

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 768**  
**ANSWERED ON 24.07.2026**

**STANDARDISED FRAMEWORK FOR HIGH-SPEED RAIL CORRIDORS**

768 SHRI P. WILSON:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government has prepared a standardised framework for future high-speed rail corridors based on the experience gained from the Mumbai–Ahmedabad High-Speed Rail project;
- (b) if so, the present status of the proposed Chennai–Bengaluru and Chennai–Hyderabad High-Speed Rail corridors, including the Detailed Project Report (DPR), estimated cost, funding pattern and proposed timeline for implementation;
- (c) the present status of the 48-km Byappanahalli–Hosur rail line doubling project, including the reasons for the delay and cost escalation;
- (d) the details of funds allocated and expenditure incurred on the project, year-wise; and
- (e) the timeline fixed for completion of the above projects?

**ANSWER**

MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND  
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

(a) to (e): Presently, the Mumbai-Amdavad High Speed Rail (MAHSR) Project (508 km) is under execution. The Project is passing 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, Amdavad 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     | 452 kms. |
| Girder    | 356 kms. |
| Track Bed | 209 kms. |
| OHE Masts | 190 kms. |

The progress of stations is given below:-

| S.No. | Station      | Status                                                                                                                                 |
|-------|--------------|----------------------------------------------------------------------------------------------------------------------------------------|
| 1     | Sabarmati    | Foundation & structural works completed. Finishing work have been taken up.                                                            |
| 2     | Amdavad      | Structural works completed. Finishing works and track works have been taken up.                                                        |
| 3     | Anand/Nadiad |                                                                                                                                        |
| 4     | Vadodara     | Foundation & structural works completed. Finishing work have been taken up.                                                            |
| 5     | Bharuch      | Structural works completed and finishing works have been taken up. At Surat, Bilimora and Bharuch Track works have also been taken up. |
| 6     | Surat        |                                                                                                                                        |
| 7     | Bilimora     |                                                                                                                                        |
| 8     | Vapi         |                                                                                                                                        |
| 9     | Boisar       | Foundation works have been taken up and in advanced stage. Structural works have been taken up.                                        |
| 10    | Virar        |                                                                                                                                        |
| 11    | Thane        |                                                                                                                                        |
| 12    | BKC (Mumbai) | This is an underground station. Foundation works almost 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, Superstructure work has been taken up.                                                                           |
| 2     | Meshwa River (120m)         | Bridge construction completed. Track works completed and OHE works have been taken up at Mohar River. Track works in progress at Vatrak River. |
| 3     | Vatrak River (280m)         |                                                                                                                                                |
| 4     | Mohar (Shedhi) River (160m) |                                                                                                                                                |
| 5     | Mahi River (720m)           | Foundation completed. Pier works and Girder launching have been taken up.                                                                      |
| 6     | Vishwamitri River (80m)     | Bridge construction completed.                                                                                                                 |
| 7     | Dhadhar River (120m)        |                                                                                                                                                |
| 8     | Narmada River (1366m)       | 21 out of 25 wells completed; 6 out of 24 spans launched                                                                                       |
| 9     | Kim River (120m)            | Bridge construction completed.                                                                                                                 |
| 10    | Tapi River (720m)           | 09 out of 13 Pier Cap completed.                                                                                                               |
| 11    | Mindhola River (240m)       | Bridge construction completed. Track and Electrical works have been taken up.                                                                  |
| 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)             | Substructure works have been completed.                                                 |
| 23 | Vaitarna River (2320m)          | 17 Pile Cap and 15 Pier (out of 58) completed.                                          |
| 24 | Ulhas River Branch (120m)       | Temporary Access Bridge (TAB) completed to start the foundation work.                   |
| 25 | Desai Khadi River Bridge (400m) | Geo-technical Investigation (GTI) has been completed and Design work has been taken up. |

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.

On the Surat -Vapi section (97 km) entire civil works including river bridge construction, have been completed and 86% of the track bed has been laid.

The Mumbai–Amdavad High Speed Rail (MAHSR) project, India's first bullet train project, is a large and technologically complex undertaking, designed to deliver safe, reliable, comfortable, and cost-effective operations at 320 km/h, with all major civil structures engineered for a design speed of 350 km/h.

Based on the experience gained from this project, National High Speed Rail Corporation Limited (NHSRCL) has taken up activities for a standardised set of designs and technical specifications for the Infrastructure of future corridors, such as viaducts, bridges, tunnels and stations. Towards this, NHSRCL is developing design library under the Bharat High Speed Rail Programme and involved leading technical institute like IITs. NHSRCL is simultaneously under process of developing specification for Train control system for speed upto 350 kmph with focus on Make in India (MII) suiting Indian environmental and social condition.

Design standardisation is essential for safety, quality, cost optimisation, and rapid project delivery. Proven, modular designs eliminate the need to redesign each corridor, enabling faster execution and consistent construction and maintenance standards across the network. It also provides the foundation for developing indigenous HSR standards, reducing costs while strengthening India's domestic engineering capability. This approach will help deliver world class high-speed rail infrastructure across the seven new corridors of about 4,000 km announced in the Union Budget 2026-27.

To strengthen national transport infrastructure, provide a fillip to regional connectivity, economic growth, tourism, investment and employment generation, and encourage modal shift from road and air transport to rail, the Government has announced the development of the following seven new High-Speed Rail (HSR) corridors in the Union Budget 2026-27:-

- (i) Mumbai–Pune
- (ii) Pune–Hyderabad
- (iii) Hyderabad–Bengaluru
- (iv) Hyderabad–Chennai
- (v) Chennai–Bengaluru
- (vi) Delhi–Varanasi
- (vii) Varanasi–Siliguri

Post Budget announcement, the cost updation, alignment finalization etc. have been taken up in DPR.

Being highly capital intensive, the decision to sanction any HSR Corridor/Project depends on many factors such as outcome of DPR, techno economic feasibility studies and availability of resources such as financing options etc.

### **Baiyyappanahalli-Hosur Doubling Project**

The work of doubling between Baiyyappanahalli-Hosur (48Km) has been sanctioned on 50:50 cost sharing basis with Govt. of Karnataka at a cost of ₹1,160 crore.

An expenditure of ₹699 crore has been incurred upto March, 2026. During 2026-27, an outlay of ₹124 crore has been provided for this project by Ministry of Railways. Out of 48 Km total length, Heelalige – Belandur Road section (14 Km) has been commissioned.

The status of works in the balance section is as below:-

| <b>Section</b>                          | <b>Status</b>                                                                                                                                                                                                                                          |
|-----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Baiyyappanahalli–Belandur Road (9.7 Km) | <ul style="list-style-type: none"> <li>• 1 out of 2 major bridges completed.</li> <li>• 12 out of 14 minor bridges completed.</li> <li>• Work taken up in balance section.</li> </ul>                                                                  |
| Heelalige – Anekal Road (10 Km)         | <ul style="list-style-type: none"> <li>• 2 out of 3 major bridges completed.</li> <li>• Work of all 21 minor bridges completed.</li> <li>• Work taken up in balance section.</li> </ul>                                                                |
| Anekal Road- Maranayakanahalli (6.9 Km) | <ul style="list-style-type: none"> <li>• Work of all 30 minor bridges completed.</li> <li>• Work of all 2 station buildings completed.</li> <li>• 6.2 km out of 6.9 km track laying completed.</li> <li>• Work taken up in balance section.</li> </ul> |
| Maranayakanahalli-Hosur (7.6 Km)        | <ul style="list-style-type: none"> <li>• 1 out of 2 major bridges completed.</li> <li>• Work of all 14 minor bridges completed.</li> <li>• 7 km out of 7.6 km track laying completed.</li> <li>• Work taken up in balance section.</li> </ul>          |

Completion of Railway project/s depends on various factors which include the following:

- Land acquisition by State Government
- Forest clearance
- Shifting of infringing utilities
- Statutory clearances from various authorities
- Geological and topographical conditions of area
- Law and order situation in the area of project site
- Number of working months in a year for particular project site etc.

All these factors affect the completion time and cost of the project/s.

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