

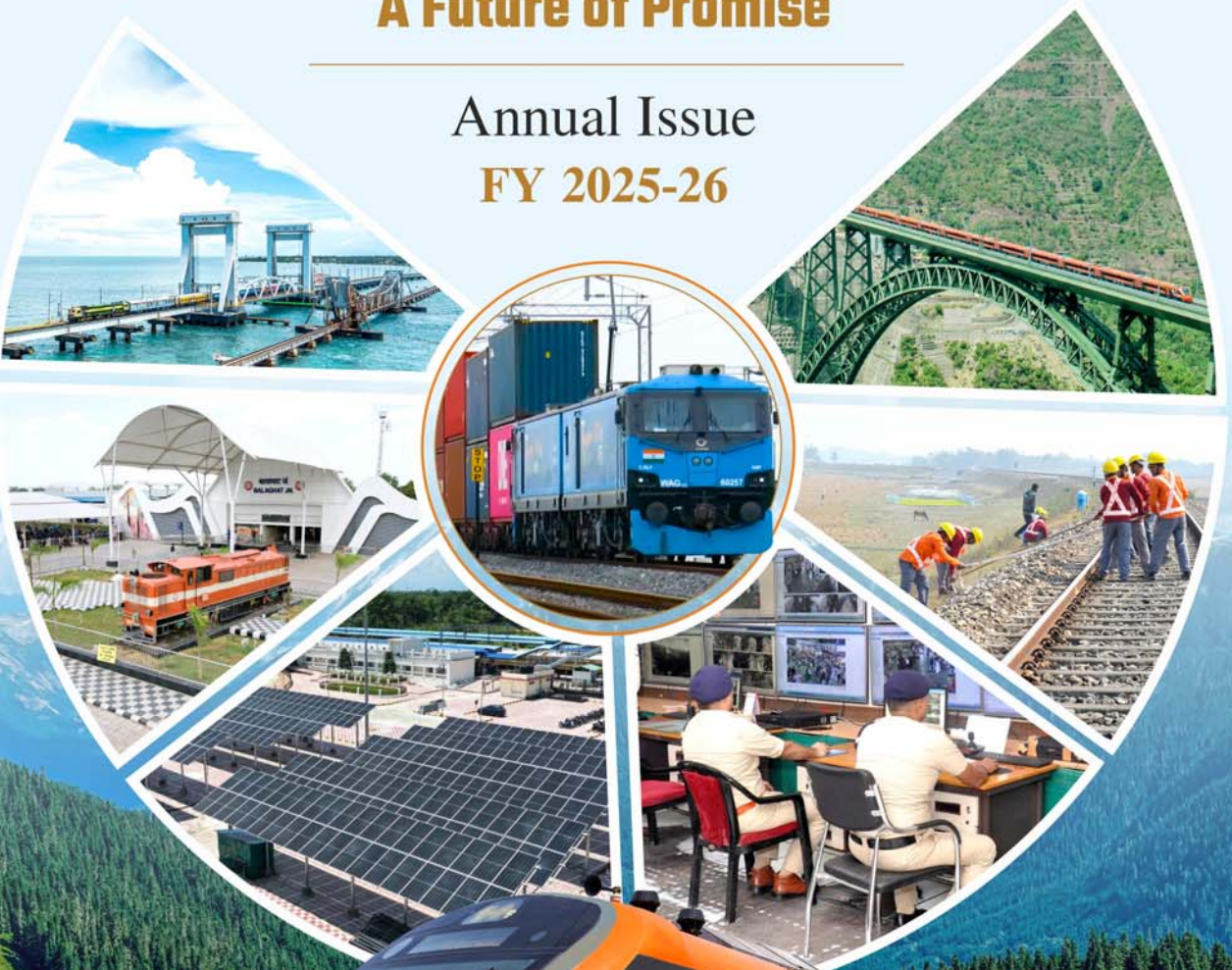


INDIAN RAILWAYS

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A Year of Breakthroughs A Future of Promise

Annual Issue
FY 2025-26



164 Vande Bharat
Train Services



66 Amrit Bharat
Train Services



208 Stations Redeveloped
out of 1337



99.6% Rail Network
Electrified

**'Moving Forward on
the Path of Progress'**

From Vision to Velocity: A Year of Remarkable Progress on the Mumbai-Ahmedabad Bullet Train Project



Anjum Pervez

Managing Director

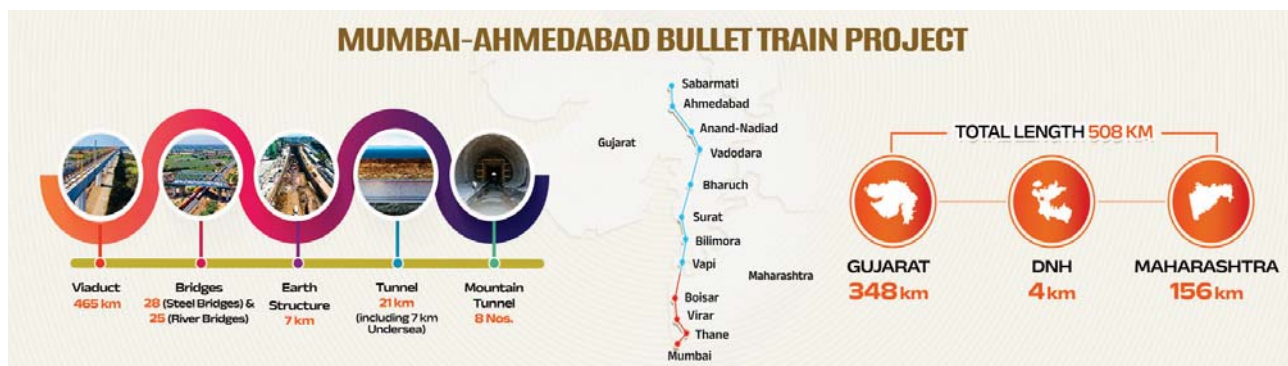
National High-Speed Rail Corporation Limited (NHSRCL), which is implementing this project, was incorporated on 12 February 2016 under the Companies Act, 2013, with the objective of financing, constructing, maintaining, and managing the High-Speed Rail Corridor in India. The Company has been modelled as 'Special Purpose Vehicle' in the joint sector with equity participation by Central Government through Ministry of Railways and two State Governments viz. Government of Gujarat and Government of Maharashtra.

The High-Speed Rail (HSR) project, apart from being a technological marvel, will bring many quantifiable benefits like saving travel time, reducing vehicle operation costs, reducing pollution, job creation, reduction in accidents/enhanced safety, imported fuel substitution, and reduction in pollutants. The project would also boost infrastructure and add to the growth of the economy.

The Mumbai-Ahmedabad Bullet Train Project marks a transformative progress, symbolising India's bold leap into the future of high-speed rail. The year 2025 has been particularly momentous, propelling the project from robust construction momentum toward operational readiness.

Significant strides across the Gujarat and Maharashtra sections reflect not only engineering excellence but also unwavering commitment, precision, and seamless collaboration of multiple stakeholders and thousands of workers on the ground.





One of the biggest highlights of the year 2025 was the historic visit of Prime Minister, Narendra Modi to the under-construction Surat Bullet Train Station—a moment that reflected the project’s strategic importance and its role in shaping India’s infrastructure future. It marked a significant turning point — a reaffirmation, at the highest level, that the Mumbai-Ahmedabad Bullet Train project is not just an infrastructure investment, but a national priority.



Prime Minister visit to under-construction Surat Bullet Train station on 15th November 2025

Construction Milestones: Scale and Precision

On the construction front, the scale of achievement has been remarkable for the FY 2025-26. As on 31st March 2026, over 343 km of viaduct and 434 km of pier work has been completed. This represent not just engineering output, but the result of meticulous coordination across diverse geographies, regulatory environments, and ground conditions.

In Gujarat, the project has reached at an advanced stage, with a majority of civil works nearing completion. Three more river bridges, over the Darotha and Daman Ganga river in Valsad district, and the Vishwamitri in Vadodara district were completed in this FY, bringing our total to 17 out of 21 planned river crossings.

Seven steel bridges and one prestressed concrete (PSC) bridge were also completed, taking the Gujarat tally to 13 steel bridges and all five PSC bridges fully done. Across the entire corridor, 28 steel bridges are planned — 17 in Gujarat and 11 in Maharashtra.

Alongside structural works, approximately 5.6 lakh noise barriers have now been installed along 283 km of the corridor — with 2.5 lakh of those installed along a 120 km stretch in Gujarat in the past year alone.

Progress on track laying has been equally encouraging. Around 364 track km of RC track bed has been completed in Gujarat, and with the contract for the Maharashtra section now signed, work will commence there shortly — completing the award of all three track construction packages for the corridor.

Electrification works have commenced in parallel. Over 7,000 overhead electrification masts have been installed across 171 route kilometres of the mainline viaduct in Gujarat - a significant step towards system integration and eventual trial operations.

Construction is actively progressing across all 12 stations along the corridor. Structural works have been completed at eight stations in Gujarat, and work is moving steadily at the Sabarmati and Surat rolling stock depots, which will serve as critical hubs for train maintenance and operations.

The High-Speed Rail Multimodal Hub at Sabarmati has been awarded the prestigious 'IGBC Gold Rating' for the period from 2025 to 2028 by the Indian Green Building Council — the first building in the Bullet Train project to receive this certification. This distinction reflects a steadfast commitment to building infrastructure that is not only world-class in performance but responsible

in its environmental footprint.

Multi-modal integration contracts have been signed for six stations — Surat, Bilimora, Vapi, Bharuch, Anand, and Vadodara — ensuring that passengers can move seamlessly between the Bullet Train and local transport networks. Connectivity, not just speed lies at the heart of what is being built.

While Gujarat has led in the volume of civil works, Maharashtra has been the site of some of our most complex engineering achievements this year. The 21-km underground tunnel between BKC and Shilphata remains among the most challenging elements of the entire project. Five (05) kilometres of this tunnel have been excavated using the NATM method while the remaining 16 km will be excavated by using Tunnel Boring Machines (TBMs). For excavating this 16 km tunnel, two (02) TBMs have been received at the site and their assembly and lowering is currently in progress.

The Palghar region in Maharashtra, known for its complex and challenging geological conditions has yielded two major breakthroughs. The first Mountain Tunnel (MT-5), approximately 1.5 km in length connecting the Virar and Boisar Bullet Train stations — the longest among the Palghar mountain tunnels achieved breakthrough on 2nd January 2026. The second breakthrough came just weeks later, on 3rd February 2026, for Mountain Tunnel MT-6, measuring 454 metres in length and 14.4 metres in width to accommodate both up and down tracks. Both breakthroughs were digitally witnessed by Minister of Railways, Ashwini Vaishnaw, and stand as testaments to technical excellence and coordinated perseverance in overcoming natural challenges.



Breakthrough achieved for second mountain tunnel in Palghar, Maharashtra

Work on the remaining five mountain tunnels continues at pace.

Work on all three elevated stations - Thane, Virar and Boisar is progressing rapidly. The first Full-Span Box girder has also been launched at Dahanu. Pier foundation and construction work continue at multiple locations, steadily extending the corridor's footprint through this geographically demanding stretch.

Work on the only underground station of the project, the Mumbai Bullet Train station is also advancing steadily. The platform is planned at a depth of about 26 metres from the ground level. Approx. 94% excavation work has been completed and slab casting work is currently underway.

Prioritising Safety, Building Skills, Empowering People

A project of this scale is built by people — and their safety is a foremost responsibility. The safety awareness campaign 'Prayas' (Nukkad Natak street plays) were organised at over 80 construction sites, including casting yards, tunnel shafts, stations, depots, bridges, and viaducts. The campaign directly engaged over 11,000 workers across the corridor with the first phase held in August 2025 and the second in February-March 2026.

Beyond bricks, steel, and tunnels, this project carries another responsibility- building India's first generation of high-speed rail engineers. Through structured site visits for technical institutions, young engineers are gaining first-hand exposure to high-speed rail construction — observing viaduct and bridge work, overhead electrification systems, station construction, and the quality and safety standards that govern every stage of execution.

Employee Wellbeing and Community Responsibility

Employee wellbeing was prioritised through health camps, blood donation drives, CPR training, and workshops fostering a positive and collaborative workplace for both men and women. Annual sports events and cultural celebrations further strengthened team spirit, camaraderie, and a shared sense of belonging.

NHSRCL has launched several CSR initiatives aimed at uplifting communities, improving health outcomes, and providing essential support to



Heaviest portal beam launched over
Amdavad-Vadodara rly line in Ahmedabad

those in need. These include establishment of smart classrooms, health screening camps, distribution of modular technology prosthetic limbs to economically disadvantaged differently abled individuals and providing food plates for serving mid-day meals at schools.

Smart boards and interactive flat panels have also been installed in classrooms to promote digital education. In a focused effort to advance women's health and economic empowerment, NHSRCL supported cervical and breast cancer screening programmes and provided breast cancer screening device to the Indian Red Cross Society.

Recognised for Excellence

NHSRCL has been honoured with the Governance Now 12th PSU Awards in two categories—Nation Building (Sustainability and Environmental Stewardship) and Corporate Communications (Innovative Content Strategy). It also received the Excellence Award (Gold) in the Corporate Films category at the 15th PRCI Excellence Awards 2025 during the 19th Global Communication Conclave 2025. Such recognitions reflect NHSRCL's commitment to sustainable infrastructure and its innovative communication efforts in effectively showcasing the vision and progress of this transformative project.

Having recently completed 10 years since its inception, NHSRCL marks a proud institutional milestone. The collective efforts of entire team have turned ambition into tangible progress

— and that progress now stands on the verge of becoming operations.

NHSRCL has been entrusted with shaping the standards for future projects. Leveraging the experience that we have gained from Mumbai-Ahmedabad Bullet Train project, we are well-positioned to guide upcoming corridors while upholding the highest benchmarks of quality, safety, and innovation. With every milestone achieved, the vision grows clearer, the pace stronger, and the destination closer. The journey from vision to velocity is well underway—poised to stand as a proud symbol of India's progress, innovation, and shared vision.

Recent Milestones: Engineering at its Best

Some of the recent significant achievements include the launching of the heaviest precast-prestressed portal beam in the project's history — approximately 1,360 metric tonnes placed over the Amdavad-Vadodara railway line in Maninagar, Ahmedabad on 8th April 2026.

The TBMs received for the tunnel works are now in operation. One was lowered to a depth of 56 m below ground level at Vikhroli on 9th April 2026, and the other was lowered at Sawli near Ghansoli to 39 m below ground on 11th April 2026. ■

