



Bairabi - Sairang New Rail Line Project



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SITUATION BEFORE 2014

- Prior to 2014, there was no Broad Gauge railway line in Mizoram.
- There was only a 5 km Metre gauge line inside Mizoram, up to the station of Bairabi (on the Assam – Mizoram border).

ACHIEVEMENTS AFTER 2014

- On November 29, 2014, Hon'ble Prime Minister Shri Narendra Modi remotely unveiled the plaque for the new rail line from Bairabi to Sairang in Mizoram in a programme held at Maligaon, Guwahati.
- On March 21, 2016, the railway line from Assam to Bairabi was converted to Broad Gauge, and the first broad gauge commercial freight train, consisting of 42 wagons loaded with rice, successfully arrived at Bairabi station in Mizoram.
- On May 27, 2016, Hon'ble Prime Minister Shri Narendra Modi virtually flagged off the first BG passenger train between Bairabi to Silchar.
- First-ever successful trial run to Sairang, near Aizawl in Mizoram was conducted on 1st May, 2025, marking a historic step in connecting Aizawl, the capital of Mizoram, to the national railway network.
- The final stretch of the Bairabi–Sairang New Line Railway Project, from Hortoki to Sairang was commissioned on 10th June 2025. This marks a significant milestone, as it completes the entire 51.38 km rail line, paving the way for direct rail connectivity to Aizawl, the capital of Mizoram, for the very first time.



UNIQUE FEATURES OF THE PROJECT

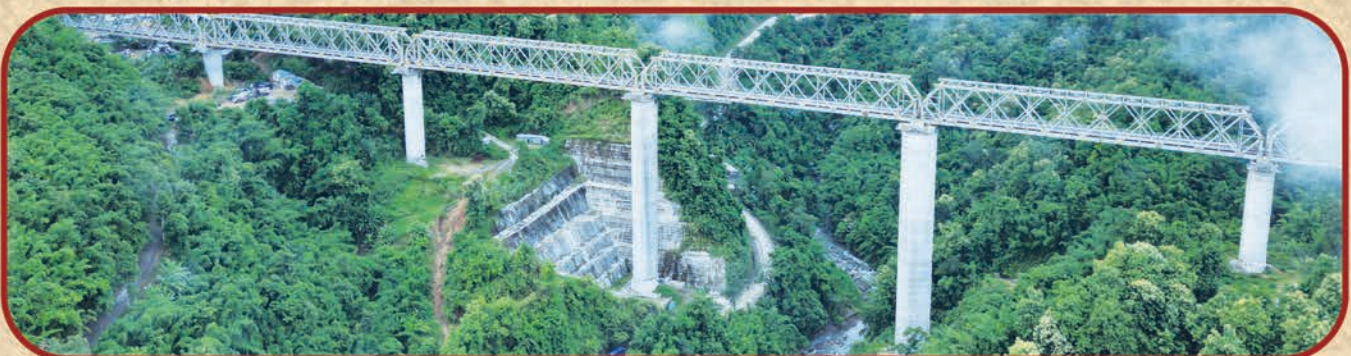
- Entire length of railway track passes through dense forest consisting steep hills & deep gorges.
- Six nos. of Tall Bridges with height more than 70m and maximum height upto 114m.
- 45 Nos. of Tunnels in adverse geological conditions.
- Ballastless Track has been provided in all Tunnels.

TECHNICAL DETAILS

- Total project length is 51.38 Kms. The project line traverses through the Kolasib and Aizawl districts.
- No. of stations 4: Hortoki, Kawnpui, Mualkhang and Sairang (all in Mizoram).
- The total project cost is Rs 8071 Crores.

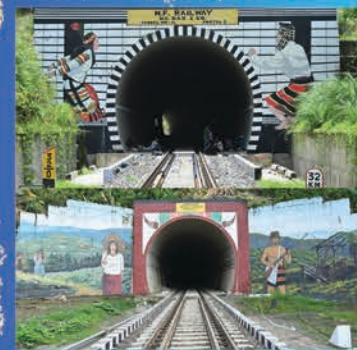
Bridges:

- Total length on bridges: 11.78 Km (23%)
- Total No. of Bridges including ROBs and RUBs: 153
- No. of Minor Bridges; 88
- No. of ROBs and RUBs: 10
- No. of Major Bridges: 55



Tunnels:

- There are total 45 Nos. of tunnels with total tunnel length of 15.885 km. (31 %).
- Longest Tunnel is 1.868 Km.
- Ballastless track has been provided in all Tunnels.
- Depiction of cultural motifs on the tunnel faces has been done to promote the culture of Mizoram and transform the railway journey along this route into an immersive cultural experience.
- These murals show the dresses, festivals, customs, traditions and village lives of the people of Mizoram as well as the flora and fauna of the state.



Deep Cuttings:

- Open track in cutting and filling = 23.715 Km (46%)
- Apart from Tunnels and Bridges, 23.715 Km (46%) of the track is in open. Mostly through deep cuttings, some places upto 65m. Almost all the hills along the alignment have been protected by suitable schemes to prevent the landslides and ensure the safety and also that this railway line is not affected and remains operational during the monsoons also.

Challenges:

- The working season in the area is of very short duration and limited to only 4 to 5 months (i.e., from November to March) in a year and no work is possible from April to October due to prolonged duration of monsoon with heavy rainfall.
- The alignment is traversing through hilly terrain, deep valleys and gorges requiring construction of tunnels and tall bridges/viaducts.
- Geological Challenges: Poor rock, mainly soft shale, silt stone and soft sand stone accompanied with folds, faults, fractures and shear zones makes the hills unstable to cuttings and tunnelling. Presence of water in these discontinuities makes the things more worst in the form of ground collapses and higher water ingresses.
- The project access/site roads are prone to frequent landslides and failures and become slippery even after single rain, resulting in the stoppage of movement of men & materials at site.
- Sophisticated machineries were used in the project. In case of any breakdown, repair time is quite high as spares, engineers and technicians were to be arranged from far away places.
- Local labour is not available in Mizoram and all the labours is brought from other states. Mizoram is the remotest state in the Northeast with project located in completely hilly areas. Being remote and forest areas, the labourers hesitate for working in Mizoram and there is always shortage of labour in the Project.
- Suitable construction materials (i.e. sand, stone chips etc.) are not available in Mizoram state, which is to be transported from adjacent state of Assam/West Bengal/Bihar/Jharkhand/Meghalaya and Other States by road/rail.



Benefits of the Project:

- Provides first-time railway connectivity to Aizawl district of Mizoram, connecting it with the national rail network.
- Easier, efficient and affordable travel to people of Kolasib and Aizawl districts. Students and Medical patients from the state of Mizoram can easily travel to hubs like Silchar, Guwahati and Delhi for better education and healthcare
- Facilitates movement of freight trains, boosting trade & logistics activities in the region. This will lead to the reduction of cost of essential commodities in the markets in Aizawl.
- Boost to the bamboo industry of Mizoram, as bamboo products from the state can access markets across the country and beyond.
- Development of tourism-related services (hotels, transport, guides) expected around Sairang and Aizawl.
- Improved rail access for people from Assam, Tripura and Manipur.
- Once train services to Sairang become operational, the Bairabi-Sairang railway will significantly cut travel time between Bairabi and Sairang.
- Facilitation of outward movement of local forest-based products, Handicrafts, Horticultural produce.

Freight Possibilities:

- The Bairabi - Sairang Railway project will significantly reduce transportation costs for both passengers and goods entering Mizoram.
- Improved rail connectivity will make travel and goods movement more affordable and efficient for the local population.
- The project will ensure a steady and uninterrupted supply of essential commodities
- The Goods Shed at important stations benefits the local population by facilitating efficient transportation of goods and generating employment opportunities in the region.

Tourism Promotion:

- In anticipation of this transformative development, the Indian Railway Catering and Tourism Corporation (IRCTC) have signed a two-year Memorandum of Understanding (MoU) with the Mizoram Government in August 2025 to promote both inbound and outbound tourism for the state.
- The agreement also aligns with IRCTC's plan to introduce a special tourist train under its "Discover NE beyond Guwahati" programme, with Aizawl included as a key destination.
- This collaboration will involve joint promotional campaigns, user-friendly travel logistics and curated travel itineraries.
- Railway tourism is expected to create numerous job opportunities for local communities, including roles in hotels, tour guiding and the hospitality sector.
- The influx of tourists will also boost local businesses, including those in handicrafts, textiles and agriculture.
- Investments in infrastructure, such as improved station facilities and roads, will further contribute to economic development.



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