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STANDING COMMITTEE ON RAILWAYS
(2024-25)

(EIGHTEENTH LOK SABHA)

MINISTRY OF RAILWAYS
(RAILWAY BOARD)

THIRD REPORT

DEMANDS FOR GRANTS

(2025-26)

LOK SABHA SECRETARIAT

NEW DELHI

March, 2025/Phalguna, 1946 (Saka)

S.C.R. No. 247

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(2024-25)

(EIGHTEENTH LOK SABHA)

MINISTRY OF RAILWAYS
(RAILWAY BOARD)

DEMANDS FOR GRANTS

(2025-26)

Presented to Lok Sabha on 10.03.2025

Laid in Rajya Sabha on 10.03.2025

LOK SABHA SECRETARIAT

NEW DELHI

March, 2025/Phalguna, 1946 (Saka)

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COMPOSITION OF STANDING COMMITTEE ON RAILWAYS (2024-25)[@]

Dr. C.M. Ramesh - Chairperson

MEMBERS

LOK SABHA

2. Shri Damodar Agrawal
3. Shri Tariq Anwar
4. Shri T. R. Baalu
5. Shri Ummeda Ram Beniwal
6. Shri Chhotelal
7. Smt. Sangeeta Kumari Singh Deo
8. Dr. Amol Ramsing Kolhe
9. Shri Kaushalendra Kumar
10. Shri Balabhadra Majhi
11. Shri Khagen Murmu
12. Adv. Adoor Prakash
13. Shri Awadhesh Prasad
14. Shri Sudama Prasad
15. Shri M K Raghavan
16. Smt. Satabdi Roy
17. Dr. Swami Sachidanand Hari Sakshi
18. Dr. Bhola Singh
19. Shri Bharatbhai Manubhai Sutariya
20. Shri Gopal Jee Thakur
21. Shri Vijayakumar Alias Vijay Vasanth

Rajya Sabha

22. Dr. Sarfraz Ahmad
23. Shri Narhari Amin
24. Shri Subhasish Khuntia
25. Shri Upendra Kushwaha
26. Dr. K. Laxman
27. Shri Sandeep Kumar Pathak
28. Smt. Sadhna Singh
29. Dr. Sumer Singh Solanki
30. Shri K. Vanlalvena
31. Shri Mukul Balkrishna Wasnik

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@ Constituted w.e.f. 26.09.2024 *vide* Lok Sabha Bulletin Part II No. 841 dated 26.09.2024.

LOK SABHA SECRETARIAT

1.	Md. Aftab Alam	-	Director
2.	Ms. Savdha Kalia	-	Deputy Secretary
3.	Shri Ram Sharan Yadav	-	Assistant Executive Officer

List of Abbreviations

ABS	Automatic Block Signaling
ACF	All Communication Failure
ATP	Automatic Train Protection
BCACBM	Bogie Covered Double Decker Wagon
BCACM	Container Flat Auto Car Carrier (Modified) Wagon
BCATIC	Bogie Covered Autocar Taller (IVC) now renamed as ACT1Wagon
BCCNR	Bogie Covered Wagon for loading of autocar (Single Deck) Wagon
BLSS	Bogie Container Spine Car Wagon
BE	Budget Estimate
BG	Broad Gauge
CF	Capital Fund
CAO	Chief Administrative Officer
CCTV	Closed-Circuit Television
CONCOR	Container Corporation of India Limited
DF	Development Fund
DFC	Dedicated Freight Corridor
DFCCIL	Dedicated Freight Corridor Corporation of India Limited
DFG	Demand for Grants
DL	Doubling of Lines
DRDO	Defence Research and Development Organization
DRF	Depreciation Reserve Fund
EMU	Electric Multiple Unit
EOL	Engine on Load
EPC	Engineering Procurement Construction
FBG WILD	Fiber Bragg Grating-based Wheel Impact Load Detector
FOB	Foot Over Bridge
FMCG	Fast Moving Consumer Goods
FY	Financial Year
GAD	General Arrangement Drawing
GC	Gauge Conversion
GCT	Gati Shakti Cargo Terminal
GPWIS	General Purpose Wagon Investment Scheme
HOG	Head on Generation
HRD	Human Resource Development
ICF	Integral Coach Factory
IISc	Indian Institute of Science
IR-ATP	Indian Railways Automatic Train Protection
IRCTC	Indian Railway Catering and Tourism Corporation

IRRB	International Railway Research Board
ISA	Independent Safety Assessor
KMPH	Kilometers Per Hour
KRCL	Konkan Railway Corporation Limited
KRRI	Korea Railroad Research Institute
LC	Level Crossing
LHB	Linke Hofmann Busch
LED	Light Emitting Diode
LLF	Land License Fee
MLC	Manned Level Crossing
MGR	Marry Go Round
MoRTH	Ministry of Road Transport and Highways
MoU	Memorandum of Understanding
MRVC	Mumbai Railway Vikas Corporation Limited
MT	Million Tonnes
MTP	Metropolitan Transport Projects
MUTP	Mumbai Urban Transport Project
NHAI	National Highways Authority of India
NHRCL	National High Speed Rail Corporation Limited
NID	National Institute of Design
NITI	National Institution for Transforming India
NL	New Lines
NMG	New Modified Goods
NMGH	New Modified Goods High Speed
NMGHS	New Modified Goods High Speed with side entry
NSG	Non-Suburban Grade (Stations)
NTKMs	Net Tonne Kilometers
NZCE	Net Zero Carbon Emitter
OEM	Original Equipment Manufacturer
OEW	Other Electrical Works
OHE	Overhead Equipment
PAPIS	Public Address And Passenger Information System
PH	Plan Head
PKM	Passenger Kilometers
PMS	Project Management Services
PPP	Public-Private Partnership
PU	Production Unit
RE	Revised Estimate
RDSO	Research Designs and Standards Organization
RFP	Request for Proposal

RKM	Route Kilometer
ROB	Road Over Bridge
RMS	Remote Monitoring System
RSP	Rolling Stock Programme
RSW	Road Safety Works
RTRI	Railway Technical Research Institute
RUB	Road Under Bridge
RVNL	Rail Vikas Nigam Limited
RWH	Rain Water Harvesting
S&T	Signaling and Telecommunication
SIL	Safety Integrity Level
SPAD	Signal Passing at Danger
TRD	Traction Distribution
TVU	Train Vehicle Unit
UIC	University Illinois Chicago
ULIP	Unified Logistics Interface Platform
UMLC	Unmanned Level Crossing
WAG	Wide-gauge AC Goods (freight locomotives)
WILD	Wheel Impact Load Detector
WRI	Wagon Rolling Index

INTRODUCTION

I, the Chairperson, Standing Committee on Railways (2024-25) having been authorised by the Committee to submit the Report on their behalf, present this Third Report on 'Demands for Grants (2025-26) of the Ministry of Railways'.

2. The Committee considered the Demands for Grants (2025-26) pertaining to the Ministry of Railways which were laid on the Table of the House on 03.02.2025. This Report is based on facts and figures submitted by the Ministry of Railways and the depositions made by the representatives of the Ministry of Railways (Railway Board) before the Committee on 25.02.2025. The Committee considered and adopted the Report at their sitting held on 07.03.2025. Minutes of the related sittings are given in the Appendix to the Report.

3. The Committee wish to express their thanks to the officers of the Ministry of Railways (Railway Board) for appearing before the Committee and furnishing the information that the Committee desired in connection with the examination of the Demands for Grants (2025-26). They would also like to place on record their appreciation for the assistance rendered to them by the officials of Lok Sabha Secretariat attached to the Committee.

4. For facility of reference and convenience, the observations and recommendations of the Committee have been printed in bold letters in Part-II of the Report.

New Delhi;
07 March, 2025
16 Phalguna, 1946 (Saka)

DR. C.M. RAMESH
Chairperson
Standing Committee on Railways

REPORT

PART-I

I. INTRODUCTORY

1.1 Indian Railways serves as the backbone of the nation's transportation system, connecting diverse regions and facilitating economic growth through its vast and integrated network. In the Union Budget 2025-26, the Railways has been allocated a capital expenditure of Rs. 2,65,200 crores, with a Gross Budgetary Support of Rs. 2,52,200 crores for the same period.

1.2 The capital expenditure infusion has delivered impressive results, with Indian Railways achieving a freight loading of 1,178.52 million tonnes (MT) and carrying 5,509.88 million originating passengers in the year 2024-25 (up to December 2024). Additionally, in 2024-25, Railways Gross Traffic Receipt is Rs. 2,08,767 crore (to end January 2025).Indian Railways has reached notable milestones, achieving a track commissioning rate of 8.54 km per day over the past decade.

1.3 The thrust of the Annual Plan 2025-26 continues to be on removal of traffic bottlenecks, safety, enhancement works and improvement of customer amenities. For this purpose, the plan heads New lines (Rs.32235 crore), doubling (Rs.32000 crore), track renewals (Rs.22800 crore), safety works of Level Crossings (Rs.706 crore), Road Over/Under Bridges (Rs.7000 crore), signal and telecom (Rs.6800 crore) and customer amenities (Rs.12118 crore) have been allotted adequate funds under Budgetary Sources in BE 2025-26.

1.4 The Ministry of Railways is undertaking several key initiatives to enhance safety, expand infrastructure, and modernize services. Safety remains a top priority, with a significant budget allocated for safety-related activities. Network expansion continues at a rapid pace, with nearly 4,000 km of new track added annually and 31,180 km

commissioned in the last decade. Electrification is on track to reach 100% by 2025, promoting energy efficiency and environmental sustainability. Additionally, over 1,300 railway stations are being redeveloped during the next 4 years with multimodal integration from both sides of the city, better accessibility, and enhanced passenger amenities.

1.5 Technological advancements and capacity enhancements are also being prioritized. Indian Railways has adopted indigenously developed Kavach as National Automatic Train Protection (ATP) System in 2020 and after indigenous development specification for Kavach Version 4.0 was approved in July, 2024. Work for Installation of Kavach on 10,000 locomotives has already started. Track side equipment for Kavach Version 4.0 on 3,000 Km route of New Delhi - Mumbai and New Delhi – Kolkata will be completed by December, 2025 and work on remaining section is underway. To accommodate low-income travelers, Indian Railways is manufacturing 17,500 Non-AC General and Sleeper Coaches and introducing Amrit Bharat trains. Conventional ICF coaches are being phased out in favor of safer LHB coaches, while the new Vande Sleeper trains are in production. Additionally, the Namo Bharat Rapid Rail is being developed for intercity and suburban commuters. To improve onboard catering, over 600 base kitchens have already been commissioned, with a target of 900 base kitchens.

II. BUDGET ANALYSIS

2.1 The Demands pertaining to Ministry of Railways for the year 2025-26 were laid in Lok Sabha on 03.02.2025. These demands are detailed as under:-

(**Rs. in thousands**)

Sl. No.	**Details**	**Total Demand (2025-26)**	
		Voted	**Charged**
	Revenue		
1	Indian Railways – Policy Formulation, Direction, Research, and other Miscellaneous Organization	2594,51,00	5,50,00
2	General Superintendence and Services on Railways	11058,41,30	70,96
3	Repairs and Maintenance of Permanent Way and Works	23315,54,06	9,16
4	Repairs and Maintenance of Motive Power	8413,03,76	--
5	Repairs and Maintenance of Carriages and Wagons	22252,95,12	--
6	Repairs and Maintenance of Plant and Equipment	12879,58,25	3,15
7	Operating Expenses – Rolling Stock and Equipment	26302,39,06	2,66
8	Operating Expenses – Traffic	57812,45,84	14,16
9	Operating Expenses – Fuel	34293,52,91	--
10	Staff Welfare and Amenities	10967,90,26	13,67
11	Miscellaneous Working Expenses	11075,61,94	489,88,74
12	Provident Fund, Pension and Other Retirement Benefits	77881,37,50	17,50
13	Appropriation to Funds	73244,00,00	--

14	Other Transport Services	3445,18,00	--
	Total Revenue	**375536,49,00**	**496,70,00**
	Capital		
15	Assets – Acquisition, Construction and Replacement	443974,81,00	302,75,00
	Grand Total (Revenue + Capital)	**819511,30,00**	**799,45,00**

III. ANNUAL PLAN 2025-26

3.1 Regarding Annual Plan (2025-26), the Ministry have furnished the following details :

(Rs. in crore)

S.No.	Head	Annual Plan						
		2022-23		2023-24		2024-25		2025-26
		RE	Actual	RE	Actual	RE	Actual (31.01.2025)	BE
1	**Gross Budgetary Support (GBS)**	159300	159257	240200	242649	252200	209969	252200
2	**Internal Resources**	4300	3400	3000	2943	3000	767	3000
3	**Market Borrowing**	67000	30240					
4	**Funding through PPP**	14700	11086	17000	16625	10000	9293	10000
5	**Total EBR including PPP (3+4)**	81700	41326	17000	16625	10000	9293	10000
6	**RRSK (GBS)**	10000	10000	10000	10000	10000	9838	10000
7	**RRSK (IR)**	1000	1797	1000	1322	1000		1000
8	**CF**							
9	**DRF**	1000	617	1000	668	1000	333	1000
10	**DF**	1000	985	1000	853	1000	434	1000
11	**Total Plan Size (1+2+5)**	245300	203983	260200	262217	265200	220029	265200

3.2 The plan-head wise allocation of funds for BE 2025-26 [including EBR(P)] is as under :

(Rs. in crore)

Plan heads	BE 2025-26
New Lines	32595.24
Gauge Conversion	4550.00
Doubling	32000.00
Traffic Facilities-Yard Remodelling & Others	10451.00
Computerisation	428.00
Railway Research	60.60
Rolling Stock	60184.93
Leased Assets - Payment of Capital Component	27904.65
Road Safety Works-Level Crossings	706.00
Road Safety Works-Road Over/Under Bridges	7600.00
Track Renewals	22800.00
Bridge Works, Tunnel Works and Approaches	2169.00
Signalling and Telecommunication Works	6800.00
Electrification Projects	6150.00
Other Electrical Works, incl TRD	7450.50
Machinery & Plant	505.00
Workshops Including Production Units	4623.50
Staff Welfare	833.00
Customer Amenities	12218.39
Inv. in PSU/JV/SPV and others etc.	22444.33
Other Specified Works	1241.00
Training/HRD	301.00
Inventories (Net)	250.00
Metropolitan Transport Projects	4003.22
Credits or Recoveries	*3069.36*
Total	**265200.00**

3.3 The source wise allocation and expenditure of fund is tabulated below:

(Rs. in crore)

	2023-24			**2024-25**			**2025-26**
	RE	**Actual**	**% utilizn.**	**RE**	**Actual (31.01.2025)**	**% utilizn.**	**BE**
Gross Budgetary Support	240200	242649	101%	252200	209969	83%	252200

(GBS)							
Internal Resources	3000	2943	98%	3000	767	26%	3000
EBR	17000	16625	98%	10000	9293	93%	10000
Total	**260200**	**262217**	**101%**	**265200**	**220029**	**83%**	**265200**

3.4 When enquired about the reasons for keeping the GBS and rest of the two components i.e. Internal Resources and EBR for the year 2025-26 at the same level as for the year 2024-25, the Ministry has stated as under :-

"Government has maintained thrust on infrastructure development of Railways and ensured an adequate and sustained funding for projects. Present level of GBS is adequate for the requirement of works. As far as Internal Resources segment is concerned, the provision is being kept at RE level to maintain continuity in financing of works of renewal/replacement/upgradation. This provision is based on estimated surplus that will be generated from Railway operations.In view of enhanced support from GoI as GBS,MoR has notresorted to borrowing for financing of rolling stock acquisition etc.The allocation of Rs.10000 cr. in BE 2025-26 under EBR(Partnership) is the estimated investment from private parties and other stakeholders."

IV. INTERNAL RESOURCES

4.1 Regarding action plan to meet the target of RE during the remaining period of 2024-25 besides concrete initiatives taken to increase the internal resources of the Railways and result of these initiatives, the Ministry has stated as under :-

"The Ministry is taking measures on a continuing basis to improve the financial position and internal resource generation. The endeavorincludes initiatives aimed at maximizing revenue receipts like expansion of commodity basket through creation of Business Development Units (BDUs) at the Ministry, Zonal and Divisional levels for better coordination for movement of bulk commodities like coal, development of effective and innovative marketing strategies to capture more traffic among other commodities. Railway has invested record capex to enhance IR's capacity by creating New lines, Doubling, procuring/manufacturing Wagons, Coaches, Locomotives etc. which will help to enhance freight earnings in the future.

To enhance passenger revenue with a view to ensuring optimum utilisation of available accommodation, various initiatives like running of special trains, augmentation of on-board capacity, introduction andrationalisation of Flexi-fare scheme in premium trains, periodical review of reservation quota wherever required, extension of Alternate Train Accommodation Scheme known as VIKALP have also been undertaken. To cater to the need of passengers, special trains are run during Diwali, Chhath, Holi, Summer and Holiday season. In 2023-24, 11376 trains were run and in 2024-25, 21513trains(till January, 25) have been run so far.

To increase freight and non-fare revenue steps taken by IR are given below:

1. **Gati Shakti Cargo Terminal Policy** featuring liberalized provisions, particularly for long-term railway land leases with reduced Land License Fees (LLF), was introduced for development of freight terminals for handling rail cargo. So far, 87 new GCTs have been commissioned since the implementation of the policy, with an estimated traffic capacity of 148.9 million per annum (MTPA).

2. To align with the **new GCT policy** and resolving various operational issues at existing Engine on Load (EOL) terminals, a revised EOL policy was launched on 13.12.2023.
3. **Wagon Investment Schemes**: A number of liberalizations and system improvements have been done in the existing wagon investment schemes to align with the needs of the industry and to increase freight loading. Some of these are – tracking empty movement of private rakes by generating 'empty' RR, reducing empty movement of private rakes, enabling online settlement of rebate (up to 75%), reducing charging on excess empty run. During the year, Approvals have been granted for procurement of 214 rakes under private investment schemes.
4. A total of 590 works costing Rs. 5409 Crores have been sanctioned under PH-53 (Umbrella work) for development/modernization of Goods Sheds.
5. The launch of the **Goods Shed Rating Dashboard** – The dashboard assigns a star rating to each terminal based on a comprehensive evaluation of various parameters. This rating system helps identify areas for improvement, prioritize investments, support data-driven decision-making, and optimize operations to achieve strategic objectives.
6. **e-Auction Policy** introduced for Commercial Earning &Non Fare Revenue contracts, on pan India basis, so as to reduce the time taken in finalization of tenders and to prevent revenue loss on this account.
7. With special focus on e-Commerce and FMCG, '**Joint Parcel Product – Rapid Cargo Service (JPP-RCS)**' has been introduced under which provision has been made for online booking of parcel space in the JPP-RCS services by Aggregators (in addition to the India Post) through a 'Virtual Aggregation Platform (VAP)'. The service enables benefits of door-to-door delivery of consignments. 02 new JPP-RCS weekly services have been introduced between 'Tughlakabad (NR) and Yesvantpur (SWR)' and 'Bhivandi Road (CR) and Sankrail (SER)' on 27.02.2024 and 25.05.2024 respectively.

8. Inclusion of certain popular e-commerce commodities (e.g. household cleaning/sanitizing products, cosmetics, personal hygiene products, lithium ion batteries, battery powered vehicles etc.) in the Red Tariff, so as to facilitate movement of these commodities through Railways' parcel services, including leased Parcel Cargo Express Trains, indented Parcel trains and JPP-RCS trains.
9. In order to promote container traffic, guidelines have been issued for '**Exclusive Container Rail Terminals (ECRT)** as proof on concept basis' on identified location of IR by specifying Container Storage Charges as Rs. 35 per TEU and ECRT access charges as Rs. 80000/- per train.
10. Revised guidelines issued for **Liberalised Automatic Freight Rebate** scheme for traffic loaded in empty flow direction.
11. To facilitate cargo aggregation and thereby, expand the commodity basket on Railway, a new transportation product "**Cargo Aggregator Transportation Product**" was introduced, Rationalization of Station to Station rates policy is already in place.
12. To attract short distance traffic, **short lead concession** has been granted for traffic upto 100 Km at the rate of 50%, 25% and 10% for traffic booked upto 0-50 KM, 51-75 KM and 76-90 KM respectively except for Coal & Coke and Iron ore traffic.
13. **Busy Season Charge** @15% is levied on all commodities transported in stocks other traffic covered wagons throughout the year (i.e. April to March), whereas in covered wagon it is charged from October to August (i.e. only 11 months).Busy Season Charge @ 10% is levied on container traffic from April to March. No Busy Season Charge is levied on Coal& Coke traffic, MGR traffic, Automobile traffic moving in NMG group of wagons, BCACM, BCCNR & Privately owned wagons like BCACBM wagons etc.

To control expenditure, measures are being regularly taken in Railways in order to ensure savings in the operating expenditure. Expenditure management on

Railways aims at better manpower management for improving per capita productivity, electrification of railway track, introducing HOG rakes, rationalizing repair and maintenance of rolling stock, efficient utilization of assets etc. Apart from this rigorous monitoring of expenditure on monthly basis is done to control expenditure. Due to progressive electrification of Railway tracks more than Rs. 4700 cr. has been saved under Diesel traction in FY 2023-24 alone.

As a result of all these ongoing measures, Railways total receipts have grown by 6.6% to Rs. 256093.42 cr. in 2023-24which includes Rs. 9652.44 cr. from Sundry revenue (non-fare revenue). Railways generated a Net Revenue of Rs. 3259.68 cr. in 2023-24 vis-à-vis Rs. 2517.38 cr. in 2022-23."

V. EXTRA BUDGETARY RESOURCE (EBR)

5.1 Plan head wise distribution of BE 2025-26 under the source EBR (P) is as detailed below:-

Rs in Crores

S.No.	Plan Head	BE 25-26
1.	11- New lines	360
2.	16- Traffic facilities	1,850
3.	21- Rolling stock	1,290
4.	30- ROB/RUB Works	600
5.	36- Other elect/TRD Works	5,800
6.	53- Customer amenities	100
Total		**10,000**

5.2 As the GBS from General Exchequer is kept at the same level as for the year 2024-25, Indian Railway has not resorted to borrowings under EBR. This will save on lease charges. The outlay under EBR segment is for estimated investment from public/private partnerships and other stakeholders under EBR(P). The investment through GBS will allow Railway to augment capacity without increasing its repayment liabilities. The optimum utilization of the GBS with strict fiscal discipline will help Railways to become financially sustainable.

5.3 Regarding action plan for repayment of outstanding loan/market borrowings including time scheduled, sources of funding and specific measures being undertaken to address these liabilities, the Ministry has stated as under :-

> "The requirement of Extra Budgetary Resources of Ministry of Railways (MoR) for funding of Rolling stock and Railway projects (mainly doubling and electrification) is met through market borrowings by Indian Railway Finance Corporation Ltd (IRFC), since in terms of the Allocation of Business Rules MoR

cannot borrow funds directly from the market. As on as on 31.12.2024, outstanding borrowing of IRFC stands at Rs 4.06 lakh crores.MoR and IRFC follow a lease-financing model in which IRFC is the lessor and MoR is the lessee. The lease-financing model consists of a lease period of 30 years comprising primary lease period of 15 years followed by a secondary lease period of another 15 years. During the primary lease period, IRFC receives lease rental on a half-yearly basis which comprises of the principal amount of assets leased along with interest calculated thereon. As far as MoR is concerned, the rolling stock and railway projects (in which borrowings are invested by IRFC) are taken on lease and lease payments are made to IRFC on a regular basis. Lease rental payments are committed liabilities which are met as part of budgeted expenditure.In FY 2023-24 and FY 2024-25, given adequate support for IR from GOI's GBS, IR has not resorted to /not resorting to any further borrowing from IRFC."

VI. RAILWAY REVENUE

6.1 The Gross Traffic Receipt (GTR) detailed below:

(Rs. in crore)

Sl.No.	Year	BE	RE	Actuals
1.	2021-22	2,17,110	2,01,750	1,91,206
2.	2022-23	2,39,600	2,42,693	2,39,983
3.	2023-24	2,64,600	2,57,900	2,55,273
4.	2024-25	2,78,100	2,78,600	2,08,767 (to end January 2025)
5.	2025-26	3,01,400		

6.2 The earnings from passenger and freight traffic over the years are given below:

(Rs. in crore)	Actuals 2022-23	Actuals 2023-24	BE 2024-25	RE 2024-25	Actuals 2024-25 (to end of Dec'24)	BE 2025-26
Passenger	63416.85	70693.33	80000.00	80000.00	55953.07	92800.00
Freight	162262.90	168293.29	180000.00	180000.00	125808.84	188000.00

6.3 The Ministry has provide the details of Net Revenue as under :-

Sl. No.	Year	BE	RE	Actuals
1	2021-22	6561	875	-15024.58
2	2022-23	5360	2393	2517.38
3	2023-24	2210	2000	3259.68
4	2024-25	2800	1341.31	#
5	2025-26	3041.31		

#Net Revenue is calculated only at the end of the fiscal.

6.4 When enquired about the various measures being taken by the Railways to check the downfall in Net Revenue of Railways, the Ministry has stated as under :-

"To increase the Net Revenue, the Ministry is taking steps to increase the traffic revenue and on the other hand strict measures are being taken to control expenditure. The endeavor includes initiatives aimed at maximizing revenue receipts like expansion of commodity basket through creation of Business Development Units (BDUs) at the Ministry, Zonal and Divisional levels for better coordination for movement of bulk commodities like coal, effective and innovative marketing strategies to capture more traffic. Railway has invested record capex to enhance IR's capacity by creating New lines, Doubling, procuring/manufacturing Wagons, Coaches, Locomotives etc.

To enhance passenger revenue with a view to ensuring optimum utilisation of available accommodation various initiatives like running of special trains, augmentation of on-board capacity, introduction of Flexi-fare scheme in premium trains, periodical review of reservation quota wherever required, extension of Alternate Train Accommodation Scheme known as VIKALP have also been undertaken. To cater to the need of passengers, special trains are run during Diwali, Chhath, Holi, Summer and Holiday season. In 2023-24, 11376 trains were run and in 2024-25, 21513trains (till January, 25)have been run so far.

The following steps are being taken to increase freight and non-fare revenue:

1. **Gati Shakti Cargo Terminal** Policy featuring liberalized provisions, particularly for long-term railway land leases with reduced Land License Fees (LLF), was introduced for development of freight terminals for handling rail cargo. So far, 87 new GCTs have been commissioned since the implementation of the policy, with an estimated traffic capacity of 148.9 million per annum (MTPA).
2. To align with the new GCT policy and resolving various operational issues at existing Engine on Load (EOL) terminals, a revised EOL policy was launched on 13.12.2023.

3. **Wagon Investment Schemes**: A number of liberalizations and system improvements have been done in the existing wagon investment schemes to align with the needs of the industry and to increase freight loading. Some of these are – tracking empty movement of private rakes by generating 'empty' RR, reducing empty movement of private rakes, enabling online settlement of rebate (up to 75%), reducing charging on excess empty run. During the year, Approvals have been granted for procurement of 214 rakes under private investment schemes.
4. A total of 590 works costing Rs. 5409 Crores have been sanctioned under PH-53 (Umbrella work) for development/modernization of Goods Sheds. The works processed under aforesaid are in nature of customer's amenities and have contributed to reduction in wagon detention, progressive improvement in the wagon turnaround ratio, attraction of additional traffic, and an overall growth in freight traffic.
5. **The launch of the Goods Shed Rating Dashboard** – The dashboard assigns a star rating to each terminal based on a comprehensive evaluation of various parameters. This rating system helps identify areas for improvement, prioritize investments, support data-driven decision-making, and optimize operations to achieve strategic objectives.
6. **e-Auction Policy** introduced for Commercial Earning &Non Fare Revenue contracts, on pan India basis, so as to reduce the time taken in finalization of tenders and to prevent revenue loss on this account.
7. With special focus on e-Commerce and FMCG, '**Joint Parcel Product – Rapid Cargo Service (JPP-RCS)**' has been introduced under which provision has been made for online booking of parcel space in the JPP-RCS services by Aggregators (in addition to the India Post) through a 'Virtual Aggregation Platform (VAP)'. The service enables benefits of door-to-door delivery of consignments. 02 new JPP-RCS weekly services have been introduced between 'Tughlakabad (NR) and Yesvantpur (SWR)' and 'Bhivandi Road (CR) and Sankrail (SER)' on 27.02.2024 and 25.05.2024 respectively.

8. Inclusion of certain popular e-commerce commodities (e.g. household cleaning/sanitizing products, cosmetics, personal hygiene products, lithium ion batteries, battery powered vehicles etc.) in the Red Tariff, so as to facilitate movement of these commodities through Railways' parcel services, including leased Parcel Cargo Express Trains, indented Parcel trains and JPP-RCS trains.
9. In order to promote container traffic, guidelines have been issued for '**Exclusive Container Rail Terminals (ECRT)** as proof on concept basis' on identified location of IR by specifying Container Storage Charges as Rs. 35 per TEU and ECRT access charges as Rs. 80000/- per train.
10. Revised guidelines issued for **Liberalised Automatic Freight Rebate scheme** for traffic loaded in empty flow direction.
11. To facilitate cargo aggregation and thereby, expand the commodity basket on Railway, a new transportation product "Cargo Aggregator Transportation Product" was introduced, Rationalization of Station to Station rates policy is already in place.
12. To attract short distance traffic, **short lead concession** has been granted for traffic up to 100 Km at the rate of 50%, 25% and 10% for traffic booked up to 0-50 KM, 51-75 KM and 76-90 KM respectively except for Coal & Coke and Iron ore traffic.
13. **Busy Season Charge** @15% is levied on all commodities transported in stocks other traffic covered wagons throughout the year (i.e. April to March), whereas in covered wagon it is charged from October to August (i.e. only 11 months). Busy Season Charge @ 10% is levied on container traffic from April to March. No Busy Season Charge is levied on Coal& Coke traffic, MGR traffic, Automobile traffic moving in NMG group of wagons, BCACM, BCCNR & Privately owned wagons like BCACBM wagons etc.

To control expenditure, measures are being regularly taken in Railways in order to ensure savings in the operating expenditure. Expenditure management on Railways

aims at better manpower management for improving per capita productivity, electrification of railway track, introducing HOG rakes, rationalizing repair and maintenance of rolling stock, efficient utilization of assets etc. Apart from this rigorous monitoring of expenditure on monthly basis is done to control expenditure. Due to progressive electrification of Railway tracks more than Rs. 4700 cr. has been saved under Diesel traction in FY 2023-24 alone.

The result of the above steps is clearly visible, as Railway revenue in 2023-24 was Rs. 2,56,093 cr. representing an increase of 6.6% over the previous financial year. Net Revenue, which was negative during 2021-22 improved to ₹3,260 crore in 2023-24."

6.5 During evidence dated 25.02.2025, the representative of Ministry deposed as under:

"This is, of course, based on passenger figures. Our originating passengers are expected to reach 7,573 million, a growth of 4.2 per cent, and passenger kilometres at 13,10,583 crore, a growth of almost 9 per cent. In freight, we are currently hoping to earn 1,635 million tonnes, which is a challenging target this year due to numerous disruptions. However, next year we hope to achieve even higher, at 1,700 million tonnes, a growth of 4 per cent, and ATKM, a growth of 3.1 per cent, at 9,67,301."

VII. OPERATING RATIO

7.1 The Ministry has provided the following details pertaining to the operating ratio of Indian Railways:-

Sl. No.	Year	BE	RE	Actual
1	2021-22	96.15	98.93	107.39
2	2022-23	96.98	98.22	98.10
3	2023-24	98.45	98.65	98.43
4	2024-25	98.22	98.90	
5	2025-26	98.43		

7.2 Regarding reasons/factors anticipated while keeping BE 2025-26 for operating ratio, the Ministry has stated as under :-

> "Operating Ratio (OR) of Indian Railways is the ratio of its Working Expenses (comprising Ordinary Working Expenses and appropriation to Depreciation Reserve Fund and Pension Fund) to Total Traffic Revenue (comprising revenue receipts from passenger, goods, other coaching and sundry segments).In BE 2025-26, Railways' total traffic revenue is estimated at Rs. 301300 cr. consisting of Passenger (Rs. 92800 cr.), Other Coaching (Rs. 8500 cr.), Goods (Rs. 188000 cr.) and Sundry (Rs. 12000 cr.).On the other hand, Railways' total working expenses is estimated at Rs. 296358.69 cr. which includes OWE (Rs. 226256.00 cr.), appropriation to Pension Fund (Rs. 68602.69 cr.) and appropriation to DRF (Rs. 1500 cr.). Accordingly, Operating Ratio in BE 2025-26 is projected at 98.43%."

VIII. ANNUAL PERFORMANCE

8.1 The physical targets and achievements during the last three years with respect to Central Sector Schemes/National Projects/heads (2022-23 to 2024-25) and targets set for the year 2025-26 are as under :-

Items/Units	Annual Target 2022-23	Achievement 2022-23	% Achievement	Annual Target 2023-24	Achievement 2023-24	% Achievement	Annual Target 2024-25	Achievement 2024-25 (till Dec, 24)	% Achievement	Annual Target 2025-26
Originating Loading (Million Tonnes)	1475	1509.1	102.31 %	1600	1590	99.38 %	1650	1178.52	71.43 %	1700
Freight NTKMs (Billions)	867.877	959.566	110.56 %	942	913	96.92 %	958.78	673	70.19 %	967.3
Originating Passengers (Million)	6564.81	6395.76	97.42%	6843.58	6946.82	101.51 %	7409	5509.88	74.37 %	7573.56
PKMs Total (Billions)	1002.51	958.919	95.65%	1102.41	1076.042	97.61 %	1205.5	851.21	70.61 %	1310.5
New Lines (Kms)	300	1815.5	605.17 %	600	2806	467.67 %	700	925	132.14 %	700
Doubling (Kms)	1700	3185.5	187.38 %	2800	2244	80.14 %	2900	1134	39.10 %	2600
Gauge Conversion (TKM)	500	242	48.40%	150	259	172.67 %	200	134	67.00 %	200
Electrification Projects(RKM)	6500	6565	101.00 %	6500	7188	110.58 %	2405	1288	53.56 %	NA
Rolling Stock										
Locomotives (Diesel + Electric Locos) (Nos)	1390	1189	85.54%	1380	1472	106.67 %	1380	1186	85.94 %	1700

Wagons (Nos) (RSP)	21000	17935	85.40%	23000	20186	87.77 %	30000	21425	71.42 %	380 00
Coaches (Nos) (PU+Trade)	5489	5877	107.07 %	6978	6550	93.87 %	7784	5151	66.17 %	934 3

8.2 The financial allocation and actual expenditure for the last three years with respect to Central Sector Schemes/National Projects/heads (2022-23 to 2024-25) and proposed allocation for the year 2025-26 are as under :-

(Rs. in Crore)

Plain Head	**2022-23**		**% Achievement**	**2023-24**		**% Achievement**	**2024-25**		**% Achievement (till Dec. 24)**	**2025-26**
	RE	**Actual**		**RE**	**Actual**		**RE**	**Actual**		**BE**
New Lines	260 14	24663. 36	94.81 %	344 10	33702. 18	97.94 %	31458. 83	24126. 58	76.69 %	32235. 24
Gauge Conversion	387 0	2877.2 6	74.35 %	427 9	4487.6 2	104.88 %	4536.4 5	3622.2 8	79.85 %	4550.0 0
Doubling	425 26	30043. 28	70.65 %	350 46	36806. 08	105.02 %	31031. 86	22918. 57	73.85 %	32000. 00
Traffic Facilities	474 0	4459.8 9	94.09 %	780 9	7374.6 7	94.44 %	8598.5 0	5019.1 7	58.37 %	8601.0 0
Computerisation	462	398.47	86.25 %	690	480.89	69.69 %	308.62	200.06	64.83 %	428.00
Railway Research	107	39.12	36.56 %	67	28.33	42.28 %	63.64	27.17	42.69 %	60.60
Rolling Stock	601 99	44292. 52	73.58 %	503 25	53957. 51	107.22 %	58851. 70	40485. 23	68.79 %	58894. 93
Leased Assests	188 98	17456. 40	92.37 %	213 00	20741. 37	97.38 %	24920. 00	22557. 71	90.52 %	27904. 65
Road Safety Works LCs	750	519.91	69.32 %	552	564.62	102.29 %	710.00	419.25	59.05 %	706.00
Road Safety Works-ROBs/RUBs	600 0	4827.2 9	80.45 %	629 7	6097.3 9	96.83 %	7474.2 7	4685.2 5	62.69 %	7000.0 0
Track Renewals	153 88	16325. 72	106.09 %	168 26	17850. 25	106.09 %	22669. 05	17728. 29	78.20 %	22800. 00
Bridge Works	121 5	1050.4 6	86.46 %	200 0	1906.5 2	95.33 %	2129.5 4	1590.0 9	74.67 %	2169.0 0
Signal and Telecom	242 8	2456.1 2	101.16 %	358 1	3750.9 7	104.75 %	6006.0 5	3652.4 4	60.81 %	6800.0 0

Electrification Project	8030	6657.54	82.91 %	8361	5806.98	69.45 %	6072.30	2834.83	46.68 %	6150.00
Other Electrical Works (excl. TRD)	676	734.96	108.72 %	1545	1434.41	92.84 %	1632.92	1122.65	68.75 %	1650.50
Machinery & Plant	538	528.86	98.30 %	468	523.61	111.88 %	436.29	310.75	71.23 %	505.00
Workshops Incl. Pus	2671	2480.85	92.88 %	3458	4514.70	130.56 %	4546.00	3020.59	66.45 %	4623.50
Staff Welfare	463	420.90	90.91 %	733	669.46	91.33 %	737.04	514.00	69.74 %	833.00
Customer Amenities	3824	2159.40	56.47 %	9618	8121.73	84.44 %	12993.97	8331.39	64.12 %	12118.39
Invest. In PSU/JV/SPV (Govt./Non Govt.)	28981	27532.93	95.00 %	32870	31909.37	97.08 %	27948.07	20113.52	71.97 %	22444.33
Other Specified Works	857	556.22	64.90 %	851	794.60	93.37 %	1135.61	800.67	70.51 %	1241.00
Training/ HRD	154	115.42	74.95 %	242	101.93	42.12 %	197.42	133.50	67.62 %	301.00
Metropolitan Transport Projects	3536	4499.59	127.25%	4601	4486.84	97.52 %	3940.12	3113.90	79.03 %	4003.22
Inventories (Net)	350	1243.77		250	2406.78		250.00	7022.72		250.00
EBR(P)	14700	11086.03	75.42 %	17000	16625.36	97.80 %	10000.00	8731.24	87.31 %	10000.00
Total Capex		207426.28			265144.17			203081.85		
Credits & Recoveries	2078	3443.20		2977	2927.27		3448.25	2028.00		3069.36
Net Capex	245300	203983.08	83.16 %	260200	262216.93	100.78 %	265200.00	201053.85	75.81 %	265200.00

8.3 Details of physical targets vis-à-vis achievements made during the year 2024-25 with respect to Central Sector Schemes/National Projects/heads is as under :-

Indicator	Unit	Annual Target	Progres (till Dec, 24)
1. New Lines (CS)			
New Lines constructed	(In km)	**700**	925
2. Gauge Conversion (CS)			
Total length of Gauge Conversion completed	(In km)	**200**	134
3. Doubling (CS)			
Total length of Line Doubling completed	(In km)	**2900**	1134
4. Signalling and Telecom (CS)			
1.1 No. of stations where Modern Signaling works completed	nos.	**400**	255
2.1 No. of LC gates where interlocking works completed	nos.	**100**	174
5. Track Renewals (CS)			
Total length of tracks renewed (km.)	(In km)	**5000**	4876
6. Road Safety Works -Level Crossings (CS)			
No. of manned LCs removed during FY 24-25	nos.	**1100**	389
7. Road Safety Works -Road Over/Under Bridges (CS)			
No. of ROBs/RUBs constructed during FY 24-25	nos.	**1100**	669
8. Rolling Stock (CS)			
No. of Locomotives operationalized during FY 24-25	nos.	**1380**	1186
No. of coaches operationalized during FY 24-25	nos.	**7784**	5151
No. of track machines operationalized during FY 24-25	nos.	**69**	40
9. Traffic Facilities -Yard Remodeling and Others (CS)			
No. of works commissioned	nos.	**80**	88
10. Workshop Including Production Units (CS)			
No. of Projects commissioned during FY 24-25	nos.	**465**	

11. Machinery and Plant (CS)			
Total value of machinery and plant to be spent on replacement account	₹ in Cr.	**74.79**	69.77
Total value of machinery and plant to be spent on additional account	₹ in Cr.	**360.99**	240.98
12. Customer Amenities (CS)			
1.1 Number of stations upgraded	nos.	**453**	1
1.2. Number of foot over bridges constructed	nos.	**150**	218
13. Metropolitan Transportation Projects (CS)			
Length of metropolitan new lines works commissioned (km.)	(In km)	**20**	38.13
14. Bridge Works, Tunnel Works and Approaches (CS)			
No. of bridge works undertaken	nos.	**1600**	1810
15. Traning/Human Resource Development (CS)			
No. of trainings / workshops / seminars held.	nos.	**696**	763

8.4 Regarding current status of new lines, Gauge Conversion, Track renewals, doubling, railway electrification and timeline for completion of these projects, the Ministry has stated as under :-

"As on 01.04.2024, across Indian Railways, 488 Railway infrastructure projects (187 New Line, 40 Gauge Conversion and 261 Doubling) of total length 44,488 Km, costing approx. Rs.7.44 lakh crore are in planning/approval/construction stage, out of which, 12,045 Km length has been commissioned and an expenditure of approx. Rs.2.92 lakh crore has been incurred upto March, 2024. The summary is as under: -

Category	**No of Projects**	**Total Length NL/GC/DL (in Km)**	**Length Commissioned till Mar'24 (in Km)**	**Total Exp upto Mar'24 (Rs. in Cr)**
New Lines	187	20,199	2,855	1,60,022
Gauge Conversion	40	4,719	2,972	18,706

Doubling/ Multitracking	261	19,570	6,218	1,13,742
Total	488	44,488	12,045	2,92,470

The details of commissioning/laying of new track across Indian Railways are given below:-

Period	**New track Commissioned**	**Average commissioning of new tracks**
2009-14	7,599 Km	4.2 Km/day
2014-24	31,180 Km	8.54 Km/day (more than 2 times)

Zone-wise/year-wise details of all Railway projects including cost, expenditure and outlay are made available in public domain on Indian Railway's website.

The completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, deposition of cost share by State Government in cost sharing projects, priority of projects, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project(s) site, number of working months in a year for particular project site due to climatic conditions etc.

Track Renewals

Continuous efforts are being made to increase Track Renewal over the years, which is also evident from achievements of last three year's Track Renewals:

Year	**2021-22**	**2022-23**	**2023-24**
Track Renewal (in CTR units)	4275	5227	5950

Railway Electrification

(i) As on 01.02.2025, 97.5% of Broad Gauge (BG) route have been electrified. Presently, Electrification works are under different stages of execution on balance BG routes and planned for completion in Mission mode.

(ii) To achieve the target of railway electrification, steps taken include among others, granting sanctions for electrification of the entire existing Broad Gauge (BG) network of Indian Railways (IR), award of Engineering Procurement and Construction (EPC) contracts for better execution of works, proactive project monitoring mechanism, delegating more power to field units for award of contracts/sanction of estimates and close monitoring at highest level.

(iii) As on 01.02.2025, 2.5% of Broad Gauge (BG) routes of Indian Railways are yet to be electrified which are in different stages of execution.

Zone-wise/year-wise details of all Railway projects including cost, expenditure and outlay are made available in public domain on Indian Railway's website.

The completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, deposition of cost share by State Government in cost sharing projects, priority of projects, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project(s) site, number of working months in a year for particular project site due to climatic conditions etc.Various steps taken by the Government for speedy approval and implementation of Railway projects include (i) setting up of Gati Shakti units (ii) prioritisation of projects (iii) substantial increase in allocation of funds on priority projects (iv) delegation of powers at field level (v) close monitoring of progress of project at various levels, and (vi) regular follow up with State Governments and concerned authorities for expeditious land acquisition, forestry and Wildlife clearances and for resolving other issues pertaining to projects. This has led to substantial increase in rate of commissioning since 2014."

IX. RASHTRIYA RAIL SANRAKSHA KOSH (RRSK)

9.1 RRSK, as part of Capex, was introduced in 2017-18 with a corpus of Rs.1 lakh crore and an annual outlay of Rs. 20,000 crore. The projects taken up under this Fund relate to Track Renewal, Bridges, Signalling, Rolling Stock and Training & Amenities for safety critical staff. Bulk of expenditure from RRSK has been on Engineering & Signalling works and safety critical Passenger Amenities items. With continuous and assured funding from Gross Budgetary Support (GBS), Internal Generation and others, Safety works have been prioritized and adequate funding has ensured that these works are executed as per priority. During the period, 2017-18 to 2021-22, gross expenditure of Rs. 1.08 lakh crore was incurred on RRSK works.

9.2 The Government has extended the currency of Rashtriya Rail Sanraksha Kosh (RRSK) for another period of 5 years w.e.f. 2022-23 with a total provision of Rs.45,000 crore from GBS. Rs.10,000cr are being contributed from GBS annually towards RRSK. For 2025-26, total net provision under the Fund has been kept at Rs.11000 cr, out of which Rs.10000 cr. is provided by MOF from GBS and balance Rs.1000 cr is met from Railways' internal resources.

9.3 The funds allocated and gross expenditure under RRSK w.e.f. 2022-23 is as under:

(Rs.in crore)

	Revised Estimate	**Actual Expenditure**
2022-23	12309.12	13894.84
2023-24	12469.88	12805.70
2024-25	12800.00	11019.00 (as on 31.1.2025)
BE 2025-26	12800.00	

9.4 Gross expenditure incurred on works under various planheads under RRSK since 2022-23 is indicated below –

(Rs. in cr.)

	Actual	**Actual**	**RE**	**BE**
	2022-23	**2023-24**	**2024-25**	**2025-26**
Traffic Facilities	591.38	716.56	762.00	911.00
Railway Research			9.00	8.00
Rolling Stock	1812.43	2220.31	1040.58	1200.00
Level Crossings	0.15	1.84		
Road Over/Under Bridges	1500.80	1672.16	1660.59	1300.00
Track Renewals	4196.71	1618.22	2669.05	2600.00
Bridge Works	1041.36	1885.28	2025.00	1590.00
Signal & Telecom Works	2200.78	2275.62	2569.87	2600.00
Other Electrical Works	541.62	718.39	781.10	700.00
Machinery & Plant	195.61	149.19	81.10	150.00
Workshops PUs	317.14	344.69	240.61	600.00
Customer Amenities	1093.74	832.23	549.14	691.00
Other Specified Works	324.67	313.08	265.00	265.00
Training/HRD	78.45	58.12	146.96	185.00
Total	**13894.84**	**12805.70**	**12800.00**	**12800.00**

X. ROAD SAFETY WORKS AND ROAD OVER BRIDGE/ROAD UNDER BRIDGE

10.1 Regarding current status of manned Level Crossings across Indian Railways, the Ministry has informed that all unmanned level crossings have been eliminated on Indian Railways, work is underway for elimination of LC (Manned) as much as possible to improve safety and mobility. As on 01.04.2024, there were 17083 manned level crossings, out of which 497 manned level crossings have been eliminated upto January, 2025.Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) in lieu of Level crossings (LCs) is a continuous and dynamic process of Indian Railway. These works are prioritized and taken up on the basis of its impact on safety in train operations, mobility of trains & impact for road users and feasibility & priority etc.

10.2 The Ministry has provided the following details regarding the financial and physical targets set and achievements made in regard to Road Safety Works (Level Crossings) and Road Over Bridge/Road Under Bridge for the last three years :-

Financial Target & Utilization of Funds: (Figures-Rs. in crores)

SN	Item		2021-22		2022-23		2023-24		2024-25	
			Allocation	Expenditure	Allocation	Expenditure	Allocation	Expenditure	Allocation	Expenditure (upto Jan, 25)
1	PH-30 (ROB/ RUB Works)	BE	5500	4225	6500	4827	7400	6097	9275	5338
		RE	4256		6000		6291		7474	
2	PH-29 (Level Crossing works)*	BE	800	450	1000	520	700	565	700	476
		RE	731		750		552		710	

* Note: Major portion pertains to S&T Department

Physical Targets & achievement: (Figures in Nos.)

SN	Item	2021-22		2022-23		2023-24		2024-25	
		Target	Progress	Target	Progress	Target	Progress	Target	Progress (upto Jan, 25)
1	Closure of Manned Level Crossings	1000	867	1000	880	1100	784	1100	497
2	Construction of ROBs/ RUBs/ Subways	1100	994	1000	1067	1100	1078	1100	827

10.3 When asked to furnish the reasons for not meeting the targets and achievements made in the past three years as a result of initiatives taken to address the challenges faced in construction of Road Over Bridges (ROBs) and Road Under Bridges (RUBs), the Ministry has stated as under :-

"Reasons for not meeting the targets: Completion & commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, duration of working season in a year for the particular project / area due to climatic conditions etc. All these factors affect the completion time of the projects / works. Therefore, it is not feasible to fix definite timelines for completion of ROB/RUB works.

Difficulties faced in construction of ROBs/ RUBs: LCs are safety hazard for both road user as well as train operations. Elimination of LC in densely populated urban areas is desirable to avoid inconvenience to road user.

Generally construction of approaches of ROB used to be difficult due to various reasons enumerated as under (which were used to be generally responsibility of State Govt/Road owning agencies):

- Land acquisition requirements & Rehabilitation & resettlement
- Coordination issues

- Allocation of requisite funds by State Government as required.
- Old Sanctioned cost sharing works, but stalled, due to no response regarding cost sharing from State Govt.

Initiatives taken by Railways to address the problems faced during construction: -

- Land acquisition requirements & Rehabilitation &resettlement : New policy letters dated 2.3.23 & 19.08.2024 facilitate the charging cost of land acquisition involving private land, R&R and utility shifting required for construction of ROB/RUB to estimate of ROB/RUBs works sanctioned on 100% cost of Railway.
- Now Land acquisition for ROB/RUB works can be done as special railway project.
- Coordination issues: As part of latest policy all ROBs/RUBs works are to be undertaken by single entity to the extent possible, to reduce coordination issues.
- To expedite the ROB works, Joint survey with all Stakeholders including State Government to finalise the tentative General Arrangement Drawing (GAD).
- Periodic meeting of Railway & State Government officials to resolve various issues related to ROB/RUB works.
- Allocation of requisite funds by State Government :New policy letters dated 2.3.23 & 19.08.2024 facilitate the sanction of work for all LCs at the cost of Railways except on National Highway and where state Govt /road owning agency/Local authority wants to take up the works at its cost.
- A web based online approval system as IR-Rail Road Crossing GAD "IR-Rail Road Crossing GAD Approval System" (https://ircep.gov.in/RCApproval/) is being used by NHAI/MORTH for all cases of GAD approval: total time allowed for complete process has been reduced from 70 days to 60 days, and will reflect in application shortly. Other features in application are also being changed/added in consultation with NHAI/MORTH for improved coordination/monitoring.

- Additional measures to expedite the progress of work: Standardization of drawings for various superstructures (Spans) to save time of design. A compendium for Standardisation for Super Structure of ROBs drawings have been launched on 02.06.2022 for different combination of spans, loading, carriage way width, skew angles which is a repository of 218 numbers of detailed design/drawings. It consists of 30 RDSO standard designs along with 188 drawings of other approved drawings for superstructure, which can be directly adopted for road over bridge across railway lines for expeditious planning and execution of ROBs by Zonal Railways, NHAI/MoRTH and State Govt. This will avoid time taken for doing and approving new designs of superstructure. It is expected that Zonal railways, NHAI/MoRTH, State Governments, etc. will get benefitted from the Compendium for expeditious execution of ROB Projects.
- Old Sanctioned cost sharing works, but stalled due to no response regarding cost sharing from state govt: - There are many old sanctioned works on cost sharing basis in city area, which are held up due no response from the state govt regarding cost sharing. Policy letters dated 02.03.2023 & 19.08.2024, facilitate for re-examination of such cases and if required such works can be taken up at 100 % railway cost by revising the estimates. Accordingly such stalled works are now being taken up for execution. So far estimates of 16 such cost sharing works have been revised at 100% railway cost. Many estimates are in different stages of revision."

10.4 Regarding works on RUBs with respect to elimination of water logging action plan to refrain from such problems henceforth with construction of new RUBs, the Ministry has stated as under :-

"Railways have taken several remedial measures to mitigate the problem of water logging. Adequate drainage arrangement has been made as integral part of planning of new Road Under Bridge (RUB)/Subways. In existing RUBs/subways remedial measures like water flow diversion to nearby bridge and nallahs/drains, provision of cover shed on approach roads, provision of hump at entry to Road under Bridge

(RUB), provision of cross drains, sealing of joints etc. have been made as per feasibility, suitability and site requirements. In addition, pumping arrangement has also been made for identified RUBs, to drain out water expeditiously in case of emergency and provision to stop road traffic in exceptional/unusual rainfall situation for safety of road users.

The inspection of Subways/RUBs is conducted before and after the onset of the monsoon. The monitoring of Subways/RUBs to prevent water logging is an ongoing process and redressal is undertaken whenever so warranted. The following measures are being taken to prevent waterlogging:

a) Providing the cover sheds over subways/RUBs: The cover shed at 410 Nos. Subways/RUBs have been provided and the work for providing cover sheds is at different stages of planning, sanction and execution for 185 locations.
b) Enhancing pump capacity: The high capacity pump at 1298 Nos. Subways/RUBs have been provided to prevent water logging.
c) Increasing the sump size at Subways/RUBs: The work of increasing the size of the sump at 333 nos. Subways/RUBs has been completed and the work at 10 nos. is at different stages of planning, sanction and execution."

10.5 During evidence dated 25.02.2025, the representative of Ministry deposed pertaining to the subject as under:

"Total safety-related expenditure has risen from Rs. 55,000 crore to Rs. 66,905 crore. Additionally, we must include Capex expenditure on specified heads, which includes RUBs and ROBs, road safety works at level crossings, track renewals, bridge works, signalling and telecom works, workshops, and other plan heads. We can see substantial improvements in almost all areas; the amount of investment we hope to make in these heads is significantly greater than what we initially planned. Overall, we are increasing our Capex for safety works from Rs. 32,298 crore to Rs. 49,609 crore. Therefore, the total expenditure on revenue and capital for safety-related activities has risen from Rs. 87,337 crore to Rs. 1,16,514 crore.

ROBs and RUBs are our ongoing works across the country. A substantial number have been planned in all states. In total, the sanctioned ROBs are 1,935, and 2,388 RUBs. The total is about 4,323.

We have streamlined the process of sanctioning ROBs and RUBs to make it easier, even in areas where there are no existing LCs. We are also promoting these to enhance safety. However, there are frequent encroachments, and many people cross even without waiting for the LC to come down that way.

There have been frequent complaints about water logging in ROBs. A lot of research has gone into finding out how to prevent this on a permanent basis. Otherwise, you have this exercise of having to pump out water, etc. There is often a complaint. While providing facilities, it is going to create another problem. So, it is important that it is addressed in time. These are the recently completed underpasses. You can see how they have got a cover. They have proper drains to take the water away to the nearest point."

XI. PRODUCTION UNITS AND RAILWAY WORKSHOPS

11.1 The physical targets and achievement made by Indian Railway Production Units in regard to various items of Rolling Stock for the last three years is as under:

	2021-22		**2022-23**		**2023-24**	
	Annual Target	**Achievement**	**Annual Target**	**Achievement**	**Annual Target**	**Achievement**
Rolling Stock						
Coaches	8230	6919	7574	5869	6630	6470
Locomotives	981	969*	1190	980*	1180	1251*

**includes locos produced for non-railway customers*

Wagons: Physical/Financial targets and Achievements

Rolling Stock :Physical/Financial targets and Achievements												
Rolling Stock	2022-23				2023-24				2024-25			
	Physical Target	Physical Achievement	Funds at RE stage	Actual Expenditure	Physical Target	Physical Achievement	Funds at RE stage	Actual Expenditure	Physical Target	Physical Achievement	Funds at RE stage	Actual Expenditure
Wagon	21000	17935	10407.75	7524.94	23000	20186	9371	8998.76	30000	24244	11686.68	8820.16*

*Provisional
Funds & Actual Expenditure in Crore of Rupees
Physical Target & Achievements are in Nos.

11.2 The Ministry has informedwith regard to the system of monitoring and control over the performance of Production Units as under :-

> "Production Program as per traffic requirement dully approved by Board is conveyed to Production Units. Monthly Production in PUs is monitored by Railway Board. Every month production data from PUs is received in Board office by Email. Regular meetings are conducted with Production Units to monitor the

progress of production and to resolve problems being faced by the PUs in achieving the targets, if any. For this, meetings are also conducted with the approved vendors, RDSO and PUs to ensure timely supply of sub assemblies of locomotives to the PUs."

11.3 The Ministry have furnished the details of diesel locomotives and ICF coaches and the action plan/strategy with regard to use/phasing out of diesel locomotives and ICF coaches as under :-

"Diesel locomotive:

As on 31.01.2025, the diesel locomotives holding is 4256. Diesel locomotives and its use and phasing out from service is an ongoing process on Indian Railways, subject to network approach, operational feasibility, availability of resources, etc.

ICF Coaches:

Replacement/repair of coaches is a continuous process and is carried out based on condition/completion of codal life etc.

Indian Railways has proliferated technologically superior LHB coaches with better riding, improved aesthetics and features like Lightweight design, Anti climbing arrangement, Air suspension (Secondary) with failure indication system, less corrosive shell etc., as compared to the conventional ICF coaches.

The Production units of Indian Railways are producing only LHB coaches from April 2018 onwards. The production of LHB coaches has continually increased during the years and more than 43495 LHB coaches have been manufacture till December 2024.

Further, all ICF rakes are planned to be replaced with LHB rakes in phases.

Besides, Indian Railways has also introduced Vande Bharat & Amrit Bharat trains with enhanced safety features and modern passenger amenities."

11.4 The Ministry has provided the following details of rolling stock exports from various production units over the past three years, along with the total revenue generated :-

Item description	Source Rly/Pu	Qty	Country to which exported/leased	Value of order executed in INR (crores)		
				Year 2022	Year 2023	Year 2024
Supply of Cape Gauge 3000HP Diesel Electric Locomotives	BLW	01	Mozambique	30.59	-	-
Supply of Cape Gauge Passenger Coaches/DEMU to Mozambique	MCF Raebareli	58 Coaches & 5 DEMU sets (Each DEMU set comprising of 6 coaches)	Mozambique	293.32	120.02	-
Supply of Broad Gauge Passenger Coaches to Sri Lanka	ICF Chennai	40	Sri Lanka	164.77	-	-
Total (INR in crores)				**488.68**	**120.02**	**00**
Grand Total (in crores)				**608.70**		

11.5 Regarding the current status of production of Vande Bharat Sleeper and Amrit Bharat coaches and steps being taking to increase production of these coaches, the Ministry has stated as under :-

"(i) The first rake of Vande Bharat Sleeper Rake has been manufactured, and trials have also been completed. Currently, the rake is undergoing final commissioning at ICF, Chennai.

(ii) The first rake of Amrit Bharat 2.0 has been manufactured and will go for trials/testing before putting it in commercial services.

After successful trials and commissioning of first prototype rakes of Vande Bharat Sleeper and Amrit Bharat 2.0, series production of these rakes will be done for which manufacturing plans are already in place.

11.6 Regarding details and focus areas formodernisation of railway workshops, the Ministry has stated:-

"Modernisation of railway workshops has been a priority item of Indian Railways. Currently, more than 2262 projects (sanctioned cost approx Rs. 40,907 Cr) are under progress in Zonal Railways under Plan Head-42 including Workshops & PU. The modernisation encompasses up-gradation of technology, processes, layouts and induction of latest machines, plants and tools etc. These steps are designed to improve the productivity, quality of the products and capacity augmentation."

XII. REDEVELOPMENT OF RAILWAY STATIONS

12.1 The Ministry has informed that presently, the stations over Indian Railways are being developed under Amrit Bharat Station Scheme. This scheme envisages development of stations on a continuous basis with a long-term approach. It involves preparation of master plans and their implementation in phases to improve the amenities at the stations like improvement of station access, circulating areas, waiting halls, toilets, lift/escalators as necessary, platform surfacing and cover over platform, cleanliness, free Wi-Fi, kiosks for local products through schemes like 'One Station One Product', better passenger information systems, executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station. The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, sustainable and environment friendly solutions, provision of ballastless tracks, etc. as per necessity, besides phasing, feasibility and creation of city centre at the station in the long term.

12.2 During evidence dated 25.02.2025, the representative of Ministry deposed with regard to the same as under:

> *"As far as stations are concerned, the Amrit Bharat station scheme is our new idea. In this scheme, there will be an improved modern facade, regulated traffic movement, well-lit, aesthetically pleasing grand porches, landscaping, and representation of local art and culture. There will be sustainable development. It will have signages and roof plazas. Many of them have already come up across the country, attracting a lot of popular interest. A total of 1,337 stations have been identified, and work is already in progress on 1,202 of them. Planning is underway for 135 other stations. You can see that it is covering the entire country. Some station works have resulted in very attractive buildings that have already come up across the country."*

12.3 When asked to provide details on development work of stations and the reasons for not meeting the targets fixed, the Ministry stated as under :-

> "So far, 1337 stations have been identified for development under this scheme. Out of these, tenders for development works have been awarded and works are in progress at 1202 stations.

Development/upgradation of railway stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance, etc. The progress also gets affected due to brownfield related challenges such as shifting of utilities (involving water/sewage lines, optical fiber cables, gas pipe lines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of tracks and high voltage power lines, etc. and these factors affect the completion time. Therefore, no time frame can be indicated at this stage**."**

12.4 Regarding measures to prevent cost overruns and delays during the redevelopment process, the Ministry deposed:-

"Development / upgradation of railway stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance, etc. The progress also gets affected due to brownfield related challenges such as shifting of utilities, (involving water/sewage lines, optical fiber cables, gas pipe lines, power/signal cables etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of tracks and high voltage power lines, etc. and these factors affect the progress and planning of works.

The works are sanctioned and monitored regularly through Indian Railways Projects Sanctions & Management (IRPSM) module. The expenditure in each work vis-à-vis latest sanctioned cost and critical issues faced during execution are regularly monitored at different levels in the organization. In addition to monitoring through the IRPSM module, there are established mechanisms of monitoring the progress of works through monthly reports (PCDOs), review meetings, site inspections, etc."

12.5 The Ministry has provided the details of stations developed/proposed to be developed under PPP Model as under:-

“Rani Kamlapati station in the state of Madhya Pradesh has been developed under Public Private Partnership (PPP) Model. Further 15 railway stations are being explored for development on PPP Mode. These are Anand Vihar, Andheri, Avadi, Bhopal, Chennai Central, Coimbatore, Dadar, Delhi Jn, Hazrat Nizamuddin, Kalyan, KSR Bengaluru, Pune, Tambaram, Vadodara and Vijayawada.

Out of these 15 stations, Public Private Partnership Appraisal Committee (PPPAC) memo for development of Vijayawada railway station has been submitted. The remarks of NITI Aayog, Department of Economic Affairs, Department of Expenditure and Department of Law have been received. Modification in the PPPAC memo and other documents as per the remarks received is under process.”

XIII. FREIGHT OPERATIONS AND DEDICATED FREIGHT CORRIDORS

13.1 Commodity-wise revenue and traffic loading details of Railways for the past three years, including the percentage contribution of each commodity to the total loading and total earnings are as under :-

Commodity-wise Freight Loading & Revenue 2023-24					
S.No.	**Commodity Group**	**Tonnes Originating (000)**	**% age to Total**	**Earnings in Rs (000)**	**% age to Total**
1	TOTAL COAL	786839	49.55	851305501	51.32
2	IRON ORE	180948	11.39	131557675	7.93
3	CEMENT	152717	9.62	133025977	8.02
4	IRON & STEEL	75766	4.77	114644695	6.91
5	TOTAL EXIM CONTAINER	63779	4.02	53851175	3.25
6	CHEMICAL MANURES	58920	3.71	70681078	4.26
7	FOOD GRAINS	51440	3.24	70240274	4.23
8	MINERAL OILS	49882	3.14	67067072	4.04
9	LIMESTONE & DOLOMITE	38057	2.40	32920492	1.98
10	RMC CARRIED IN GENERAL SERVICE WAGONS	25937	1.63	14925148	0.90
11	TOTAL DOMESTIC CONTAINER	20977	1.32	27321209	1.65
12	STONE OTHER THAN MARBLE AND GYPSUM	17619	1.11	12753139	0.77
13	JUTE MANUFACTURED	11357	0.72	7678305	0.46
14	ORES OTHER THAN MANGANESE AND IRON	9413	0.59	7000108	0.42
15	SALT	8395	0.53	11491501	0.69
16	NON-FERROUS METAL	7667	0.48	9026044	0.54
17	GYPSUM	5640	0.36	6883383	0.41
18	PROVISIONS	3626	0.23	5174635	0.31
19	LIME	2922	0.18	5828783	0.35
20	SUGAR	2908	0.18	7128124	0.43
21	MANGANESE ORES	1604	0.10	1517972	0.09
22	CEMENT MANUFACTURED	1591	0.10	1313348	0.08

23	EDIBLE OILS	1320	0.08	1719031	0.10
24	SAND	937	0.06	1340729	0.08
25	CAUSTIC SODA	766	0.05	941798	0.06
26	FRUITS & VEGETABLE FRESH	738	0.05	1002092	0.06
27	WOOD UNWROUGHT (OTHER THAN FIREWOOD)	337	0.02	236214	0.01
28	FODDER OIL CAKE	243	0.02	517580	0.03
29	BAMBOOS	223	0.01	249773	0.02
30	DRY GRASS	150	0.01	341827	0.02
31	COMMODITIES OTHER THAN ABOVE	5343	0.34	9121123	0.55
	TOTAL ALL REVENUE EARNING	**1588061**	**100.00**	**165880585**	**100.00**

Commodity-wise Freight Loading & Revenue 2022-23					
S.No.	**Commodity Group**	**Tonnes Originating (000)**	**% age to Total**	**Earnings in Rs (000)**	**% age to Total**
1	TOTAL COAL	727237	48.19	807467517	50.42
2	IRON ORE	160136	10.61	123140755	7.69
3	CEMENT	143930	9.54	121968315	7.62
4	FOOD GRAINS	70922	4.70	100383085	6.27
5	IRON & STEEL	69868	4.63	105293298	6.57
6	Total EXIM Container	59394	3.94	46669835	2.91
7	CHEMICAL MANURES	56340	3.73	66294462	4.14
8	MINERAL OILS	48219	3.20	63050551	3.94
9	LIMESTONE & DOLOMITE	36090	2.39	32573691	2.03
10	STONE OTHER THAN MARBLE AND GYPSUM	22079	1.46	15625488	0.98
11	RMC carried in General Service Wagons	21810	1.45	13271300	0.83
12	Total Domestic Container	19827	1.31	24149880	1.51
13	JUTE MANUFACTURED	11089	0.73	6263796	0.39
14	ORES OTHER THAN MANGANESE AND IRON	9125	0.60	9560290	0.60
15	SALT	8839	0.59	11707930	0.73
16	NON-FERROUS METAL	7574	0.50	8555597	0.53
17	GYPSUM	6446	0.43	7404470	0.46

18	SUGAR	5813	0.39	9740350	0.61
19	PROVISIONS	4221	0.28	5094618	0.32
20	LIME	2727	0.18	4990022	0.31
21	CEMENT MANUFACTURED	2646	0.18	1912038	0.12
22	MANGANESE ORES	1549	0.10	1601529	0.10
23	FRUITS & VEGETABLE FRESH	1396	0.09	1761283	0.11
24	SAND	1328	0.09	1512210	0.09
25	EDIBLE OILS	1281	0.08	1575237	0.10
26	CAUSTIC SODA	839	0.06	971499	0.06
27	WOOD UNWROUGHT (OTHER THAN FIREWOOD)	369	0.02	272231	0.02
28	OPIUM & OTHER NARCOTIC DRUGS	363	0.02	970145	0.06
29	CHINA CLAY	347	0.02	426489	0.03
30	FODDER OIL CAKE	239	0.02	505128	0.03
31	COMMODITIES OTHER THAN ABOVE	7060	0.47	6871809	0.43
	TOTAL ALL REVENUE EARNING	**1509103**	**100.00**	**1601584848**	**100.00**

Commodity-wise Freight Loading & Revenue 2021-22

S.No.	Commodity Group	Tonnes Originating (000)	% age to Total	Earnings in Rs (000)	% age to Total
1	TOTAL COAL	652806	46.11	658560826	47.28
2	IRON ORE	168363	11.89	130925661	9.40
3	CEMENT	137186	9.69	106049434	7.61
4	FOOD GRAINS	73384	5.18	106605205	7.65
5	IRON & STEEL	68495	4.84	91248955	6.55
6	Total EXIM Container	56618	4.00	42921344	3.08
7	CHEMICAL MANURES	49177	3.47	54282724	3.90
8	MINERAL OILS	44462	3.14	58220203	4.18
9	LIMESTONE & DOLOMITE	36466	2.58	28885112	2.07
10	STONE OTHER THAN MARBLE AND GYPSUM	24197	1.71	14769927	1.06
11	RMC carried in General Service Wagons	20521	1.45	11593537	0.83
12	Total Domestic Container	17644	1.25	19824037	1.42

13	ORES OTHER THAN MANGANESE AND IRON	9069	0.64	5845846	0.42
14	JUTE MANUFACTURED	8039	0.57	4072980	0.29
15	SALT	8033	0.57	9788163	0.70
16	NON-FERROUS METAL	7935	0.56	8515835	0.61
17	SUGAR	5886	0.42	8585208	0.62
18	GYPSUM	5874	0.41	6474808	0.46
19	LIME	3417	0.24	5091606	0.37
20	PROVISIONS	3059	0.22	3508656	0.25
21	MANGANESE ORES	1738	0.12	1535560	0.11
22	SAND	1547	0.11	1402629	0.10
23	CEMENT MANUFACTURED	1387	0.10	850800	0.06
24	EDIBLE OILS	1277	0.09	1421544	0.10
25	FRUITS & VEGETABLE FRESH	1055	0.07	1197158	0.09
26	CAUSTIC SODA	897	0.06	753723	0.05
27	STEEL PIPES	435	0.03	970931	0.07
28	FODDER OIL CAKE	374	0.03	773494	0.06
29	CHINA CLAY	250	0.02	296264	0.02
30	SODA ASH	151	0.01	367073	0.03
31	COMMODITIES OTHER THAN ABOVE	6127	0.43	7533725	0.54
	TOTAL ALL REVENUE EARNING COMMODITIES	**1415869**	**100.00**	**1392872968**	**100.00**

13.2 Regarding initiatives being undertaken by Railways to diversify its commodity basket and attract transportation of items such as motor vehicles, containers, non-bulk goods and perishable items, the Ministry has stated as under :-

> "Indian Railways is pursuing the goal of enhancing modal share of Railways in the non-bulk and non-conventional commodities. The sectors in focus include automobiles, e-commerce, small parcel and Containerized transportation of goods of various kinds. The following initiatives have been taken to attract more traffic and enhance revenue:-
>
> The following initiatives have been taken to attract more traffic and enhance revenue:-

1. Policy for enhancing Rail modal share in Automobile traffic: To capture the available market of automobile transportation, Indian Railways introduced the scheme of Automobile Freight Train Operators (AFTO) in 2010, under which the Operators are granted permission to operate Automobile freight Trains consisting of privately-owned wagons. Till date approval has been granted for procurement of 89 rakes out of which 45 automobile rakes are already in operation. These approvals include 25 rakes of new design (ACT-1) wagons. Besides, automobile transportation has also been done in Railways' own stock (NMG wagons) which presently stands at around 170 rakes. During 2023-24, the modal share of Railways in Passenger cars had increased to 22.9%

For better utilization of Automobile carrying stocks with uniformity in haulage rate, the haulage rate for Automobile stocks have been rationalized by interlinking rate of NMG group stock with BCACBM. Rate of BCACBM has also been rationalized by notifying single stack and double stack haulage rate.

Revised guideline has been issued for Charging of 2-wheeler when loaded in NMGHS at par with NMG wagons when loaded in single deck. Mandatory weighment in case of automobile wagons loaded with motor vehicles has been dispensed with.

2. Measures for enhancing Container Traffic: In order to promote containerization for less than full rake of container trains, Mini Rake Facility has been introduced in Container train. Minimum composition of such mini rake is 25 wagons and charging is done at applicable haulage rate.

Round trip based charging of ultra short lead container traffic (up to 50Kms oneway) has been notified. Charging is done for 100 km for this round trip instead of charging of 50 km for each leg separately. Weighment of empty container has been dispensed with from 15.04.2024.

Stainless Steel in Coil form has been de-notified. This will now be charged at 'Haulage charge per TEU' basis, which is lesser than 'Container Class Rate (CCR)'

In order to promote container traffic, guidelines have been issued for 'Exclusive Container Rail Terminals (ECRT) as proof on concept basis'(FMC 29 of 2024) on identified location of IR by specifying Container Storage Charges as Rs. 35 per TEU and ECRT access charges as Rs. 80000/- per train.

3. Measures to facilitate loading of Bulk Cement Traffic: In order to promote movement of Bulk cement (Cement in loose form) in container and thereby increasing the modal share of this commodity, haulage rates have been rationalized. During current year 2024-25 (up to January) the traffic of Bulk cement by rail has increased by 34% in volume and 59%in revenue terms over the corresponding period of the previous year.

4. Concession on Fly Ash Traffic: In order to arrest the high demand of transportation of Fly ash from Thermal power station to cement plants, concession on Fly Ash in Open/ Flat wagons enhanced from 20% to 40% when back loaded at the particular terminal from 27.12.24.

Fly Ash when transported in Covered wagons is charged at class LR1.

5. Roll on –Roll off (Ro-Ro) Traffic: It is a service model undertaken by Indian Railways where loaded/ empty trucks similar to container traffic/ automobile traffic drive in and off the bogies for transportation of various commodities by rail allowing door-to-door acceptance and delivery of goods. Freight Rates have been notified for Ro-Ro services on pan-India basis. With a view to attract unconventional traffic to rail-Ro-Ro/ ToT (Truck on Train) service on DFCCIL route, special rates have been notified for loading for Ro-Ro/ToT service on New Rewari – New Palanpur section on DFCCIL for weight slab of 0-25T, >25-45T and >45T weight slabs.

6. Joint Parcel Product-Rapid Cargo Service (JPP-RCS) Service (JPP-RCS)' has been introduced under which provision has been made for online booking of parcel space in the JPP-RCS services by Aggregators (in addition to the India Post) through a 'Virtual Aggregation Platform (VAP)'. The service enables benefits of door-to-door delivery of consignments. 02 new JPP-RCS weekly services have

been introduced between 'Tughlakabad (NR) and Yesvantpur (SWR)' and 'Bhivandi Road (CR) and Sankrail (SER)' on 27.02.2024 and 25.05.2024 respectively. To attract additional traffic, the rate has been reduced to scale-P, and provision has also been made to enable attachment of VPs of less than full composition to passenger trains subject to feasibility.

7. BCN rakes as 'deemed Parcel vans' for transportation of parcel

A new policy has been finalized which permits utilization of idling BCN rakes as deemed VPs for transportation of parcel (when there is shortage of VPs) at reduced carrying capacity (14 tonnes) at P-scale. This is expected to bring in additional parcel traffic in form of white goods.

8. **Miscellaneous Activities**

An indicative list of policy action focus on widening the commodity base is as below:

- BCN (covered wagon) utilization is being treated as deemed VP (Parcel Vans) for new traffic, particularly for FMCG and FMCD.
- Rationalization of fare of ACT1/ ACT2/ ACT3 type of wagons for transportation of automobiles, including SUVs, in double deck.
- Review of restoration of freight rebate of 40% for Fly ash from the present 20% earlier.
- Introduction of New Slab (0-25T) in Ro-Ro Traffic, especially in DFC.
- Introduction of Flat multi-purpose lower floor wagons of bigger size commercial vehicles. 2500 wagons are in the pipeline.
- A tripartite agreement has been signed between Ministry of Railways, CWC and CRWC. 32 locations have been taken up for development of Railside Warehousing Complexes, including 10 RWCs with temperature-controlled storage.

Harnessing GST Data: Extensive GST Data from the Ministry of Finance is being analyzed and leveraged to formulate action plan for optimizing modal share of

Railways, synergizing logistic management and ensuring seamless movement of goods across the country.

International Co-operation: Knowledge and Support Technical Assistance from Asian Development Bank- Knowledge and Support Technical Assistance on grant basis from Asian Development Bank is ongoing. This collaboration targets an increase in modal share for 26 commodities (including, Container, Cloth, leather, plastics, FMCG, FMCD, metals and ores, machinery, cement and clinker, steel, fruits and vegetables, etc) through a holistic review of policies and capacity augmentation to fulfill industry transport needs."

13.3 Regarding Railways' current share in the country's overall freight traffic and targeted measures being implemented to enhance the railway freight business, the Ministry has stated as under :-

"As per the report by NITI Aayog, "Improving Rail efficiency and share in India's freight transport" submitted in March 2023, the percentage share of Indian railways in freight traffic in the country is 26%. Further, as part of the preparation of the National Rail Plan, inter-alia, a nationwide year-long survey was conducted in FY19 at over 100 locations to estimate the transportable freight basket carried by road. Based on this survey estimate of road traffic, the total freight available for transportation in the national ecosystem was 4,709 MT. The actual freight carried by railways was 1200 MT and the modal share was estimated to be 25-27%. It is to be noted that the data for freight transported by Railways, Shipping and Airways are readily available. However, the freight carried by road is not available and a periodic estimation method, as done in National Rail Plan, is to be adopted, to calculate/estimate the percentage of modal share for all modes. MoRTH or NITI Aayog may conduct periodic surveys or develop estimation methods to estimate the freight carried by road. This will enable the estimation of modal share of all modes including railways, airways and waterways. With the introduction of the ULIP platform, which captures the data from all sources, it may be possible to estimate freight transportation by roads and estimate modal share of different modes.

Railway actual freight carried is calculated and reported widely even on a daily basis. It is the road sector to come up with their total volume of freight carried at least on an annual basis. Railway freight carried has shown an accelerated trend in recent years. Which indicated a rising modal mix for railways

Year	FY18	FY19	FY20	FY21	FY22	FY23	FY24
FreightcarriedinMMT	1160	1221	1208	1231	1416	1512	1590

The various targeted measures being implemented to enhance railway freight business are:

1. 'Gati Shakti Multi- Modal Cargo Terminal (GCT)' policy

To increase the freight handling capacity in IR, 'Gati Shakti Multi- Modal Cargo Terminal (GCT)' policy has been launched in the year 2021, with the objective of increasing investment from industry in development of additional terminals for handling rail cargo. These terminals will be constructed on non Railway land, as well as partially or fully on Railway land. Till 31.1.2025, 95 GCTs have been commissioned.

2. Modernization of Goods Sheds under PH-53 (Umbrella Work)

A total of 627 works costing Rs. 6089 Crores have been sanctioned upto 31.1.2025 under PH-53 (Umbrella work) for development/modernization of Goods Sheds. The works processed under aforesaid are in nature of customer's amenities and have contributed to reduction in wagon detention, progressive improvement in the wagon turnaround ratio, attraction of additional traffic, and an overall growth in freight traffic.

3. Traditional Empty Flow Direction (TEFD) Scheme:

For utilization of empty wagons in return direction for loading at discounted freight rate, revised guidelines were issued. Under this policy, 15-20% discount in freight is granted on traffic loaded in notified empty flow directions w.e.f.01.04.2024. Automobile traffic (i.e. New Modified Goods (NMG) group stock) is also eligible

for rebate @ 20% under TEFD (Traditional Empty Flow Direction) Automatic Freight Rebate scheme.

4. Concession on Short Lead Traffic:

To attract short distance traffic, short lead concession has been granted for traffic up to 100 Km at the rate of 50%, 25% and 10% for traffic booked up to 0-50 KM, 51-75 KM and 76-90 KM respectively except for Coal & Coke and Iron ore traffic. The period of validity of the above referred Circular can be extended by Zonal Railways subject to the conditions that Zonal Railways have to enter into a long term agreement, not exceeding 10 years, with the customer for granting Short Lead Concessions.

5. Cargo Aggregator Transportation Product

To facilitate cargo aggregation and thereby, expand the commodity basket on Railway, a new transportation product "Cargo Aggregator Transportation Product" is introduced which allows loading of multiple type commodities in Covered wagons such as BCN/BCNA/BCNAHS group and BCNHL group charged at train load rates.

6. Station to Station Policy

In order to attract more traffic and augment earnings, Station to Station rates are adopted for a specific stream of traffic for a particular commodity for movement between a specific originating and destination points. It is applicable for the existing as well as new traffic and the maximum percentage of discount under STS is up to 30% for incremental traffic and for retention traffic a maximum of 15% can be granted.

7. Addition and Revision of Commodities in Goods Classification

a) New commodity 'Phosphogypsum' has been added in Goods Tariff
b) Classification of Soda Ash, Soda Ash Dense, Soda Ash Light has been revised from the existing class 140 to class 120.

c) New Commodity "Plastic Waste" has been classified under Class 100 under main commodity head "Leather, Rubber and Plastic"

13.4 Details of average speed of freight trains and the average no. of freight trains that run per day in the last three years are as under:

Year	**Average speed of Freight Trains (in km/hr)**	**No. of trains run per day**
2021-22	37.8	4968
2022-23	30.8	5947
2023-24	25	6430

The above table shows a 29.4% increase in freight traffic from FY 2021-22 to FY 2023-24. Along with increase in freight traffic, traffic of passenger trains per day has also gone up. Overall, passenger services including mail/express/passenger/suburban/trains on demand have gone up from 8596 trains per day in 2021-22 to 10856 in 2023-24, which is a 26.3% increase. Likewise, number of special train like festival specials etc have gone up from 30 per day in 2021-22 to 123 per day in 2023-24. This has put limitations of path on freight trains, resulting in detention and slower speeds.

13.5 In order to improve average speed of freight trains, Indian Railways have taken many measures including infrastructure projects such as Eastern Dedicated Freight Corridor (EDFC) and Western Dedicated Freight Corridor (WDFC) to create dedicated freight path to give exclusive access to freight trains.

Further, the following works are planned and being executed, which upon completion, will lead to higher speed of freight trains:

(1) Doubling/Multi – Tracking on super critical and critical sections.

(2) Provision of Rail flyover and Bypass lines.

(3) Induction of higher horsepower locomotives.

(4) Induction of High Speed Wagons.

(5) Improvement to terminals including connectivity.

13.6 DFC has contributed to creating additional paths on the conventional IR network by diverting freight traffic from the 'A' route (Deendayal-Kanpur-Tundla route) to EDFC, and freight traffic (especially from points on the West Coast to NCR and NR) to WDFC. Traffic on DFC has increased from 247 in 2023-24 to 357 in 2024-25.

As a result, the Railways have been able to run additional goods and coaching services over its network. The growth in the number of services over the years is shown below:

Year	**No. of freight trains per day**	**No. of coaching trains per day**
2021-22	4968	8596
2022-23	5947	10261
2023-24	6430	10856

13.7 Due to the increase in services, both freight and coaching, Indian Railways' earnings from train services have gone up, as can be seen below :-

Year	**Total earning of freight (in Rs crore)**	**Total earning of passenger (in Rs crore)**
2021-22	141096.39	39214.39
2022-23	162262.90	63416.85
2023-24	168293.29	70693.32

However, actual generation of revenue will only be ascertained once entire network of DFC including its connectivity with Indian Railways and upgradation of feeder routes are completed.

13.8 The current status of train operations on the DFC on frequency, volume and efficiency is as under:-

FY	**No. of Trains /Day**	**Increase over previous year**	**Total GTKMs (in Millions)**	**Increase over previous year**
2020-21	20	-	1905	-
2021-22	64	216%	19,995	250%
2022-23	170	165%	49,188	146%

2023-24	241	42%	119,129	142%
2024-25	350	45%	158,259	59%

- The number of trains on DFCs have shown continuous increase with the commissioning of new sections. This is also attributed to reliable and safe operations practice which have evolved on DFC and have reduced disruption to normal flow of traffic.
- GTKMs(EDFC+WDFC) on commissioned sections: 4% of IR network carrying~13% of GTKMs (Indian Railway earned 141.16 Billion and DFCCIL 17.38 Billion GTKMs during Dec 2024).
- To maximize efficiency in crew management on the DFC network, crew lobbies and running rooms have been strategically planned and are being established.

Safety: Advanced safety measures have already been placed

- Innovative steps taken on DFCs such as installation of 148 Hot Axle Box Detector (HABD) to identify overheated axles on moving trains and enabling prompt action; one Machine Vision Inspection System(MVIS) in collaboration with IISc, Bangalore installed at New Daud Khan, have helped in early detection of wagon defects; Two indigenously developed Wheel Impact Load Detectors(WILDs) at EDFC have been installed to identify wheel defects which are considered potential source of derailment/accidents.
- Electronic In-Motion Weighbridges(EIMWBs) are being installed at New Dabla and New Bhagega to prevent overloading.
- A world class Heavy Haul Institute(HHI) has been established to train executives and officers on regular basis.

13.9 Regarding public-private partnerships (PPPs) or international collaborations have been involved in the planning, financing, and execution of the Dedicated Freight Corridors, the Ministry has stated that theMinistry of Railways has taken up construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 Km) and Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 Km). Till now, total 2741 Km (96.4%) route commissioned out of total 2843 Km. Eastern Dedicated

Freight Corridor consisting of 1337 Km has been completed and Western Dedicated Freight Corridor consisting of 1404 Km has been completed. The Vaitarna-JNPT (102 km) section of WDFC is pending and expected to be completed by Dec, 2025.

The cost for the project will be funded by a combination of debt from bilateral/multilateral agencies:

- Japan International co-operation Agency (JICA) was associated from the conceptualization of WDFC & EDFC through JICA feasibility Studies. Subsequently, the entire Western Corridor is being funded through loan of 620, 787 million JPY from JICA in two phases.
- The Eastern DFC has been executed with funding from World Bank loan of USD 2071 million USD (incl. 100 million of MIGA).

Many other Firms/Agencies/Consultancies of Japanese government are also involved in planning and execution of DFC.

13.10 When enquired about the mechanisms to gather feedback from industries and freight operators about freight operations and the Dedicated Freight Corridors and inputs being addressed to improve services, the Ministry has stated as under :-

1. **Regular Stakeholder Meetings**: DFCCIL organizes regular meetings with stakeholders including industries and freight operators at strategic locations to improve Rail share through DFC and gather feedback from industries and customers
2. **Meetings with State authorities** to resolve the teething problems like Approach Road Connectivity, Strengthening of Path to carry, Support for Law&Order problems, Awareness for locals reading DFC tracks. etc.
3. Attending and organising seminars and conferences

Addressing Inputs to Improve Services:

- **Expression of Interest (EOI**): Based on the responses gathered during stakeholder meetings, DFCCIL issued Expression of Interest (EOI) for the development of Gati Shakti Multi-Modal Cargo Terminals (GCT) under

Schedule-1 and Schedule-2 of the GCT policy. As per responses received the RFPs for GCTs under Schedule-2 are being floated.

Active Social Media Post and Feedback to connect with wider audience and improving networking with industries and freight operators are undertaken.

Mechanism by Railways to gather feedback from industries and freight operators

Mechanisms to gather industry feedback are being actively pursued through extensive industry outreach involving major companies across various sectors. Regular consultations with stakeholders are being conducted with key private players to understand their requirements, operational challenges, and suggestions. The inputs and concerns received from these stakeholders are systematically compiled and shared with the concerned directorates to facilitate informed decision-making for enhancing the freight basket.

This outreach is being carried out in collaboration with prominent industry bodies such as FICCI, Invest India, Cement Manufacturers Association, Freight Forwarders Association, ASSOCHAM, Container Train Operators and major players in the automobile sector. TERI (The Energy and Resources Institute), a leading research organization focused on sustainable development and energy, has conducted a study on the possible measures which can be undertaken by MoR for increasing the modal share of railways in freight transportation, offering key insights to support rail freight growth.

The process of stakeholder consultation and processing of various suggestions for business development has been digitalised through the creation of the Business Development Portal, which is accessed by all the Zonal Railways and internal stakeholders of MoR.

The continuous dialogue with these stakeholders aims at ensuring that the policies and various initiatives are aligned to industry needs and foster a more efficient, sustainable, and customer-centric freight ecosystem.

13.11 Regarding coordination mechanisms between Ministry of Railways and the Dedicated Freight Corridor Corporation of India Limited (DFCCIL) for managing aspects

such as freight train frequency, volume, business development, and other operational matters, the Ministry has stated as under :-

> "Officers of DFCCIL participate in Daily Morning Freight Conference conducted by Railway Board this enables coordination with Railway Board and adjoining Zonal Railways. Interactions, meetings, correspondences and conferences are held with Traffic Transportation Directorate, Commercial Directorate and Infrastructure Directorate of Railway Board and regular interactions are held with adjoining railways to discuss matters to sort out issues pertaining to Operating and Business Development departments of DFCCIL."

XIV. JOINT PARCEL PRODUCT AND RAPID CARGO SERVICE (JPP-RCS)

14.1 With special focus on e-Commerce and FMCG, a revised Policy of 'Joint Parcel Product (JPP)' named as 'Joint Parcel Product – Rapid Cargo Service (JPP-RCS)' has been introduced on 24.01.2024. Under the policy, provision has been made for online booking of parcel space in the JPP-RCS services by Aggregators (in addition to the India Post) through a 'Virtual Aggregation Platform (VAP)'. The service enables benefits of door-to-door delivery of consignments, Single-point contact for customers, with real-time tracking facilities and Competitive freight rates and faster services.

14.2 In addition to the existing services on 'Surat-Narayanpur Anant' & 'Renigunta-Nizamuddin' routes, new JPP-RCS weekly services have been introduced on 'Tuglakabad-Yesvantpur (TKD- YPR)' & 'Bhivandi Road-Sankrail (BIRD-SGTY)' routes on 27.02.2024 and 25.05.2024 respectively.

14.3 Under the JPP scheme, India Post provides First & Last Mile services, and Indian Railways provide the Middle Mile services. The basic concept of the Joint Parcel Product is handling of the parcels at the origin & end points by the Department of Posts i.e. pick up from the premises of the customers, booking, delivery and transmission between identified railway stations by Indian Railways. The total charges (including first-mile last-mile) are collected by India Post and the Railway freight portion only is passed on to Railways.

14.4 Regarding evaluation of the types of businesses that gain the most from JPP and strategic approaches being implemented to optimize their logistical operations, the Ministry has stated as under :-

> "The Joint Parcel Product in collaboration of India Posts and Indian Railways has been developed to target business-to-customer (B2C) and business-to-business (B2B) market with focus on e-Commerce and MSME market with an affordable price as per the market trends of weight category between 35 Kgs to 100 kgs. In

this regard, Zonal Railways have been advised to conduct regular interactions with the parcel stakeholders and to plan the services as per demand."

14.5 Regarding major challenges faced in the implementation of JPP and corrective measures being undertaken by Indian Railways to address them, the Ministry has stated as under :-

"Some of the major challenges in implementation of JPP are :-

- Railway parcel business faces tough competition from road due to low road freight rates.
- Non-flexibility in rates for loaded and empty (return) direction
- Very low visibility of available parcel space to the customers

Corrective measures taken: With a view to improve utilization of the JPP services, a revised policy of JPP known as 'Joint Parcel Product – Rapid Cargo Service (JPP-RCS)' has been issued.

- Provision has been made for online booking of parcel space in the JPP-RCS services by other Aggregators (in addition to the India Post) also through a 'Virtual Aggregation Platform (VAP)'.
- Financial criteria for empanelment as Aggregator as been reduced from Rs 5 crore to Rs 50 lakh.
- Empanelment fee for Aggregator has been reduced from Rs 2 lakh to Rs 20,000/-.
- Charging of freight has been downwardly revised from 'Scale P+40%' to 'Scale P+25%' and further reduced to 'Scale P'.
- The minimum composition of JPP-RCS trains has been kept at 21 Parcel Coaches (including 1 SLR).

- In case there is less than train load available, the JPP-RCS can also be run with a shortened composition by attaching the VPs to any mail express trains subject to operational feasibility.”

XV. MATERIAL MANAGEMENT

15.1 Distribution of depots on Indian Railways, during 2021-22 has been as follows:

Total number of Depots	**Annual issues from stores depots**	**Turnover* %**
281	Rs. 45087.62 cr.	2%

* Ratio of Stores Balance at end of FY to Annual Issues.

15.2 Following steps are being taken for enhancing efficiency of warehousing in Indian Railways:

(i) Infrastructural improvements including modern storage infrastructure is provided at required places.

(ii) Digitization: Entire supply chain is end-to-end digitized starting from Demand generation, including tender publication, finalization, post contract management upto receipt and account of material. Further, for efficient material management, systems such as Indian Railways E-Procurement System (IREPS) for contract management, Integrated Materials Management System (IMMS) for stock items and User Depot Module (UDM) for non-stock items are available for monitoring real time inventory in Depot/warehouses.

(iii) Inventory Management: Besides using systems such as IMMS and UDM for efficient material management, various methods are used for inventory management. Major techniques used by IR are as follows:

(a). ABC Analysis (Pareto Principle): High-Impact Items are identified to prioritize their stock levels to improve inventory efficiency and turnover.

(b). Safety, Vital and essential classification: Inventory is classified based on their criticality to ensure availability of these items at all times.

(iv) Training: Employees engaged in these Depot/warehouses are provided regular training as well as refresher courses to equip them with necessary skills for efficient material management.

(v) Purchase powers have been delegated to field level officers to respond to field requirements in appropriate time.

15.3 Stocking depots and warehouses are managed and maintained by dedicated staff, specifically recruited and trained for this purpose. The staff is divided into two primary categories: Chief Depot Material Superintendent (CDMS – Level 7) and Depot Material Superintendent (DMS – Level 6). The minimum educational qualification for direct recruits is a Diploma in Engineering; recruitment is followed by a 6-month domain-specific training to equip them with the necessary skills.

15.4 Value of Surplus Stores as per appropriation accounts for the last three FYs is as follows:

FY	**Moveable***	**Dead***	**Total Surplus***
20-21	35.58	23.73	59.32
21-22	162.78	62.30	225.09
22-23	115.73	158.13	273.86

* All values are in Rs. cr.

All efforts are made for early disposal of dead surplus.

15.5 Regarding initiatives in place to ensure safe disposal of industrial waste and hazardous scrap, the Ministry has stated as under :-

> "The various Rules regarding disposal of Hazardous Wastes and E-Wastes issued from time to time by Ministry of Environment, Forest and Climate Change are forwarded by Railway Board to Zonal Railways and Production Units for strict compliance. The scrap batteries etc. are sold to State Pollution Control Board (SPCB) approved recyclers only. The reports regarding consolidated data comprising of quantity of Hazardous / e-waste etc. generated, recycled and sold

during the year are sent in stipulated forms regularly by Zonal Railways and Production Units to SPCB accordingly."

15.6 Regarding decentralized procurement model implemented by Zonal Railways and Production Units, the Ministry has stated that decentralisation of procurement related decision making helps in the following:

i. Reducing time required for demand aggregation in case of centralized procurement.

ii. Reducing time to react to emergency situations.

iii. Reducing time in seeking clarifications on technical issues before issue of tenders.

iv. Procurements which have site specific inputs have better field level coordination in case of decentralized procurement.

v. Risk of disruption of supply chain in case of failure/ delay in finalization of centralized contracts is higher than in case of decentralized procurement.

Only a very few procurements are centralized in Railway Board, which are of the nature of Rolling Stock e.g. wagons, Track machines, Wheels and Axles (WTA items) and steel, including rails.

These reasons for centralized procurement of such items are as follows:

i. Planning of rolling stock like wagons is done by Railway Board itself.

ii. The variety of sizes and type of steel being enormous, all the requirements of Railway Units are aggregated for creating a demand sufficient for steel manufacturers to be interested. Economy of scale is an incidental benefit.

iii. Planning of WTA items is also done by Railway Board. Procurement of WTA items from abroad beyond the capacity of Indian entities is also planned by Railway Board, hence procurement of WTA items is also centralized.

15.7 Regarding challenges faced by Indian Railways in sourcing goods through the GeM portal and steps being taken to enhance the procurement process through this platform, the Ministry has stated as under :-

"The Railway Board regularly communicates with GeM to address issues faced by Railway buyers, ensuring timely resolutions. This is an ongoing process, carried out whenever Railway buyers report challenges in using GeM.

Major challenges in procurement through GeM are as follows:

- **Payment Processing and CRAC Issues**

a. Payment integration with Railways has not been implemented fully.

Payments made via Railway IPAS (Integrated Payroll & Accounting System) still appear as 'payment under progress'. Despite raising multiple tickets, the problem persists, causing administrative burden and delayed financial reconciliations.

b. Modification advice

Modification advice is not visible at the time of passing of GeM bills.

- **Bid Management and Contractual Issues**

a. Bid Document Corrections:

No option for corrigendum; rebidding is required for any modifications. Administrative overhead increases as bids need to be recreated from scratch for minor corrections. There should be an option for reloading the last bid document (tender cloning)

b. Inspection Authority Changes:

Inability to change the inspection authority for bids valued below Rs. 5 lakhs constrains the adaption of inspection processes based on contract needs, adversely affecting quality control.

c. No provision of Price break-up in bids by vendors (basic rate, GST, Freight, etc.) – GeM shows only all inclusive rate.

d. Linkage with demand is missing – Even procurement without any demand is possible. No system based check.

e. Clubbing of demands for different consignees of different Account units is not allowed in GeM.

- **User management and Role Activation**

a. Management Information System (MIS) reports:

MIS reports being available on GeM are on the basis of individual user and not available on the basis of user department. This is required for a comprehensive and broad analysis.

b. No login account is available for subordinate staff for preparing draft documents etc.

MIS reports specifically w.r.t. rate reasonableness are not effective and there is no option for keyword search for contracts and respective financial details.

- **Documentation and Compliance Issues-Offline EMD Submission**: EMDs are submitted offline, causing delays. Tender decisions are delayed due to manual handling of EMDs.

- **Post-Contract Management**

a. Lack of Provision for Recovery of General Damages; No recovery provisions if firms fail to deliver goods/services. Buyers bear financial losses without recourse to recover damages.

b. No provision to prepone delivery period.

c. No provision for warranty rejection handling.

- **Tracking and Consignment Issues** - No Consignment Tracking: Lack of consignment tracking on GeM. Buyers cannot track shipments leading to uncertainties and delays.

- **System and Interface Issues**

a. Limited Sorting and Filter Options: Limited sorting and filtering on GeM. Users handling multiple bids face difficulties in navigation, slowing down procurement processes.

b. Complex Bid Condition Selection: Time-consuming process to select conditions in the ATC module. System refreshes during every selection, wasting user time and causing delays.

- **Policy and Procedural Issues**

a. No provision for Development Orders: No provision is there for placing developmental orders of limited quantity on new firms. Limits opportunities for capable new firms, restricting competition and innovation in procurement.

b. GeM does not allow for cancellation of lot/part quantity contracts until the last lot's terminal delivery period expires.

- There are cases where the **same item appears in multiple categories**. It should be ensured that one item appears in only one category on GeM portal.

Steps taken to enhance the procurement process through GeM:

- GeM has been integrated with the Indian Railways E-Procurement System, making it the platform for all procurement activities within Indian Railways. The procurement process through GeM is overseen both by the Railway Board and a multidisciplinary GeM Task Force, which consists of three senior officers in each Zonal Railway/PU (One each from Stores, Finance and Consuming dept.). These officers are at the SAG grade.

- The responsibilities of the GeM Task Force include:

i. Monitoring and promoting procurement via GeM.

ii. Reviewing items and services for onboarding on GeM.

iii. Coordinating with the Railway Board and GeM SPV officials to resolve operational issues encountered by Indian Railways GeM users.

Additionally, the performance of officers in GeM-related procurement activities is evaluated as part of their Annual Performance Appraisal Report (APAR)."

XVI. HIGH SPEED RAIL NETWORK IN INDIA

16.1 The current status of the Mumbai-Ahmedabad High Speed Rail (MAHSR) Projectis as under: -

- 100% land (1389.5 ha.) has been acquired for the project.
- 1647 out of 1651 utilities shifted.
- Overall physical progress of project is 48.55%.
- All Civil contracts of the project has been awarded.
- The entire project has been divided into 28 Contract packages and 24 packages have been awarded.
- Construction work is in progress on elevated viaducts, major river bridges, station buildings, mountain tunnel and undersea tunnel in the entire corridor of MAHSR in the state of Gujarat, Maharashtra and Dadar& Nagar Haveli (DNH). 359 km of pier construction, 286 km of girder casting and 247.8 km of girder launching have been completed. Work of the only tunnel in Gujarat has been completed. Out of 2l km long tunnel in Maharashtra, work of 1.7 km has been completed. An expenditure of Rs.71,116 crores has been incurred so far on MAHSR Project as on January, 2025.

16.2 When enquired about the updated completion timeline for the MAHSR Project and anticipated delays or bottlenecks in achieving the target, the Ministry has stated as under :-

> "Timelines for the completion of the project can be ascertained only after finalisation of all contract packages, completion of all associated works timelines related to civil structure, track, electric power supply, Signalling & Telecommunication and supply of train sets."

16.3 Regarding initial estimated cost of the project and any cost escalation, the Ministry has stated as under:-

"The total cost of Mumbai-Ahmedabad High Speed Rail (MAHSR) Project was estimated as Rs.1,08,000 crores. The final project cost will be ascertained only after awarding all contract packages and associated timelines."

16.4 Regarding training programs being developed to build the necessary workforce for managing and maintaining High-Speed Rail operations and plan to indigenize any components of the Shinkansen technology in the long term, the Ministry has stated as under :-

"Training program to build the necessary workforce for managing and maintaining HSR operation is already in progress in Japan. Other O&M staff training is conducted by the trained core O&M staff at High-Speed rail Training Institute (HSRTI) Vadodara. Refresher and induction training for NHSRC official and newly recruited officials is also conducted as per the requirement at HSRTI Vadodara respectively.Shinkansen is a specialized technology of Japan. Some components under Make-in-India Policy are being utilized."

16.5 Regarding upcoming High-Speed Rail projects, the Ministry has stated as under :-

"Ministry of Railways had assigned the work for the preparation of Survey/Detailed Project Report (DPR) for the following seven new High Speed Rail (HSR) corridors to National High Speed Rail Corporation Limited (NHSRCL):-

(i) Delhi-Varanasi
(ii) Delhi-Ahmedabad
(iii) Mumbai-Nagpur
(iv) Mumbai- Hyderabad
(v) Chennai-Mysore
(vi) Delhi-Amritsar
(vii) Varanasi-Howrah

NHSRCL has submitted the DPRs of all the above seven corridors and the same are under examination. None of the above seven corridors has been sanctioned yet. The preparation of DPR is only a preliminary step. HSR project are highly capital

intensive and any decision for taking up new project is based on many factors such as technical feasibility, financial & economic viability, traffic demand and availability of funds & financing options etc."

XVII. NATIONAL RAIL PLAN

17.1 Indian Railways have prepared a National Rail Plan to create a 'future ready' Railway system by Infrastructure augmentation. The objectives of the Plan are:

- To meet demand for passenger transport especially in the medium and long-distance intercity travel segment.
- To increase the freight traffic to 3000MT by 2030 from 1512MT in 2022-23.
- To achieve 10 billion passengers by 2030.
- To segregate freight and passenger traffic on High Density Routes through completion of Eastern and Western DFCs.
- To raise the maximum speed of freight trains to 100 kmph by gradually increasing the average speed (24.16 kmph presently) to reach as close to maximum speed as possible.
- To augment/provide rail connectivity to Ports, mines and industrial clusters (Energy, Minerals & Cements).
- To upgrade infrastructure and rolling stock for 25 tonne axle load and progressive adoption of longer and heavier trains for the bulk cargo.
- To focus on non-bulk cargo like fast moving commercial goods, automobiles, containers and parcels etc.
- To strengthen existing terminals, sidings and construction of new terminals.
- To introduce 12000 Horsepower locomotives to achieve higher speed and better power to trailing load ratio.
- To induct high capacity, light weight, sturdy and faster rolling stock.
- To utilize the released space, after construction of Dedicated Freight Corridors, for augmenting the passenger services to 160-200 km/hour.
- To achieve 95% punctuality in Indian Railways.
- To replace the long-distance coaching trains progressively by train sets having speed potential of 160/200 kmph. This is likely to lead to reduction in journey time by 20-25 percent and provide comforts similar to air travel.

Rail coach factory is being taken forward to attain the production capacity for manufacturing.

- To spread Indian Railways network up to 72,000 route kms by 2030. This will include multitracking of routes, connecting new areas, connectivity to J&K, Uttarakhand hilly areas and northeast.
- To invest in infrastructure to generate capacity ahead of demand.
- To redevelop 1337 stations under the Amrit Bharat Scheme. These stations will be equipped with world class facilities and developed as the city centre.
- To operationalize the country's first high speed rail between Mumbai and Ahmedabad By 2030. The experience gained would help for other high-speed lines in the country based on requirement. By then, speed-raising on most of the HDN routes along with segregation of freight and passenger services would make it possible to bring down travel time to 10-12 hours for cities located within 1400-1500. kms distance.
- To eliminate manned level crossing gradually. Today there are zero unmanned Broad gauge level crossings.
- To replace all level crossings with grade separators in phased manner by year 2030 on routes envisaged for operation of passenger trains with speed 160-200 kmph, emphasis on Public- Private Partnership.
- To prevent accident by collision, Indian Railways has developed an indigenous technology called KAVACH. Installation of KAVACH system for safety to entire Indian Railways by 2030.
- To implement Condition Based Maintenance or Predictive maintenance as against the present Time Based Maintenance system.
- To achieve 100% electrification of Indian Railways.
- To achieve Net Zero Carbon Emission by 2030.
- To run 50+ hydrogen powered locomotives/ trains by 2029. Integral Coach Factory, Chennai developing H2 based traction vehicle."

Part-II

OBSERVATIONS/RECOMMENDATIONS

BUDGET ANALYSIS

1. The Indian Railways ranks among the largest rail networks globally. Beyond its transportation role, Indian Railways has been a cornerstone of India's socio-economic progress and a driver of diverse economic activities. It offers an affordable travel option to people across all economic strata, particularly benefiting the economically disadvantaged, while managing a vast workforce and striving to meet customer expectations. In a populous and welfare state like India, the growth of Railways holds significance that extends beyond simple numerical or economic evaluations. The Railway Budget 2025-26 aimed at fostering comprehensive multi-modal transport planning that encompasses highways, railways and inland waterways. The Demands for grants for the year 2025–26 of the Ministry of Railways were tabled in the House on 03.02.2025. The Committee undertook a detailed scrutiny of Demands for grants (2025-26) pertaining to Ministry of Railways. The recommendations of the Committee have been summarised in succeeding paragraphs.

2. The Committee observe that the Ministry of Railways' demands for 2025-26 amount to Rs. 819,511.30 crores, with a significant focus on capital expenditure aimed at infrastructure development, modernization, and asset replacement. The revenue expenditure is largely driven by recurring costs, particularly Provident Fund, Pension, and Other Retirement Benefits and Operating Expenses – Traffic, highlighting the Ministry's emphasis on employee welfare and operational efficiency. The Committee also note that a considerable portion of the budget is allocated to Repairs and Maintenance across various categories, such as Permanent Way, Motive Power, Carriages, Wagons, Plant, and Equipment, underscoring the commitment to

maintaining existing infrastructure. The Committee recommend that the Ministry of Railways prioritize the efficient utilization of capital expenditure to accelerate infrastructure development, modernization, and asset replacement, ensuring timely completion of projects and avoiding cost overruns. To optimize revenue expenditure, the Committee desire the Ministry to streamline recurring costs, particularly in Operating Expenses – Traffic and Fuel, by adopting energy-efficient technologies and exploring cost-saving measures without compromising service quality. The Committee feel that addressing the growing burden of Provident Fund, Pension, and Other Retirement Benefits through long-term reforms or dedicated funding mechanisms is essential to manage future liabilities. The Committee also emphasize the need to enhance Repairs and Maintenance practices by investing in predictive and preventive maintenance technologies to improve asset lifespan and reduce long-term costs. The Committee also urge the Ministry to focus on staff welfare initiatives to boost employee morale and productivity while maintaining fiscal discipline and strategic alignment in all financial allocations.

ANNUAL PLAN

3. The Committee note that the Ministry has set the Annual Plan for the year 2025-26 at Rs. 2,65,200 crore which remains the same as that in the previous financial year 2024-25. This includes Rs. 2,52,200 crore as Gross Budgetary Support (GBS), comprising Rs.200 crore for the Nirbhaya Fund and Rs. 10,000 crore under the Rashtriya Rail Sanraksha Kosh (RRSK). Internal Resources contribute Rs. 3000 crore including Rs.1000 crore Railway's contribution for RRSK, while Rs. 10,000 crore comes from Extra Budgetary Resources (EBR). The Committee also note that the thrust of the Annual Plan 2025-26 continues to be on removal of traffic bottlenecks, safety, enhancement works and improvement of customer amenities and for this purpose, the plan heads New lines (Rs.32235 crore), doubling (Rs.32000 crore), track renewals (Rs.22800 crore), safety works of Level Crossings (Rs.706 crore), Road Over/Under Bridges (Rs.7000 crore), signal and telecom (Rs.6800 crore)

and customer amenities (Rs.12118 crore) have been allotted funds under Budgetary Sources in BE 2025-26. The Committee stress the importance of ensuring efficient utilization of the budget through a well-planned strategy prioritizing capacity expansion and safety enhancement. The Committee are of the view that the thrust areas should also remain technological advancements and execution of automatic train protection systems. The Committee urge the Ministry to continue with its focus on safety investments, particularly under the Rashtriya Rail Sanraksha Kosh (RRSK), track renewals, level crossings, signal modernization, enhancing station infrastructure and passenger experience. The Committee expect full utilization of the budget allocation made in 2024-25 which stands at 83% as on 31.01.2025 and desire the Ministry for timely execution of projects to prevent cost overruns.

INTERNAL RESOURCES

4. The Committee observe that the trend from previous years shows that the Ministry has not been able to generate enough internal resources as for 2022-23, actual internal resource generation was Rs. 3400 crore against Rs. 4300 crore at RE (2022-23); further, for the year 2023-24, actual internal resource generation was Rs. 2943 crore against Rs. 3000 crore at RE (2023-24). Similarly, in 2024-25, actual is Rs. 767 crore (till 31.01.2025) against RE of Rs. 3000 crore. In the year 2025-26, internal resource generation has been targeted Rs. 3000 crore at BE stage. The internal resource generation has shown a downward trajectory since 2022-23. The Committee understand that low generation of revenue from Internal Resources gradually compels Railway to depend more on either Budgetary Support or Extra Budgetary Support in the form of borrowings, further compelling them to bear extra interest liability. In view of the same, the Committee would urge the Ministry to explore and review all possible areas where resources can be mobilized with a view to increase their internal resources and ensure gradual reduction of dependence on Gross Budget Allocation/EBR to the extent possible. The Committee stress that the Ministry should prioritise completion and commissioning of remunerative projects, besides exploring other commercially viable avenues that would not put the Railways

under financial duress. The Committee expect hike in internal resource generation through the steps initiated by Railways to improve non-fare earnings viz. commercial development of vacant land and monetization of railway assets. The Committee desire the Railways to implement the measures enumerated to the committee with unwavering commitment and strive to generate revenue from internal resources thereby fostering a more self-sufficient and financially resilient railway system.

EXTRA BUDGETARY RESOURCES (EBR)

5. The Committee note that railway projects are highly capital intensive which require huge allocation from GBS for execution. Since internal revenue generation has shown a static/downward trend over the years Indian Railways have no option but to resort to EBR to fund their projects. The Committee understand that Indian Railway has not resorted to borrowings under EBR to save on lease charges and that the investment through GBS will allow Railway to augment capacity without increasing its repayment liabilities. The committee desire ensuring of optimum utilization of the GBS with strict fiscal discipline to ensure Railways become financially sustainable. The Committee note that during 2025-26, the Ministry has not resorted to borrowing for financing of key segments such as rolling stock acquisition The Committee also note that during the past years the EBR(P) financing has shown downward/static trend. The Committee desire that the Ministry may continue using market borrowing judiciously while ensuring that the absence of EBR support does not hinder the funding of critical and strategic projects, including the expansion and development of railway infrastructure. They recommend the Ministry of Railways to explore the option of supplementing GBS with market borrowing by leveraging private sector expertise. This can be achieved by streamlining regulatory processes to develop and operate railway infrastructure, which will help in the advancement, modernization, and faster implementation of railway projects.

NET REVENUE

6. The Committee observe that the net earnings of Railways have remained marginal in the financial years 2022–23 and 2023–24. For 2024–25, BE was Rs. 2800

crore which has been revised downward to Rs. 1341.31 crore. Whereas, for 2025-26, the projected net revenue stands at Rs. 3041.31. A key factor contributing to this scenario is the subdued income from the passenger sector. The budget projections for the year 2025-26 indicate passenger revenue at Rs. 92,800 crores, significantly lower than the estimated freight revenue of Rs. 1,88,000 crores. The Committee recognize the need for Railways to enhance its financial sustainability while continuing to provide efficient and affordable services. To achieve this, the Committee desire the Ministry to explore alternative avenues to boost passenger revenues by including service-based revenue generation, improved onboard amenities thereby increasing of passenger base by allowing passenger transition from road and air transport to more sustainable railway alternatives. Additionally, the Committee stress the importance of a detailed evaluation of operational expenditures linked to passenger services and a strategic improvised approach to cost optimization through efficiency improvement, technology integration and better asset utilization to maintain affordability while strengthening overall financial viability. The committee also iterate the need for expansion of commodity basket of railways beyond the conventional in wake of record capex investment to enhance IR's capacity by creating New lines, Doubling, procuring/manufacturing Wagons, Coaches, Locomotives etc for a robust revenue generation. It is pertinent that more freight cargo is attracted by improving connectivity with ports and industrial hubs.

OPERATING RATIO (OR)

7. The Operating Ratio (OR) is an effective tool to gauge the financial health and reflect the overall performance of the Railways. Operating Ratio indicates how much the Railways spend to earn a rupee and the percentage of gross working expenses to gross earnings should be as low as possible. The Committee observe that from the year 2022-23, the Railways Operating Ratio has continuously been above 98% besides showing an upward trend. For the year 2024-25, Operating Ratio is estimated to be 98.90%. The Committee observe that for 2025-26 the Railways have projected a target of 98.43% for its Operating Ratio which continues to be above

98%. Therefore, the Committee desire the Ministry of Railways to take proactive measures to improve the Operating Ratio by enhancing revenue generation and controlling working expenses. Efforts should be made to increase freight and passenger traffic revenues through innovative pricing strategies, improved service quality, and better utilization of existing assets. The Ministry should also focus on reducing Ordinary Working Expenses by adopting cost-effective technologies, optimizing energy consumption, utilizing renewable energy for traction, diversifying non fare revenue sources while focusing on asset optimization and modernization of the railway network and streamlining operational processes.

DOUBLING OF RAILWAY LINES

8. The Committee note that Indian Railways has achieved significant progress in several areas, particularly in new line construction, where 925 km were completed against a target of 700 km in 2024-25, demonstrating strong performance. The Committee observe that the removal of traffic bottlenecks is a key focus area of the 2025-26 railway budget. They further note that the throw-forward for doubling works stands at Rs. 32,000 crore. Regarding doubling projects, the Committee find that against a target of 2,900 km, only 1,134 km (39.10%) was achieved during 2024-25 (up to December 2024). While the Budget Estimate (BE) for doubling was Rs. 29,312 crore, it was revised upward at the Revised Estimate (RE) stage to Rs. 31,036.86 crore, with actual utilization reaching Rs. 22,918.57 crore (73.85% of RE) (up to December 2024). The Committee acknowledge that doubling is a long-term asset essential for improving train speeds and serving as a significant revenue multiplier. However, they observe that while the financial utilization of the budget stands at nearly 74%, the physical achievement of the target is a merely39%. The Committee would like to be apprised of the factors leading to this disparity. They urge the Railways to exercise due diligence in identifying and addressing obstacles to ensure seamless project execution. This includes streamlining land acquisition, expediting clearances, and leveraging modern construction technologies to facilitate the timely completion of doubling projects, thereby effectively reducing traffic

congestion. The Committee also expect the Railways to ensure full utilization of the budget sanctioned and achievement of the physical targets set for doubling of lines in 2024-25.

RASHTRIYA RAIL SANRAKSHA KOSH (RRSK)

9. The Committee note that Rashtriya Rail Sanraksha Kosh (RRSK) was introduced in 2017-18 with a corpus of Rs. 1 lakh crore and an annual outlay of Rs. 20,000 crore. The projects taken up under this fund relate to Track Renewal, Bridges, Signalling, Rolling Stock and Training & Amenities for safety critical staff. The Government extended RRSK for another five-year term beyond 2021-22, with Rs. 45,000 crore from Gross Budgetary Support (GBS). The Committee also note that Gross Budgetary Resource contribution for RRSK has been kept as Rs.10,000 crore and in addition to this Railway's contribution for RRSK has been kept as Rs.1000 crore. The Committee observe that the extension of the period of RRSK and the GBS should be best utilized to strike a balanced approach to improve training and human resource development, ensure renewal, replacement and upgradation of critical safety assets. The Committee desire the Ministry to establish yearly targets and strict timelines for optimum performance-based disbursement of funds to ensure timely execution and output oriented approach for best utilization of the extended period and budget grant under RRSK.

ROAD SAFETY WORKS AND ROAD OVER BRIDGE/ROAD UNDER BRIDGE

10. The Committee note that safety works related to Level Crossings (LCs) and Road Over/Under Bridges (ROBs/RUBs) are key focus areas in the Annual Plan for 2025-26, with allocations of Rs. 706 crore and Rs. 7,000 crore, respectively. During 2024-25, Rs. 710 crore was allocated at the Revised Estimate (RE) stage for LC safety works, but only Rs. 476 crore was utilized as of January 2025. Similarly, for ROBs/RUBs, the Budget Estimate (BE) of Rs. 9,275 crore was revised downward to Rs. 7,474 crore at the RE stage, with actual utilization standing at Rs. 5,338 crore (till January 2025). The Committee observe that the Railways have consistently fallen

short of achieving their physical targets for the closure of manned level crossings since 2021-22, highlighting the need for focused attention in this area.

Emphasizing the importance of full utilization of allocated funds and adherence to physical targets, the Committee acknowledge the numerous challenges faced by the Railways in constructing ROBs and RUBs. These challenges include land acquisition, shifting of public utilities, design-related issues, and resistance from local populations. The Committee stress that addressing these obstacles is crucial for the timely completion of these critical safety projects. Additionally, the Committee note that despite the construction of ROBs, many level crossings remain operational due to difficulties faced by the pedestrians in covering long distances on foot to use ROBs, leading them to continue using level crossings despite safety risks.

The Committee also observe that persistent issue of waterlogging in RUBs, causes significant inconvenience to the public. They recommend the early adoption of Condition-Based Maintenance or Predictive Maintenance systems, replacing the current Time-Based Maintenance approach. To mitigate waterlogging, the Committee urge the Railways to allocate sufficient budgetary provisions for structural improvements, including adjusting bridge heights, incorporating advanced technology, and implementing efficient drainage systems, alongside regular maintenance.

Furthermore, the Committee observe that the absence of an effective grievance redressal mechanism exacerbates these issues, leaving local residents with unresolved concerns. Challenges such as inadequate approaching roads and traffic congestion near railway stations further compound the difficulties faced by commuters and residents. To address these issues, the Committee recommend that the Railways actively involve people's representatives and local authorities in identifying and resolving problems related to ROBs and RUBs. Their input can serve as a bridge between the Railways and affected communities, ensuring that solutions are practical and inclusive. The Committee also urge the Railways to establish a

robust grievance redressal mechanism to effectively address the concerns of local populations.

PRODUCTION UNITS

11. The Committee note that Railways has been steadily replacing conventional ICF coaches with safer and more efficient LHB coaches and producing only LHB coaches since April, 2018. The Committee also appreciate that Railways has introduced Vande Bharat Sleeper and Amrit Bharat trains with enhanced safety features and modern passenger amenities. The Committee has been apprised that after successful trials and commissioning of first prototype rakes of Vande Bharat Sleeper and Amrit Bharat 2.0, series production of these rakes will be done for which manufacturing plans are already in place. To address the persistent issue of unmet production targets for coaches and wagons, the Committee recommend that the Railways significantly increase manufacturing capacity at existing units and explore the creation of new production facilities in areas lacking them. As such the BE for production units stands at 4623 crores therefore the Committee also desire the Ministry to encourage Public-Private Partnerships (PPP) to bring in advanced coach-building technologies. The Committee desire that enough thrust be given to investing in skill development programs and collaborating with technical institutes to train workers in modern production techniques and automation. Though the Committee are happy to note that Railways has exported rolling stocks of the value of Rs. 608.70 crore to Mozambique and Sri Lanka during 2022-2023, the Committee desire the Railways to expand their business operation in exporting of rail components to enhance revenue without making any compromise on fulfilling of indigenous demand for rolling stock. To bolster freight operations, the Committee recommend the Railways to scale up the production of wagons and containers to meet growing logistical needs at the production units.

REDEVELOPMENT OF RAILWAY STATIONS

12. The Committee note that presently, the stations over Indian Railways are being developed under Amrit Bharat Station Scheme. This scheme envisages

development of stations on a continuous basis with a long-term approach and involves preparation of master plans and their implementation in phases to improve the amenities at the stations. The Committee further note that 1337 stations have been identified for development under this scheme and out of these, tenders for development works have been awarded and works are in progress at 1202 stations. The Committee are aware that the redevelopment of railway stations is complex, involving passenger and train safety and requiring various statutory clearances from urban/local bodies and these factors affect the completion time, and therefore, no specific timeframe has been indicated. The Committee also note that Rani Kamlapati station in the state of Madhya Pradesh has been developed under Public Private Partnership (PPP) Model and 15 railway stations are also being explored for development on PPP Mode. The Committee also note that against the target of 453 stations during 2024-25, only one station could be upgraded till December, 2024. Therefore, the Committee desire the Ministry to establish a dedicated task force to oversee project timelines, ensuring regular communication between contractors, local authorities and railway officials to address potential bottlenecks promptly. The Committee also desire the railways to engage with local representatives and concerned State Government early in the planning process to secure necessary clearances and foster a collaborative environment, reducing bureaucratic delays. The Committee urge the Ministry to evaluate the success of stations developed under the PPP model, like Rani Kamalapati Railway Station, to identify best practices and potential scalability of the same to other stations while attracting private investment and expertise. The Committee further recommend that the redevelopment of stations under the scheme focus on improving crowd management to prevent any untoward incidents. This should include the provision of multiple and adequately spacious entry/exit points, well-positioned security checkpoints, proper lighting, and clear signage. Railways should also ensure sufficient deployment of personnel to maintain smooth and efficient passenger movement, enhancing both safety and convenience.

FREIGHT OPERATIONS

13. The Committee observe that freight remains the backbone of Indian Railways, contributing nearly 65% of its revenue. The Committee note that Coal, Iron Ore and Cement constitute more than 60% of freight loading and revenue generation through freight operation. The Committee are aware that Railways is pursuing the goal of enhancing modal share of Railways in the non-bulk and non-conventional commodities. The Committee feel the urgent need to improve average speed of freight trains which has been 25 km/h during 2023-24. To enhance freight traffic, the Committee recommend a commercially viable, market-driven approach, with a focus on diversification beyond bulk commodities. Additionally, the Committee stress the need for prioritizing Dedicated Freight Corridors (DFCs) development and usage to ease congestion on high-density routes and improve freight efficiency. The Committee recommend the Railways to introduce a freight service model, similar to the passenger segment, offering varied options based on cost, speed and service levels. This may include high-speed and time-sensitive cargo transport with assured delivery timelines for high-value goods, regular freight operations with competitive pricing for bulk and general cargo, cost-effective and slower transit options for price-sensitive customers etc. By providing flexible freight solutions, customers can choose services based on urgency, cost considerations and logistic needs. Also, integrating digital tracking, seamless multimodal connectivity and value-added services like doorstep delivery will enhance competitiveness and attract more freight traffic for railways.

JOINT PARCEL PRODUCT AND RAPID CARGO SERVICE (JPP-RCS)

14. The Committee appreciate the introduction of Joint Parcel Product – Rapid Cargo Service (JPP-RCS) as a transformative step in e-Commerce and FMCG logistics through technology-driven freight solutions. To maximize its impact for better revenue generation, the Committee desire the Railways to expand service

coverage to high-demand industrial and commercial hubs, ensuring frequent and reliable operations. The Committee feel that strengthening the Virtual Aggregation Platform (VAP) with seamless integration for aggregators and India Post will further enhance efficiency. The Committee observe that upgrading parcel handling infrastructure is essential to improve service quality and competitiveness in e-Commerce and FMCG logistics which shall help the railways expand its customer base in this segment. The Committee recommend that the Ministry of Railways may consider establishing a real-time performance monitoring mechanism, adopt dynamic pricing models and foster continuous collaboration with potential logistics partners for optimum performance under the Joint Parcel Product – Rapid Cargo Service (JPP-RCS).

MATERIAL MANAGEMENT

15. The Committee note that Railways has made significant strides in material management through digitization, decentralized procurement and streamlined inventory control. The Committee also note that while the efficiency of warehouse operations has improved with modern infrastructure and IT-driven inventory tracking (IMMS, UDM, IREPS), challenges remain in procurement via GeM. The Committee observe that surplus stock values have increased over the last three years and feel a need for more proactive disposal mechanisms. While recognizing the benefits of decentralized procurement, the Committee are concerned to note the persistent problems with GeM, specifically payment delays, bid management inefficiencies, and inadequate post-contract recovery. To enhance efficiency and for smooth material management, the Committee desire the Ministry of Railways to focus on resolving these GeM issues alongside optimizing demand forecasting, expediting surplus stock liquidation, and improving post-contract financial reconciliation

HIGH SPEED RAIL NETWORK IN INDIA

16. The Committee note that the total cost of Mumbai-Ahmedabad High-Speed Rail (MAHSR) project was estimated at Rs.1,08,000 crores and the final project cost will be ascertained only after awarding all contract packages and associated timelines. The Committee also note that an expenditure of Rs.71,116 crores has been incurred so far on MAHSR Project as on January, 2025 and the overall physical progress stands at 48.55%, with key construction activities ongoing, including viaducts, tunnels and station buildings. The Committee further note that the project has achieved significant progress, with 100% land acquisition completed and all civil contracts awarded. The Committee have been informed that workforce training is underway, with core staff training in Japan and additional training at the High-Speed Rail Training Institute in Vadodara. Shinkansen is a specialized technology of Japan and some components under Make-in-India Policy are also being utilized.The Committee recommend the Ministry to expedite the finalization of remaining contract packages and associated works to ensure timely completion of the MAHSR Project. The Committee also desire the Ministry to address potential bottlenecks, such as delays in utility shifting and construction challenges, to avoid cost overruns and ensure the project stays on track. To support the long-term sustainability of high-speed rail operations, the Committee desire that indigenous manufacturing of Shinkansen technology components under the Make-in-India initiative be expanded. Additionally, the Ministry should prioritize the development of a skilled workforce by scaling up training programs at HSRTI Vadodara and leveraging international expertise. For upcoming HSR projects, the Committee recommend that feasibility studies be conducted, innovative financing models may be explored, and funding may be secured before sanctioning new corridors. Further, the Committee desire that the Ministry should focus on completing the MAHSR Project as a benchmark for future high-speed rail initiatives in India.

NATIONAL RAIL PLAN

17. The Committee note that Railways have prepared a National Rail Plan to develop a 'future-ready' railway system through extensive infrastructure augmentation, with a focus on increasing freight traffic to 3000 MT and passenger traffic to 10 billion by 2030, while segregating freight and passenger services via Dedicated Freight Corridors (DFCs). The Committee observe that key enhancements include raising freight train speeds to 100 kmph, expanding rail connectivity to industrial hubs, ports, and mines, introducing high-capacity rolling stock and powerful locomotives, and increasing passenger train speeds to 160-200 kmph with the gradual replacement of long-distance coaches by high-speed train sets, thereby reducing travel time by 20-25%. The Committee further note that other initiatives include expanding the railway network to 72,000 route km, redeveloping 1337 stations under the Amrit Bharat Scheme, operationalizing India's first high-speed rail between Mumbai and Ahmedabad, eliminating manned level crossings, installing the KAVACH safety system, and implementing predictive maintenance. Sustainability goals include achieving 100% electrification, net-zero carbon emissions by 2030, and introducing over 50 hydrogen-powered trains. The Committee urge the Ministry to prioritize freight optimization by enhancing last-mile connectivity and incentivizing industries to shift to rail transport. The Committee emphasize the need for rapid deployment of KAVACH safety systems and predictive maintenance to enhance operational efficiency and safety. Additionally, the Committee highlight the importance of Public-Private Partnerships (PPP) in ensuring financial sustainability for station modernization, freight terminals, and hydrogen-powered trains, as well as in adopting energy-efficient technologies to achieve net-zero emissions. The Committee recommend the Ministry to ensure optimum budget allocation in tune with targets set in the National Rail Plan, timely execution of infrastructure projects including DFCs, development of high-speed rail network and station redevelopment, with a robust monitoring framework to track progress effectively.

TRAINING/HUMAN RESOURCE DEVEOPMENT

18. The Committee note that the plan outlay for Training and Human Resource Development (HRD) in 2025-26 has been kept at Rs. 301 crore. In 2024-25, the actual expenditure was Rs. 133.50 crore (upto December, 2024) against the Revised Estimate (RE) of Rs. 197.52 crore, while in 2023-24, the actual expenditure stood at Rs. 101.93 crore against an RE of Rs. 242 crore. Under the Rashtriya Rail Sanraksha Kosh (RRSK), the gross expenditure on Training/HRD works at the RE stage in 2024-25 was Rs. 146.96 crore, whereas the Budget Estimate (BE) for 2025-26 is Rs. 185 crore.The Committee acknowledge the ongoing training programs as essential for developing a skilled workforce to manage and maintain High-Speed Rail (HSR) operations, with specialized training already in progress in Japan. Additionally, training for other O&M staff is being conducted by the trained core O&M personnel at the High-Speed Rail Training Institute (HSRTI) in Vadodara. As the Indian Railways undergoes a critical transition phase with the adoption of new technologies, the Committee desire the Ministry for optimum utilization of allocated funds. The Committee also desire the Ministry to equip railway personnel with up-to-date skills and knowledge and enable them to handle the complexities of modern railway operations, ensuring a competent and efficient workforce to enhance safety and operational efficiency. The Committee recommend the Railways to formulate comprehensive training programs incorporating advanced teaching methodologies and designing futuristic training modules. Furthermore, the Committee urge the Ministry to collaborate with premier training institutes in India and abroad to provide world-class training, ensuring that railway personnel are well-equipped to meet emerging challenges and technological advancements in the sector.

RAILWAY RESEARCH

19. The Committee note that budget estimates for Railway Research for year 2025-26 has been kept at Rs. 60.60 Crore at BE stage. The Committee further note that the Railways have been unable to utilize the allocated funds for research during the past three years despite the budget allocation being conservative. Against Revised

Estimates of 107 Crore in 2022-23, 67 Crore in 2023-24 and Rs. 72.01 Crore in 2024-25, the actual expenditure was Rs. 39.12 Crore, Rs. 28.33 Crore and Rs. 27.17 Crore (till December, 2024) respectively. The Committee in their first Report on Demands for Grants (2024-25) had recommended the Ministry to take urgent steps to increase the scope of its Research & Development activities to ensure the modernisation and assimilation of latest technologies in Indian Railways. The Committee considered Research & Development a crucial and strategic investment for the long-term modernization of Railways, essential for enhancing operational efficiency, ensuring safety and fostering technological self-reliance. Therefore, the Committee reaffirm their earlier recommendation and urge the Ministry to effectively utilize the allocated funds to achieve the desired objectives besides recognizing research as a long term crucial investment for modernization of Indian Railways thereby augmenting its allocation in Railway Research.

New Delhi;
07 March, 2025
16 Phalguna, 1946 (Saka)

DR. C.M. RAMESH
Chairperson
Standing Committee on Railways

ANNEXURE-I

MINUTES OF THE NINTH SITTING OF THE STANDING COMMITTEE ON RAILWAYS (2024-25)

The Committee met on Tuesday, the 25th February, 2025 from 1500 hrs. to 1630 hrs. in Committee Room 'C', Parliament House Annexe, New Delhi.

PRESENT

Dr. C.M. Ramesh – Chairperson

MEMBERS

LOK SABHA

2. Shri Damodar Agrawal
3. Shri T.R. Baalu
4. Shri Ummeda Ram Beniwal
5. Shri Chhotelal
6. Smt. Sangeeta Kumari Singh Deo
7. Shri Kaushalendra Kumar
8. Shri Balabhadra Majhi
9. Shri Khagen Murmu
10. Adv. Adoor Prakash
11. Shri Awadhesh Prasad
12. Shri Sudama Prasad
13. Shri M K Raghavan
14. Dr. Swami Sachidanand Hari Sakshi
15. Dr. Bhola Singh
16. Shri Gopal Jee Thakur
17. Shri Vijayakumar Alias Vijay Vasanth

RAJYA SABHA

18. Dr. Sarfraz Ahmad
19. Shri Subhasish Khuntia
20. Dr. K. Laxman
21. Shri Mukul Balkrishna Wasnik

SECRETARIAT

1.	Smt. Suman Arora	-	Additional Secretary
2.	Md. Aftab Alam	-	Director
3.	Smt. Savdha Kalia	-	Deputy Secretary

REPRESENTATIVES OF THE MINISTRY OF RAILWAYS (RAILWAY BOARD)

1.	Ms. Roopa Srinivasan	Member(Finance) Railway Board & Ex. -officio Secretary to the Government of India
2.	Shri Naveen Gulati	Member(Infrastructure) Railway Board & Ex. -officio Secretary to the Government of India
3.	Shri Braj Mohan Agrawal	Member(Traction & Rolling Stock) Railway Board & Ex. -officio Secretary to the Government of India
4.	Shri Hitendra Malhotra	Member(Operation & Business Development) Railway Board & Ex. -officio Secretary to the Government of India
5.	Ms. Manjusha Jain	Additional Member/ Budget, Railway Board
6.	Shri Rajeev Kumar	Additional Member/ Railway Store, Railway Board
7.	Shri Pranai Prabhakar	Principal Executive Director/Infra, Railway Board
8.	Shri Sanjay Mishra	Principal Executive Director/Safety, Railway Board

2. At the outset, the Chairperson welcomed the representatives of the Ministry of Railways (Railway Board) to the sitting of the Committee. The Chairperson then informed that the meeting has been convened to examine the Demands for Grants (2025-26) of the Ministry of Railways. He also drew the officials' attention to the provisions of Direction 55 of the Directions by the Speaker, Lok Sabha emphasizing that the proceedings must be treated as confidential.

3. Thereafter, a brief presentation about the salient features of the Railway budget was made by the representative of the Railway Board on 'Demands for Grants (2025-26) of the Ministry of Railways'. During the presentation, the Committee learned about the Railway Budget's key areas viz. capital investment, capacity and safety funding, and 2025-26 plans. They were also informed about new initiatives like the Amrit Bharat Trains, expansion of Vande Bharat sleepers and the Namo Bharat Rapid Rail. The presentation concluded with updates on Amrit Bharat Station Scheme progress and the KAVACH safety system rollout.

4. The Committee, then, sought certain clarifications on the issues related to the Demands for Grants (2025-26) of Ministry of Railways. The representatives of the Railway Board replied to some of the queries. The Chairperson thanked the representatives of the Railway Board for appearing before the Committee as also for providing valuable information. The Chairperson also directed the Ministry to provide written replies to the queries in respect of which the information was not readily available, at the earliest. The evidence then concluded.

5. A copy of verbatim record of the proceedings of the Committee has been kept.

The witnesses then withdrew.

The Committee then adjourned.

ANNEXURE-II

MINUTES OF THE TENTH SITTING OF THE STANDING COMMITTEE ON RAILWAYS (2024-25)

The Committee met on Friday, the 7th March, 2025 from 1100 hrs. to 1130 hrs. in Committee Room No. 2, Parliament House Annexe Extension, New Delhi.

PRESENT

Dr. C.M. Ramesh – Chairperson

MEMBERS

LOK SABHA

2. Shri Damodar Agrawal
3. Shri T.R. Baalu
4. Shri Khagen Murmu
5. Shri Sudama Prasad
6. Dr. Swami Sachidanand Hari Sakshi
7. Dr. Bhola Singh
8. Shri Gopal Jee Thakur
9. Shri Vijayakumar Alias Vijay Vasanth

RAJYA SABHA

10. Shri Subhasish Khuntia
11. Dr. K. Laxman
12. Shri Sandeep Kumar Pathak

SECRETARIAT

1. Md. Aftab Alam - Director
2. Smt. Savdha Kalia - Deputy Secretary

2. At the outset, the Chairperson welcomed the Members to the sitting of the Committee. Thereafter, the Committee took up for consideration the following draft Reports :-

(i) ***** ***** ***** *****

(ii) Demands for Grants (2025-26) of the Ministry of Railways.

The Committee adopted the above-mentioned Reports without any modifications.

3. The Committee authorized the Chairperson to finalize and present the Reports to the Parliament.

4. ***** ***** ***** *****.

The Committee then adjourned.

*** Note related to the Report**