



The TBMs are midway

Tunnel construction in Buda is completed

On March 16th 2009 the southern tunnel builder TBM of the 4th line of the Budapest metro „broke in” into the future station St Gellért Square. The northern TBM already arrived there in January. This event marks the completion of the first half of the approximately 7.5 kilometer long section of the metro line 4; it is also the indication of completion of tunnel construction on the Buda side.

The TBM arrived in the platform tunnel of the station protruding underneath an old building of the Budapest Technical University on the surface. In order to preserve the condition of this building the experts built the internal bearing walls of the station long before the arrival of the TBMs. The TBM will soon thrust into the station from the platform tunnel, and after the completion of regular maintenance works they are both scheduled to leave in April to continue tunnel construction under the riverbed of the Danube for one month each. The current status of progress of the entire metro project is nearly 40%.



Cyclopes monitor the buildings in Budapest

The movement of buildings near the metro construction is monitored round the clock

There are old buildings near and along the route of the new metro, some of which are protected monuments, therefore the experts attach special attention to the preservation of buildings all the way through the duration metro construction.

Automatic survey instruments – Cyclopes – monitor the impacts of construction works. These measuring instruments scan simultaneously ten-twenty buildings at a time and detect without delay even the most minuscule movements. Depending on the size five to twenty sensor prisms are installed on each building. 47 Cyclopes monitor 7500 sensor prisms during the construction of the Budapest metro. The computer-controlled network completes a scan cycle in two hours and transmits immediately an SMS message to the appointed staff in the case of unfavorable readings. The engineers complete regular perambulations of the internal yards to personally check the condition of walls and inspect building for any symptoms of movement. Before the start of construction works the initial condition of all apartments was surveyed and photographs were taken for a proof of any subsequent damage and for claiming legitimate compensation. There were, however, cases when intervention was necessary. At the construction of the station in Kálvin Square the building of the Calvinist church started to subside, therefore a special method was applied to reinforce the foundation of the building and the entire church building.

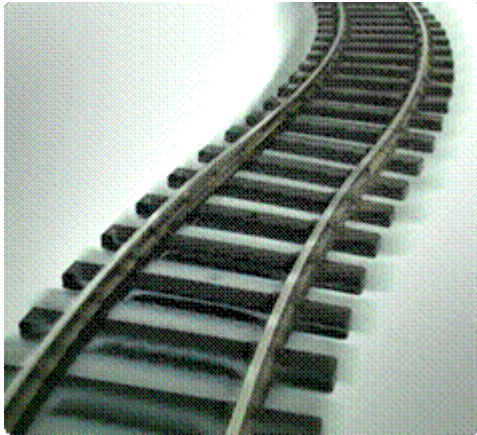


After a theatre performance the metro station will now house a concert

A year ago a theatre performance was held in the Rákóczi Square station of the metro. This year a concert may take place at the same venue.

Popular Hungarian actors, Kata Dobó and Tibor Szervét of the Pincészház (Cellar Theatre) appeared last year in the eccentric theatre show entitled “See-Saw” (Libikóka) at depth well below 20 m. The venue of this unconventional event attended by 150 spectators was a ventilation tunnel of the Rákóczi Square station of the metro line 4 under construction.

The new metro means new culture by contributing to the effort to pull up hitherto unrevealed parts of the city and also by creating genuine cultural value through extraordinary architectural solutions. The initiative of the Investor to allocate unconventional venues to cultural events symbolizes this effort to make the new metro the emblem of modern Budapest. The next possible station of this train of events is a concert of the Pink Floyd tribute cover group. Preparations have begun, the negotiations are underway and in our plans the residents of Budapest will have a chance to enjoy this extraordinary musical experience open for everybody in April.



"We are on track"

The construction of tracks may begin

Six companies submitted bids for the construction of overground and underground tracks of the 4th line of the metro. One of the six bids submitted was disqualified; therefore the selection committee evaluated five bids.

The contract was awarded to the lowest eligible bidder at HUF 13.460.000.000 net total. One of the bidders lodged an appeal against the decision, but the Arbitration Committee for Public Procurements (KDB) rejected the appeal in October 2008, and the contract for construction was subsequently signed. By the terms of the contract the winning Bidder will build the railway tracks of the 4th line of the metro both in the tunnels and in the surface facilities (the depot).



Livable Budapest, Loveable Hungary, Greener Europe

Exhibition in Brussels, at the Permanent Representation of the Republic of Hungary

The series of exhibitions introducing the rail-mounted transport development projects implemented in Hungary including the 4th line of the metro has arrived at its last station.

At the end of March the series of exhibitions launched in the European Parliament last November arrives at the end of March to its last station. The objective of this series of exhibitions introducing the rail-mounted transport development projects

implemented in Hungary is to provide, along with the design documents, plans, reports and official documents, a visible representation of Hungarian projects for decision makers, experts and politicians. The exhibitions introduce the complex of all railways, metro and electrical projects to be implemented in Hungary in the oncoming years with the assistance of the European Union in a spectacular and less formal style using computer animation, movies and maps. One of the main objectives of the exhibition is to show the linking and interconnection of all projects and the key components of the transport strategy of the renewing Budapest. The visitors of the exhibition may learn, among others, about the location of intermodal nodes to be built, the electrical projects to be implemented, the progress of metro construction and the railway projects scheduled in the next 10 to 15 years in Hungary