



## **Scomi Engineering Bhd**

News Release

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### **Mumbai Monorail weathers Indian Monsoon onslaught**

PETALING JAYA: Torrential rains blasted Mumbai, India from Thursday, 18 June 2015, barely a week into the monsoon and brought the financial capital to a grinding halt on Friday, 19 June 2015. The suburban railway network, the transport lifeline of the city, was stopped in its tracks due to floods leaving hundreds of thousands of commuters stranded.

The Mumbai Monorail, however, continued to glide along, unhindered by the wrath of the monsoon. It has been running at 100% punctuality since the start of the monsoon, providing a much needed transport for Mumbaikars along its alignment.

On Friday, when all the transport options, buses, autorickshaws, taxis, railways, were crippled due to the floods, the monorail provided the solution for commuters. As the floods rose during the day, the bus service providers started re-routing their buses to the monorail stations in an effort to continue to provide services to its commuters. The monorail alignment passes through several industrial and busy business areas. Some are low lying areas and hence the monorail provides a dedicated corridor for the public to commute to and fro.

"Scomi brought the monorail to a country that has a high risk of earthquake, suffers extreme monsoons and has a dense population. Built in the city of Mumbai with over 29 million people, the monorail, last Friday, has withstood the test of the elements and proven its sturdiness in the face of the raging monsoon," said Mr Kanesan Velupillai, Chief Executive Officer, Scomi Engineering Bhd.

7 million passengers to date and still counting. This is only the first phase of the full alignment. The Mumbai Monorail, the first of its kind in India, officially started commercial operations of Phase One from Wadala to Chembur, a distance of 8.9 kilometres, on 2 February 2014. Initially operating 8 hours of services per day, within 10 weeks of operations it had increased its services to 14 hours per day. Currently, it operates 16 hours of services per day at an average of 99.17% punctuality.

“The ability of the monorail to continue service punctually is due to its design itself. With the straddle design, the train is designed to wraparound the beam. Hence heavy rains and strong winds do not affect the stability of the train. Further, our Operations & Maintenance team has an extensive monsoon preparedness plan in place to ensure our operations are ready to face the elements,” added Mr Kanesan.

The monsoon preparedness plan includes additional maintenance activities of all the equipment, safety drills and health and safety training for all staff.

“The dedicated Mumbai Monorail employees made every effort to ensure they were there for duty and were ready to work the additional hours to ensure smooth operations and service to our passengers. The success of a service is not only the product but also the people and we were happy to be able to effectively and efficiently serve the public,” he continued.

Phase Two of this project will link Wadala to Jacob Circle with ten stations along a 10.8-kilometre stretch. This phase is anticipated to quadruple the daily ridership on the monorail section once it is commissioned. The Mumbai Monorail alignment provides greater East-West connectivity and a dedicated transport corridor to move people quickly and efficiently through the densely populated streets of Mumbai, rain or shine. The full alignment is anticipated to be commissioned by mid 2016.

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**About Mumbai Monorail**

The Mumbai Monorail project utilises the Gen-2 Scomi Urban Transit Rail Transit Application ("SUTRA") rolling stock, which features efficient engines, light train bodies as well as an advanced vehicle management system. The four-car Mumbai Monorail trains can travel at speeds of up to 80 kilometres per hour, with the capacity of 564 passengers per trip per direction. The Mumbai Monorail service operates from 6am to 10pm with a 15 minute headway.

**About Scomi Engineering Bhd**

Scomi Engineering Bhd is a leading provider of public transportation solutions through the designing and manufacturing of coaches, rail wagons, monorail systems; and special purpose vehicles. Its monorail SUTRA which stands for Scomi Urban Transit Rail Application is Scomi's answer to fast growing cities where transit corridors are limited in space and dense in nature.

The straddle type SUTRA Monorail System complies with the highest international standards of safety and reliability. It is a modern urban transport system where the cars move on a single concrete beam in an elevated corridor. The design makes it possible to execute the project on a fast-track as it requires a small foot-print and facilitates implementation with minimal demolition of structures. Other advantages include greater reliability, high maneuverability, lower cost and an environmentally-friendly design.

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