

## **L&T lowest bidder in a bullet train project**

**I**ndian infrastructure major Larsen & Toubro (L&T) has emerged as the lowest bidder to build the largest segment of the Ahmedabad-Mumbai bullet train project. The company bid Rs 24,985 crore for constructing the 237-km stretch of the project beating two consortiums led by Tata Projects and Afcons Infrastructure Ltd. Work on this project, which is also known as Mumbai-Ahmedabad High Speed Rail, will start from next month. This package is the largest in the entire corridor, which is 47% of the main line of 508km. The bullet train corridor is being built at a cost of Rs 1.1 lakh crore with funding from the Japan International Cooperation Agency. **TNN**

**BULLET TRAIN PROJECT**

# L&T lowest bidder for Package C4 at ₹24,985 cr

**ENS ECONOMIC BUREAU**

MUMBAI/NEW DELHI,  
OCTOBER 19

LARSEN & Toubro (L&T) has emerged as the lowest bidder at Rs 24,985 crore for constructing the 237.1 km under Package C4 of the 508.17 km Mumbai-Ahmedabad High-Speed Rail, also called MAHSR Bullet Train project, the country's biggest infrastructure project to date.

The National High-Speed Rail Corporation (NHSRCL) opened financial bids submitted

by three infrastructure development firms.

Package C4 is the largest among all as it represents 46.66 per cent of the main-line.

Three bidders involving seven major infrastructural companies, including the Tatas, had participated in the competitive bidding, the NHSRCL said.

Others bidders were "Afcons Infrastructure Limited IRCON International Limited JMC Projects India Ltd-Consortium and NCC Limited Tata Project Ltd - J.Kumar Infra Projects Ltd.- HSR Consortium," NHSRCL said.

## ORDER COULD BE CO'S LARGEST EVER It's offer lowest in financial bids for design and construction of corridor mainline L&T Likely to Bag ₹24,958-cr Order for Bullet Train Project

Rachita.Prasad@timesgroup.com

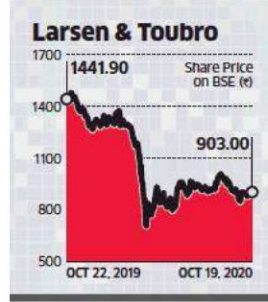
**Mumbai:** Larsen & Toubro (L&T) is close to bagging its largest order ever as it has emerged the lowest bidder to construct a significant part of the Ahmedabad-Mumbai bullet train project, beating two others in the race with a bid of ₹24,958 crore.

On Monday, the National High Speed Rail Corporation (NHSRCL) opened the financial bids for the tender to design and construct the 237-km mainline of the 508-km long Mumbai-Ahmedabad high-speed rail corridor. L&T beat two consortia — Ta-

ta Projects - J Kumar Infraprojects-NCC, and Afcons Infrastructure - Iron International - JMC Projects India.

NHSRCL confirmed that L&T has emerged the lowest bidder among the three financial bids received. "The technical bids for this tender were opened on September 23, 2020, and in less than one month the financial bids have also been opened, after rigorous evaluation of technical bids," the state-run corporation said. L&T declined to comment on the development.

This tender covers about 47% of total alignment of the ambitious pro-



ject, between Vapi and Vadodara in Gujarat. This includes four stations — Vapi, Bilimora, Surat and Bharuch, 24 river and 30 road crossings. NHSRCL had earlier said that more than 83% of the land has been acquired for this part of the project, which is entirely in Gujarat.

According to two sources, for the package, namely C4, the Tata Projects-led consortium bid at around ₹28,000 crore, while the Afcons Infrastructure-led consortium bid was close to ₹37,000 crore.

This mega project will be a shot in the arm for the engineering major L&T, which witnessed a 40% decline

in order wins in the first quarter of FY21, due to few fresh investments and deferment of projects in India and its other key market in the Middle East.

The government is believed to be keen to get the bullet train project operational before the next general elections in 2024. The project will reduce the travel time between Mumbai and Ahmedabad to under two hours.

India is setting up its first high-speed rail corridor with technical and financial assistance from the government of Japan. The project's total estimated cost is ₹1.1 lakh crore.

# L&T set to win largest civil works tender for bullet train

SHINE JACOB

New Delhi, 19 October

Larsen & Toubro (L&T) is set to win one of the largest infrastructure tenders the country has seen.

It is the lowest bidder for the design and construction of civil works for 47 per cent of the alignment of the Mumbai-Ahmedabad High-Speed Rail corridor. Three bidders, involving seven major infrastructural companies, had participated in competitive bidding.

The bidders other than L&T were the Afcons Infrastructure IRCON International-JMC Projects India consortium, and the Tata Projects-NCC-J Kumar Infra Projects consortium. While L&T quoted ₹24,985 crore for the 237-km stretch, the second-nearest bidder, the consortium led by Tata Projects, quoted around ₹28,228 crore, said a source aware about the development.

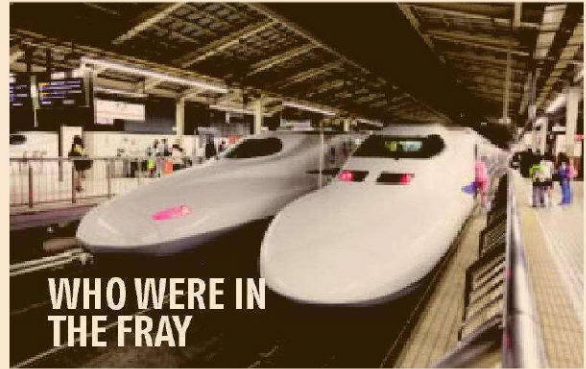
If it gets the contract, this will be the biggest project won by L&T, which had the Mumbai Trans

Harbour Link (MTHL), which was around ₹8,000 crore, as one of the largest projects before.

“Financial bids for the design and construction of 237 km of the viaduct for 508 km of Mumbai-Ahmedabad High-Speed Rail corridor were opened on Monday and Larsen & Toubro is the lowest bidder,” said a statement by the National High Speed Rail Corporation (NHSRCL).

The technical bids for this tender were opened on September 23 and in less than one month the financial bids have also been opened after a rigorous evaluation of technical bids, it added.

This tender related to alignment between Vapi (Zaroli village at the Maharashtra-Gujarat border) and Vadodara in Gujarat. This includes four stations — Vapi, Billimora, Surat, and Bharuch — and Surat Depot.



WHO WERE IN THE FRAY

## Financial bid amounts in ₹ crore

Larsen & Toubro:	JV between Tata Projects, J Kumar Infracore, NCC:	JV between Afcons Infrastructure, Ircon International, JMC Projects India:
<b>24,985</b>	<b>28,228</b>	<b>36,874</b>



## THE PROJECT

Construction of 237.1 km of the 508.17 km Mumbai-Ahmedabad High-Speed Rail, also called MAHSR Bullet Train, project

Corridor falls between Vapi at Maharashtra-Gujarat Border and Vadodara

Project work includes design and construction of civil works

Turn to Page 6 ▶

## L&T set to win...

This entire section is in Gujarat, where more than 83 per cent of the land has been acquired for the project.

According to NHRCL, which is responsible for implementing the high-speed project, the project alone will create more than 90,000 direct and indirect jobs during the construction phase.

Not just the employment market, the production and manufacturing markets are also expected to benefit from the project. It is estimated that close to 7.5 million tonnes of cement, 2.1 million tonnes of steel, and 140,000 tonnes of structural steel will be used in construction — all of which will be produced in India.

In addition to this, large construction machinery is another market that gains. The current high-speed rail will cover 155.76 km in Maharashtra (7.04 km in Mumbai sub-urban, 39.66 km in Thane district, and 109.06 km in Palghar district), 4.3 km in the Union Territory of Dadra and Nagar Haveli, and 348.04 km in Gujarat.

This comes at a time when NHRCL is working on seven new projects — Delhi-Varanasi, Mumbai-Nagpur, Delhi-Ahmedabad, Chennai-Mysore, Delhi-Amritsar, Mumbai-Hyderabad, and Varanasi-Howrah — at an expected cost of around ₹10 trillion. For these, the Indian Railways is set to rope in private players to do it in a public-private partnership model.

# L&T emerges as the lowest bidder for Mumbai-Ahmedabad Bullet Train project

**VENKATESH GANESH**

Mumbai October 19

L&T has emerged as the lowest bidder for the design and construction of a key corridor in the Mumbai-Ahmedabad High-Speed Rail corridor, also called MAHSR Bullet Train project.

The financial bids for the design and construction of the 237-km length of mainline for Mumbai-Ahmedabad High Speed Rail corridor were opened on September 23. The tender covers about 47 per cent of total alignment of 508 km, between Vapi and Vadodara in Gujarat. Other bidders included a consortium of Afcons Infrastructure Limited, IRCON In-

ternational Limited, JMC Projects India, a consortium involving NCC Limited, Tata Project Ltd, J Kumar Infra Projects Ltd, HSR, according to National High Speed Railway Corporation Limited (NHSRCL).

## Lowest bidder

Larsen & Toubro emerged as the lowest bidder at ₹24,985 crore for constructing the 237.1 km under Package C4 of the 508.17 km Mumbai - Ahmedabad High-Speed Rail project

The work includes design and construction of four stations, 24 river and 30 road crossings. The MAHSR project is expected to create



The project is expected to create more than 90,000 direct and indirect job opportunities

more than 90,000 direct and indirect jobs during construction of the project.

Also, it is estimated that around 75 lakh MT of cement, 21 lakh MT of steel, and 1.4 lakh MT of structural steel will be used in the construction, all of which shall be produced in India. In ad-

dition to this, large construction machinery is another market that will gain big time through the project, NHSRCL said.

This project could be one of the largest that L&T has executed till date. The EPC major has executed metro rail projects in Riyadh and Doha.

In India it has executed around 40 km of tunnels, 130 km of viaducts and 135 stations for metros in New Delhi, Chennai, Bengaluru, Hyderabad, Kochi, Lucknow and Mumbai Monorail, amongst others. L&T shares closed at ₹903, up nearly one per cent compared to previous day's close.

# Mumbai-Ahmedabad high-speed rail: L&T emerges lowest bidder for ₹25,000-cr viaduct project

FE BUREAU

New Delhi, October 19

**LARSEN & TOUBRO (L&T)** is all set to win a crucial project under the Mumbai-Ahmedabad high-speed rail project, as it emerged as the lowest bidder on Monday.

The engineering company had put in a bid of ₹24,985 crore to construct a 237.1-km viaduct under package C4 of the project. The other two bidders were Tata Projects and Afcons Infrastructure.

Financial bids were opened on Monday by the National High Speed Rail Corporation (NHSRCL) for the design and construction of the viaduct. The tender covers about 47% of the total alignment of 508 km, between Vapi (Zaroli village on the Maharashtra-Gujarat border) and Vadodara in Gujarat.

The stretch includes four stations: Vapi, Billimora, Surat and Bharuch, and Surat Depot.

The project is financed by the Japan International Cooperation Agency (Jica). The cost of the total project is pegged at ₹1.08 lakh crore, and as per the shareholding pattern, the government of India is to pay ₹10,000 crore to the NHSRCL, while Gujarat and Maharashtra are to pay



**The tender covers about 47% of the total alignment of 508 km, between Vapi (Zaroli village on the Maharashtra-Gujarat border) and Vadodara in Gujarat**

₹5,000 crore each. The rest is to be paid by Jica through a loan at 0.1% interest.

The NHSRCL has also invited bids for design and construction of about 18 km of viaduct between Anand and Sabarmati, including HSR stations at Ahmedabad and Sabarmati for the high-speed rail corridor. The alignment also has 31 crossing bridges, including six steel truss bridges.

# L&T to win contract for bullet train project

Tanya Thomas  
tanya.t@livemint.com  
MUMBAI

**L**arsen and Toubro (L&T) has emerged as the lowest bidder for constructing the largest segment of the high speed rail line between Mumbai and Ahmedabad. The company bid ₹24,985 crore for the 237.1 km stretch for the bullet train project, beating two other bids led by Tata Projects and Afcons Infrastructure.

L&T emerged as the lowest

bidder after the National High-Speed Rail Corp. (NHSRCL) opened financial bids submitted by the three infrastructure development firms for package C4 on Monday. This is the largest for the line's construction, representing 47% of the main line of 508.17 km. L&T's segment starts at Maharashtra-Gujarat border and goes up to Vadodara station, passing through four stations at Vapi, Bilimora, Surat and Bharuch in Gujarat. The Mumbai-Ah-

medabad bullet train corridor is being built at a cost of ₹1.08 trillion with funding from the Japan International Cooperation Agency. NHSRCL had earlier said the project's execution has slowed because of the covid-19 outbreak.

The NHSRCL had invited bids for the Mumbai - Ahmedabad High-Speed Rail on 15 March 2019. Technical bids were opened on 23 September in which three bidders qualified. The other bidders were a consortium comprising Tata

Projects Ltd, J Kumar Infra-projects Ltd and NCC Ltd, and another consisting of Afcons Infrastructure Ltd, Ircon International Ltd and JMC Projects India Ltd.

The scope of the work includes design and construction of civil works along with building works such as testing and commissioning on design-build for double line high-speed railway, involving viaducts, bridges, maintenance depots, tunnel and stations.

## एलएंडटी को बुलेट ट्रेन का ठेका संभव

**अहमदाबाद।** एलएंडटी बुलेट ट्रेन का ठेका मिल सकता है। नेशनल हाई स्पीड रेल कॉर्पोरेशन (एनएचआरसीएल) ने सोमवार को बुलेट ट्रेन से संबंधित निविदा (टेंडर) को खोला था। इसके मुताबिक 508 किलोमीटर के लंबे प्रोजेक्ट पर 237 किलोमीटर की दूरी को डिजाइन करने और बनाने के लिए यह निविदा खोली गई थी।

# एलएंडटी को बुलेट ट्रेन के लिए बड़ा ठेका

शाइन जैकब

नई दिल्ली, 19 अक्टूबर



बुनियादी ढांचा क्षेत्र की दिग्गज कंपनी लार्सन एंड टुब्रो (एलएंडटी) ने बुनियादी ढांचा क्षेत्र में देश की सबसे बड़ी निविदाओं में से एक हासिल की है। कंपनी ने यह ठेका मुंबई-अहमदाबाद हाई स्पीड रेल कॉरिडोर की कुल लंबाई के 47 फीसदी के निर्माण कार्य के डिजाइन और निर्माण के लिए सबसे कम बोली लगाकर हासिल किया है।

प्रतिस्पर्धी बोली में बुनियादी ढांचा की सात बड़ी कंपनियों को शामिल करते हुए कुल तीन बोलीदाताओं ने हिस्सा लिया था। एलएंडटी के अलावा अफकॉन्स इन्फ्रास्ट्रक्चर, इरकॉन इंटरनेशनल और जेएमसी प्रोजेक्ट्स इंडिया कंसोर्टियम तथा एनसीसी, टाटा

प्रोजेक्ट्स, जे कुमार इन्फ्रा प्रोजेक्ट्स और एचएसआर के कंसोर्टियम ने बोली लगाई थी। इस मामले के जानकार एक सूत्र ने कहा कि इस कॉरिडोर के 237 किलोमीटर के खंड के लिए एलएंडटी ने 24,985 करोड़ रुपये की बोली लगाई। टाटा प्रोजेक्ट्स की अगुआई वाले कंसोर्टियम ने 28,228 करोड़ रुपये की बोली लगाई थी। यदि एलएंडटी को यह ठेका मिलता है तो यह उसके द्वारा हासिल की गई अब तक की सबसे बड़ी परियोजना होगी। इसके पहले उसकी सबसे बड़ी परियोजनाओं में से एक 8,000 करोड़ रुपये की मुंबई ट्रांस हार्बर लिंक (एमटीएचएल) परियोजना रही थी।

नैशनल हाई स्पीड रेल कॉर्पोरेशन के बयान में कहा गया है, '508 किलोमीटर लंबी मुंबई-अहमदाबाद हाई-स्पीड रेल कॉरिडोर के मार्ग के 237 किलोमीटर लंबे खंड के डिजाइन और निर्माण के लिए वित्त बोली को सोमवार को खोला गया और लार्सन एंड टुब्रो ने इसमें सबसे कम बोली लगाई है।'

इस निविदा के लिए तकनीकी बोली को 23 सितंबर को खोला गया था और उसके एक महीने के भीतर वित्त बोली को भी खोल दिया गया है। इससे पहले तकनीकी बोली का सख्त मूल्यांकन किया गया। इस निविदा में 508 किलोमीटर की कुल लंबाई का 47 फीसदी हिस्सा कवर किया गया है जो गुजरात में वापी (महाराष्ट्र-गुजरात सीमा पर जरोली गांव) और वडोदरा के बीच है। (शेष पृष्ठ 4 पर)

## एलएंडटी को बुलेट ट्रेन के लिए बड़ा ठेका

इस खंड में वापी, बिलिमोरा, सुरत और भरूच, सुरत डिपो कुल चार स्टेशन हैं। यह पूरा खंड गुजरात में है जहां परियोजना के लिए 83 फीसदी से अधिक जमीन का अधिग्रहण किया जा चुका है। मुंबई-अहमदाबाद हाई स्पीड परियोजना के क्रियान्वयन की जिम्मेदारी नैशनल हाई-स्पीड रेल कॉर्पोरेशन (एनएचएसआरसीएल) के कंधों पर है। एनएचएसआरसीएल के मुताबिक केवल इसी परियोजना से निर्माण चरण के दौरान 90,000 से अधिक प्रत्यक्ष और अप्रत्यक्ष रोजगार का सृजन होगा। इससे न केवल रोजगार बाजार बल्कि उत्पादन और निर्माण बाजार को भी लाभ होने की उम्मीद जताई जा रही है। अनुमान लगाया जा रहा है कि निर्माण में 75 लाख टन सीमेंट, 21 लाख टन इस्पात और 1,40,000 टन ढांचागत स्टील का इस्तेमाल होगा और सभी का उत्पादन भारत में किया जाएगा। इसके अलावा परियोजना से बड़ी

निर्माण मशीन बाजार को भी काफी लाभ होगा। मौजूदा हाई स्पीड पटरी का 155.76 किलोमीटर महाराष्ट्र (7.04 किलोमीटर मुंबई के अर्द्ध शहरी क्षेत्र में, 39.66 किलोमीटर ठाणे जिले में और 109.06 किलोमीटर पालघर जिले में) में, 4.3 किलोमीटर केंद्र शासित प्रदेश दादरा और नगर हवेली तथा 348.04 किलोमीटर गुजरात में है। यह निविदा ऐसे समय पर खोली गई है जब एनएचएसआरसीएल सात नई परियोजनाओं पर काम कर रहा है जिसमें दिल्ली-वाराणसी, मुंबई-नागपुर, दिल्ली-अहमदाबाद, चेन्नई-मैसूर, दिल्ली-अमृतसर, मुंबई-हैदराबाद और वाराणसी-हावड़ा शामिल हैं। इनकी अनुमानित लागत 10 लाख करोड़ रुपये है। इन परियोजनाओं को सार्वजनिक-निजी भागीदारी मॉडल पर पूरा करने के लिए भारतीय रेलवे निजी कंपनियों को शामिल करने जा रही है।

■ मुंबई-अहमदाबाद हाई-स्पीड रेल कॉरिडोर के 237 किलोमीटर लंबे खंड के लिए लगाई सबसे कम बोली

■ एलएंडटी ने 24,985 करोड़ रुपये की लगाई थी बोली

■ अगर कंपनी को यह ठेका मिलता है तो ढांचागत क्षेत्र में यह सबसे बड़े ठेकों में से एक होगा