



# INDIAN RAILWAYS

APRIL 2026 | PRICE ₹20

## Mumbai-Ahmedabad Bullet Train Project LEADING THE WAY FOR NEW INDIA



**52** Reforms  
Weeks

- 5. Reform in Salt Transportation
- 6. Reform in Automobile Transportation
- 7. Improving quality of construction
- 8. Cancellation of tickets & Refund Rules
- 9. Change of Train Boarding Point

**34** **Railways Achieves 16,398 km Safety Fencing Milestone, ₹209.38 Crore Project Progresses on Ground**

**35** **First-Mile Pick-Up, Mid-Mile Rail Transport and Last-Mile Delivery Power Indian Railways' Parcel Logistics Push**

**36** **₹836 crore Kalyan-Mumbai New Rail Line Sanctioned**

**37** **Mumbai-Ahmedabad Bullet Train Project**

**38** **BKC Underground Station of Platforms to Be Ready at 10-Storey Depth**



**40** **New Railway Track Commissioning in Odisha Registers over 3.5 times Increase**

**42** **Major Railway Projects Underway in Himachal Pradesh to Strengthen Connectivity and Enhance Passenger Convenience**

**44** **Over 90% Punctuality in 24 Divisions of Railways**

**46** **Railways Completes Key Infrastructure Projects Spanning over 1900 km to Strengthen Rail Connectivity across the Nation**

**49** **Railways Secure US \$942 Million FDI in 11 Years as Infrastructure Investment Gains Pace**

**50** **Rising Trust in Rail Safety 52,000 Criminals Arrested in 5 Years**

**51** **RailMadad and 139 Helpline A Solution to Every Problem During Travel**

**52** **Railways Enforce QR Code Verification for Vendors to Rein in Unauthorised Hawking in Passenger Areas**

**53** **Digital Surge in Ticketing 88% of Bookings Go Online**

**55** **Railways Provides 43,230 Jobs in FY 2025-26**

**58** **Historic Freight Operations in Mizoram 25,900 Quintals of Rice Delivered to Sairang, 42-Wagon FCI Cargo Train Completes First Run**

**61** **Railways Celebrates International Women's Day with Awards and Activities**

**63** **Elephant Corridor Gets Smart Surveillance To Warn Trains Of Wildlife Movement** *Arun Kumar Das*



Sabarmati Bullet Train Station

The Minister further stated that international connectivity projects, including links with neighbouring countries such as Bhutan, have also been taken up.

In northern and western border areas, projects such as Anupgarh–Khajuwala, Jaisalmer–Barmer–Bhildi and other routes along the India–Pakistan border are being developed to improve accessibility and logistics.

In Himachal Pradesh and adjoining regions, works such as the Beri–Manali–Leh (DPR stage) and Ghanauli –Baddi line are progressing. Similarly, in Punjab and other northern states, new lines and capacity enhancement projects are underway.

He also highlighted a strategically important project in the Siliguri corridor, where plans are being developed for a 30 km underground double-line corridor to ensure uninterrupted connectivity in critical situations.

Additionally, along the India–Nepal border, multiple doubling and capacity enhancement projects are being undertaken, including sections such as Narkatiaganj–Raxaul–Sitamarhi–Darbhanga–Muzaffarpur, to strengthen cross-border connectivity and regional development.

#### **High-Speed Rail and Bullet Train Progress**

The Minister provided an update on the Mumbai–Ahmedabad High-Speed Rail (Bullet Train) Project, stating that construction is progressing rapidly.

#### **Key Milestones include**

Over 300 km of via-duct construction completed.

Significant progress in pier construction, track

laying and station development

#### **Bridges Completed Across Multiple Rivers**

Work underway on India’s first undersea rail tunnel, with progress already achieved.

He stated that the project is targeted for phased commissioning starting 2027, with trains expected to operate at speeds of up to 350 km/h, reducing travel time between Mumbai and Ahmedabad to under 2 hours.

The Minister also informed that seven additional high-speed rail corridors have been announced, which will expand India’s high-speed network to approximately 4000 km in the future.

#### **Acknowledgement of Railway Workforce**

The Minister acknowledged the contribution of approximately 12.5 lakh railway employees, including loco pilots, track maintainers, station staff and technical personnel, who ensure uninterrupted railway operations across the country, often working during festivals and challenging conditions.

He emphasised that Indian Railways’ transformation is the result of collective efforts of its workforce, supported by sustained policy focus and investment.

#### **Conclusion**

The Demands for Grants sought Parliamentary approval for the Ministry’s detailed expenditure proposals from the Consolidated Fund of India, encompassing key priorities such as capacity augmentation, safety enhancement, network decongestion and passenger amenities, while balancing significant operational commitments. ■

# Mumbai-Ahmedabad Bullet Train Project

**Gujarat: Major Civil Works Near Completion, 8 Stations' Foundations Laid**

The Mumbai-Ahmedabad High Speed Rail (MAHSR) Project (508 km) is the only HSR project under execution. The project passes through the states of Gujarat and Maharashtra and the 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 entire land (1389.5 ha) for the MAHSR project has been acquired. All statutory clearances have been obtained. All 1651 utilities have been shifted. The delay in land acquisition in the state of Maharashtra impacted the project till 2021. Land acquisition picked up in Maharashtra in 2022.

**The progress of major items so far is as under:**

Gujarat (352 km):

Item	Progress
Foundation	352 km
Piers	352 km
Girder Casting	342 km
Girder Launching	331 km
Track Bed Construction	152 km
OHE Masts Erection	121 km

Maharashtra (156 km):

Item	Progress
Foundation	84 km
Piers	75 km
Girder Casting	12 km
Girder Launching	5 km

Out of a total of 12 stations, foundation works have been completed at eight stations (Vapi, Billimora, Surat, Bharuch, Anand, Vadodara, Ahmedabad and Sabarmati). In the Maharashtra section, foundation work is in progress at three stations (Thane, Virar, Boisar) and excavation work at the BKC station is near completion and the casting of the base slab has started.



Seventeen river bridges have been completed. Work is in an advanced stage for 4 major river bridges (Narmada, Mahi, Tapti and Sabarmati) in Gujarat and is in progress on 4 river bridges in Maharashtra. Work on depots (Thane, Surat and Sabarmati) is in full swing.

Civil works at Bandra Kurla Complex (BKC) are progressing satisfactorily. Excavation works have achieved about 91% progress and concreting works are at various stages, with 100% completion of the basement slab at Level-4. The work of the undersea tunnel (approximately 21 km) has commenced, out of which 4.8 km of tunnel between Ghansoli and Shilphata in Maharashtra has been completed.

To ensure seamless passenger connectivity, the government has planned multimodal integration of Bullet Train stations with the existing Mumbai suburban railway network and upcoming metro lines. The integration includes passenger connectivity with Metro Line 2B and Metro Line 3 through convenient pedestrian access at BKC station.

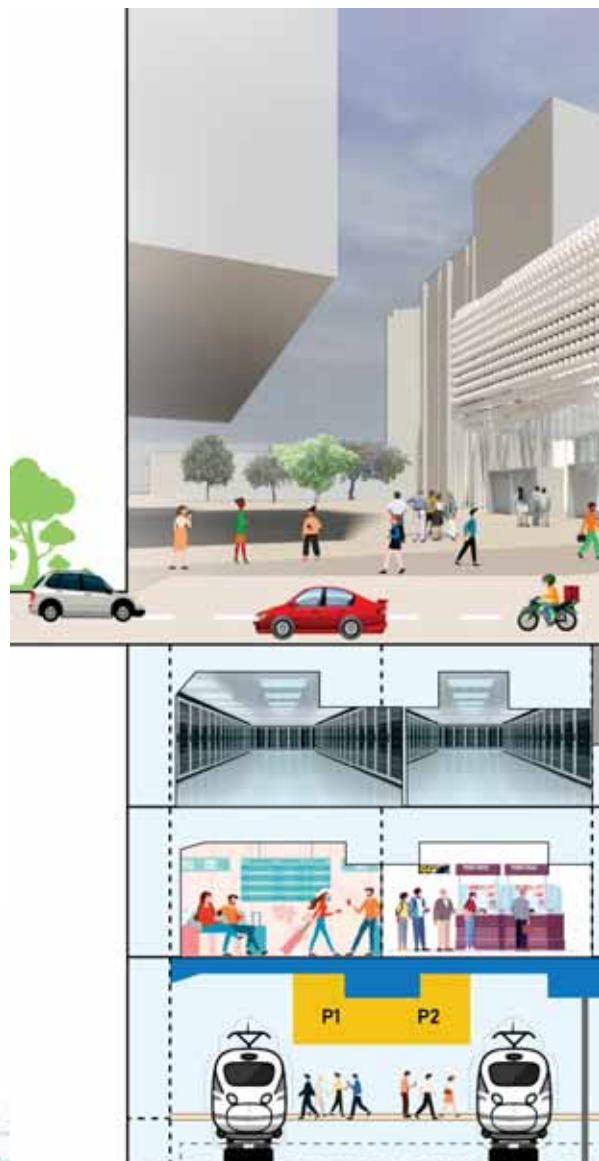
Bullet train project is a very complex and technology-intensive project. Exact timelines for completion of the project can be reasonably ascertained after the completion of all associated works of civil structures, track, electrical, signaling and telecommunication and supply of trainsets. ■

# BKC Underground Station of Platforms to Be Ready at 10-Storey Depth

**M**umbai Bullet Train station, located at Bandra Kurla Complex, is the only underground station on the Mumbai-Ahmedabad Bullet Train corridor.

The platform is planned at a depth of about 26 metres from the ground level. There will be three floors, including the platform, concourse, and service floor. Excavation for the said work is being done to a depth of 32 meters (approximately 100 ft) from ground level, which is equivalent to a 10-storey building. The station will have six platforms, and the length of each platform is approximately 415 metres (sufficient to accommodate a 16-coach Bullet train). The station will have connectivity with metro and road networks. Two entry/exit points are planned—one to facilitate the access to the nearby Metro Line 2B station, and other towards the MTNL building.

The station has been designed to make ample space available for passenger movement and amenities at the concourse and platform levels. Dedicated skylight provisions have been made for natural lighting.



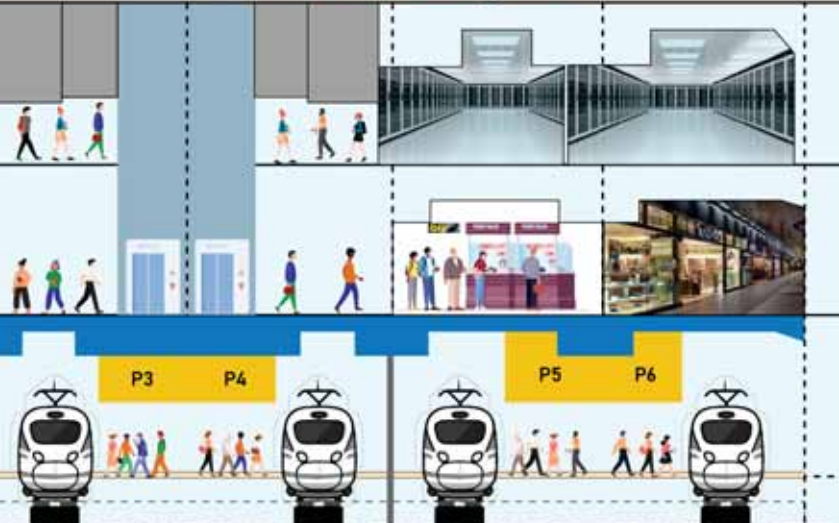
Under Construction Mumbai Bullet Train Station

# MUMBAI BULLET TRAIN STATION



## Ground Level

- › Station Entrances
- › Ventilation Shafts
- › Security and Baggage Screening
- › Central Landscape and Skylight



## 1<sup>st</sup> Basement Level

- › Equipment Room

## 2<sup>nd</sup> Basement Level

- › Unpaid & Paid Concourse
- › Waiting Lounge
- › Ticket office, TVM & Customer Care
- › Commercial Shops

## 3<sup>rd</sup> Basement Level

- › 6 Terminal Platforms
- › Platform Operational Rooms
- › Station Control Rooms

26m (approx.)

### Station Progress

Approx. 94% of excavation work (i.e., 17.51 lakh cubic meter) has been completed. A total of 18.7 lakh cubic metre of earthwork is required to be excavated from this site

Three batching plants with a capacity of 120 cubic metre per hour are functional at site. The batching plants are provided with an ice plant and a chiller plant, which help in controlling the temperature of concrete.

The site is provided with a modern concrete laboratory, with facilities like the Water Permeability Test and the Rapid Chloride Penetration Test, etc. All tests related to concrete are conducted on site, and samples are sent to reputed laboratories intermittently.

Construction will be done using M60-grade concrete for the Base slab and M80-grade for the columns. The Base slab will form the deepest construction level for the Bullet Train station. Approximately 2 lakh cubic metre of concrete will be poured for the base slab casting. So far, 84,349 cubic metre of concrete has already been poured.

The Base Slab is being cast with M60-grade, temperature-controlled concrete. Each base slab casting requires 3,000 to 4,000 cubic metres of concrete at controlled temperatures, which is being produced by in-situ batching and chiller plants.

100% of the secant piling (3384 nos.), Capping Beam (2203 rmt.), and Flood Wall (2078 rmt.) works have already been completed for the site. ■