

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 2803
TO BE ANSWERED ON 06.08.2025**

MUMBAI-AHMEDABAD HIGH SPEED RAIL TUNNEL

2803. SHRI SUDHEER GUPTA:

SHRI DHAIRYASHEEL SAMBHAJIRAO MANE:

SHRI MANISH JAISWAL:

SHRI CHAVAN RAVINDRA VASANTRAO:

Will the Minister of RAILWAYS be pleased to state:

(a) whether first operational section of the 21 km underground tunnel featuring a 7 km under sea passage has now opened between Ghansoli and Shilphata in Maharashtra, as part of the Mumbai–Ahmedabad High Speed Rail Corridor and if so, the details thereof;

(b) whether any safety and environmental monitoring systems has been implemented properly in this undersea section, particularly to protect nearby mangroves and Thane Creek ecology during excavation and construction and if so, the details thereof;

(c) the details of the total stretch of Mumbai-Ahmedabad High Speed Rail Corridor in terms of length that has been completed along with the time by when remaining portion will be completed/operational for commutation; and

(d) the details of the total expenditure on the manufacturing of the said corridor till now along with expenditure on its full completion?

ANSWER

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY
(SHRI ASHWINI VAISHNAW)**

(a) to (d): 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

Cont....2/-

12 stations planned at Mumbai, Thane, Virar, Boisar, Vapi, Billimora, Surat, Bharuch, Vadodara, Anand, Ahmedabad and Sabarmati.

Construction work is in progress on elevated viaducts, major river bridges, station buildings and Tunnels. Total 393 kms of Pier construction, 311 kms of Girder launching (superstructure) and 333 kms of Girder casting have been completed. Total 127 kms of viaducts have been handed over to track contractor. Rail laying and erection of Overhead Equipment (OHE) masts commenced. Work of the only tunnel in Gujarat has been completed. Total estimated cost of MAHSR project is approximately Rs.1,08,000 crores. Cumulative Financial expenditure of Rs. 78,839/- crore has been incurred on the project till 30.06.2025.

The work of the under-sea tunnel (21Km approx.) featuring a 7 Km under sea passage has started. Out of 4.8 km between Ghansoli and Shilphata in Maharashtra, 4 km stretch is completed.

National High Speed Rail Corporation Limited (NHSRCL) has conducted detailed Environmental Impact Assessment (EIA) study along with comprehensive Environment Management and Monitoring Plan (EMMoP). In addition to this a comprehensive Safety Health & Environment (SHE) manual has also been prepared. A study on impact on mud flats of Thane Creek was conducted by Council of Scientific & Industrial Research (CSIR) and they concluded that there is no effect of High-Speed Rail tunnelling at a depth of 20 m from the bed level. During the tunnelling construction all the recommendations of CSIR shall be implemented with continuous monitoring.

The Gujarat portion of the corridor between Vapi and Sabarmati is planned to be completed by Dec, 2027. The entire project (BKC 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 and cost 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.