



## United Kingdom Green Light for Crossrail

The British government has given the legislative go-ahead to the £10 billion cross-London Crossrail scheme. Transport secretary Alistair Darling revealed plans for a Hybrid Bill, which combines both a public and a private bill, as part of plans for UK transport systems. The decision will allow the scheme to take off. It means that a Crossrail Hybrid Bill was introduced to the Commons in 1991, the whole project was delayed, and then eventually ditched by MPs three years later. Crossrail must be ratified by Parliament and obtain the cash before it can go ahead.

Funding remains to be decided. Both private and public money will be used to fund the scheme but the business community is thought likely to have to bear a significant

proportion of the overall cost. The Treasury is anxious to maximise private investment, but companies are reluctant to commit themselves without a clear idea of the level of taxpayer support. One option would be for the government to mix direct grants with loan guarantees for the private sector. The provision of funding is what could make or break the project. Visit [www.crossrail.co.uk](http://www.crossrail.co.uk)

The idea of a cross-London rail link has been kicking around for decades. Linking Richmond, Kingston and Heathrow to the south and west of London with Shenfield and Ebbsfleet east of the capital, Crossrail will be a mainline service running through tunnels in central London and linking to key metro stations such as Bond Street, Tottenham Court Road and Liverpool Street. If built, Crossrail will not be ready for the 2012 Olympics, for which London is candidate as host city. The scheme would not be ready before 2013 at the earliest. Congestion is forecast to drop by at least a quarter on the Bakerloo, Central, Metropolitan, Hammersmith and City, Circle and Waterloo and City lines, and on the Docklands Light Railway. Provided a Bill gained a second reading in Parliament by next March, the measure would survive any early dissolution triggered by a general election.

## World Digest of Tunnels under Planning

**Italy.** ANAS, the national road administration, gave its green light to the upgrading of new sections on the Salerno-Reggio

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Calabria highway A3. Section Padula-Lauria North (30 km) includes the Casalbuono tunnel (lot 1), the Tempa Ospedale tunnel (lot 2), the Renazza tunnel (lot 3), and the Taggine and Sirino tunnels (lots 4 and 5). This section will cost €1 billion to design and build. The 3.6 km Spezzano Terme-Tarsia section in Cosenza province includes the Serra dell'Ospedale twin bored tunnel and a cut-and-cover single-tube tunnel. This section will cost €150 million. The 18.2 km Altilia Grimaldi-Falerna section starts in Cosenza province and ends in Catanzaro province. About 30% of the entire alignment will run on viaducts and in five tunnels. The main tunnels are in Ogliastro (834 m) and Monaco (497 m). This section will cost €445 million to design and build.

ANAS also approved the upgrading of the section through the Appennines of highway A1 from Bologna to Florence. On the 11.5 km Florence north-Florence south section, the 4,655 m-long lot 4 includes the Casellina cut-and-cover tunnel. The 3,492 m lot 5 includes the Melarancio bored tunnel (990 m) and two cut-and-cover tunnels. Lot 6 includes three bored tunnels in Le Romite, Poggio Secco and Del Colle. The cost of the three lots is €312 million. Visit [www.stradeanas.it](http://www.stradeanas.it)

**Thailand.** The Mass Rapid Transit Authority of Thailand (MRTA), which operates the Bangkok underground train system, plans to extend the metro service. It is currently carrying out a series of geological surveys on the three routes that are to be extended. The MRTA plans to extend the service by a total of 91 km on the three new routes over the next six years.

The survey work will be carried out simultaneously on all the three planned route extensions. The Blue Line will be the first route to be extended. There are plans for two sections to be added. For the first section, a 14 km stretch will be developed from the Hua Lamphong train terminal to the Bang Khae area on the Thon Buri side. Five kilometres of the route will run underground, while the rest nine kilometres will be built at ground level. The second 13 km section will link Ta Pra area in the Thonburi side with the existing Bang Sue Terminal in northern Bangkok. The route will be built at ground level. The planned 24 km extension to the Orange Line will run from Bang Kapi area to Bang Bamru. Twenty-one kilometres of this route will run underground, but the remaining three kilometres will be built at ground level. The 40 km Purple Line will start from Bang Yai area in Nonthaburi Province on the outskirts of Bangkok and connect with the Rat Burana district on the Thon Buri side. Fourteen kilometres of this route will run underground, while the rest 26 kilometres will be built at ground level. Read E-News Weekly 30/2004.

**United States.** A consortium of engineering firms has submitted an unsolicited proposal to finance and build a third crossing of Hampton Roads, reviving a transportation dream and drawing immediate interest from would-be competitors. The proposal, submitted to the Virginia Department of Transportation at the end of June by Skanska / Washington Group International / BAM, or SWB, claims the project could be completed in seven years instead of the 13 the state originally thought and for nearly \$1 billion less than previously estimated. Word of the SWB proposal quickly spread through the engineering and construction community. SWB, which was established specifically to pursue the project, is proposing that it finance, design, build, operate and maintain the additional crossing. If the state were to accept the proposal, construction would not start until 2007. Part of the project's \$2.5 billion to \$4 billion price tag would be offset by tolls and \$1.8 billion would come from public money. The proposal includes first widening Interstate 664, including the Monitor-Merrimac Memorial Bridge-Tunnel, from Newport News to the I-564 interchange in Norfolk and designating two of the new lanes as high-occupancy vehicle or bus rapid-transit service; secondly, extending I-564, cutting through Naval Station Norfolk, by adding a 1,525 m, six-lane tunnel north of Craney Island that would connect to I-664 with a bridge interchange; and thirdly widening and extending the Martin Luther King freeway on the South Side.

In 2002, Skanska USA and Hollandsche Beton Groep presented an unsolicited proposal to build the crossing. Months later Fluor Daniel joined the competition. Both proposals eventually failed. Read E-News Weekly 20/2002. Visit [www.roadstothefuture.com/HR\\_Crossing\\_Study.html](http://www.roadstothefuture.com/HR_Crossing_Study.html)

## World Digest of Bids

**France.** Open call for bids, deadline 18<sup>th</sup> October, 2004 for constuction of the 2 x 350 m Cap La

Houssaye tunnel in Reunion. Visit <http://ted.publications.eu.int/udl?request=Seek-Deliver&language=en&docid=123848-2004>, OJ S 144, or contact Region Reunion, Saint-Denis Messag, fax +33 262402929. E-mail [jean-louis.cariou@cr-reunion.fr](mailto:jean-louis.cariou@cr-reunion.fr). Visit [www.tunnelbuilder.com/fr/37](http://www.tunnelbuilder.com/fr/37).

**Germany.** Preinformation for construction of the 512.5 m Emmerauen cut-and-cover tunnel on road L614 in North Rhine-Westphalia. Visit <http://ted.publications.eu.int/udl?request=Seek-Deliver&language=en&docid=124769-2004>, OJ S 145, or contact Straßen NRW, Bielefeld, fax +49 5211082210. E-mail [dirk.schattenberg@muenster.strassen.nrw.de](mailto:dirk.schattenberg@muenster.strassen.nrw.de)

**Portugal.** Open call for bids, deadline 26<sup>th</sup> August, 2004 for civil works and finishing works (low voltage and telecommunication) at Roma station on the Green Line of the Lisbon metro. Visit <http://ted.publications.eu.int/udl?request=Seek-Deliver&language=en&docid=123371-2004>, OJ S 143, or contact Metropolitano de Lisboa, Lisbon, fax +351 213574908.

**Spain.** Open call for bids, deadline 22<sup>nd</sup> September, 2004 for construction of a new station hall on the Roselló street side and widening of Sarrià-bound platform at Provença station on Lines 6/7. Visit <http://ted.publications.eu.int/udl?request=Seek-Deliver&language=en&docid=126911-2004> <http://ted.publications.eu.int/udl?request=Seek-Deliver&language=en&docid=126913-2004>, OJ S 147, or contact GISA, Barcelona, fax +34 934444488. E-mail [contractacio@gisa.es](mailto:contractacio@gisa.es)

**Spain.** Open call for bids, deadline 22<sup>nd</sup> September, 2004 for construction of the Pep Ventura-Badalona Centro extension on Line 2. It is a 654 m-long cut-and-cover tunnel. Visit <http://ted.publications.eu.int/udl?request=Seek-Deliver&language=en&docid=126912-2004>, OJ S 147, or contact GISA, Barcelona, fax +34 934444488. E-mail [contractacio@gisa.es](mailto:contractacio@gisa.es)

**United Kingdom.** The government announced on 20<sup>th</sup> July it will not help fund the £250 million tram project connecting Portsmouth, Fareham and Gosport. The line, proposed by Hampshire County Council and Portsmouth City Council, was called South Hampshire Rapid Transit and linked Portsmouth, Fareham and Gosport. The announcement followed months of waiting since revised financial proposals were submitted to the government in March to cover a series of cost blowouts. Initially, the British government agreed to provide 70% of the £170 million cost of the scheme, but the councils later asked the government to cover 70% of the budget increase. Hampshire County Council said the rises were due to higher insurance premiums and construction prices, plus design changes including the excavation of a deeper tunnel under Portsmouth harbour and a cautious assessment of fare revenue by financial backers. The two councils had also modified the scheme to reduce the overall cost of the project. Read E-News Weekly 21/2004. Visit [www.hants.gov.uk/lrt](http://www.hants.gov.uk/lrt) and [www.tunnelbuilder.com/uk/35](http://www.tunnelbuilder.com/uk/35).

## World Digest of Contract Awards

**France.** Norisko Construction and Norisko Equipements have won a technical control contract for the renovation of the Canta Galet, Saint-Pierre-de-Féric, Pessicart, Las Planas, Cap de Croix and La Baume tunnels on highway A8. Read E-News Weekly 2/2004. Visit [www.norisko.com](http://www.norisko.com)

**Spain.** FCC and Alvargonzález have won a €10 million contract to build the Aboño-EI Musel road connection in Gijon harbour, including a 2 x 440 m tunnel. Read E-News Weekly 18/2004. Visit [www.fcc.es](http://www.fcc.es)

**Spain.** Ferrovial Agromán and Hormigones Martínez will build the Jardín Ayora-Marítimo extension of Line 5 for €20.7 million. The assignment includes 1.6 km of line, with one section at grade from Doctor Luch to Ayora, and another section underground. Also, a new underground interchange station with tram line 4 at Jerónimo Monsoriu and two other stations at Grao and Mediterráneo will be built. Visit [www.ferrovial.es](http://www.ferrovial.es)

## World Digest of Ongoing Tunnelling

**United States.** On 30<sup>th</sup> June, Super Excavators launched a Lovat micro TBM, model MS40PJS to excavate the 2,043 m Oak Creek south interceptor sewer, south of Milwaukee in Wisconsin. The client is the Milwaukee Metropolitan Sewerage District (MMSD). The 1 m-diameter microtunnelling machine is of slurry type. It will jack 76 cm-inner diameter reinforced concrete pipes. The geology expected along the tunnel route generally consists of fill and alluvium over glacial deposits. The glacial deposits consist of predominantly stiff to hard clay and silt with layers of sand and gravel. The groundwater table is above the entire alignment. The job will cost \$8.1 million. Visit [www.mmsd.com](http://www.mmsd.com), [www.lovat.com](http://www.lovat.com) and [www.superexcavators.com](http://www.superexcavators.com)

## World Digest of Tunnel Renovation & Maintenance

**France.** Open call for bids, deadline 6<sup>th</sup> September, 2004 for civil engineering for the rehabilitation of an ovoid main sewer under Avenue Paul Vaillant-Couturier, length 1,675 m, in Bobigny. Visit <http://ted.publications.eu.int/udl?request=Seek-Deliver&language=en&docid=121818-2004>, OJ S 142, or contact Conseil Général de la Seine-Saint-Denis, Bobigny, fax +33 143936562.

**France.** Negotiated procedure, deadline 30<sup>th</sup> September, 2004 for waterproofing improvements (cement grout injections) on the 14 metro lines and the RER A and B suburban lines in Paris. Visit <http://ted.publications.eu.int/udl?request=Seek-Deliver&language=en&docid=126463-2004>, OJ S 146, or contact RATP, Paris, fax +33 158769453. E-mail [philippe.godeneche@ratp.fr](mailto:philippe.godeneche@ratp.fr)

**Italy.** Open call for bids, deadline 10<sup>th</sup> September, 2004 for drainage and water ingress treatment in the Mont Blanc tunnel. Visit <http://ted.publications.eu.int/udl?request=Seek-Deliver&language=en&docid=123854-2004>, OJ S 144, or contact GEIE Traforo del Monte Bianco, Courmayeur, fax +39 0165890591. E-mail [d.marino@tunnelmb.com](mailto:d.marino@tunnelmb.com)

**Spain.** The government of Balears will invest €3 million to improve safety in the Sóller tunnel in Mallorca. The improvements comprise a CCTV system, new information panels and a parking area at the north entrance. In April 2003, the 3 km Sóller tunnel was among the three worst tunnels assessed in ADAC's annual EuroTest survey, undertaken by several European motoring associations. The tunnel, which crosses the Alfabia mountains in the municipalities of Sóller and Bunyola, is a narrow two-way single-tube tunnel, which opened in 1997. There are no additional escape routes or lanes and no sign to indicate the way out in case of emergency. No special measures have been planned in case of fire and the firemen squad in the area has not been trained to accidents in tunnels. The tunnel has no traffic radio nor monitoring video cameras and it is poorly marked.



**Switzerland.** Concreting of the first bore of the 1,345 m Glion tunnels with three formwork carriages supplied by Bernold Ceresola has been concluded on 27<sup>th</sup> July. The formwork structures have been trucked at night on 21<sup>st</sup> July to be stored on a rest area along highway A9. They will stay there until next year to be reused for the second tube.

Civil engineering will end on 15<sup>th</sup> August, after which lighting and ventilation will be installed. Reopening is scheduled for 1<sup>st</sup> December. The second tube will close on 15<sup>th</sup> April, 2005. Read E-News Weekly 17/2004. Visit [www.bernold-eresola.com](http://www.bernold-eresola.com)

Picture 1: Highway A9 was closed during displacement of the giant formwork units.