

Justification for locating the project in forest area to be submitted by User Agency countersigned by DCF.

In recent decades India has undergone rapid economic growth , with our growth there has been a sharp increase in the volume of people and goods being transported across the country. To meet this demand, Dedicated Freight Corridors (DFC) is being constructed to haul freight from Delhi to Mumbai and Kolkata . As for passenger transport, Ministry of Railway (MoR), Government of India, formulated "Indian Railway Vision 2020" in December 2009. This vision aims to modernize existing conventional lines and enhance traffic capacity as well as develop high speed railway lines. Seven routes were selected as candidates for the high speed railway system. Among them, the Mumbai-Ahmedabad route was given top priority by the Experts Committee on Modernization of India's National Railway established by the Ministry of Railways, Government of India. Based on this plan, the Mumbai- Ahmedabad High Speed Railway Project (MAHSR) will be implemented.

Against this backdrop, India and Japan issued a joint statement on May 29, 2013, that included a decision to conduct a joint study on the construction of HSR between Mumbai and Ahmedabad . In response, Japan International Cooperation Agency (JICA) and Ministry of Railway, Government of India signed a Memorandum of Understanding (MOU) for joint feasibility study on October 7, 2013. Based on this decision Joint Feasibility Study (Joint F/S) for Mumbai-Ahmedabad High Speed Railway Project (MAHSR) was conducted from December 2013 to July 2015. The Prime Minister of Japan and India issued a joint statement in December 2015 agreeing to introduce the Shinkansen High Speed Railway System on the Mumbai-Ahmedabad route.

The Government of India requested assistance from the Japanese side in preparing Design Documents and Bidding Documents . and tendering for the first High Speed railway system in India. The Joint Coordination Committee on the high speed railway system held its second meeting on 16-May-2017 and reached an agreement that Japan International Cooperation Agency (JICA) would hire Japanese consultant(s) to implement these activities. Following this decision , JICA and Ministry of Railways, Government of India signed a Record of Discussion (RID) for this purpose on 16-September-2016 . After the public tender process JIC Consortium (JICC), which is led by Japan International Consultants for Transportation Co. Ltd in association with Nippon Koei Co. Limited and Oriental Consultants Global Co. Ltd. was retained as the consultant by JICA to provide general consultancy (GC) services for the above mentioned assistance to MOR and NHSRC.

In the back drop of this development, the Ministry of Railway, Government of India set up a Special Purpose Vehicle (SPV)-National High Speed Rail Corporation Limited (NHSRCL) to implement a High Speed Railway (HSR) from Mumbai to Ahmedabad along a new alignment of about 508.17 km in length.

This Mumbai – Ahmedabad High Speed Railway (MAHSR) project (popularly known as the Mumbai- Ahmedabad bullet train) is a visionary project which will herald a new era of safety, speed and service for the people and help Indian Railways become an international leader in scale, speed and skill.

The route of Mumbai Ahmedabad High Speed Rail will be passing through two states, Maharashtra and Gujarat and one Union Territory, Dadra and Nagar Haveli, of the Union of India.

The proposed corridor lies in Western Railway zone. It shall start from Sandra Kurla Complex in Mumbai and will end near Sabarmati Railway Station in Ahmedabad.

Out of 508.17 km, 155.642 km of the proposed alignment falls in Maharashtra, 350.530 km in Gujarat and 2 km in UT of Dadra and Nagar Haveli.

The High Speed Corridor of Mumbai-Ahmedabad has been proposed with 12 Stations

Mumbai (BKC), Thane, Virar, Boisar, Vapi, Bilimora, Surat, Bharuch, Vadodara, Anand/Nadiad, Ahmedabad and Sabarmati, all near major traffic points. Two depots are proposed on either ends of the corridor-one near Thane and another near Sabarmati Rail Depot.

Overview

- HSR: Defined as Railway Systems Running Trains at Speeds in excess of 250 kmph. Presently, available in 15 countries
- India was a lone exception among major passenger railway systems not to have one
- Feasibility study undertaken by Japanese Consultants in December 2013 and report submitted in July 2015
- Recommendation of Empowered Committee for Innovative Collaborations (Chaired by Vice Chairman, NITI Aayog) and sanction by Cabinet in December, 2015.
- Planned completion by December 2023
- All-out efforts being made to complete it by 15th August 2022

For the entire MAHSR alignment about 1415.75 ha. of land shall be acquired belonging to private, Government and Forest land. Out of the total land requirement about 0.0562 ha. forest land shall be required for diversion in the Gujarat State, which is unavoidable. The alignment has been finalized keeping in view most economical aspects and technical suitability and no alternative route is feasible.

For & on the behalf of
National High Speed Rail Corporation Limited



(Martand Singh Rathore)
Joint General Manager, HSSE