

RAJYA SABHA
UNSTARRED QUESTION NO.1577
ANSWERED ON 29.07.2022

MUMBAI-AHMEDABAD HIGH SPEED RAIL PROJECT

1577 # SHRI SHUSHIL KUMAR MODI:

Will the Minister of Railways be pleased to state:

- (a) the initial projected cost and the current cost of Mumbai-Ahmedabad High Speed Rail (MAHSR) project also known as Bullet Train project and the total expenditure incurred so far;
- (b) the status of land availability in Maharashtra, Gujarat, Dadra and Nagar Haveli for the project and total number of bridges, tunnels and other structures constructed under this project;
- (c) the details of lengths of railway track to be laid and trains to be operated in the first phase and by when;
- (d) the sources of funds for this project; and
- (e) the reasons for the delay in this project?

ANSWER

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

(a): The cost of Mumbai-Ahmedabad High Speed Rail (MAHSR) Project was estimated as ₹ 1,08,000 crores in 2015. The final project cost will be ascertained only after completion of land acquisition, finalization of all contract packages and associated timelines. An expenditure of ₹ 28,441.65 crores has so far been incurred on MAHSR Project as on 30-06-2022.

(b): The total land required for the MAHSR Project is 1396 Ha. and out of which approximately 1264 Ha (90.5%) land has been acquired. The State-wise details of land acquired for the MAHSR project is as under:-

- (i) Gujarat-942.9 Ha out of 954.3 Ha (98.90%)
- (ii) Dadra and Nagar Haveli UT-7.90 Ha out of 7.90 Ha (100%)
- (iii) Maharashtra-313 Ha out of 433.82 Ha (72.15%).

The MAHSR project is mostly elevated and the details of structures are as under:-

- | | | |
|-----|-------------------------|---------------------|
| (1) | Viaduct/River/Road/Rail | - 475.2 km |
| | Crossing Bridges | |
| (2) | Tunnels | - 25.87 km (8 Nos.) |
| (3) | Other Earth structures | - 6.75 Km |
| (4) | Stations | - 12 Nos. |
| (5) | Depot | - 3 Nos. |

(c): The plan for phase-wise opening will be decided only after the completion of land acquisition, finalization of all contract packages and associated timelines.

(d): The 81% cost of the MAHSR Project is being funded by the Government of Japan and remaining cost is being provided through the Equity by the shareholders i.e. Government of India (Ministry of Railways) (50%), Government of Gujarat (25%) and Government of Maharashtra (25%).

(e): The execution of MAHSR Project has been delayed especially due to delay in land acquisition in the State of Maharashtra and consequent delays in finalization of contracts as well as adverse impact of COVID-19.
