

Spain

Abdalajís Tunnelling to Start in September

The two TBMs acquired by the Dragados-led and the Sacyr-led consortia to drive the two 7 km Abdalajís tunnels have been officially presented on 15th May at the MHI-Duro Felguera plant in Asturias. Each 10 m-diameter 110 m-long machine weighs 1,500 tons and should drive 16-20 m a day through hard rock. The first tests have been completed. The two machines are now being disassembled, which will take 20 days, prior to be transported on trucks to Valle de Abdalajís. Another two months will be required to reassemble all the parts of the machines at the jobsite. The tunnels should take around one year to complete. Each machine costs €18 million. Visit www.gdfsa.com and www.tunnelbuilder.com, es/41.



Picture 1: The two TBMs for the Abdalajís tunnels on the Córdoba-Málaga high speed line.

World Digest of Tunnels Under Planning

France. There are plans in Corsica to build a road tunnel under Vizzavona Pass on road RN 193 linking Ajaccio to Bastia. Several alternatives are being considered by the local road administration and they all include a twin tunnel which length ranges from 2.5 to 5 km according to the alternatives.

India. The feasibility studies for three metro projects in Bangalore, Hyderabad and Ahmedabad will be finalised at year-end. The feasibility study for the Bangalore project has been entrusted to the Delhi Metro Rail Corporation (DMRC). The 29 km line will have underground, surface and elevated segments. DMRC is to complete the study at a cost of Rs40 million. The project will have an east-west and a north-south alignment, each running 14.5 km. About 3 km in either segment would be underground. Construction cost is estimated at Rs100 billion a kilometre for the sections at grade and Rs175 billion a kilometre for the underground stretches. Read E-News Weekly 1/2003.

Norway. The Mosseveien road, Oslo's biggest traffic headache, will be transformed into tunnel in a bid to end traffic problem. Every day, 30,000 drivers fume in a queue on their way into town along the Oslo Fjord. For the past 40 years everyone has agreed that something has to be done in an area that could have been one of the most idyllic parts of the city. But nothing has happened. Instead, the noise and pollution problems have become even worse. Now the Ministry of Transport and Communications has finally decided to make the road into a 7.5 km tunnel. The Mosseveien project will be presented next winter in connection with the 2006-15 National Transport Plan.

Peru. State promotion investment agency ProInversión will launch bidding on 3rd June for the Olmos irrigation and hydroelectric project. Bidding documents are ready. Peru scrapped the previous Olmos competition late 2002 and has since established a new scheme whereby a concessionaire will have to invest US\$112 million to develop and maintain the 14 km-long Trans-Andean tunnel and the 41 m-high Limon dam. Under the new plan, the concessionaire must

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E-News Weekly 22/2003
No. 74 – 22nd May 2003

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Published on Thursdays. 52 issues per year.

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provide US\$77 million in initial financing and US\$35 million over the life of the project. The project will pull water from the Huancabamba river to irrigate 57,000 ha of land in Lambayeque. Visit www.tunnelbuilder.com, pe/17.

Spain. The City of Valencia and the public works, urbanism and transport department of the Valencia regional government have revised their financing agreement for the construction of a subsea tunnel in the Valencia harbour. The project is now estimated at €73.2 million, 16% up from the previous estimate. Read E-News Weekly 46/2002. Visit www.valenciaport.com

Switzerland. There are plans to build a 2,630 m-long tunnel between the Vedeggio and Cassarate valleys in Lugano to ease traffic congestion. The tunnel would start at the exit of the highway in north Lugano to connect with the Cornaredo stadium north of the city, passing under the municipalities of Comano, Cureglia and Porza. A parallel rescue tunnel would also be constructed, with cross passages to the main tunnel every 300 metres. It has been calculated that 25,800 vehicles would travel daily through the tunnel. It would be open in 2008.

United States. Austin is moving forward with the Waller Creek tunnel project downtown under the assumption that it will be financed by a joint venture between the city and Travis County. The project entails a massive pipe running in tunnel from Waterloo Park south to Town Lake. It may be a 6.7 m-diameter tunnel or a 4.7 m-diameter tunnel. Regardless of the diameter, the tunnel will need to stretch about 1.6 km from near 12th Street to the north shore of Town Lake. It will take 19 months to design the project. Construction could be completed in three years and nine months. The results of an economic study under way are awaited. The study will evaluate creation of a tax increment financing zone, or TIF, and estimate the resulting revenue from development that could occur if the tunnel is completed. Read E-News Weekly 12/2003.

World Digest of Bids

Austria. Open call for bids, deadline 6th August, 2003 for electrical and security equipment for the Strenger tunnel (5,659 m + 5,775 m) on motorway A16. Visit <http://ted.publications.eu.int/udl?request=Seek-Deliver&language=en&docid=087762-2003>, OJ S 98, or contact Alpen Straßen, Innsbruck, fax +43 51252012134. E-mail hansjoerg.wieser@asg.co.at or zentrale@asg.co.at

Italy. Preinformation notice for design and construction of a pedestrian tunnel under Giudecca canal in Venice. Visit <http://ted.publications.eu.int/udl?request=Seek-Deliver&language=en&docid=085388-2003>, OJ S 95, or contact Amministrazione Comunale di Venezia, Venice, fax +39 0412748712 or 8663. Read E-News Weekly 4/2002 & 23/2002.

Spain. Open call for bids, deadline 17th June, 2003 for consulting and engineering for section Ordes-Queixas (3,953 m) of the high speed rail line in Galicia, including 2 tunnels totalling 1 km. Visit <http://ted.publications.eu.int/udl?request=Seek-Deliver&language=en&docid=084850-2003>, OJ S 94, or contact Ministry of development, Madrid, fax +34 915979342 or 915978470. E-mail vrpascual@mfom.es or cpublic@mfom.es

Spain. Open call for bids, deadline 10th July, 2003 for work control and supervision of the Navia bypass, which includes a 2 x 850 m tunnel under Mount Jarrio, and the second carriageway of the Trubia-Llera highway section, which includes a tunnel in Priañes (614 m). Visit <http://ted.publications.eu.int/udl?request=Seek-Deliver&language=en&docid=083824-2003>, OJ S 93, or contact Ministry of development, Madrid, fax +34 915978537 or 915978470. E-mail vrpascual@mfom.es or plicas-carreteras@mfom.es. Read E-News Weekly # 19/2003. Visit www.tunnelbuilder.com, es/15.

World Digest of Contract Awards

Israel. Carmelton, the franchisee of the Carmel tunnels project in Haifa, and Bank Hapoalim are at advanced stages of negotiations over the project's financing, which is estimated at NIS1 billion. It appears that Carmelton and Hapoalim have reached an agreement in principle regarding financing, but have yet to sign the deal. Banking sources believe that the financing will not progress as long as Carmelton's lawsuit against Israel Discount Bank remains unresolved: Last August, Discount Bank announced it was abandoning the financing project it had signed with Carmelton in 1999. Given the advanced negotiations, the project would be able to commence soon. Read E-News Weekly 17/2003 and 14/2003. Visit www.tunnelbuilder.com, il/14.

Spain. A consortium composed of Elecnor, Cobra, a subsidiary of construction group ACS, Emte and Semi (Sociedad Española de Montajes Industriales) has pocketed a €75.2 million contract to electrify the Lleida-Barcelona high speed line. The contract includes, amongst other things, the lighting of the tunnels. Visit www.elecnor.es, www.emtesistemas.com and www.semisa.com

World Digest of Ongoing Tunnelling

Italy. Breakthrough of the first tube of the Monte Mario tunnel in Rome was attended on 19th May, 2003 by the city's mayor Walter Veltroni. The tunnel is 2 x 2,900 m-long (1,630 m in cut-and-cover and 1,270 m bored). Twelve million kilos of steel and 350,000 cu m of concrete have been used. 600,000 cu m of excavated material has been removed. Opening to traffic is planned in December 2004, one year behind schedule due to archaeological problems. Indeed, it was initially anticipated to open the tunnel in November 2003. Visit www.astaldi.com and www.tunnelbuilder.com, it/40. Read E-News Weekly 5/2002 & 8/2002.

Italy. Breakthrough took place on 19th May, 2003 at the Cozzo Minneria tunnel near Pollina on the Palermo-Messina highway. This 2 x 2,478 m tunnel is due to open in 2004. Construction of the 181.8 km highway began in the 1960s and 140.6 km are in operation to date. Visit www.tunnelbuilder.com, it/17, www.tunnelbuilder.com/facedrilling/edition2pdf/page79.pdf and www.autostradesiciliane.it



Picture 2: South portal of the Ikastaundi tunnels.

Spain. Work at the Ikastaundi tunnels on motorway A-1 Arrasate-Bergara between Musakola and San Prudencio is due to start before the end of May. The tunnel comprises two tubes, 1,607 m for the downhill tunnel Arrasate-Bergara and 1,590 m for the uphill tunnel. The gradient will be 1.65%. Two jumbo drill rigs will be used for construction, one on the Musakola drive and the second on the San Prudencio side. The project is due to end in June 2004. A second stage between Musakona and Aretxabaleta will require to drive a 700 m tunnel under Mount Kurtzetxiki.

Spain. The 961.2 m-long Tevilla tunnel on the 155 km Córdoba-Málaga high speed train line has broken through on 22nd May, 2003. Out of the ten tunnels (19 km) of the line, it is the first to hole through. The constructors Obras Subterráneas and Salvador Rus López Construcciones used the drill/blast method for the top heading. Bench and invert excavations will now continue. It is located on the 4.5 km Alora-Cártama section, which also requires the 3,213.20 m Gibralmora tunnel. Visit www.tunnelbuilder.com, es/41.



Picture 3: Last blast at the Tevilla tunnel.

Tajikistan. Iran's Minister of Roads and Transportation Ahmad Khorram and the visiting Tajik minister

of transport and Hakim Soliyev, the Tajik minister of economy and foreign economic relations, signed a memorandum of understanding (MoU) in Tehran on 20th May, 2003 for the joint construction of the Anzob tunnel in Tajikistan. Iran will provide Tajikistan with \$5 million for constructing and commissioning the tunnel, to be built 3,372 m above sea level, that will make it possible to transport goods from Central Asia to Iran, Afghanistan and Pakistan via Tajikistan. The tunnel will open a permanent road between Khujand, Dushanbe, Kulob, and Khorugh. The construction of the Anzob tunnel started during the Soviet times but was stopped during the 1992-1997 civil war in Tajikistan. It was resumed in 1997. Constructors of the tunnel are to make it 3 km-long by the end of 2003. To date, 1,500 m has already been constructed. It is planned that the full length of the tunnel will be 5 km. The project is expected to be completed in three years.

Vietnam. Construction has begun on a 495 m tunnel under the Ngang Pass that will link Ha Tinh and Quang Binh provinces on Vietnam's central coast. The tunnel will be built under the build, operate, transfer (BOT) model and should be completed in two years. Song Da Construction, the contractor, will benefit from tunnel tolls for the following 18 years. It will be 11.9 m-wide x 7.5 m-high and will be able to accommodate vehicles of up to 80 tonnes at maximum speeds of 60 km/h. Read E-News Weekly 47/2002.

World Digest of Inaugurations

Spain. The new wastewater treatment plant in Salamanca has been inaugurated on 8th May, 2003. The project required the construction of a 718 m sewer tunnel.

Spain. The 8.5 km Torrelavega-Los Corrales de Buelna section on the Meseta highway has been inaugurated on 20th May. A twin three-lane tunnel, 663 m and 690 m in length and 14 m in width, has been built under Mount Coteruco at a cost of €14.3 million.



Picture 4: The third Baregg tunnel will help ease congestion on the Bern to Zurich motorway.

Switzerland. The third Baregg tunnel in canton Aargau, a new 1.1 km tunnel, has been inaugurated on 16th May, 2003 and will be accessible to drivers from mid-June. The Baregg tunnel is on the busiest stretch of motorway in Switzerland, which runs between Bern and Zurich. Traffic jams are an everyday fact of life but tailbacks are not expected to improve before 2004. When the first tunnels were opened in 1970, only 15,000 vehicles a day used them. Today the number is closer to 100,000, 80% of which is commuter traffic. Planning for the new tunnel began in 1991, and it took three years to build. The total cost for the entire project should run to at least CHF350 million. The two older tunnels still have to undergo renovation before the project is completed, but vehicles should have access to six lanes by the summer of next year.

World Digest of Tunnel Renovation & Maintenance

Denmark. Restricted call for tenders, deadline 20th June, 2003 for repair, maintenance and installation of electrical and mechanical equipment in the Limfjord tunnel (582 m) and the Guldborgsund tunnel (460 m). Visit <http://ted.publications.eu.int/udl?request=Seek-Deliver&language=en&docid=087418-2003>, OJ S 97, or contact Vejdirektoratet, Copenhagen, fax +45 33931592 or 38165050. E-mail psi@vd.dk or kh@hansen-henneberg.dk