

Mumbai–Ahmedabad Bullet Train Project Achieves Major Construction Milestones; foundation works for BKC underground station almost completed

‘Special Railway Project’ of Kosamba–Umarpada Gauge Conversion to Boost Nandurbar–Bharuch Connectivity

Western Dedicated Freight Corridor Nears Completion; Over 90% Work Commissioned

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The Mumbai-Ahmedabad High Speed Rail (MAHSR) Project, having a total length of 508 km passes through the States of Gujarat, Maharashtra and Union Territory of Dadra & Nagar Haveli with 12 stations planned at Mumbai, Thane, Virar, Boisar, Vapi, Billimora, Surat, Bharuch, Vadodara, Anand, Ahmedabad and Sabarmati.

Entire land (1389.5 Ha.) for MAHSR project has been acquired. All Statutory Clearances have been obtained. All 1651 utilities have been shifted. The delay in land acquisition in the State of Maharashtra has impacted the project till 2021. The land acquisition picked up in 2022 in Maharashtra.

The progress of various major items so far is as under:

Item	Progress
Piers	430 kms.
Girder	341 kms.
Track Bed	174 kms.
OHE Masts	153 kms.

The progress of stations is given below:-

S.No.	Station	Status
1	Sabarmati	Foundation works completed, Platform slab & works and finishing works are in progress
2	Ahmedabad	Structural works completed and finishing work taken up.
3	Anand/Nadiad	
4	Vadodara	Foundation work completed, structural works have been taken up.
5	Bharuch	Structural works completed and finishing work taken up.
6	Surat	
7	Bilimora	
8	Vapi	
9	Boisar	Foundation works have been taken up and in a Structural works have been taken up.
10	Virar	
11	Thane	
12	BKC (Mumbai)	This is an underground station. Foundation completed and Base Slab has been taken up.

The progress on the River Bridges is as under:-

S No.	River Name	Status
1	Sabarmati River (480m)	Sub-Structure work completed, Super has been taken up.
2	Meshwa River (120m)	Bridge construction completed.
3	Vatrak River (280m)	
4	Mohar (Shedhi) River (160m)	
5	Mahi River (720m)	11 out of 12 wells completed;5 spans

6	Vishwamitri River (80m)	Bridge construction completed.
7	Dhadhar River (120m)	
8	Narmada River (1366m)	21 out of 25 wells completed; 4 spans
9	Kim River (120m)	Bridge construction completed.
10	Tapi River (720m)	Foundation work has been taken up, wells completed
11	Mindhola River (240m)	Bridge construction completed.
12	Purna River (360m)	
13	Ambika River (200m)	
14	Venganiya River (200m)	
15	Kaveri River (120m)	
16	Kharera River (120m)	
17	Auranga River (320m)	
18	Par River (320m)	
19	Kolak River (160m)	
20	Daman Ganga River (360m)	
21	Darotha River (80m)	
22	Jagani River (360m)	Foundation works have been complete
23	Vaitarna River (2320m)	12 Pile Cap and 11 Pier (out of 58) cor
24	Ulhas River Branch (120m)	Temporary Access Bridge (TAB) com the foundation work.
25	Desai Khadi River Bridge (400m)	Geo-technical Investigation (GTI) completed and Design work has been

The work of the under-sea tunnel (approximately 21 Km) has commenced, out of which 4.8 Km of tunnel between Ghansoli and Shilphata in Maharashtra has been completed.

Rail connectivity between Maharashtra and Gujarat also includes the existing Nandurbar-Bharuch railway network via Surat (Udhna). Kosamba-Umarpada Gauge Conversion project (70 Km) has been taken up to connect Umarpada to Bharuch and Udhna. The Project is declared as "Special Railway Project" and Competent Authority for Land Acquisition (CALA) is nominated for land acquisition. A feasibility study for Umarpada-Akkalkuva-Nandurbar new line (96 Km) was carried out to provide additional connectivity in the region. However, the project has low traffic projections.

To further improve connectivity in the region, following additional works/surveys have been taken up:-

Name of works/surveys	Length (Km)	Status
Udhna (Surat)-Nandurbar 3 rd & 4 th line	156	Detailed Project Report has been submitted
Nandurbar-Jalgaon 3 rd & 4 th line	148	Survey has been sanctioned
Nimach – Dahod -Alirajpur - Nandurbar new line	380	Survey has been sanctioned
Indore – Nardana -Manmad new line	360	The project has been declared "Special Railway Project". Work has been initiated
Dahanu - Udhna - Surat – Vadodara -Anand 3 rd & 4 th line	311	Survey has been sanctioned

After preparation of DPR, sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc. As sanctioning of projects is a continuous and dynamic process, exact timelines depend upon appraisals and approvals by various stakeholders.

The Budget allocation for infrastructure projects and safety works falling fully/partly in Maharashtra has increased 20 times, from Rs 1,171 crore/year between 2009-14 to Rs 23,778 crore in the FY 2025-26. Railway budget allocation for the state during the last five years has increased significantly.

As on 01.04.2025, 38 projects (11 New Lines, 02 Gauge Conversion and 25 Doubling), of a total length of 5,098 km, costing ₹89,780 crore, falling fully/partly in the State of Maharashtra, have been sanctioned. The summary is as under:-

Category	No. of projects	Total length (Km)	Length commissioned upto Mar'25 (Km)	Total up'
New Line	11	1,355	234	
Gauge Conversion	02	609	334	
Doubling/ Multitracking	25	3,134	1,792	
Total	38	5,098	2,360	

Details of some of the recently completed projects falling fully/partly in the State of Maharashtra are as under:

S.No.	Name of Project	
1	Pune-Miraj-Londa Doubling (467 Km)	
2	Jabalpur-Gondia Gauge Conversion (300 Km)	
3	Chhindwara-Nagpur Gauge Conversion (150 Km)	
4	Panvel-Pen Doubling (35 Km)	
5	Pen-Roha Doubling (40 Km)	
6	Udhna-Jalgaon Doubling (307 Km)	
7	Mudkhed-Parbhani Doubling (81 Km)	
8	Bhusawal-Jalgaon 3rd Line (24 Km)	
9	Jalgaon-Bhusawal 4th Line (24 Km)	
10	Daund-Gulbarga Doubling (225 Km)	

Ongoing projects:

To further improve the Railway Infrastructure in the State of Maharashtra, following works have been taken up:-

S. No.	Name of the project	

1	Ahilyanagar (Ahmednagar) – Beed – Parli Vaijnath New Line (261 Km)	
2	Baramati-Lonand New Line (64 Km)	
3	Wardha-Nanded New Line (284 Km)	
4	Indore-Manmad New Line (360 Km)	
5	Wadsa-Gadchiroli New Line (52 Km)	
6	Jalna-Jalgaon New Line (174 Km)	
7	Daund-Manmad Doubling (236 Km)	
8	Kalyan-Kasara 3 rd Line (68 Km)	
9	Wardha-Nagpur 3 rd Line (76 Km)	
10	Wardha-Ballarshah 3 rd Line (132 Km)	
11	Itarsi-Nagpur 3 rd Line (280 Km)	
12	Rajnandgaon-Nagpur 3 rd Line (228 Km)	
13	Wardha-Nagpur 4 th Line (79 Km)	
14	Jalgaon-Manmad 4 th Line (160 Km)	
15	Bhusawal-Khandwa 3 rd & 4 th Line (131 Km)	
16	Solapur-Tuljapur-Osmanabad New Line (95 Km)	
17	Panvel-Chowk Double Line (17 Km)	
18	Wardha-Balharshah 4 th Line (135 Km)	
19	Itarsi-Nagpur 4 th Line (297 Km)	
20	Wardha-Bhusawal 3 rd & 4 th Line (314 Km)	
21	Asangaon-Kasara 4 th Line (35 Km)	
22	Badlapur-Karjat 3 rd & 4 th Line (32 Km)	
23	Gondia-Dongargarh 4 th Line (84 Km)	

Dedicated Freight Corridor:

The Ministry of Railways (MoR) has taken up construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1,337 Km) and the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1,506 Km). The work on EDFC has been completed and commissioned. In WDFC, 1,404 Rkm out of total 1,506 Rkm has been completed and commissioned. The balance work on WDFC from Vaitarna-JNPT section (102 Rkm) has been taken up. The Western Dedicated Freight Corridor (WDFC) consisting of 565 Km route in the State of Gujarat is already operational.

This was stated in reply to an unstarred question by Union Minister of Railways, Information and Broadcasting and Electronics and IT Shri Ashwini Vaishnaw in the Lok Sabha today.

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