

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO. 54
TO BE ANSWERED ON 23.07.2025**

MUMBAI-AHMEDABAD BULLET TRAIN

***54. SHRI MUKESHKUMAR CHANDRAKAANT DALAL:
SHRI DEVUSINH CHAUHAN:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of current status of the Mumbai-Ahmedabad Bullet Train project and the updated phase-wise plan along with timeline for its completion and operational launch;**
- (b) the details of total funds allocated and utilised for this project so far including financial assistance received from Japan International Cooperation Agency (JICA) or other international funding bodies;**
- (c) whether key challenges including land acquisition, environmental clearances and technological partnerships have delayed the project and if so, the details thereof and the steps taken/being taken to resolve them;**
- (d) whether the Government has conducted any feasibility studies for extending high-speed rail networks to other corridors and if so, the details thereof;**
- (e) the details of Government's long-term vision for high-speed rail; and**
- (f) whether there is a national strategy to ensure affordability and accessibility for middle-class and low-income passengers and if so, the details thereof?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (f) A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF LOK SABHA STARRED QUESTION NO. 54 TO BE ANSWERED ON 23.07.2025

(a) to (f): The Mumbai-Ahmedabad High Speed Rail (MAHSR) Project (508 km) is under execution with technical and financial assistance from Government of Japan. 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, Ahmedabad and Sabarmati.

The Gujarat portion of the corridor between Vapi and Sabarmati is planned to be completed by Dec, 2027. The entire project (Maharashtra to Sabarmati section) is expected to be completed by Dec, 2029. However, Bullet train project is a very complex and technology intensive Project. Exact timelines for the completion of the project can be reasonably ascertained after the completion of all associated works of Civil Structures, Track, Electrical, Signaling & Telecommunication and supply of Trainsets.

Total estimated cost of MAHSR project is approximately Rs. 1,08,000 crores, out of which Japan International Cooperation Agency (JICA) is funding 81% of the project cost i.e. Rs. 88,000 crores. Balance 19% cost i.e. Rs. 20,000 crores will be funded through equity contribution from Ministry of Railways (50%) and State Governments of Maharashtra (25%) and Gujarat (25%). Cumulative Financial expenditure of Rs. 78,839/- crore has been incurred on the project till 30.06.2025.

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The delay in land acquisition in the State of Maharashtra has impacted the project till 2021. However, currently, entire land (1389.5 Ha.) for MAHSR project has been acquired. The Final Location Survey and Geotechnical investigation completed and alignment finalized. All Statutory Clearances relating to wildlife, Coastal Regulation Zone (CRZ) and Forest clearance have been obtained. All the civil contracts of the project have been awarded. Out of total 28 tender packages, 24 tender packages have been awarded.

Till now, 392 km of pier construction, 329 km of Girder Casting and 308 km of Girder launching have been completed. The work of the under-sea tunnel (21Kms approx.) has also started.

In order to expand the HSR network in India beyond MAHSR corridor and to meet the growing passenger demand between major cities of commercial/economic and tourist importance, Detailed Project Report (DPRs) are being prepared by National High Speed Rail Corporation Limited (NHSRCL).

HSR projects are highly capital intensive and any decision for taking up new project is based on many factors such as technical feasibility, financial & economic viability, traffic demand and availability of funds & financing options etc.

Commercial operation of MAHSR Project involves an affordable fare-structure for the services taking in to account the socio-economic conditions of the clientele for optimum patronage of the HSR sectors.