

## L&T करेगी महाराष्ट्र के हिस्से में पड़ने वाले 135 किमी रूट का निर्माण

# बुलेट ट्रेन : आखिरी कॉन्ट्रैक्ट पूरा

■ मुंबई, नवभारत न्यूज नेटवर्क. बुलेट ट्रेन के निर्माण में लगी एनएचएसआरसीएल ने 508 किमी लम्बे रूट के एक हिस्से के रूप में महाराष्ट्र में पड़ने वाले 135 किमी रूट के सिविल और निर्माण कार्यों का डिजाइन और निर्माण कार्य का कॉन्ट्रैक्ट एलएंडटी को दिया है. अब इस कॉन्ट्रैक्ट के साथ ही पूरी 508 किमी लम्बे रूट का निर्माण कौन सी कंपनी करेगी यह साफ हो गया है. गौरतलब है कि कुल 508 किमी लम्बे बुलेट ट्रेन के निर्माण को 11 सिविल पैकेज में बांटा गया है. इस पूरे 11 सिविल पैकेज में 3 पैकेज महाराष्ट्र में आता है जिसमें 156 किमी का रूट शामिल है. इस 156 किमी लम्बे रूट को सी-1, सी-2 और सी-3 पैकेज में बांटा गया है. सी-1 के तहत बीकेसी में अंडरग्राउंड स्टेशन का निर्माण है जिसका टेंडर हिंदुस्तान कंस्ट्रक्शन कंपनी और मैसर्स एमईआईएल संयुक्त रूप से दिया गया है. इस स्टेशन को पूरी तरह बनकर तैयार होने में 54 महीने लगेंगे.

### 4 कंपनियों ने लगाई थी बोली

सी-2 पैकेज के तहत शिलफाटा और विक्रोली के बीच 21 किमी की दूरी वाली सुरंग की खुदाई का काम है, जिसका टेंडर मई में एफर्कॉन इंफ्रास्ट्रक्चर लिमिटेड की झोली में गया था. अब आखिरी पैकेज सी-3 के तहत मुंबई-अहमदाबाद हाई स्पीड रेल कॉरिडोर के लिए ठाणे, विरार और बोईसर स्टेशनों सहित शिलफाटा और जरोली (महाराष्ट्र-गुजरात सीमा पर) के बीच 135 किमी रूट का के सिविल और निर्माण कार्यों का डिजाइन और निर्माण कार्य का काम एलएंडटी को मिला है. इसके लिए 4 कंपनियों ने बोली लगाई थी. 156 किमी लम्बे महाराष्ट्र के रूट के अलावा, 348 किमी गुजरात में और 4 किमी दादरा-नागर हवेली में पड़ता है. दादरा-नागर हवेली का हिस्सा गुजरात के हिस्से में रखा गया है.



LARSEN & TOUBRO

### विरार और बोईसर स्टेशन हैं इस पैकेज में

एनएचएसआरसीएल ने एक बयान जारी कर बताया कि सी-3 पैकेज की कुल लंबाई 135 किमी है जो महाराष्ट्र-गुजरात सीमा पर शिलफाटा और जारोली गांव के बीच है. इसी पैकेज में ठाणे, विरार और बोईसर स्टेशन हैं. इसमें 124 किमी में वायाडक्ट और पुल होंगे जबकि 12 स्टील पुलों सहित कुल 36 पुल और क्रॉसिंग बनाये जायेंगे. इसके अलावा 6 टनल पहाड़ों को काटकर बनाई जाएगी. इसी पैकेज में प्रोजेक्ट का सबसे लंबा 2.28 किमी ब्रिज वेंतरणा नदी पर होगा, जबकि उल्हास नदी और जगनी नदी पर भी ब्रिज बनाये जायेंगे.



## बुलेट ट्रेन के सभी कॉन्ट्रैक्ट अर्वाॉर्ड

■ प्रसं, मुंबई : महाराष्ट्र के 3 स्टेशनों ठाणे, विरार और वोइसर के साथ 135 किमी वायाडक्ट का अंतिम कॉन्ट्रैक्ट 19 जुलाई को दिया गया। इसके पहले मुंबई (वीकेसी) स्टेशन, 21 किमी सुरंग सहित 7 किमी समुद्र के नीचे सुरंग और 135 किमी संरेखण (अलाइनमेंट) दिए जा चुके हैं। महाराष्ट्र में नैशनल हाईस्पीड रेल कॉर्पोरेशन लिमिटेड (NHSRCL) ने अब सभी सिविल कॉन्ट्रैक्ट्स अर्वाॉर्ड कर दिए हैं। NHSRCL द्वारा सी-3 पैकेज का जो अंतिम अर्वाॉर्ड दिया गया, इसमें 135 किमी का काम किया जाएगा। महाराष्ट्र-गुजरात सीमा पर शिलफाटा और ज़ारोली गांव के बीच ये काम होगा।

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# Bullet train: Last civil package in Maha awarded



FPJ NEWS SERVICE / Mumbai

The National High-Speed Rail Corporation Limited (NHSRCL) has awarded the last civil package (C3) to build infrastructure for the Maharashtra section of the Mumbai-Ahmedabad High-Speed Rail (MAHSR) corridor. The tendering process was completed on July 19.

The package includes a 135km alignment from Shilphata to Zaroli village comprising 124km of viaducts and bridges, six mountain tunnels, 36 crossings (including 12 steel bridges), and three elevated stations – Thane, Virar, and Boisar.

This award marks the completion of all three civil packages. The other packages awarded were for the construction of the Mumbai (BKC) bullet train station (C1) and a 21km tun-

nel, including a 7km undersea tunnel (C2). This also completes the awarding of all 11 civil packages covering the 508km MAHSR corridor.

The corridor is set to be a game-changer for India's infrastructure landscape, with 465km of viaducts, 12 bullet train stations, three rolling stock depots, 28 steel bridges (including a 2km bridge over Vaitarna river), and nine tunnels (including India's first undersea tunnel spanning 7km).

Full-span girders of 40m, weighing 970 tonne, are being launched using a state-of-the-art full-span launching equipment set, which includes the straddle carrier, bridge gantry, girder transporter, and girder launcher. The project is expected to consume 1.6 crore cubic meters of cement and 17 lakh metric tonne of steel.

The corridor is set to be a game-changer for India's infrastructure landscape

# L&T to construct Thane, Virar, Boisar stations of Mumbai-Ahmedabad High-Speed Rail line

**Shashank Rao**

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**MUMBAI:** The construction of Thane, Virar and Boisar stations of the Mumbai-Ahmedabad High-Speed Rail (MAHSR) will start soon. On July 19, the National High-Speed Rail Corporation Ltd. (NHSRCL) awarded Larsen & Toubro (L&T) a substantial contract worth ₹15,697 crore for the project.

This is the last leg of civil work that needs to be done for constructing the 508-km-long bullet train on this route. Meanwhile, the authorities have begun work at Bandra-Kurla Complex where the bullet train will depart from Mumbai.

The stations will have amenities that include ticketing and waiting areas, a business-class lounge, a nursery, restrooms, smoking rooms, information kiosks, incidental retail centres and a public information and announcement system.

According to the officials of NHSRCL, the last civil package termed C-3, has spread across an alignment of 135km between Shilphata and Zaroli village on the Maharashtra-Gujarat border. The works will also include construction of the three stations, six tunnels and the longest bridge of 2km over Vaitarna River on this high-speed rail line. "With this, all three civil packages within Maharashtra that include construction of BKC station (C1), 21 km-long tunnels, including 7km undersea tunnel (C2) and 135 km of alignment (C3) for the high-speed rail corridor have been awarded. The three stations at Thane, Virar and Boisar will be elevated while the BKC one will be an underground station," said an official from NHSRCL.

The last leg is important considering the paucity of land that NHSRCL was facing for this project for a long time. In fact, in February, they finally



**Thane, Virar and Boisar stations will come under the 135.45 km elevated line which will connect Shilphata to Zaroli village.** ANI

announced the designs of the stations plus they got the land in Vikhroli for this project.

Sources said that this also marks the award of all the 11 civil packages of the 508 km long corridor, comprising 465 km long viaducts, 12 stations, 3 rolling stock depots, 28 steel bridges, 24

river bridges, 9 tunnels including 7 km long India's first undersea tunnel. The entire MAHSR corridor is divided into 28 contract packages, out of which 11 are civil packages, which were awarded in a span of 33 months. This mega infrastructure project is expected to consume 1.6 crore

**NHSRCL HAS AWARDED LARSEN & TOUBRO A SUBSTANTIAL CONTRACT WORTH ₹15,697 CRORE FOR THE PROJECT**

cubic meter of cement and 17 lakh MT of steel. The engineers from NHSRCL said that to expedite the construction of viaducts, for the first time in India, full span girders of 40m length weighting 970 tonnes have been launched through one of a kind Full Span Launching Equipment set.

This technology is about 10 times faster than the conventional segment launching technology. The tenders for track works for the complete MAHSR section in Gujarat covering 352 km out of total 508 km have also been awarded.

# **NHSRCL Awards Last Civil Package for MAHSR Alignment in Maharashtra“100 pc Civil Contracts Awarded for MAHSR Corridor**

**(Standard Post Bureau)**

Mumbai, July 20 : NHSRCL awards last civil package (C3) having 135 km of Mumbai-Ahmedabad HSR alignment including 7 tunnels and longest bridge of 2 km over Vaitarna river in the state of Maharashtra. With this, all three civil packages of Maharashtra portion: Construction of Mumbai (BKC) HSR station (C1), 21 km of tunnel including 7 km undersea tunnel (C 2) and 135 km of alignment (C3), of MAHSR corridor have been awarded.“

This also marks the award of all the 11 civil packages of 508 km long MAHSR corridor, comprising 465 km long viaducts, 12 HSR stations, 3 rolling stock depots, 28 steel bridges comprising 10 km of viaduct, 24 river bridges, 9 tunnels including 7 km long India's first undersea tunnel.

The MAHSR corridor is divided into 28 contract packages, out of which 11 are civil packages, which were awarded in a span of 33 months. The First civil contract for the construction of 237 km viaducts including 4 HSR stations (Vapi, Bilimora, Surat & Bharuch) and Surat rolling stock depot in the state of Gujarat was awarded on 28th October 2020, which was also the largest civil contract awarded in India. And the last civil contract of 135 km viaduct with 3 HSR stations (Thane, Virar and Boisar) in the state of Maharashtra was awarded on 19th July 2023.

To expedite the construction of viaducts, for the first time in India, Full Span girders of 40m length weighting 970 ton have been launched through one of a kind Full Span Launching Equipment

set: Straddle Carrier, Bridge Gantry, Girder Transporter and Girder Launcher, which are designed and manufactured in India. This technology is about 10 times faster than the conventional segment launching technology and has provided a new dimension to the construction industry. “This mega infrastructure project is expected to consume 1.6 Cr Cum of cement and 17 lakh MT of steel and act as a catalyst to give the cement and steel industries a boost. “

The tenders for track works for the complete MAHSR section in Gujarat i.e. 352 km out of total 508 km have also been awarded. The training of Indian Engineers and Work Leaders for High-Speed Rail Track system for MAHSR corridor has already started. About 1000 engineers/work leaders/

technicians are planned to be trained in the specially created facility at Surat Depot. Around 20 Japanese experts will impart intensive training to the Indian engineers, supervisors & technicians and certify their skills.

Additional details on Package MAHSR-C-3 : Total length 135 km (Between Shilphata & Zaroli village on Maharashtra -Gujarat Border). Viaduct & Bridges: 124km. Bridges & Crossings: 36 Nos. including 12 steel bridges. Stations: 3 nos. namely Thane, Virar & Boisar (all elevated). Mountain tunnels: 6 nos. River Bridges: Ulhas River, Vaitarna & Jagani, longest bridge (2.28 km) of MAHSR project will be on Vaitarna river. Enclosures : 1. List of awarded contracts. 2. Project Status. 3. Some photographs

# MUM-A'HD BULLET TRAIN WORKS IN FULL SWING LAST CIVIL CONTRACT FOR 135KM STRETCH AWARDED

Civil work contract for the last package of 135km Mumbai-Ahmedabad bullet train alignment, which includes 7 tunnels and the longest bridge of 2km over Vaitarna river in Maharashtra, has been awarded by the National High Speed Rail Corporation Limited (NHSRCL). With this, all civil work contracts for the project have now been bid out, reports **Manthan K Mehta**

**Other civil packages already awarded by NHSRCL in Maha**

**BKC terminus stations (C1)**

Three-level terminus to have six platforms, each 425m in length

Cost: **₹3,681cr**

Contractor: **M/s MEIL-HCC Joint Venture**

**Elevated corridor between Shilphata and Zaroli village on Maharashtra-Gujarat Border**

Length **135km** Viaduct & Bridges **124km**



**ENTIRE ROUTE LENGTH**  
Length 508 km



**Bridges & Crossings | 36**  
(including 12 steel bridges)

**Stations | 3**  
Thane, Virar & Boisar (all elevated)

**Mountain tunnels: 6**



**River Bridges | Ulhas River, Vaitarna & Jagani**

Contractor: **Larsen and Toubro**

Cost: **₹15,697 cr**

**Tunnel between BKC to Shilphata (C2)**

Length **21km** Under creek **7**

The 7km (approx) undersea tunnel at Thane Creek (intertidal zone) will be the first under sea tunnel in the country

Contractor: **Afcons Infrastructure Ltd**

Cost: **₹6,400cr**



# All bullet train civil work contracts, worth total of ₹66k crore, awarded

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The National High Speed Rail Corporation Ltd (NHSRCL), which is executing India's first bullet train project, announced that all civil work contracts for the project have now been awarded. The last package was for a 135km alignment between Shilphata and Zaroli village on the Maharashtra-Gujarat border; technically referred to as C3.

TOI has learned that the awarded value of the 11 civil packages of the Mumbai-Ahmedabad High Speed Rail (MAHSR) project is around Rs 66,448 crore. Going by the projected time for completion of the civil works, the entire project may be ready in the next four years. NHSRCL has floated tenders for procu-



Construction work of Mumbai-Ahmedabad High Speed Rail viaduct in progress in Ahmedabad district

ring 24 E5 Series Shinkansen trainsets worth Rs 11,000 crore, as the government plans to run the first train in 2027.

According to official data, financial progress on the project is around Rs 45,621 crore, including GST and physical progress is around 35% till June end. Physical progress is greater in Maharashtra at 41.5%, which in the Gujarat portion is around 21%. An of-

ficial statement on the award of last civil work package said, "This also marks the award of all the 11 civil packages of 508-km MAHSR corridor, comprising 465km of viaducts, 12 HSR stations, three rolling stock depots, 28 steel bridges comprising 10km of viaduct, 24 river bridges, nine tunnels including the 7-km long first undersea tunnel of India."

# अब महाराष्ट्र में भी काम की रफ्तार होगी तेज हाई स्पीड बुलेट रेल प्रोजेक्ट का 100% सिविल ठेका पूरा

ट्रांसपोर्ट रिपोर्टर | सूरत

अहमदबाद-मुंबई हाई स्पीड रेल कॉरिडोर का 100 फीसदी ठेका पूरा हो गया है। नेशनल हाई स्पीड रेल कॉर्पोरेशन लिमिटेड (एनएचएसआरसीएल) ने महाराष्ट्र में अंतिम सिविल ठेका (एमएचएसआर-सी 3) दे दिया है। इसमें 135 किमी हाई स्पीड रेल कॉरिडोर, जिसमें 7 सुरंगें और वैतरणा नदी पर 2 किमी का सबसे लंबा पुल भी बनाया जाएगा। इसके साथ महाराष्ट्र के तीनों सिविल निर्माण अनुबंध- मुंबई (बीकेसी) एचएसआर स्टेशन (सी1), 21 किमी सुरंग सहित 7

किमी समुद्री सुरंग (सी 2) और 135 किमी संरक्षण (सी 3) दिए जा चुके हैं। 508 किमी लंबे हाई स्पीड रेल कॉरिडोर में 465 किमी लंबा वायाडक्ट, 12 एचएसआर स्टेशन, 3 रोलिंग स्टॉक डिपो, 10 किमी वायाडक्ट वाले 28 स्टील पुल, 24 नदी पुल, 7 किमी लंबी देश की पहली समुद्री सुरंग सहित 9 सुरंगें शामिल हैं। एमएचएसआर ने कॉरिडोर को 28 अनुबंध पैकेजों में विभाजित किया है, जिनमें से 11 सिविल पैकेज हैं, जिन्हें 33 महीनों की अवधि में अनुबंधित किया गया। गुजरात में वापी, बिलिमोरा, सूरत और भरूच सहित चार हाई स्पीड रेल स्टेशन बनाए जाएंगे।

Bullet train civil contract awarded, booster work including 7 km tunnel

# ગુજરાત બાદ મહારાષ્ટ્રના 508 કિમીના કામ પુરજોશમાં બુલેટ ટ્રેનનો સિવિલ કોન્ટ્રાક્ટ અપાયો, 7 કિમીની ટનલ સહિતના કામને બુસ્ટર

ટ્રાન્સપોર્ટેશન રિપોર્ટર | સુરત

અમદાવાદ-મુંબઈ વચ્ચે દોડનારી દેશની પહેલી હાઈસ્પીડ બુલેટ ટ્રેનનો સિવિલ કોન્ટ્રાક્ટ અપાઈ ગયો છે. જેને કારણે હવે કામમાં ઝડપ આવશે. નેશનલ હાઈ સ્પીડ રેલવે કોર્પોરેશન લિમિટેડે મહારાષ્ટ્રના 508 કિલોમીટરનું સિવિલ કામ કંપનીને સોંપ્યું છે. જેમાં 9 ટનલ, 13 રોલિંગ સ્ટોક ડેપો, 28 સ્ટીલ બ્રિજ અને 24 રિવર બ્રિજની સાથે 7 કિલોમીટરની સી ટનલનો સમાવેશ થાય છે. આ કામગીરી 11 સિવિલ પેકેજમાં વહેંચાઈ છે.



બુલેટ ટ્રેનની કામગીરી ઝડપભરે આગળ વધી રહી છે.

## સુરતમાં ટ્રેનનો રોલિંગ ડેપો પણ બનાવાશે

11 સિવિલ પેકેજ આપવાની કામગીરી કંપનીએ 33 મહિને પૂર્ણ કરી છે. ગુજરાતમાં ભરૂચ, સુરત, વાપી અને બિલિમોરા એમ ચાર સ્ટેશન બનશે. ઉપરાંત સુરતમાં રોલિંગ ડેપો પણ બનશે. વડોદરાથી લઈ વાપી સુધીની 237 કિમીની સિવિલ વર્કની કામગીરી સૌથી પહેલા હાથ ધરાઈ હતી. જે ગત 28 ઓક્ટોબર, 2020ના રોજ અપાઈ હતી.

बुलेट ट्रेन ट्रेक का रास्ता साफ

# महाराष्ट्र में अंतिम सिविल अनुबंध पूरा

135 किमी में 7 सुरंगें  
और महाराष्ट्र की  
वैतरणा नदी पर 2  
किमी का सबसे लंबा  
पुल शामिल



और महाराष्ट्र में वैतरणा नदी पर 2 किमी का सबसे लंबा पुल शामिल है। इसके साथ ही महाराष्ट्र के तीनों सिविल निर्माण अनुबंध, मुंबई (बीकेसी) एचएसआर स्टेशन (सी1), 21 कि.मी. सुरंग सहित 7 कि.मी. समुद्र के नीचे सुरंग (सी 2) और 135 कि.मी. संरक्षण (सी 3) दिए जा चुके हैं। इसके साथ ही

एमएचएसआर कॉरिडोर पर 508 कि.मी. लंबे रूट पर अब 11 सिविल पैकेज अनुबंधित हो गए हैं। इसमें 465 किमी लम्बा वायाडक्ट, 12 एचएसआर स्टेशन, 3 रोलिंग स्टॉक डिपो, 10 कि.मी. वायाडक्ट वाले 28 स्टील पुल, 24 नदी पुल, 7 किमी लंबी पहली समुद्र के नीचे सुरंग सहित 9 सुरंगें शामिल हैं। एमएचएसआर कॉरिडोर को 28 अनुबंध पैकेजों में विभाजित किया है। इसमें 11 सिविल पैकेज हैं, जिन्हें 33 महीनों की अवधि में अनुबंधित किया गया।

सुरत@ पत्रिका. नेशनल हाई स्पीड रेल कॉरपोरेशन द्वारा महाराष्ट्र में अंतिम सिविल अनुबंध एमएचएसआर-सी 3 बुधवार को सौंपा गया है। इसमें 135 किमी एमएचएसआर संरक्षण में 7 सुरंगें