reach to Platform level, stand and board and de-board the train in a queue.

The station staff gained hands on experience of managing the crowd, issuance of QR tickets, security and baggage checks, usage of the facilities like escalators & Lifts, wash room, AFC systems. Citizens experienced the Pune train, Passenger Information System, Customer Service Amenities, followed by Q&A sessions.

The school children were briefed on usage of the bicycles on-board the metro and the advantages of the Mobile Applications to use the metro services.



Many activities were also arranged, provision for activities like Quiz & team games was made during the event. Also, Shopping along with Food & Beverage was also arranged. Few times Yoga Session and a ‘Surya Namaskar’ on-board the train were also arranged on the World Yoga Day. Rangoli and other activities having celebrities like local municipal Corporator and Marathi film personalities too were arranged.

Sponsors like Mapro Foods, Chitale Bandhu Foods, Bhudani Waffers, Suhana Masale and Katraj Dairy provided free food products to the children and the visitors. Additional engagement programs were provided like Puppet Show, Magic Show, Charlie Chaplin, etc.



We also had the Feeder Service providers providing their vehicles displayed and exhibited during these workshops enabling the school children to get to know the benefits and advantages of using these feeder vehicles including an experiential test ride too. We had about close to 4000 visitors during these workshop with adhering to complete Covid Protocols and with completely Safe conditions.





HISTORY HAS BEEN MADE, FIRST-EVER 4-LAYER IN THE MAKING MAHA METRO SUCCESSFULLY LAUNCHES GIRDER AT GADDIGODAM

Maha Metro scripted history with the successful launch of 85 meter long and 800 tonne heavy Girder at Gaddigodam in the early hours on Friday. For the first time such a gigantic task has ever been executed in Nagpur. The highest ever Girder launching was part of 4-layer transportation system at Kamptee Road (Gurudwara) and the work was executed after taking 4.30 hours of Railway Block. With the successful launching of the Girder, Maha Metro has created a milestone.

History was created and these major records were scripted with the launching of Girder:

- Installing 800 Tonne heavy Girder on India Railway Track is a unique record.
- For the first time 1,650 Tonne capacity structure has been put in place in the urban India.
- Overall, 32,000 Height Strength Friction Grip (HSFG) bolts were used in the 800 tonne Girder. Similarly 80,000 bolts have been used in the complete structure.
- The top-most part of steel girder is at a height of 32 meters from the ground.
- For the first time in the history of Indian Railways, 22 meter wide Steel Girder was launched across railway track.
- Such a 4-layer transportation system is being constructed for the first time in the country.

History Has Been Made:

The robust 1,650 tonne structure, including 800 tonne Girder has been installed for the first time in urban India. The complete task was executed with the non-stop work of hundreds of officials and employees over a period.

Precision at its Heights:

The successful launching of Steel Girder and scripting of multiple records would also be nominated and the process has been started for recording the same with **Limca Book of Records, Guinness World Records** and **India Book of Records**. The successful installation is an example of 'Precision at its Heights'. All such issues which require, **Micro Level Precision** were taken care of at all the appropriate levels.

Maha Metro MD Dr Brijesh Dixit:

MD Dr Dixit has congratulated all the Metro officials and workers associated in fruitful execution of this challenging task over the Railway track at Gaddigodam. Dr Dixit thanked the citizens for all the co-operation extended to Maha Metro during execution of this project. Dr Brijesh Dixit expressed

hope that the balance work would soon be executed and the road, Fly-Over and Metro services would soon be available for citizens.

Creating a 4-layer transportation structure in itself is a record. While **multiple records** have been achieved with the successful execution of project, the Gaddigodam structure is the **biggest/heaviest structure** in the infrastructure sector. The structure was moved with the help of heavy duty cranes and **history made**, in the process. The Nagpur-Delhi Railway track over which the work was executed is one of the busiest railway line with more than 150 trains passing over it every day.

Working at such heights requires complete synchronisation at all levels. The officials, employees had to work in tandem during this entire process of execution. The team work ensured completion of the task in the given time frame and with utmost efficiency. The four-layer transportation system includes the existing road and the railway track over it. Fly-over and railway Track are the next two levels of the 4-layer transportation system.

The assembly and fabrication work for launching of the girder started

in September 2021 at Butibori. The huge structure was then transported to work site through trailers. The 1650 tonne structure is E-350 grade and is as per the standards laid down by Research Design and Standards Organization (RDSO).

The task was gigantic and challenging not just because of the nature of work involved, but also because of the various constraints at the work site. The entire location is very narrow and is lined by Gurudwara, School, Shops and Various commercial establishments on its four sides. Thus the task had to be completed keeping all these constraints in mind. The road and the Railway-under-Bridge (RuB) there are part of the narrow location.

Railway Block for 4.30 hours was sought for launching of the girder. Intimation for the block was given 15 minutes before starting of the work. Maha Metro had sought 24 hour block for the entire project, of which 8 hour block has already been availed of before in phases.

It is worth mentioning that the successful launching of Steel Girder signals completion of work in Reach-II (Sitabuldi Interchange to Automotive Square Metro Station).

The fly-over is being constructed by National Highway Authority of India (NHAI).

Maha Metro has executed many unique and innovative projects in the city before. These includes 2-Layer transportation system over Wardha Road, Balance Cantilever Bridge at Anand Talkies, Interchange Metro Station at a crowded location like Sitabuldi and Zero Mile Freedom Park Metro Station. The 4-layer transport system at gaddigodam, first of its kind in the country, is an addition to the long list of achievements by Maha Metro.

The Chief Bridge Engineer, Divisional Railway Manager (Central Railway), Additional Divisional Railway Manager (Infra-Central Railway), Additional Divisional Railway Manager (Operating-Central Railway), Senior Divisional Operations Manager, Senior Divisional Engineer, Senior Divisional Engineer (Central) have extended valuable co-operation for execution of the project.



The Mystical Valley

PATALKOT

“Patalkot” name comes from Sanskrit word “Patal” that means very deep. There is a belief that after worshipping ‘Lord Shiva’, Prince ‘Meghnath’ had gone to Patal-lok through this place only. People say that Kings ruled this place in 18th and 19th Century and that there was a long tunnel connecting this place to ‘Pachmarhi’ in Hoshangabad District.

Hidden amidst the depths of the Satpura Range in Madhya Pradesh, lies a hidden gem of a place called Patalkot. A valley sprinkled with 12 small villages and 13 hamlets, Patalkot reportedly has a population of only 2012 people living within its borders. Patalkot is located in Tamia in Chidwanda district of Madhya Pradesh. This area is surrounded by high mountains and lush green forests. While this entire area is spread over 20,000 acres of land.

A close-knit congregation of tribal clans called the Bharia, these people and their place of habitat lay undiscovered until just a few years ago.

Here in the afternoons, the sunlight does not reach the surface. Due to this, there is darkness in Patalkot and it is bright after sunrise the next morning.

Patalkot is a home to a tribal culture skilled at using the forest plants to make effective medicines. The Patalkot forest is so well hidden that people on the outside did not even know it ever existed. The modern world has

been completely unaware of its existence. Now there are increasing threats of deforestation and exploitation of the people there. The natives (Bharias and Gonds) who live there know how to collect and grow the plants they need for food, clothing and building their homes. They know the secrets of the medicinal plants. This special skill has been passed down every generation. There is a great harmony among them living in a comfortable balance, gladly helping each other, growing and collecting their own food. They are unusually skilled at making pulps and extracts of plants for curing illnesses. They have medicinal treatments for many illnesses including measles, cholera, hypertension, diabetes, coughs, snake bites, and even pains. Patalkot was becoming famous for its treasure of medicinal plants. With the discovery Patalkot’s treasures, some other things began to happen. The natives are generous with their knowledge and offer their medicinal secrets with open hearts. This is how the people there have always survived, by sharing information and supplies with each other. People who came to the forest, however, saw a way to profit from this. They brought in teams of harvesters to strip the forest for valuable herbs. They sold them outside for great profit. Important and endangered medicinal plants are at the verge of death/ extinction. And even more, whole sections of forest were cut to gain easier access to collection sites. In return, outsiders gave the tribal people portable radios that blared through the forest, frightening off the wildlife

and quickly replacing the communal music that bound the tribes together. This enabled the loggers to cut down the trees very easily.

Patakot is blessed with dense foliage and is home to medicinal herbs, plants, animals and birds of various species. The top of the valley is as high as 1,200-1,500 ft, and a bird's eye view makes the landscape appear in the shape of a horseshoe. The only source of water for the residents of the valley is Doodhi River. Interestingly, the entire region gets enveloped by darkness after noon time, so much that sunlight cannot reach the depth of this valley.

There exist several mythological beliefs and traditional narratives that connect the origins of Patakot to Mahadeo hills -according to the locals that patalkot is the only entrance to patal-lok and they are the protector or watchman of the patal-lok.

The people of Bahria community believe that Mother Sita was absorbed into the earth from this place. Besides Hanuman ji also went to Patalalok by this route during the time of Ramayana.

Up until a few years ago, the valley was completely inaccessible by road, and visitors had to make their way

into the valley on foot. However, since its discovery, the state government has built roads going into the valley.

In recent years, the government has been trying to make Patakot an eco-tourism destination. The monsoon season is a popular time for visitors, as it is a sheltered area. Tourism marketing focuses on the local nature and adivasi culture connections – though this may change with increased impact from tourism and outside pressures. Patakot is known for retaining its original culture and customs for a long time. Until a few years back, it was a world in its own with no influence from outside. To reverse the process of deforestation and forest degradation by positioning in ecotourism as a joint product. The Patakot model of ecotourism, with the involvement of indigenous communities, has demonstrated its operational deliverance, adaptive evolution capabilities as well as been recognized as a successful model with several elements for replication. Every year a festival called Satpuda Adventure sports festival is organised during the month of October.

The trekking and camping experience in the valley rich with wildlife and adventures is a great way to beat the effects of the bustling city life.

S G Rao

DGM (Commercial)

ED O&M Office, Maha Metro, Nagpur





Understanding Eco-system

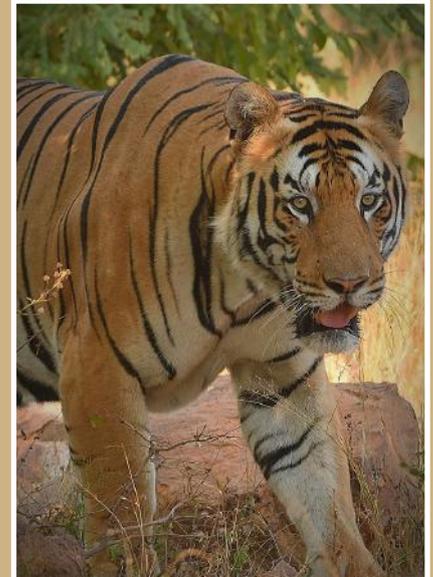
Picture click by Niteesh Chaudhary

While the success of Project tiger brought an increase in tiger numbers, it also brought new challenges in its wake. The forest corridors which were victims of growing human population were now also sheltering more tigers. The villages and villagers were relocated away from the forest boundaries. This has made the livelihood of wild animals reckless but safe. It has also conferred the serene landscaping and has enhanced the flora and fauna of forests.

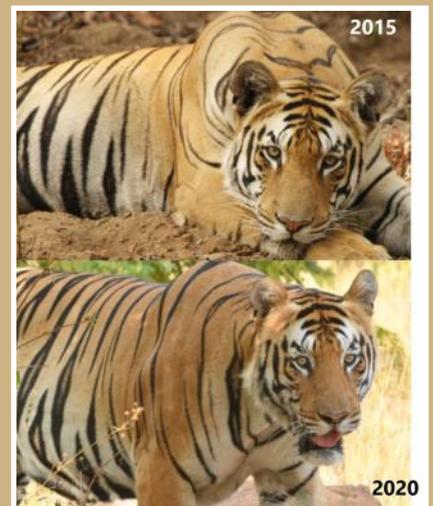
While at Tadoba, the most happening forest of Maharashtra, the inner sanctum is a beautiful mixed-deciduous forest encrusted with gem-like flowering trees and the vast Telia and Tadoba lakes offer cinematic vistas and has made Tadoba an international destination. Much of the core area is off limits and there are always many more visitors than available safaris. At the same time getting an opportunity for buffer ranges is quite a luck, there are new and huge network of trails, and the sightings are as good as they get.

The one "Alianza" a buffer zone of TATR forest reserve, might be India's most productive buffer forest. While on a tour to Alianza, it's twilight and landscape was awash in blue. Blurry bamboo thickets blend with groves of trees and low scrub as we sally forth in my open safari jeep, rigid with anticipation and the promise of dawn in the jungle. As we lurch forward the jeep suddenly stops and our guide asks us to hush and listen. It was a mighty male tiger a ruler of Alianza zone on territorial round. The local guides have named this beast as "Mowgli" aged about 8.5 years weighing around 243 kg, son of Kuwani (female of Hirdinala), Kolsa Range, Tadoba. Mowgli is eldest cub of family of 4 cubs. Mowgli is ruling Alianza since last 5 years with Jharni female. I am glad watching its progress since 2014.

Niteesh Chaudhary
Sr. SO-Finance
Maha Metro, Nagpur



Picture click by Niteesh Chaudhary



Picture click by Niteesh Chaudhary

PROGRESS UPDATE



February - 15th March 2022

NAGPUR METRO		
Sr.No.	Stretch	Progress
1	Khapri to Sitabuldi	100%
2	Lokmanya Nagar to Sitabuldi	100%
3	Sitabuldi to Kasturchand Park	100%
4	Kasturchand Park to Automotive Sq.	98.2%
5	Sitabuldi to Prajapati Sq.	99%

Pune METRO		
Sr.No.	Stretch	Progress
1	Reach 1 (PCMC to Phugewadi) (Priority Section – 1) (E)	100%
2	Reach 2 (Vanaz to Garware) (Priority Section – 2) (E)	100%
3	Reach 1 (Phugewadi to Civil Court) (E & UG)	62%
4	Reach 2 (Garware to Civil Court) (E)	62%
5	Reach 3 (Civil Court to Ramwadi) (E)	70%
6	Reach 4 (Civil Court to Swargate) (UG)	40%

METRO NEW JOINEES

Between February 2022-15th March 2022



NAGPUR METRO



Vikas Singhal
Sr. DGM (S&T & AFC)



Vishal Galgali
AM (Civil & Track)



Swapnil Tatkare
Chief Controller



Digambar Barhate
Chief Controller

PUNE METRO



Vinod Sahu
Deputy General Manager (Fin)



Harish Addagatla
Junior Engineer (Rolling Stock)



Shubhangi Jadhav
Junior Engineer (Signal & Telecom)

Citizens Love Maha Metro!

Social media engagement of Pune & nagpur Metro far exceeds its other counterparts in the country.

Pure testimony of 'Maazi Metro'



NAGPUR METRO

Average acquisition of FB followers per month **8,155**

6,84,832 LIKES

14,800 FOLLOWERS

1,723,085 VIEWS

17,100 FOLLOWERS



PUNE METRO

Average acquisition of FB followers per month **12,270**

6,10,837 LIKES

16,600 FOLLOWERS

2,714,414 VIEWS

32,500 FOLLOWERS

Monthly newsletter published by Maharashtra Metro Rail Corporation Ltd.

For contribution & suggestions, please write to cs@mahametro.org

✦ 'Metro Bhawan', VIP Road, Near Dikshabhumi, Ramdaspath, Nagpur - 440 010

✦ 1st Floor, The Orion, Koregaon Park Road, Opp. Don Bosco, Pune - 411 001