

**10**

**STANDING COMMITTEE ON RAILWAYS (2025-26)  
EIGHTEENTH LOK SABHA**

**MINISTRY OF RAILWAYS  
(RAILWAY BOARD)**

**[Action taken by the Government on the Observations/  
Recommendations contained in the 8<sup>th</sup> Report of the Standing  
Committee on Railways (Eighteenth Lok Sabha) on 'Demands for  
Grants (2026-2027) of the Ministry of Railways']**

**TENTH REPORT**



**LOK SABHA SECRETARIAT  
NEW DELHI**

**AUGUST, 2026/SRAVANA, 1948 (SAKA)**

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**(2025-26)**

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Committee on Railways (Eighteenth Lok Sabha) on 'Demands for  
Grants (2026-2027) of the Ministry of Railways']**

**Presented to Lok Sabha on 10.08.2026**

**Laid in Rajya Sabha on 10.08.2026**



**LOK SABHA SECRETARIAT**  
**NEW DELHI**

**AUGUST, 2026/SRAVANA, 1948 (SAKA)**

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## COMPOSITION OF STANDING COMMITTEE ON RAILWAYS (2025-26)@

**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. Alka Gurjar<sup>\$</sup>
23. Shri Rajendra Hiralal Jain<sup>\$</sup>
24. Shri Mansoor Ali Khan<sup>\$</sup>
25. Shri Subhasish Khuntia
26. Shri Upendra Kushwaha<sup>#</sup>
27. Dr. K. Laxman
28. Shri Khiru Mahto
29. Shri Dilip Kumar Ray<sup>\$</sup>
30. Shri Meda Raghunadha Reddy
31. Smt. Sadhna Singh

.....  
@ Constituted w.e.f. 26.09.2025 *vide* Lok Sabha Bulletin Part II No. 3290 dated 01.10.2025.

\* Dr. Fauzia Khan retired w.e.f. from 02.04.2026.

# Shri Upendra Kushwaha retired w.e.f. 09.04.2026 and renominated w.e.f. 03.06.2026.

^ Shri Narhari Amin and Dr. Sumer Singh Solanki retired w.e.f. 21.06.2026.

\$ Dr. Alka Gurjar, Shri Rajendra Hiralal Jain & Shri Dilip Kumar Ray nominated to the Committee, and Shri Mansoor Ali Khan nominated vice Shri Mukul Wasnik, w.e.f. 23.07.2026 (LS Bulletin Part II No. 5724 dated 24.07.2026).

## **LOK SABHA SECRETARIAT**

- |    |                       |   |                             |
|----|-----------------------|---|-----------------------------|
| 1. | Shri Dhiraj Kumar     | - | Joint Secretary             |
| 2. | Md. Aftab Alam        | - | Director                    |
| 3. | Smt. Savdha Kalia     | - | Deputy Secretary            |
| 4. | Shri Ram Sharan Yadav | - | Assistant Executive Officer |

## INTRODUCTION

I, the Chairperson, Standing Committee on Railways (2025-26), having been authorized by the Committee, present this Tenth Report on Action Taken by the Government on the Observations/Recommendations of the Committee contained in their Eighth Report (Eighteenth Lok Sabha) on 'Demands for Grants (2026-2027) of the Ministry of Railways'.

2. The Eighth Report was presented to the Lok Sabha and laid in the Rajya Sabha on 10.03.2026. The Report contained 17 Observations/Recommendations. The Ministry of Railways furnished Action Taken Notes on all the Observations/Recommendations contained in the Report on 03.07.2026.

3. The Committee considered and adopted the Draft Action Taken Report at their sitting held on 06.08.2026. The minutes of the sitting are given in **Annexure**.

4. For facility of reference and convenience, the Observations and Recommendations of the Committee have been printed in bold letters.

New Delhi;  
**06 August, 2026**  
15 Sravana, 1948 (Saka)

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

## **CHAPTER - I**

### **REPORT**

This Report deals with the action taken by the Government on the Observations/ Recommendations of the Committee contained in their Eighth Report (18<sup>th</sup> Lok Sabha) on 'Demands for Grants (2026-27) of the Ministry of Railways'.

2. The Eighth Report was presented to the Lok Sabha/laid in Rajya Sabha on 10<sup>th</sup> March, 2026. It contained 17 Observations/Recommendations. Replies of the Government in respect of all the Recommendations have been received and are categorized as under: -

- (i) Observations/Recommendations which have been accepted by the Government:-  
**Rec. Para Nos. 1 to 17**

**Chapter-II**  
**Total: 17**  
**Percentage:100**

- (ii) Observations/recommendations which the Committee do not desire to pursue in view of the Government's replies: -

**NIL**

**Chapter-III**  
**Total: 00**  
**Percentage:00**

- (iii) Observations/recommendations in respect of which replies of the Government have not been accepted by the Committee and which require reiteration: -

**NIL**

**Chapter-IV**  
**Total: 00**  
**Percentage:00**

- (iv) Observations/recommendations in respect of which final replies are still awaited:

**NIL**

**Chapter-V**  
**Total: 00**  
**Percentage:00**

**3. The Committee trust that utmost importance will be given to the implementation of the Observations/Recommendations accepted by the Government. The Committee desire that Action Taken Notes in respect of Observations/Recommendations contained in Chapter-I of this Report be furnished to them at the earliest but not later than three months of the presentation of this Report.**

**4. The Committee will now deal with some of their earlier Observations/Recommendations which either require reiteration or merit further comments.**

#### **Recommendation (Para No. 4)**

#### **EXTRA BUDGETARY RESOURCES (EBR)**

5. The Committee observed that resource generation through Extra Extra Budgetary Resources (Public Private Partnership) over the past few years has met or surpassed the targets. The Committee noted that internal revenue generation has remained largely stagnant in recent years, necessitating reliance on GBS in addition to EBR for financing ongoing and expansion projects. While appreciating the Ministry for having exercised financial prudence by limiting borrowings under EBR in order to avoid additional lease liabilities and prioritizing GBS to augment capacity without increasing repayment burdens, the Committee recommended the Ministry to adopt a calibrated and project-specific approach towards PPP-based investments, ensuring that critical and capacity-enhancement projects are not delayed due to funding constraints. The Committee noted and appreciated the renewed focus of Indian railways on attracting private investments via different models, the results of which shall be visible in coming years. The Committee therefore desired the Ministry to identify commercially viable and revenue-generating projects for private participation, explore the feasibility of evolving appropriate risk-sharing mechanisms to safeguard the interests of private investors, and streamline approval and regulatory processes to attract credible private investment.

6. In their Action Taken Replies furnished to the Committee, the Ministry of Railways have stated as follows:

Ministry of Railways has formulated a Participative Policy, 2012 to encourage the private participation in developing rail connectivity by associating strategic partners and other investors. The policy encompasses five Public Private Partnership models such as Non-Government Rail (NGR), Joint Venture (JV), Customer funded model, BOT and BOT-annuity models. State Governments/Local bodies may also participate as potential stakeholder for the development of new lines/gauge conversion project under the participative policy of MoR. Realizing the need to attract more PPP projects in the railways, the Board has decided to add two more models, i.e. Development Partner (DPM) and Hybrid Annuity (HAM).

So far, 18 projects of Rs. 16,686 crore have been completed through PPP model. 7 projects of Rs.16,362 crore are under implementation including coal connectivity and port connectivity projects.

Further, Ministry of Railways has included 54 projects in the PPP Project Pipeline for execution under PPP mode. The details of the projects areas under.

| S.N. | Name of Project                                  | TPC (₹ Cr) | Project Status | Likely Bid   |
|------|--------------------------------------------------|------------|----------------|--------------|
| 1    | Godda–Pakur/Nagarnabi new line (ER)              | 4,165      | DPR prepared   | 2027-28 (Q4) |
| 2    | Haridaspur–Paradip doubling (ECoR)               | 2,281      | DPR prepared   | 2027-28 (Q2) |
| 3    | Shivpur–Kathautia doubling (ECR)                 | 717        | DPR prepared   | 2027-28 (Q3) |
| 4    | Balaram–Putagadia–Tentuloi new line (ECoR)       | 1,404      | DPR prepared   | 2027-28 (Q2) |
| 5    | Luburi–Tentuloi–Budhapank new line (ECoR)        | 3,943      | DPR prepared   | 2027-28 (Q4) |
| 6    | Tikiri–Kutrumali new line (ECoR)                 | 1,151      | DPR prepared   | 2027-28 (Q4) |
| 7    | Surat (Gothangam)–Hazira new line (WR)           | 2,553      | DPR prepared   | 2027-28 (Q4) |
| 8    | Manuguru–Ramagundam new line (SCR)               | 4,014      | DPR prepared   | 2027-28 (Q3) |
| 9    | Jajpur–Keonjhar Road–Dhamra Port new line (ECoR) | 2,987      | DPR prepared   | 2027-28 (Q4) |

|    |                                         |       |                       |              |
|----|-----------------------------------------|-------|-----------------------|--------------|
| 10 | Guntakal–Wadi 3rd & 4th line (SCR)      | 4,364 | DPR prepared          | 2027-28 (Q4) |
| 11 | Guntakal–Ballari 3rd & 4th line (SCR)   | 1,264 | DPR prepared          | 2027-28 (Q3) |
| 12 | Hospete–Ballari 3rd & 4th line (SWR)    | 2,150 | DPR prepared          | 2027-28 (Q4) |
| 13 | Cuttack–Badabanda 3rd & 4th line (ECoR) | 2,285 | DPR prepared          | 2027-28 (Q4) |
| 14 | Gamaria–Chandil 3rd & 4th line (SER)    | 1,167 | DPR prepared          | 2027-28 (Q4) |
| 15 | Angul–Sukinda doubling (ECoR)           | 1,626 | DPR prepared          | 2027-28 (Q4) |
| 16 | Gadchiroli–Sirpur new line (SECR)       | 4,342 | DPR under preparation | 2028-29 (Q3) |
| 17 | Itarsi–Manikpur 3rd line (WCR)          | 9,562 | DPR prepared          | 2027-28 (Q4) |
| 18 | Champa–Korba 3rd line (SECR)            | 755   | DPR prepared          | 2027-28 (Q4) |
| 19 | Gondia–Nagpur 4th line (SECR)           | 3,838 | DPR under preparation | 2028-29 (Q4) |
| 20 | Uslapur–Pendra Rd 3rd line (SECR)       | 1,279 | DPR prepared          | 2027-28 (Q4) |
| 21 | Adilabad–Gadchandur new line (SCR)      | 979   | DPR under preparation | 2028-29 (Q4) |
| 22 | Bhadrak–Haridaspur 4th line (ECoR)      | 1,583 | DPR prepared          | 2027-28 (Q2) |
| 23 | Haridaspur–Vizianagaram 4th line (ECoR) | 8,321 | DPR under preparation | 2028-29 (Q3) |
| 24 | Surendranagar–Pipavav doubling          | 4,000 | DPR prepared          | 2027-28 (Q3) |
| 25 | Vijayawada Station Redevelopment        | 742   | Bid invited           | Nov-25       |
| 26 | Avadi Station Redevelopment             | 127   | DPR under preparation | May-26       |
| 27 | Tambaram Station Redevelopment          | 420   | DPR under preparation | Jun-26       |
| 28 | Andheri Station Redevelopment           | 1,057 | DPR under preparation | Nov-26       |
| 29 | Bengaluru Station Redevelopment         | 850   | DPR under preparation | Dec-26       |
| 30 | Kalyan Station Redevelopment            | 504   | DPR under preparation | Feb-27       |
| 31 | Chennai Central Station Redevelopment   | 500   | DPR under preparation | Apr-27       |

|    |                                            |        |                       |            |
|----|--------------------------------------------|--------|-----------------------|------------|
| 32 | Dadar Station Redevelopment                | 400    | DPR under preparation | Mar-27     |
| 33 | Coimbatore Station Redevelopment           | 400    | DPR under preparation | Dec-26     |
| 34 | Bhopal Station Redevelopment               | 400    | DPR under preparation | Feb-27     |
| 35 | Vadodara Station Redevelopment             | 300    | DPR under preparation | Jun-27     |
| 36 | Gati Shakti Cargo Terminals (65 locations) | 4,550  | IPA given             | 2025-26    |
| 37 | Gati Shakti Cargo Terminals (50 locations) | 3,675  | IPA given             | 2026-27    |
| 38 | Gati Shakti Cargo Terminals (40 locations) | 3,086  | IPA given             | 2027-28    |
| 39 | Wagon induction – private (50 rakes)       | 1,100  | In progress           | 2025-26    |
| 40 | Wagon induction – private (40 rakes)       | 924    | Pre-DPR               | 2026-27    |
| 41 | Wagon induction – private (30 rakes)       | 728    | Pre-DPR               | 2027-28    |
| 42 | Container rakes – private (36 rakes)       | 576    | In progress           | 2025-26    |
| 43 | Container rakes – private (30 rakes)       | 480    | Pre-DPR               | 2026-27    |
| 44 | Container rakes – private (25 rakes)       | 400    | Pre-DPR               | 2027-28    |
| 45 | Manufacturing of 100 MEMU rakes, Kazipet   | 8,200  | Pre-DPR               | Mar-27     |
| 46 | Locomotive mega maintenance depots (8)     | 9,600  | Pre-DPR               | Dec-27     |
| 47 | Trainset maintenance depots (7)            | 21,000 | Pre-DPR               | Dec-27     |
| 48 | Wagon maintenance depots (16)              | 6,400  | Pre-DPR               | Dec-27     |
| 49 | 1000 MW RTC Renewable Power                | 20,000 | Bids finalised        | Dec-25     |
| 50 | 800 MW Solar Power Madhogarh & Orai        | 4,800  | Bids to be invited    | Mar-26     |
| 51 | 500 MW Solar Power Pavagada                | 3,000  | 400 MW commissioned   | PPA May-22 |
| 52 | 800 MW Thermal Power Nabinagar             | 10,900 | Pre-DPR               | Jun-27     |
| 53 | 400 MW Hydro Power Anjaw                   | 4,800  | Pre-DPR               | Dec-26     |

|    |                                     |                 |               |                             |
|----|-------------------------------------|-----------------|---------------|-----------------------------|
| 54 | Budget Hotel at Kevadia,<br>Gujarat | 53              | Bid finalised | Construction<br>in progress |
|    | <b>TOTAL</b>                        | <b>1,80,703</b> |               |                             |

7. The Committee appreciate the initiatives taken by the Ministry to broaden Public-Private Partnership (PPP) models through the introduction of the Development Partner Model (DPM) and Hybrid Annuity Model (HAM), in addition to the existing PPP frameworks and note the inclusion of various projects in the PPP Project Pipeline, reflecting sustained efforts to enhance private sector participation in railway infrastructure. The Committee are of the view that these initiatives have the potential to significantly augment investment to support capacity expansion across the railway network. However, the Committee reiterate the need to streamline and simplify approval and regulatory processes and to evolve balanced risk-sharing mechanisms that strengthen investor confidence while safeguarding the long-term financial interests of Indian Railways. The Committee, therefore, feel the need to establish a dedicated monitoring framework for timely resolution of contractual, regulatory, financial and implementation-related bottlenecks so that projects progress as per schedule. The Ministry may consider to undertake periodic and model-specific evaluation of the performance of various PPP models, identify best practices emerging from successful projects, and suitably incorporate such practices across other PPP models to improve their commercial viability and overall effectiveness in mobilising private investment. The Committee also emphasize the need to encourage greater participation of State Governments and Local Bodies in the development of new lines and gauge conversion projects under the participative policy of the Ministry of Railways. As these entities have a shared interest in regional development rather than purely commercial viability therefore their involvement shall facilitate resolution of issues relating to land acquisition, statutory clearances and utility shifting, thereby contributing to the timely execution of such projects.

## **Recommendation (Para No. 6)**

### **EXPENDITURE AND OPERATING RATIO (OR)**

8. The Committee noted that the revenue expenditure of Indian Railways has increased substantially over the years. However, the Committee appreciated the proactive steps being taken by Indian railway by adopting the two-pronged approach of increasing revenue and reducing expenditure and recommended that sustained efforts be made to reduce Ordinary Working Expenses by promoting energy efficiency, expanding the use of predictive and technology-driven maintenance systems including AI system to minimize repair and breakdown costs, and strengthening skill development initiatives to enhance workforce productivity and operational efficiency. The Committee further observed that the Railways have taken several initiatives to improve the Operating Ratio. The Committee also noted that from the year 2022-23, the Railways Operating Ratio has continuously been above 98% besides showing an upward trend. Therefore, the Committee desired the Ministry to boost freight revenue through better utilization of DFCs and expansion into non-bulk cargo, strengthening non-fare revenue through structured asset monetization, station redevelopment and commercial use of railway land. The Committee emphasized timely completion of capacity augmentation projects to avoid cost overruns and need for linking capital investment to measurable revenue outcomes to ensure sustainable financial improvement.

9. In their Action Taken Replies furnished to the Committee, the Ministry of Railways have stated as follows:

“1. **Measures to increase freight revenue and traffic revenue:** To increase the revenue, the following measures have been taken to increase capacity and hence revenue:

- Removing bottlenecks in operations by yard remodelling, construction of bypass/chord lines, rail flyovers etc.
- The construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 Km) and

the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 Km). The work on both EDFC and WDFC has been completed.

- Indian Railways has taken up electrification of Railway lines in a mission mode. So far, about 99.4% of Broad Gauge (BG) network has been electrified.
- Procurement of Wagons and Locomotives: To increase freight carrying capacity, large numbers of IR wagons have been procured and locomotives have been manufactured. During 2014 to 2025, about 2 lakh wagons have been procured and more than 10,000 locomotives have been added for increasing freight loading and mobility.
- Industry participation in investment in General Purpose Wagons, Special Purpose/High-Capacity wagons and Automobile carrier wagons for cement, oil, steel, fly-ash, automobile etc. So far, around 250 rakes of special purpose wagons, 385 rakes of general-purpose wagons and 51 rakes of automobile wagons have been inducted.
- Policy on Bulk Cement Handling Terminals: A dedicated policy has been issued to promote bulk movement of cement through rail by facilitating development of specialized terminals and deployment of suitable wagons. This is expected to improve logistics efficiency, reduce handling costs, and enhance rail share in cement transportation.
- For asset monetisation, the Gati Shakti Multi-Modal Cargo Terminal (GCT) Policy has been launched to promote private participation in development of cargo terminals. So far, 128 GCTs have been commissioned and further in-principle approvals (IPAs) for 292 more locations have been given.
- Development of cargo related facilities on Railway land: Long-term leasing (25 years, extendable up to 50 years) of spare railway land has been permitted for development of logistics infrastructure such as warehouses, processing units, and aggregation facilities through a competitive bidding process. This enables better asset utilisation and generates non-fare revenue. The guidelines have been framed under schedule '3' of GCT Policy.

- Rail Parcel App: An app-based platform for Railways' parcel logistics has been launched by South Central Railway on 25.02.2026, on pilot project basis at 17 locations across 7 cities viz. Hyderabad, Vishakhapatnam, Vijaywada, Guntur, Rajahmundry, Bengaluru & Chennai, for a period of 01 year from the date of implementation. The app enables a seamless, end-to-end service by delivery partners through online booking and digital payments at the convenience of the customers obviating the need of bringing the parcels physically to the Railway premises and the associated paper work. It is further planned to introduce the App on pan-India basis shortly.
- Door-to-Door services - CONCOR, a PSU under Ministry of Railways is also providing Door-to-Door parcel services by utilizing the JPP-RCS over Delhi-Kolkata and Mumbai-Kolkata sectors. CONCOR is also providing Door-to-Door logistics under a pilot project at Sonik Goods shed.
- Ensuring increased availability of rakes/wagons against demand.
- Use of Information Technology in freight operations to improve monitoring and utilization of assets.
- Induction of higher horse power locomotives.
- Improvement in maintenance practices of wagons and locomotives resulting in increased availability of loco and rolling stock for traffic use.
- Improvement in track and signalling standards to carry higher volume of traffic.
- Training of staff and officers to adopt the new technology and management practices.
- Commercial development of vacant railway land by RLDA.

As a result of all these measures, Railways achieved a loading of 1668 MT in 2025-26 thus becoming 2<sup>nd</sup> largest freight carrier railway in the world.

Various steps have been taken to increase non-fare revenue of Indian Railways, such as entrustment of Integrated Station Facility Management (ISFM) to RLDA and Zonal Railways at re-developed stations for improved station management, identification and optimum utilization of Out of Home Advertisement (OOHA) and Rail Display Network (RDN) Assets, allowing Zonal Railways to set up Premium Brand Outlets, awarding of various new innovative contracts by Zonal Railways under New,

Innovative Non-Fare Revenue Ideas Scheme (NINFRIS), etc. Railways earned Rs. 712 cr from Advertisement and Publicity in 2025-26.

In addition to the above, Indian Railways is also undertaking concerted efforts to enhance non-fare revenue through monetization of land assets, primarily via the Rail Land Development Authority (RLDA). Key initiatives include optimal utilization of railway land through integrated master planning of railway colonies, identification of surplus land parcels for commercial development and redevelopment of railway stations by leveraging built-up area and airspace.

Further, planning approaches such as Transit Oriented Development (TOD) and development of Multi-Modal Transport Hubs (MMTH) are being adopted, wherever feasible, to unlock additional development potential and enhance commercial viability of projects.

Efforts are also being made to identify land parcels with high commercial potential and to structure projects in a manner that attracts private sector participation through transparent and competitive processes, while ensuring long-term value realization for Indian Railways. In addition, policy frameworks and approval processes have been streamlined to facilitate faster implementation of such projects.

These initiatives are aimed at sustainable and market-driven enhancement of non-fare revenue, in alignment with the objective of optimal assets utilization and revenue generation for Indian Railways. By virtue of these efforts, Railways earned Rs. 2763 cr. from land related items in 2025-26 and Railways Sundry revenue (Non-Fare Revenue) has increased to Rs. 12388.73 cr. in 2025-26 which was only Rs. 6067.96 cr. in 2021-22.

To improve Operating Ratio and Net Revenue, Railway is also taking various steps to optimize revenue expenditure as given below:-

- Rigorous monitoring of expenditure w.r.t. the monthly budget proportions based on Spending Limits.
- Optimizing expenditure in areas such as contractual payment, overtime allowance, purchase of material etc.
- Progressive electrification and reduction in expenditure under HSD oil, optimizing the fuel consumption, Energy Audit, etc.

- Improvement in inventory management
- Prioritization of expenditure on works for better use of available resources.
- Better asset utilization.
- Improving staff productivity by better man-power planning.

Due to the above measures, Indian Railway generated a surplus of Rs. 2,461 cr. (provisional) in 2025-26 after meeting all the operational expenditure including pension and Operating Ratio was 98.31% against RE target of 98.82%.

**Skill Development Initiatives:** Indian Railways have taken several measures to enhance work productivity, motivation and professional competencies of railway employees through structured capacity building and advanced training. Capacity building and skill upgradation are continuous and institutionalized processes supported by a well-established training framework across Indian Railways.

2. Indian Railways have developed a comprehensive training ecosystem providing training interventions at various stages of the career to ensure skilling, re-skilling and up-skilling of employees. For this purpose, extensive training infrastructure has been created in the form of Centralised Training Institutes (CTIs), Multi-disciplinary Zonal Training Institutes (MDZTIs), Multi-disciplinary Divisional Training Institutes (MDDTIs) and specialised training centres, which conduct induction, refresher, promotional and technical training programmes at different stages of service.

3. Training modules are designed to strengthen employees' competencies and equip railway personnel with the skills required for modern, technology-intensive railway operations. These modules are also periodically updated to incorporate new technologies in railway operations and maintenance.

4. Specialised initiatives such as the Centre of Excellence on Kavach at IRISSET, courses on emerging technologies (including Data Science, AI applications, Big Data Analytics, Block chain, and Cloud Computing, etc.) in collaboration with C-DAC, and Mission Rail Karmayogi for behavioural and service-orientation training of frontline staff further contribute to improving productivity and efficiency. Employees are also encouraged to undertake online learning through digital platforms such as the iGOTKarmayogi portal for continuous up-skilling and re-skilling. In addition, motivational and wellness initiatives, including yoga sessions, physical fitness activities

2024/E(Trg)/41/18 I/3152869/2026 and stress-management programmes during training and at workplaces, are promoted to enhance employee well-being and morale.

5. Through sustained investment in people and infrastructure, IR is always committed to develop a skilled, adaptive, and technology-driven workforce capable of meeting the growing demands of safe, efficient, and modern railway operations.”

**10. The Committee note the comprehensive measures initiated by the Ministry to augment freight and non-fare revenue, optimize expenditure, expand capacity through Dedicated Freight Corridors and cargo terminals, asset monetization and commercialization of railway land, besides strengthening workforce skills through various capacity-building programmes. The Committee also note that these measures have enabled Indian Railways to achieve an Operating Ratio, marginally better than the revised estimate of the year 2025-26. While appreciating these efforts, the Committee observe that the Operating Ratio continues to remain at a relatively high level, indicating the need for sustained improvement in operational efficiency and financial performance. The Committee, therefore, emphasize the need to explore the feasibility to develop a zone-wise and business-segment-wise performance monitoring framework with clearly defined annual targets for freight and traffic revenue, energy consumption, asset utilization and non-fare revenue generation, so that best-performing practices can be identified and replicated across the railway network. The Ministry may consider to institutionalize periodic outcome assessment of major capacity augmentation and asset monetization initiatives, including Dedicated Freight Corridors, Gati Shakti Cargo Terminals and station redevelopment projects, to evaluate whether the anticipated traffic, revenue and efficiency gains are being realized and to take timely corrective measures wherever required. The Ministry may also consider to take concerted measures to enhance industry participation in investment across various types of wagons and expedite the completion of Gati Shakti Multi-Modal Cargo Terminals for which in-principle approvals have already been granted. The Committee are of the view that timely implementation of these initiatives would facilitate a sustainable reduction in the Operating Ratio over the coming years.**

## **Recommendation (Para No. 8)**

### **NEW RAILWAY LINES**

11. The Committee commended Indian Railways for the successful completion of the Udhampur–Srinagar–Baramulla Rail Link (272 km), providing seamless and all-weather connectivity to the Kashmir Valley and the Bhairabi–Sairang (51.38 km) line connecting Aizawl in Mizoram, thereby strengthening national integration and providing access to remote regions. While acknowledging that projects are executed zone-wise and obtaining necessary clearances along with timely land acquisition by State Governments is a critical factor, the Committee recommended a structured mechanism incorporating improved project planning and monitoring, parallel processing of approvals and clearances, prioritization of high-impact connectivity projects, focused execution of corridors with economic impact and seamless financing to ensure timely completion/achievement of targets established. The Ministry may also study the applicability of the model of National Highways Authority of India (NHAI) on project execution and PPP models in planning and undertaking key railway projects for new tracks including Dedicated Freight Corridors (DFCs) and High-Speed Rail corridors. The Committee further desired the Ministry to adopt a targeted and scientific approach for systematic consideration of proposals for new railway lines received from State Governments, Central Ministries, public representatives, as well as those arising from Railways own operational requirements. While examining such proposals, due weightage may be accorded to factors such as traffic projections, bridging of missing links, provision of alternate routes and augmentation of congested or saturated corridors.

12. In their Action Taken Replies furnished to the Committee, the Ministry of Railways have stated as follows:

“Capacity enhancement of railway network has been taken up by Indian Railways in a big way during last 11 years. The details of commissioning/laying of new track across Indian Railways is given below:-

| <b>Period</b> | <b>New track Commissioned</b> | <b>Average commissioning of new tracks</b> |
|---------------|-------------------------------|--------------------------------------------|
| 2009-14       | 7,599 Km                      | 4.2 Km/day                                 |
| 2014-25       | 34,428 Km                     | 8.6 Km/day (more than 2 times)             |

As on 01.04.2025, across Indian Railways, 431 Railway infrastructure projects (154 New Line, 33 Gauge Conversion and 244 Doubling) of total length 35,966 Km, costing approx. ₹6.75 lakh crore are sanctioned. The summary is as under:-

| <b>Category</b>          | <b>No of Projects</b> | <b>Total Length NL/GC/DL (km)</b> | <b>Length Commissioned till Mar'25 (Km)</b> | <b>Total Exp upto Mar'25 (₹in Crore)</b> |
|--------------------------|-----------------------|-----------------------------------|---------------------------------------------|------------------------------------------|
| New Lines                | 154                   | 16,142                            | 3,036                                       | 1,45,318                                 |
| Gauge Conversion         | 33                    | 4,180                             | 2,997                                       | 22,753                                   |
| Doubling / Multitracking | 244                   | 15,644                            | 6,736                                       | 1,22,858                                 |
| Total                    | 431                   | 35,966                            | 12,769                                      | 2,90,929                                 |

For monitoring of sanctioned projects, Indian Railways has developed a portal - Indian Railways Projects Sanctions & Management (IRPSM). Regular data feeding on IRPSM is ensured for close monitoring of projects. Integration of IRPSM with other portals such as PMG, IIG etc. through APIs has also been taken up to ensure single source of data entry and improve reliability of project monitoring.

Completion of Railway projects depends on various factors which include the following:

- Land acquisition by State Government
- Forest clearance
- Shifting of infringing utilities
- Statutory clearances from various authorities
- Geological and topographical conditions of area
- Law and order situation in the area of project site
- Number of working months in a year for particular project site etc.

All these factors affect the completion time and cost of the projects.

Various steps taken by the Government for effective and speedy implementation of rail projects include:

- Substantial increase in allocation of funds.
- Delegation of powers at field level.
- Close monitoring of progress of project at various levels.
- 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.

**13. The Committee note the substantial progress made by the Ministry in expanding the railway network, with commissioning of new tracks at an accelerated pace. The Committee further note the development of the Indian Railways Projects Sanctions & Management (IRPSM) portal for improved monitoring of infrastructure projects. The Committee also note the various administrative measures undertaken by the Ministry, including enhanced budgetary support, delegation of powers to field units, close monitoring of projects and regular coordination with State Governments for expeditious land acquisition and statutory clearances. The Committee are of the view that every major railway project requires to be monitored through clearly defined parameters covering land acquisition, statutory and forest clearances, tendering, execution and commissioning. The Ministry may consider to leverage IRPSM portal to identify projects facing persistent bottlenecks and bring them under a dedicated monitoring mechanism involving periodic coordination with the concerned State Governments and concerned authorities to ensure timely resolution of issues. The Ministry may also consider to undertake post-commissioning evaluation of major new line and multitracking projects to assess the realization of projected traffic, revenue generation and regional connectivity, and to utilize the findings for improving project planning, prioritization and execution of future railway new line and multitracking projects.**

## **Recommendation (Para No. 11)**

### **REDEVELOPMENT OF RAILWAY STATIONS**

14. The Committee noted that the Ministry of Railways have launched the Amrit Bharat Station Scheme for phased redevelopment of railway stations across the country under which 1,337 stations have been identified and 172 stations have been completed while work is in progress at 1,072 stations. The Committee desired that station redevelopment works be implemented in a phased manner under a structured project monitoring framework for each station, incorporating physical and financial progress tracking, periodic field inspections, reporting of shortfalls against prescribed targets, identification of underlying causes, and time-bound corrective measures. The Committee further emphasised the establishment of robust institutional mechanisms to prevent cost overruns and avoidable delays through improved project planning and inter-agency coordination. The Committee also recommended that comprehensive traffic management plans and stringent safety protocols be mandatorily implemented to ensure minimal disruption to passenger movement and train operations during the construction phase. Further, the Committee underscored the need for periodic assessment of passenger satisfaction and post-redevelopment impact evaluation, particularly with regard to amenities, accessibility, cleanliness and safety standards. The Committee also recommended that feedback and grievance redressal mechanisms be formed as an integral part of the station redevelopment process to ensure continuous improvement. The Committee further recommended that station redevelopment plans be based on assessment of passenger traffic patterns, projected demand and future growth potential of the city or region concerned, so as to ensure that the upgraded infrastructure remains scalable, demand-responsive and aligned with local development needs.

15. In their Action Taken Replies furnished to the Committee, the Ministry of Railways have stated as follows:

“Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach. The scheme involves preparation

of master plans and their implementation in a phased manner to improve the amenities at the stations keeping in view the necessity at each station with a horizon of 40 to 60 years. The scheme envisages sustainable and environment friendly solutions, provision of ballastless tracks etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1340 stations have been identified for development under this scheme and works have been completed at 208 stations and works are in progress at 1046 stations.

Indian Railways has a well established and robust mechanism to monitor implementation of projects including their reviews, inspection, check for quality of works and audits. Works are carried out adhering to the standards and specifications laid down in various codes and manuals. Inspections/audits/checks are carried out from time to time by various agencies/officials/multi-disciplinary teams as per laid down instructions and actions for correction are taken immediately. This is a continuous and ongoing process.

Under the Amrit Bharat Station Scheme, Indian Railways is adopting a phased, passenger-centric redevelopment strategy to address space constraints, utility shifting, and operational continuity at brownfield stations. Holistic master planning of station estate and functional zoning ensures efficient use of railway land. Detailed utility mapping and advance diversion planning are undertaken in coordination with local agencies to avoid service disruptions. Construction is executed in carefully sequenced phases so that train operations and essential passenger amenities remain functional. Temporary facilities, clear signage, and crowd management measures are deployed to minimize inconvenience during the redevelopment period with necessary safety measures.

Suggestions / Representations, both formal and informal, for Railway projects / works across the country are received on the basis of demands raised by State Governments, Members of Parliament, Ministries of Central Government, elected representatives, Railways' own requirements, organizations / rail users etc., at various

levels including Railway Board, Zonal Railways, Division Office etc. Receipt of such suggestions / representations is a continuous and dynamic process and these are examined and action as found feasible and justified is taken from time to time. Amrit Bharat Station Scheme envisages development with a long term approach. Accordingly, various requirements of each station are analysed while preparing the master plans and appropriate planning and phasing of works are done.

Further, development / redevelopment / upgradation / modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. Development / redevelopment / upgradation / modernisation of a station is carried out based on category of station / condition / traffic handled etc.

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 fibre 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.

Cleanliness is a continuous process and every endeavour is made to keep the stations premises in properly maintained and clean condition. Various measures have been taken for passenger satisfaction and grievance redressal regarding cleanliness at stations which includes:

- Rail Madad portal has been developed to enable passengers to highlight their needs and seek assistance on passenger amenities, cleanliness, security etc, on mobile app or through SMS irrespective of class of travel. In Rail Madad, passengers can seek redressal through multiple channels such as Helpline number-139, RailMadad Web, App and SMS. Further, feedback of cleanliness is also taken through Rail Madad portal which is real time passenger grievance redressal mechanism.

- Passenger awareness campaigns are regularly conducted across Indian Railways for encouraging them to dispose garbage in dustbins provided in trains & stations.
- Regular inspections are conducted at Divisional level, HQ level and Railway Board Level for monitoring cleanliness at stations and suitable measures are taken to address the shortcomings.”

**16. The Committee note the progress made under the Amrit Bharat Station Scheme and the long-term and phased approach of the Ministry towards station redevelopment, supported by master planning, structured execution, quality monitoring, passenger facilitation and grievance redressal mechanism. The Committee also note that redevelopment works are being undertaken while maintaining train operations and essential passenger amenities despite the challenges associated with utility shifting. The Committee further note that works are carried out in accordance with the standards and specifications prescribed in various codes and manuals. However, the Committee are of the view that these codes and manuals should be reviewed periodically and revised, wherever necessary, to align with evolving requirements in a timely manner. The Ministry may consider to develop a station performance assessment framework for all redeveloped stations, incorporating measurable indicators such as passenger footfall, utilization of passenger amenities, accessibility for persons with disabilities, cleanliness standards, commercial space occupancy, maintenance and passenger feedback. The Committee urge the Ministry that assessment emerging from stations where redevelopment has been completed be systematically documented and disseminated as standard practices for ongoing and future projects. The Committee also emphasize the need to strengthen integration of redeveloped stations with local transport systems and city infrastructure through regular coordination with State Governments and local bodies so that the optimum benefits of station redevelopment are realized in terms of seamless passenger mobility, improved connectivity and enhanced commercial potential.**

### **Recommendation (Para No. 13)**

#### **RAIL FREIGHT STRATEGY UNDER THE NATIONAL RAIL PLAN**

17. The Committee noted that Gati Shakti Multi Modal Cargo terminal policy issued in December, 2021 and subsequently revised in December, 2022 and January, 2026, provides framework for development of rail freight terminals equipped with modern facilities including mechanized handling. The Committee further noted that in order to improve the efficiency of rail freight handling at the terminals, Indian Railway has adopted two-pronged approach of encouraging private sector to develop the modern rail freight terminals and augmenting/upgrading the infrastructure at railway owned goods sheds. While appreciating these efforts, the Committee recommended the Ministry to accord higher priority to increasing rail's modal share in freight through creation of an extensive and commercially viable network of privately operated and railway-supported GCTs. The Committee further recommended simplification and standardization of siding approval procedures, along with ensuring time-bound rail connectivity from the nearest railhead to upcoming terminals. From an operational perspective, the Committee emphasized the need for technology-driven mechanized loading and unloading systems, assured and predictable rake supply and seamless multimodal integration with ports and major road corridors to reduce dwell time and enhance reliability of freight movement. The Committee also recommended instituting a performance-based monitoring framework for terminals, incorporating measurable indicators such as turnaround time, rake availability and utilization, degree of mechanization, safety compliance and customer satisfaction, so that the policy not only expands infrastructure capacity but also leads to higher freight earnings and improved asset utilization.

18. In their Action Taken Replies furnished to the Committee, the Ministry of Railways have stated as follows:

“The recommendations of the Hon'ble Committee have been examined in light of the revised Gati Shakti Cargo Terminal Policy and introduction of Cargo Related Facilities Policy. Railways concur with the need to enhance rail's modal share and have

incorporated several enabling provisions in revised GCT policy including extension of concession period up to 50 years, simplified migration of existing terminals, redevelopment of underutilized Railway assets, and streamlined connectivity with defined cost-sharing mechanisms. Delegation of powers to DRMs and rationalization of procedures have further simplified siding approvals and ensured faster, time-bound connectivity.

The policy also emphasizes development of modern, mechanized terminals, multimodal integration, and improved operational efficiency through expanded Common User Facilities and flexibility in value-added services. Introduction of CRF framework enables development of logistics infrastructure on Railway land with Guaranteed Railway Freight, improving first/last-mile connectivity. Performance monitoring through measurable indicators, digital systems for traffic assessment, and continued focus on rake availability and customer-centric services are expected to enhance reliability, reduce dwell time, and improve overall freight earnings and asset utilization.”

**19. The Committee note the initiatives taken by the Ministry through the revised Gati Shakti Cargo Terminal (GCT) Policy and the Cargo Related Facilities (CRF) framework to promote private participation, simplify terminal approvals, strengthen rail connectivity and facilitate the development of modern, mechanized freight handling infrastructure. The Committee also note the measures taken towards delegation of powers, rationalization of procedures, redevelopment of railway assets and promotion of multimodal integration to improve operational efficiency and enhance the competitiveness of rail freight. While acknowledging these initiatives, the Committee are of the view that their effectiveness should be assessed through measurable improvements in freight movement, asset utilization and modal shift from road to rail. Therefore, the Ministry may consider to establish a structured monitoring mechanism for periodic commodity-wise and corridor-wise assessment of freight traffic handled through Gati Shakti Cargo Terminals to facilitate targeted interventions for improving terminal utilization. The Ministry may also consider to actively promote the integration of Gati Shakti**

**Cargo Terminals with industrial corridors, logistics parks, warehousing clusters and major production centres to strengthen first and last-mile connectivity and develop integrated logistics ecosystems for enhancing rail freight earnings. The Committee emphasize the need to ensure adherence to prescribed timelines for grant of siding approvals and completion of rail connectivity to upcoming terminals, supported by periodic review at the appropriate level to address implementation bottlenecks. They may also consider the feasibility of development of a digital performance dashboard covering all operational GCTs and CRFs, incorporating measurable indicators such as terminal capacity utilization, rake turnaround time, rake availability, degree of mechanization, connectivity with industrial clusters, ports and major road corridors, safety compliance and customer satisfaction. The Committee are of the view that such a dashboard may serve as a tool for regular performance monitoring and timely corrective measures, including capacity augmentation, operational improvements and better coordination among all the concerned.**

#### **Recommendation (Para No. 15)**

#### **HIGH SPEED RAIL NETWORK IN INDIA**

20. The Committee noted that the cost of the 508 km Mumbai Ahmedabad High Speed Rail (MAHSR) project, approved in 2015 at Rs. 97,636 crore, has increased mainly due to taxes and cess, rolling stock and signalling, inflation, and higher land acquisition and rehabilitation costs, with the revised estimate under sanction. The Committee further noted that the development of E10 series of Shinkansen is underway. The Committee appreciated the decision to start the operation using B28 (Bharat made Bullet Trainset) and efforts are underway to start operation using B28 (Bharat made Bullet, 280 kmph) for Surat to Vapi (97 km) in August, 2027. The Committee recommended the Ministry to adopt a robust execution framework to ensure effective inter-agency coordination, early identification and resolution of bottlenecks, and expeditious completion of utility shifting works. While noting the various steps taken

by the Railways under Make in India Initiative in indigenising soft and hard skills amongst other innovations, the Committee recommended accelerated indigenisation of high speed rail components and institutionalised capacity-building efforts through expansion of training programmes at the High Speed Rail Training Institute, Vadodara, and by leveraging international expertise. The Committee recommended the Railways to undertake a comprehensive study of successful high-speed rail networks in countries where such systems are operating efficiently. The Committee appreciated the forward-looking vision of Indian Railways in announcing new High-Speed Rail corridors in the Budget 2026–27 while emphasizing that land acquisition and other statutory clearances should be completed prior to the sanctioning of projects, so as to ensure time-bound implementation and safeguard financial viability

21. In their Action Taken Replies furnished to the Committee, the Ministry of Railways have stated as follows:

“Presently, the Mumbai-Ahmedabad High Speed Rail (MAHSR) Project (508 km) is under execution. Entire land (1389.5 Ha.) for MAHSR project has been acquired. All Statutory Clearances have been obtained. All 1651 utilities have been shifted. The delay in land acquisition in the State of Maharashtra has impacted the project till 2021. The land acquisition picked up in 2022 in Maharashtra. The progress of the project is in full swing.

Further, to strengthen national transport infrastructure, provide a fillip to regional connectivity, economic growth, tourism, investment and employment generation, and encourage modal shift from road and air transport to rail, the Government has announced the development of the following seven new High-Speed Rail (HSR) corridors in the Union Budget 2026-27: -

- (i) Mumbai–Pune
- (ii) Pune–Hyderabad
- (iii) Hyderabad–Bengaluru
- (iv) Hyderabad–Chennai
- (v) Chennai–Bengaluru
- (vi) Delhi–Varanas

(vii) Varanasi–Siliguri

Updation of cost, alignment etc. in DPRs for the four(04) corridors are underway and for remaining three(03) corridors, DPRs are under preparation.

Being highly capital intensive, the decision to sanction any HSR Corridor/Project depends on many factors such as outcome of DPR, techno-economic feasibility studies and availability of resources such as financing options etc.”

**22. The Committee note the efforts being made by the Ministry of Railways in completion of the Mumbai-Ahmedabad High Speed Rail (MAHSR) Project spread over 508 kms. Further the Committee also appreciate the efforts being made to strengthen the national transport infrastructure in order to encourage shift from road and air transport to rail. However, the Committee may be apprised of the efforts being made to accelerate indigenisation of high-speed rail components as also capacity-building efforts being undertaken through expansion of training programmes at the High-Speed Rail Training Institute, Vadodara, by leveraging international expertise. The Committee reiterate the Railways to undertake a comprehensive study of successful high-speed rail networks in countries where such systems are operating efficiently. The Ministry may like to apprise the Committee of the efforts being undertaken for such study for its future High-Speed Rail (HSR) corridors as announced in the Union Budget 2026-27.**

## **CHAPTER-II**

### **OBSERVATIONS/RECOMMENDATIONS WHICH HAVE BEEN ACCEPTED BY THE GOVERNMENT**

#### **Recommendation (Para No. 1)**

Indian Railways, widely regarded as the backbone of India's transport system, continues to strengthen national connectivity and fuel economic growth through its expansive network. The 2026–27 budget underscores the Government's firm commitment to modernization and expansion, reflecting a strategic focus on infrastructure development and long-term sustainability. The annual plan emphasizes removal of traffics bottlenecks, capacity augmentation, and safety improvements, with major allocations for new lines, doubling works, track renewals, and significant investments in safety works, bridges, and signaling. Overall, a substantial amount has been earmarked for capacity augmentation, customer amenities and rolling stock. The National Rail Plan envisions a future-ready system with dedicated freight corridors, enhanced train speeds, expanded connectivity to industrial hubs, redevelopment of 1,337 stations, advanced safety systems like KAVACH, elimination of level crossings, predictive maintenance, full electrification, and net zero carbon emissions by 2030. Landmark projects already completed include the Udhampur–Srinagar–Baramulla link connecting Kashmir, the Bhairabi–Sairang line linking Mizoram's capital Aizawl, and the New Pamban Bridge, India's first vertical lift sea bridge. The Demands for Grants for the year 2026–27 of the Ministry of Railways were tabled in the House on 2<sup>nd</sup> February, 2026. The Committee thereafter undertook a detailed scrutiny of these Demands, examining both revenue and capital provisions in light of the objectives of modernization, capacity augmentation, and safety enhancement across the railway network. Following its deliberations, the Committee have formulated a set of recommendations, which are summarized in the succeeding paragraphs.

#### **Reply of the Government**

Noted.

## **Recommendation (Para No. 2)**

The Committee note that the Ministry has set the Annual Plan for the year 2026-27 at Rs. 2,93,030 crore which is more than the Revised Estimates for 2025-26 by Rs.27,830 crore. This includes Rs. 2,78,030 crore as Gross Budgetary Support (GBS) including 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. 12,000 crore comes from Extra Budgetary Resources (EBR). The Committee further note that the focus of the Annual Plan 2026–27 continues to be on expanding, modernizing and enhancing the operational efficiency of railway. Accordingly, allocations have been made under key plan heads such as New Lines (Rs. 36,722 crore), Doubling (Rs. 37,750 crore), Track Renewals (Rs. 22,853 crore), Rolling Stock (Rs. 65,497 crore), Safety Works of Level Crossings (Rs. 800 crore), Road Over/Under Bridges (Rs. 8,225 crore), Customer Amenities (Rs. 11,972 crore) and Signal & Telecom Works (Rs. 7,500 crore) under Budgetary Sources in BE 2026–27. While noting that utilization of the 2025–26 budgetary allocation stands at around 90% till January, 2026, the Committee recommend full and optimal utilization of budgetary resources and urge the Ministry to ensure timely execution of projects to avoid time and cost overruns. The Committee emphasize an adoption of safety first and technology driven infrastructure approach. The Committee further recommend that priority be accorded to new lines, gauge conversion, doubling works, and timely completion of Dedicated Freight Corridors to ensure expansion of the railway network. Alongside these measures, modernization of rolling stock and enhancement of customer amenities should remain a key focus. The Committee also emphasize the need for a forward-looking approach that integrates sustainability and green initiatives, human resource development, urban transport integration, and resource mobilization, while ensuring financial sustainability at the core of the annual targets set by Indian Railways.

### **Reply of the Government:**

**1. Capacity enhancement and Safety:** The focus of the Government is on expeditious completion of projects so that their benefits are reaped at the earliest. Projects related to capacity augmentation are one of the important priority areas of

CAPEX. These relate to construction of New Lines, Doubling/Tripling/Multi tracking of railway lines, and electrification projects removing bottlenecks in operations by yard remodelling, construction of bypass/ chord lines, rail flyovers etc.

For sanctioning works under this category a corridor based approach has been devised under the PM Gati Shakti - National Master Plan for Multi-modal Connectivity. These pertain to High Density Network route, Energy Corridor, Port Connectivity, Hilly Area & Border Area Corridors etc. Projects under the specific corridors are being sanctioned keeping in view their specific requirement. The construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 Km) and the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 Km). The work on both EDFC and WDFC has been completed.

Significant allotment has been made in the key plan heads viz New Lines (Rs. 36722 crores ), Doubling (Rs. 37750 crore) , Track Renewals (Rs. 22853 crore), Rolling Stock (Rs. 65497 crore), Safety works of Level Crossings (Rs. 800 crore), Road Over/Under Bridges (Rs. 8225 crore), Customer Amenities (Rs. 11972 crore) and Signal & Telecom Works (Rs. 7500 crore) under Budgetary Sources in BE 2026-27 to ensure the funds for completion of ongoing projects and to avoid cost and time overruns. The allotment of Rs. 2,65,200 cr. for the FY 2025-26 has been fully utilized. Similar efforts will continue in 2026-27 also where optimum utilization of resources and timely completion of project will be ensured.

The capital expenditure (Capex) on infrastructure in railways has received tremendous boost and Gross Budgetary Support has increased to Rs. 2,78,030 cr. in 2026-27. The fast pace of infrastructure augmentation by IR has been a result of substantial increase in allocation of funds and various steps being taken by the Government. Capacity enhancement of Railway network has been taken up by Indian Railways in a big way.

Safety remain a focus area for Ministry of Railways. Focus will also be on fast execution of safety related works of Track Renewal, Bridges and Signalling & Telecommunication, including development and installation of advanced technology like Kavach. The expenditure on Safety related activities comprises both Revenue and

Capital Segments of Railway Budget. In RE 2025-26, expenditure on Safety was Rs. 1,17,693 cr.

Modernisation of rolling stock is another important focus area for IR. Latest technology trainsets like semi-high speed Vande Bharat, Vande Bharat Sleeper trains, Amrit Bharat Trains, Namo Bharat Rapid Rail etc. are being manufactured by Indian Railways under Rolling Stock Programme.

**Financial Sustainability:** Indian Railways meet its revenue expenditure including pension expenditure from its own receipts. In the aftermath of Covid, Railway is continuously generating surplus after meeting all the revenue expenditure including pension expenditure. In 2025-26, Indian Railway generated a surplus of Rs. 2,461 cr. (provisional) after meeting all the operational expenditure including pension despite the fact that passenger services remain subsidized.

**Human Resource Development:** Indian Railways have taken several measures to enhance work productivity, motivation and professional competencies of railway employees through structured capacity building and advanced training. Capacity building and skill upgradation are continuous and institutionalized processes supported by a well-established training framework across Indian Railways.

2. Indian Railways have developed a comprehensive training ecosystem providing training interventions at various stages of the career to ensure skilling, re-skilling and up-skilling of employees. For this purpose, extensive training infrastructure has been created in the form of Centralised Training Institutes (CTIs), Multi-disciplinary Zonal Training Institutes (MDZTIs), Multi-disciplinary Divisional Training Institutes (MDDTIs) and specialised training centres, which conduct induction, refresher, promotional and technical training programmes at different stages of service.

3. Training modules are designed to strengthen employees' competencies and equip railway personnel with the skills required for modern, technology-intensive railway operations. These modules are also periodically updated to incorporate new technologies in railway operations and maintenance.

4. Specialised initiatives such as the Centre of Excellence on Kavach at IRISSET, courses on emerging technologies (including Data Science, AI applications, Big Data Analytics, Block chain, and Cloud Computing, etc.) in collaboration with C-DAC, and

Mission Rail Karmayogi for behavioural and service-orientation training of frontline staff further contribute to improving productivity and efficiency. Employees are also encouraged to undertake online learning through digital platforms such as the iGOT Karmayogi portal for continuous up-skilling and re-skilling. In addition, motivational and wellness initiatives, including yoga sessions, physical fitness activities 2024/E(Trg)/41/18 I/3152869/2026 and stress-management programmes during training and at workplaces, are promoted to enhance employee well-being and morale.

5. Through sustained investment in people and infrastructure, IR is always committed to develop a skilled, adaptive, and technology-driven workforce capable of meeting the growing demands of safe, efficient, and modern railway operations.

**Green Initiatives:** Indian Railways (IR) is committed for energy conservation and to increase energy efficiency. In this direction, some of the measures taken are as follows:

(a). Indian Railway's approach covers different aspects of energy efficiency in non-traction installations which is broadly centered around following:

(i) Indian Railways has so far achieved 100% LED lighting across its offices, Railway Stations, service buildings and residential colonies, resulting in significant energy savings and reduced electricity consumption. The adoption of LED lighting has improved illumination quality while contributing to cost efficiency and environmental sustainability.

(ii) **Energy Efficiency in equipment and appliances:** Procurement of BEE 5-Star rated appliances, BLDC fans, Variable Frequency Drives, energy efficiency motors and pumps along with other energy efficiency measures.

(iii) **Shunya/Shunya+ compliant Buildings:** All existing buildings having connected load more than 30 kW to be made, as far as possible, BEE Shunya/Shunya+ label. As a part of this initiative, 106 railway buildings have been awarded the Shunya Plus label (Net Positive Energy Buildings) by the Bureau of Energy Efficiency (BEE) up to October 2025. In addition, 100 railway buildings have been awarded the Shunya label (Net Zero Energy Buildings) by BEE.

(iv) **Capacity building and awareness:** Periodic training of staff on sustainability, energy efficiency & renewable technologies to foster an energy-conscious culture.

(v) **Investment Grade Energy Audit (IGEA):** Conducting Investment Grade

Energy Audit of Railway Buildings by BEE empanelled energy auditors for identification of energy efficiency measures and its implementation.

**(b).** Simultaneously, a strong focus has been given on increasing the use of renewable energy sources, particularly solar and wind power, through large-scale installations, power procurement thereby reducing dependence on conventional energy sources.

**(c).** In recognition of its significant achievements in the field of energy conservation, Indian Railways has received 11 NECA awards in 2024 and 7 NECA awards in 2025 in 3 categories. In addition, 42 Railway Stations and 39 other Railway buildings have been certified as Green Buildings by CII-IGBC. These awards acknowledge the sustained efforts of Indian Railways in adopting energy-efficient technologies, promoting renewable energy thereby reinforcing its commitment to environmental sustainability and national energy conservation goals.

### **Recommendation (Para No. 3)**

The Committee note the persistent shortfall in internal resource generation over the past few years. Against the Revised Estimates of Rs. 3000 crore for 2023–24, the actual generation stood at Rs. 2943 crore; for 2024–25, actual receipts were Rs. 1988 crore and in 2025–26, Rs. 2028 crore has been realized up to January, 2026 against RE of Rs. 3,000 crore. Notwithstanding this trend, the target for internal resource generation has been retained at Rs. 3,000 crore at the BE stage for 2026–27. The Committee, while appreciating the various measures undertaken to augment internal resources despite nearly 90% of expenditure being classified as inelastic and committed, are of the considered view that any shortfall in internal resources may compel the Ministry to curtail or reallocate budgetary provisions from planned heads. Such adjustments, in turn, could adversely impact the timely execution of projects for which allocations were originally envisaged, thereby impacting the overall pace of modernization and expansion of the railway network. The Committee further observe that inadequate internal resource generation increases reliance on Gross Budgetary Support. Therefore, the Committee recommend the Ministry to undertake a comprehensive review of all potential avenues for resource mobilization, with focused efforts on improving operational efficiency, enhancing returns from commercially viable initiatives,

augmenting non-fare revenue and optimization of terminal and logistics infrastructure for freight earning. The Committee note that expanding network capacity, removing bottlenecks, developing freight corridors and cargo terminals, and introducing freight-specific policies are important steps. Improving procurement and maintenance of rolling stock, tracks, and signaling is also necessary. These measures should be carried out in a time-bound and outcome-oriented manner. Doing so will help Indian Railways generate more internal resources which will protect the financial stability of the Railways and ensure steady funding for both ongoing projects and future growth initiatives.

### **Reply of the Government**

Capex requirement of Indian Railways is huge considering the funds required for infrastructural projects in the entire country. Therefore, Railways are dependent mainly on GBS provided by the government for its Capex requirements. With regard to concern of the Hon'ble Committee regarding reallocation of funds from various Plan heads, it is submitted that there is adequate allocation of funds under GBS for Capex under various Plan heads.

Regarding committed inelastic expenditure, it is submitted that such revenue expenditure is met fully from Railways' internal resources. However, the below given efforts are being made to increase the internal resources on regular basis.

**Measures to increase internal resources:** Railways is always striving to increase the internal resources. In this direction, following measures have been taken to increase capacity and hence revenue:

- Removing bottlenecks in operations by yard remodelling, construction of bypass/chord lines, rail flyovers etc.
- The construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Son Nagar (1337 Km) and the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 Km). The work on both EDFC and WDFC has been completed.

- Indian Railways has taken up electrification of Railway lines in a mission mode. So far, about 99.4% of Broad Gauge (BG) network has been electrified.
- **Procurement of Wagons and Locomotives:** To increase freight carrying capacity, large numbers of IR wagons have been procured and locomotives have been manufactured. During 2014 to 2025, about 2 lakh wagons have been procured and more than 10,000 locomotives have been added for increasing freight loading and mobility.
- Industry participation in investment in General Purpose Wagons, Special Purpose/High-Capacity wagons and Automobile carrier wagons for cement, oil, steel, fly-ash, automobile etc. So far, around 250 rakes of special purpose wagons, 385 rakes of general-purpose wagons and 51 rakes of automobile wagons have been inducted.
- **Policy on Bulk Cement Handling Terminals:** A dedicated policy has been issued to promote bulk movement of cement through rail by facilitating development of specialized terminals and deployment of suitable wagons. This is expected to improve logistics efficiency, reduce handling costs, and enhance rail share in cement transportation.
- Under the Gati Shakti Multi-Modal Cargo Terminal (GCT) Policy–2026, development of cargo terminals has been significantly liberalized to attract private investment and ensure faster capacity creation. The policy provides for simplified approval mechanisms, extended concession period, and flexibility in terminal design and operations. It also facilitates development of terminals both on Railway and non-Railway land, thereby enabling expansion of the terminal network closer to production and consumption centers. Simultaneously, upgradation of Goods Sheds under PH-53 is being undertaken to enhance mechanization, handling efficiency, and customer facilities, leading to higher throughput and reduced turnaround time. These measures, along with freight-specific policies (e.g. bulk cement handling terminals) are being implemented to diversify the freight basket and improve asset utilization. Collectively, these initiatives are expected to optimize terminal capacity, enhance operational efficiency, and strengthen the logistics ecosystem, thereby contributing to

increased freight loading and improved internal resource generation for Indian Railways.

- **Rail Parcel App:** An app-based platform for Railways' parcel logistics has been launched by South Central Railway on 25.02.2026, on pilot project basis at 17 locations across 7 cities viz. Hyderabad, Vishakhapatnam, Vijaywada, Guntur, Rajahmundry, Bengaluru & Chennai, for a period of 01 year from the date of implementation. The app enables a seamless, end-to-end service by delivery partners through online booking and digital payments at the convenience of the customers obviating the need of bringing the parcels physically to the Railway premises and the associated paper work. It is further planned to introduce the App on pan-India basis shortly.
- **Door-to-Door services** - CONCOR, a PSU under Ministry of Railways is also providing Door-to-Door parcel services by utilizing the JPP-RCS over Delhi-Kolkata and Mumbai-Kolkata sectors. CONCOR is also providing Door-to-Door logistics under a pilot project at Sonik Goods shed.
- Ensuring increased availability of rakes/wagons against demand.
- Use of Information Technology in freight operations to improve monitoring and utilization of assets.
- Induction of higher horse power locomotives.
- Improvement in maintenance practices of wagons and locomotives resulting in increased availability of loco and rolling stock for traffic use.
- Improvement in track and signalling standards to carry higher volume of traffic.
- Training of staff and officers to adopt the new technology and management practices.
- Commercial development of vacant railway land by RLDA.

As a result of all these measures, Railways achieved a loading of 1668 MT in 2025-26 thus becoming 2nd largest freight carrier railway in the world.

Various steps have been taken to increase non-fare revenue of Indian Railways, such as entrustment of Integrated Station Facility Management (ISFM) to RLDA and Zonal Railways at re-developed stations for improved station management, identification and optimum utilization of Out of Home Advertisement (OOHA) and Rail

Display Network (RDN) Assets, allowing Zonal Railways to set up Premium Brand Outlets, awarding of various new innovative contracts by Zonal Railways under New, Innovative Non-Fare Revenue Ideas Scheme (NINFRIS), etc. Railways earned Rs. 712 cr from Advertisement and Publicity in 2025-26.

In addition to the above, Indian Railways is also undertaking concerted efforts to enhance non-fare revenue through monetization of land assets, primarily via the Rail Land Development Authority (RLDA). Key initiatives include optimal utilization of railway land through integrated master planning of railway colonies, identification of surplus land parcels for commercial development and redevelopment of railway stations by leveraging built-up area and airspace.

Further, planning approaches such as Transit Oriented Development (TOD) and development of Multi-Modal Transport Hubs (MMTH) are being adopted, wherever feasible, to unlock additional development potential and enhance commercial viability of projects.

Efforts are also being made to identify land parcels with high commercial potential and to structure projects in a manner that attracts private sector participation through transparent and competitive processes, while ensuring long-term value realization for Indian Railways. In addition, policy frameworks and approval processes have been streamlined to facilitate faster implementation of such projects.

These initiatives are aimed at sustainable and market-driven enhancement of non-fare revenue, in alignment with the objective of optimal assets utilization and revenue generation for Indian Railways. By virtue of these efforts, Railways earned Rs. 2763 cr from land related items in 2025-26 and Railways Sundry revenue (Non-Fare Revenue) has increased to Rs. 12388.73 cr. in 2025-26 which was only Rs. 6067.96 cr. in 2021-22.

Further, Railway is also taking various steps to optimize revenue expenditure as given below:-

- Rigorous monitoring of expenditure w.r.t. the monthly budget proportions based on Spending Limits.
- Optimizing expenditure in areas such as contractual payment, overtime allowance, purchase of material etc.

- Progressive electrification and reduction in expenditure under HSD oil, optimizing the fuel consumption, Energy Audit, etc.
- Improvement in inventory management
- Prioritization of expenditure on works for better use of available resources.
- Better asset utilization.
- Improving staff productivity by better man-power planning.

Due to the above measures, Indian Railways generated a surplus of Rs. 2,461 cr. (provisional) in 2025-26 after meeting all the operational expenditure including pension despite the fact that subsidy is given on the passenger services.

#### **Recommendation (Para No. 4)**

The Committee observe that resource generation through Extra Extra Budgetary Resources (Public Private Partnership) over the past few years has met or surpassed the targets and note that for 2023–24, actual generation was Rs. 16,625 crore against RE of Rs. 17,000 crore, in 2024–25, with actual generation of Rs. 15,049 crore against RE of Rs. 10,000 crore, and in 2025–26, where Rs. 10940 crore has been realized up to January, 2026 against RE of Rs. 10,000 crore. The target for EBR (P) generation has now been kept at Rs. 12,000 crore at the BE stage for 2026–27. The Committee note that internal revenue generation has remained largely stagnant in recent years, necessitating reliance on GBS in addition to EBR for financing ongoing and expansion projects. The Committee appreciate that the Ministry has exercised financial prudence by limiting borrowings under EBR in order to avoid additional lease liabilities and is prioritizing GBS to augment capacity without increasing repayment burdens. In this context, the Committee recommend the Ministry to adopt a calibrated and project-specific approach towards PPP-based investments, ensuring that critical and capacity-enhancement projects are not delayed due to funding constraints. The Committee note and appreciate the renewed focus of Indian railways on attracting private investments via different models, the results of which shall be visible in coming years. The Committee therefore desire the Ministry to identify commercially viable and revenue-generating projects for private participation, explore the feasibility of evolving

appropriate risk-sharing mechanisms to safeguard the interests of private investors, and streamline approval and regulatory processes to attract credible private investment.

### **Reply of the Government**

Ministry of Railways has formulated a Participative Policy, 2012 to encourage the private participation in developing rail connectivity by associating strategic partners and other investors. The policy encompasses five Public Private Partnership models such as Non-Government Rail (NGR), Joint Venture (JV), Customer funded model, BOT and BOT-annuity models. State Governments/Local bodies may also participate as potential stakeholder for the development of new lines/gauge conversion project under the participative policy of MoR. Realizing the need to attract more PPP projects in the railways, the Board has decided to add two more models, i.e. Development Partner (DPM) and Hybrid Annuity (HAM).

So far, 18 projects of Rs. 16,686 crore have been completed through PPP model. 7 projects of Rs.16,362 crore are under implementation including coal connectivity and port connectivity projects.

Further, Ministry of Railways has included 54 projects in the PPP Project Pipeline for execution under PPP mode. The details of the projects areas under.

| <b>S.N.</b> | <b>Name of Project</b>                           | <b>TPC (₹ Cr)</b> | <b>Project Status</b> | <b>Likely Bid</b> |
|-------------|--------------------------------------------------|-------------------|-----------------------|-------------------|
| 1           | Godda–Pakur/Nagarnabi new line (ER)              | 4,165             | DPR prepared          | 2027-28 (Q4)      |
| 2           | Haridaspur–Paradip doubling (ECoR)               | 2,281             | DPR prepared          | 2027-28 (Q2)      |
| 3           | Shivpur–Kathautia doubling (ECR)                 | 717               | DPR prepared          | 2027-28 (Q3)      |
| 4           | Balaram–Putagadia–Tentuloi new line (ECoR)       | 1,404             | DPR prepared          | 2027-28 (Q2)      |
| 5           | Luburi–Tentuloi–Budhapank new line (ECoR)        | 3,943             | DPR prepared          | 2027-28 (Q4)      |
| 6           | Tikiri–Kutrumali new line (ECoR)                 | 1,151             | DPR prepared          | 2027-28 (Q4)      |
| 7           | Surat (Gothangam)–Hazira new line (WR)           | 2,553             | DPR prepared          | 2027-28 (Q4)      |
| 8           | Manuguru–Ramagundam new line (SCR)               | 4,014             | DPR prepared          | 2027-28 (Q3)      |
| 9           | Jajpur–Keonjhar Road–Dhamra Port new line (ECoR) | 2,987             | DPR prepared          | 2027-28 (Q4)      |
| 10          | Guntakal–Wadi 3rd & 4th line (SCR)               | 4,364             | DPR prepared          | 2027-28 (Q4)      |

|    |                                            |       |                       |              |
|----|--------------------------------------------|-------|-----------------------|--------------|
| 11 | Guntakal–Ballari 3rd & 4th line (SCR)      | 1,264 | DPR prepared          | 2027-28 (Q3) |
| 12 | Hospete–Ballari 3rd & 4th line (SWR)       | 2,150 | DPR prepared          | 2027-28 (Q4) |
| 13 | Cuttack–Badabanda 3rd & 4th line (ECoR)    | 2,285 | DPR prepared          | 2027-28 (Q4) |
| 14 | Gamaria–Chandil 3rd & 4th line (SER)       | 1,167 | DPR prepared          | 2027-28 (Q4) |
| 15 | Angul–Sukinda doubling (ECoR)              | 1,626 | DPR prepared          | 2027-28 (Q4) |
| 16 | Gadchiroli–Sirpur new line (SECR)          | 4,342 | DPR under preparation | 2028-29 (Q3) |
| 17 | Itarsi–Manikpur 3rd line (WCR)             | 9,562 | DPR prepared          | 2027-28 (Q4) |
| 18 | Champa–Korba 3rd line (SECR)               | 755   | DPR prepared          | 2027-28 (Q4) |
| 19 | Gondia–Nagpur 4th line (SECR)              | 3,838 | DPR under preparation | 2028-29 (Q4) |
| 20 | Uslapur–Pendra Rd 3rd line (SECR)          | 1,279 | DPR prepared          | 2027-28 (Q4) |
| 21 | Adilabad–Gadchandur new line (SCR)         | 979   | DPR under preparation | 2028-29 (Q4) |
| 22 | Bhadrak–Haridaspur 4th line (ECoR)         | 1,583 | DPR prepared          | 2027-28 (Q2) |
| 23 | Haridaspur–Vizianagaram 4th line (ECoR)    | 8,321 | DPR under preparation | 2028-29 (Q3) |
| 24 | Surendranagar–Pipavav doubling             | 4,000 | DPR prepared          | 2027-28 (Q3) |
| 25 | Vijayawada Station Redevelopment           | 742   | Bid invited           | Nov-25       |
| 26 | Avadi Station Redevelopment                | 127   | DPR under preparation | May-26       |
| 27 | Tambaram Station Redevelopment             | 420   | DPR under preparation | Jun-26       |
| 28 | Andheri Station Redevelopment              | 1,057 | DPR under preparation | Nov-26       |
| 29 | Bengaluru Station Redevelopment            | 850   | DPR under preparation | Dec-26       |
| 30 | Kalyan Station Redevelopment               | 504   | DPR under preparation | Feb-27       |
| 31 | Chennai Central Station Redevelopment      | 500   | DPR under preparation | Apr-27       |
| 32 | Dadar Station Redevelopment                | 400   | DPR under preparation | Mar-27       |
| 33 | Coimbatore Station Redevelopment           | 400   | DPR under preparation | Dec-26       |
| 34 | Bhopal Station Redevelopment               | 400   | DPR under preparation | Feb-27       |
| 35 | Vadodara Station Redevelopment             | 300   | DPR under preparation | Jun-27       |
| 36 | Gati Shakti Cargo Terminals (65 locations) | 4,550 | IPA given             | 2025-26      |
| 37 | Gati Shakti Cargo Terminals (50 locations) | 3,675 | IPA given             | 2026-27      |

|              |                                            |                 |                     |                          |
|--------------|--------------------------------------------|-----------------|---------------------|--------------------------|
| 38           | Gati Shakti Cargo Terminals (40 locations) | 3,086           | IPA given           | 2027-28                  |
| 39           | Wagon induction – private (50 rakes)       | 1,100           | In progress         | 2025-26                  |
| 40           | Wagon induction – private (40 rakes)       | 924             | Pre-DPR             | 2026-27                  |
| 41           | Wagon induction – private (30 rakes)       | 728             | Pre-DPR             | 2027-28                  |
| 42           | Container rakes – private (36 rakes)       | 576             | In progress         | 2025-26                  |
| 43           | Container rakes – private (30 rakes)       | 480             | Pre-DPR             | 2026-27                  |
| 44           | Container rakes – private (25 rakes)       | 400             | Pre-DPR             | 2027-28                  |
| 45           | Manufacturing of 100 MEMU rakes, Kazipet   | 8,200           | Pre-DPR             | Mar-27                   |
| 46           | Locomotive mega maintenance depots (8)     | 9,600           | Pre-DPR             | Dec-27                   |
| 47           | Trainset maintenance depots (7)            | 21,000          | Pre-DPR             | Dec-27                   |
| 48           | Wagon maintenance depots (16)              | 6,400           | Pre-DPR             | Dec-27                   |
| 49           | 1000 MW RTC Renewable Power                | 20,000          | Bids finalised      | Dec-25                   |
| 50           | 800 MW Solar Power Madhogarh & Orai        | 4,800           | Bids to be invited  | Mar-26                   |
| 51           | 500 MW Solar Power Pavagada                | 3,000           | 400 MW commissioned | PPA May-22               |
| 52           | 800 MW Thermal Power Nabinagar             | 10,900          | Pre-DPR             | Jun-27                   |
| 53           | 400 MW Hydro Power Anjaw                   | 4,800           | Pre-DPR             | Dec-26                   |
| 54           | Budget Hotel at Kevadia, Gujarat           | 53              | Bid finalised       | Construction in progress |
| <b>TOTAL</b> |                                            | <b>1,80,703</b> |                     |                          |

### **Comments of the Committee**

(Please see recommendation Para No. 7 of Chapter-I)

### **Recommendation (Para No. 5)**

The Committee observe that the net earnings of the Railways for 2024–25 were estimated at Rs. 2800 crore at the Budget Estimates (BE) stage, which was subsequently revised downward to Rs. 1341 crore at the Revised Estimates (RE) stage, while the actual realization stood at Rs. 2660 crore. For 2025–26, the BE was pegged at Rs. 3041 crore, later revised downward to Rs. 1957 crore at the RE stage. For 2026–27, the target has been fixed at Rs. 3000 crore. The Committee note that passenger services continue to be operated with a substantial social obligation component, with an average subsidy of about 45 per cent, and that several uneconomical routes are maintained in order to ensure connectivity to remote and rural regions of the country. The Committee further observe that since 2022–23, the Railways has undertaken record levels of capital

expenditure, with significant investments directed towards new line construction, track doubling, electrification, augmentation of rolling stock and adoption of modern signalling systems. The Committee acknowledge that such capital investments are not merely routine expenditures but constitute long-term strategic assets aimed at enhancing capacity, efficiency, safety and sustainable growth of the Indian Railways. However, the Committee are of the view that improving financial sustainability in Indian Railways requires a balanced and result driven approach to both revenue augmentation and expenditure control. The Committee further stress that the substantial capital outlay on new lines, doubling, rolling stock, and Dedicated Freight Corridors must be effectively translated into measurable outcomes, particularly in terms of traffic growth and revenue enhancement. Therefore, the Committee desire the Ministry to take concrete steps to narrow the gap between passenger earnings and operating costs without compromising affordability for vulnerable sections through a segment-wise review of passenger operations to identify services that can be commercially strengthened through better capacity utilisation, demand-based fare management and targeted introduction of premium services. Further monetisation of non-fare avenues through measures like advertisements/hoardings at stations and inside trains, leasing land for commercial development and setting up ATMs should be further explored. In freight segment, the Committee desire the Ministry to focus on increasing freight capacity and market share. While continuing with the impetus on infrastructure strengthening and modernization, focus needs to be to reduce maintenance costs. The Committee also recommend implementing of modern IT and AI based systems to improve asset utilization and reduce, for instance, energy costs and manpower optimization.

### **Reply of the Government**

**Steps to narrow the gap between passenger earnings and operating costs without compromising affordability for vulnerable sections:** Railways are running different types of train services like suburban locals/ordinary, non-suburban local/ordinary, Mail/Express, Superfast trains, Garib Rath, Gatimaan, Rajdhani, Shatabdi, Duronto, Mahamana, Amrit Bharat, Vande Bharat, Vande Bharat Sleeper, Namo Bharat Rapid Rail. Humsafar, Tejas, Special trains on special charges etc.

Railways always strive to provide affordable services to all strata of society. Accordingly, it operates different categories of train services to cater to the travel needs of various categories of society which include trains with lower fare to give benefit to underprivileged section of the society and also trains with enhanced facilities.

Indian Railways gave subsidy of Rs. 60,239 crore on passenger tickets in 2024-25. This amounts to concession of 43% on an average, to every person, travelling on Railways. In other words, if the cost of providing service is Rs. 100, then the price of ticket is Rs. 57 only. This subsidy is continuing for all passengers. Further, concessions beyond this subsidy amount are continuing for many categories like 4 categories of Persons with Disabilities (Divyangjans), 11 categories of patients and 8 categories of students.

Further, basic passenger fare for passenger train services has been rationalized w.e.f 26.12.2025 with no increase in non suburban second class ordinary fare upto 215 km subject to certain conditions, 2 paise per kilometer in Mail/Express Non-AC and 2 paise per kilometer in AC classes increase has been made. No increase has been made in single journey fare of suburban services and season ticket fare of both suburban and non suburban sections.

In addition, Zonal Railways are empowered to downgrade sleeper class coaches as unreserved sleeper class or unreserved/reserved second class based on the occupancy and also to declare AC-3tier coaches (running vacant/in locked condition on particular section) as AC chair Car on particular section on AC chair Car fare.

**Measures to increase internal resources:** To increase the internal resource, the following measures have been taken to increase capacity and hence revenue:

- Removing bottlenecks in operations by yard remodelling, construction of bypass/chord lines, rail flyovers etc.
- The construction of 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) has been taken up.
- Indian Railways has taken up electrification of Railway lines in a mission mode. So far, about 99.4% of Broad Gauge (BG) network has been electrified.

- Procurement of Wagons and Locomotives: To increase freight carrying capacity, large numbers of IR wagons have been procured and locomotives have been manufactured. During 2014 to 2025, about 2 lakh wagons have been procured and more than 10,000 locomotives have been added for increasing freight loading and mobility.
- Industry participation in investment in General Purpose Wagons, Special Purpose/High-Capacity wagons and Automobile carrier wagons for cement, oil, steel, fly-ash, automobile etc. So far, around 250 rakes of special purpose wagons, 385 rakes of general-purpose wagons and 51 rakes of automobile wagons have been inducted.
- Policy on Bulk Cement Handling Terminals: A dedicated policy has been issued to promote bulk movement of cement through rail by facilitating development of specialized terminals and deployment of suitable wagons. This is expected to improve logistics efficiency, reduce handling costs, and enhance rail share in cement transportation.
- For asset monetisation, the Gati Shakti Multi-Modal Cargo Terminal (GCT) Policy has been launched to promote private participation in development of cargo terminals. So far, 128 GCTs have been commissioned and further in-principle approvals (IPAs) for 292 more locations have been given.
- Development of cargo related facilities on Railway land: Long-term leasing (25 years, extendable up to 50 years) of spare railway land has been permitted for development of logistics infrastructure such as warehouses, processing units, and aggregation facilities through a competitive bidding process. This enables better asset utilisation and generates non-fare revenue. The guidelines have been framed under schedule '3' of GCT Policy.
- Rail Parcel App: An app-based platform for Railways' parcel logistics has been launched by South Central Railway on 25.02.2026, on pilot project basis at 17 locations across 7 cities viz. Hyderabad, Vishakhapatnam, Vijaywada, Guntur, Rajahmundry, Bengaluru & Chennai, for a period of 01 year from the date of implementation. The app enables a seamless, end-to-end service by delivery partners through online booking and digital payments at the convenience of the

customers obviating the need of bringing the parcels physically to the Railway premises and the associated paper work. It is further planned to introduce the App on pan-India basis shortly.

- Door-to-Door services - CONCOR, a PSU under Ministry of Railways is also providing Door-to-Door parcel services by utilizing the JPP-RCS over Delhi-Kolkata and Mumbai-Kolkata sectors. CONCOR is also providing Door-to-Door logistics under a pilot project at Sonik Goods shed.
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- Induction of higher horse power locomotives.
- Improvement in maintenance practices of wagons and locomotives resulting in increased availability of loco and rolling stock for traffic use.
- Improvement in track and signalling standards to carry higher volume of traffic.
- Training of staff and officers to adopt the new technology and management practices.
- Commercial development of vacant railway land by RLDA.

As a result of all these measures, Railways achieved a loading of 1668 MT in 2025-26 thus becoming 2nd largest freight carrier railway in the world.

Various steps have been taken to increase non-fare revenue of Indian Railways, such as entrustment of Integrated Station Facility Management (ISFM) to RLDA and Zonal Railways at re-developed stations for improved station management, identification and optimum utilization of Out of Home Advertisement (OOHA) and Rail Display Network (RDN) Assets, allowing Zonal Railways to set up Premium Brand Outlets, awarding of various new innovative contracts by Zonal Railways under New, Innovative Non-Fare Revenue Ideas Scheme (NINFRIS), etc. Railways earned Rs. 712 cr from Advertisement and Publicity in 2025-26.

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surplus land parcels for commercial development and redevelopment of railway stations by leveraging built-up area and airspace.

Further, planning approaches such as Transit Oriented Development (TOD) and development of Multi-Modal Transport Hubs (MMTH) are being adopted, wherever feasible, to unlock additional development potential and enhance commercial viability of projects.

Efforts are also being made to identify land parcels with high commercial potential and to structure projects in a manner that attracts private sector participation through transparent and competitive processes, while ensuring long-term value realization for Indian Railways. In addition, policy frameworks and approval processes have been streamlined to facilitate faster implementation of such projects.

These initiatives are aimed at sustainable and market-driven enhancement of non-fare revenue, in alignment with the objective of optimal assets utilization and revenue generation for Indian Railways. By virtue of these efforts, Railways earned Rs. 2763 cr from land related items in 2025-26 and Railways Sundry revenue (Non-Fare Revenue) has increased to Rs. 12388.73 cr. in 2025-26 which was only Rs. 6067.96 cr. in 2021-22.

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- Improving staff productivity by better man-power planning.

Due to the above measures, Indian Railway generated a surplus of Rs. 2,461 cr. (provisional) in 2025-26 after meeting all the operational expenditure including pension despite the fact that subsidy is given on the passenger services.

### **Recommendation (Para No. 6)**

The Committee note that the revenue expenditure of Indian Railways has increased substantially over the years, rising from Rs.1,38,236 crore in 2020–21 to a projected Rs.2,99,500 crore in 2026–27. However, the Committee appreciate the proactive steps being taken by Indian railway by adopting the two-pronged approach of increasing revenue and reducing expenditure and recommend that sustained efforts be made to reduce Ordinary Working Expenses by promoting energy efficiency, expanding the use of predictive and technology-driven maintenance systems including AI system to minimize repair and breakdown costs, and strengthening skill development initiatives to enhance workforce productivity and operational efficiency. The Committee further observe that the Railways have taken several initiatives to improve the Operating Ratio, such as enhancing freight capacity and efficiency through network expansion, modernization of rolling stock, rationalizing repair and maintenance of rolling stock, development of cargo terminals under the Gati Shakti Multi-Modal Cargo Terminal (GCT) policy, etc. The Committee also note that from the year 2022-23, the Railways Operating Ratio has continuously been above 98% besides showing an upward trend. For the year 2025-26, Operating Ratio is estimated to be 98.82%. The Committee observe that for 2026-27 the Railways have projected a target of 98.40% for its Operating Ratio which continues to be above 98%. Therefore, the Committee desire the Ministry to boost freight revenue through better utilization of DFCs and expansion into non-bulk cargo, strengthening non-fare revenue through structured asset monetization, station redevelopment and commercial use of railway land. The Committee emphasize timely completion of capacity augmentation projects to avoid cost overruns and need for linking capital investment to measurable revenue outcomes to ensure sustainable financial improvement.

## **Reply of the Government**

**1. Measures to increase freight revenue and traffic revenue:** To increase the revenue, the following measures have been taken to increase capacity and hence revenue:

- Removing bottlenecks in operations by yard remodelling, construction of bypass/chord lines, rail flyovers etc.
- The construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 Km) and the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 Km). The work on both EDFC and WDFC has been completed.
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cargo terminals. So far, 128 GCTs have been commissioned and further in-principle approvals (IPAs) for 292 more locations have been given.

- Development of cargo related facilities on Railway land: Long-term leasing (25 years, extendable up to 50 years) of spare railway land has been permitted for development of logistics infrastructure such as warehouses, processing units, and aggregation facilities through a competitive bidding process. This enables better asset utilisation and generates non-fare revenue. The guidelines have been framed under schedule '3' of GCT Policy.
- Rail Parcel App: An app-based platform for Railways' parcel logistics has been launched by South Central Railway on 25.02.2026, on pilot project basis at 17 locations across 7 cities viz. Hyderabad, Vishakhapatnam, Vijaywada, Guntur, Rajahmundry, Bengaluru & Chennai, for a period of 01 year from the date of implementation. The app enables a seamless, end-to-end service by delivery partners through online booking and digital payments at the convenience of the customers obviating the need of bringing the parcels physically to the Railway premises and the associated paper work. It is further planned to introduce the App on pan-India basis shortly.
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- Commercial development of vacant railway land by RLDA.

As a result of all these measures, Railways achieved a loading of 1668 MT in 2025-26 thus becoming 2nd largest freight carrier railway in the world.

Various steps have been taken to increase non-fare revenue of Indian Railways, such as entrustment of Integrated Station Facility Management (ISFM) to RLDA and Zonal Railways at re-developed stations for improved station management, identification and optimum utilization of Out of Home Advertisement (OOHA) and Rail Display Network (RDN) Assets, allowing Zonal Railways to set up Premium Brand Outlets, awarding of various new innovative contracts by Zonal Railways under New, Innovative Non-Fare Revenue Ideas Scheme (NINFRIS), etc. Railways earned Rs. 712 cr from Advertisement and Publicity in 2025-26.

In addition to the above, Indian Railways is also undertaking concerted efforts to enhance non-fare revenue through monetization of land assets, primarily via the Rail Land Development Authority (RLDA). Key initiatives include optimal utilization of railway land through integrated master planning of railway colonies, identification of surplus land parcels for commercial development and redevelopment of railway stations by leveraging built-up area and airspace.

Further, planning approaches such as Transit Oriented Development (TOD) and development of Multi-Modal Transport Hubs (MMTH) are being adopted, wherever feasible, to unlock additional development potential and enhance commercial viability of projects.

Efforts are also being made to identify land parcels with high commercial potential and to structure projects in a manner that attracts private sector participation through transparent and competitive processes, while ensuring long-term value realization for Indian Railways. In addition, policy frameworks and approval processes have been streamlined to facilitate faster implementation of such projects.

These initiatives are aimed at sustainable and market-driven enhancement of non-fare revenue, in alignment with the objective of optimal assets utilization and revenue generation for Indian Railways. By virtue of these efforts, Railways earned Rs. 2763 cr. from land related items in 2025-26 and Railways Sundry revenue (Non-Fare Revenue) has increased to Rs. 12388.73 cr. in 2025-26 which was only Rs. 6067.96 cr. in 2021-22.

To improve Operating Ratio and Net Revenue, Railway is also taking various steps to optimize revenue expenditure as given below:-

- Rigorous monitoring of expenditure w.r.t. the monthly budget proportions based on Spending Limits.
- Optimizing expenditure in areas such as contractual payment, overtime allowance, purchase of material etc.
- Progressive electrification and reduction in expenditure under HSD oil, optimizing the fuel consumption, Energy Audit, etc.
- Improvement in inventory management
- Prioritization of expenditure on works for better use of available resources.
- Better asset utilization.
- Improving staff productivity by better man-power planning.

Due to the above measures, Indian Railway generated a surplus of Rs. 2,461 cr. (provisional) in 2025-26 after meeting all the operational expenditure including pension and Operating Ratio was 98.31% against RE target of 98.82%.

**Skill Development Initiatives:** Indian Railways have taken several measures to enhance work productivity, motivation and professional competencies of railway employees through structured capacity building and advanced training. Capacity building and skill upgradation are continuous and institutionalized processes supported by a well-established training framework across Indian Railways.

2. Indian Railways have developed a comprehensive training ecosystem providing training interventions at various stages of the career to ensure skilling, re-skilling and up-skilling of employees. For this purpose, extensive training infrastructure has been created in the form of Centralised Training Institutes (CTIs), Multi-disciplinary Zonal Training Institutes (MDZTIs), Multi-disciplinary Divisional Training Institutes (MDDTIs) and specialised training centres, which conduct induction, refresher, promotional and technical training programmes at different stages of service.

3. Training modules are designed to strengthen employees' competencies and equip railway personnel with the skills required for modern, technology-intensive railway operations. These modules are also periodically updated to incorporate new technologies in railway operations and maintenance.

4. Specialised initiatives such as the Centre of Excellence on Kavach at IRISSET, courses on emerging technologies (including Data Science, AI applications, Big Data Analytics, Block chain, and Cloud Computing, etc.) in collaboration with C-DAC, and Mission Rail Karmayogi for behavioural and service-orientation training of frontline staff further contribute to improving productivity and efficiency. Employees are also encouraged to undertake online learning through digital platforms such as the iGOTKarmayogi portal for continuous up-skilling and re-skilling. In addition, motivational and wellness initiatives, including yoga sessions, physical fitness activities 2024/E(Trg)/41/18 I/3152869/2026 and stress-management programmes during training and at workplaces, are promoted to enhance employee well-being and morale.
5. Through sustained investment in people and infrastructure, IR is always committed to develop a skilled, adaptive, and technology-driven workforce capable of meeting the growing demands of safe, efficient, and modern railway operations.

### **Comments of the Committee**

(Please see recommendation Para No. 10 of Chapter-I)

### **Recommendation (Para No. 7)**

The Committee notes that removal of traffic bottlenecks has been accorded priority in the Budget 2026–27, with a significant increase in the throw-forward for doubling works, rising to Rs. 37,750 crore over the previous year. However, the Committee observe that against a target of 2,600 km for 2025–26, 573 km (22.04%) was completed up to December 2025, while financial utilization stood at Rs. 21,457.27 crore, i.e., 73.92% of the Revised Estimate of Rs. 29,026 crore. The Committee acknowledge that doubling projects are long-gestation assets involving land acquisition, statutory clearances and complex execution in high-density corridors which effect the completion time as well as cost estimates. However, the Committee stress the need to minimize the gap between expenditure incurred and corresponding physical achievement. Doubling of lines is a critical capacity augmentation measure with direct implications for operational safety, congestion reduction and revenue growth. The Committee therefore expect that in 2026–27, budgetary allocations will be optimally

utilized with commensurate achievement of physical targets. Accordingly, the Committee recommend that Ministry of Railways strengthen pre-construction preparedness, particularly in respect of land acquisition and statutory clearances, improve coordination with State authorities and other allied agencies to avoid delays, and ensure stage-wise monitoring of doubling projects. The Committee further urge the Ministry to prioritize the implementation of doubling projects on capacity-constrained and freight-intensive routes in a focused mission mode manner, while leveraging modern mechanized construction technologies to accelerate execution.

### **Reply of the Government**

Capacity enhancement of railway network has been taken up by Indian Railways in a big way during last 11 years. The details of commissioning/laying of new track across Indian Railways is given below:-

| <b>Period</b> | <b>New track Commissioned</b> | <b>Average commissioning of new tracks</b> |
|---------------|-------------------------------|--------------------------------------------|
| 2009-14       | 7,599 Km                      | 4.2 Km/day                                 |
| 2014-25       | 34,428 Km                     | 8.6 Km/day (more than 2 times)             |

As on 01.04.2025, across Indian Railways, 431 Railway infrastructure projects (154 New Line, 33 Gauge Conversion and 244 Doubling) of total length 35,966 Km, costing approx. ₹6.75 lakh crore are sanctioned. The summary is as under:-

| <b>Category</b>           | <b>No of Projects</b> | <b>Total Length NL/GC/DL (km)</b> | <b>Length Commissioned till Mar'25 (Km)</b> | <b>Total Exp upto Mar'25 (₹in Crore)</b> |
|---------------------------|-----------------------|-----------------------------------|---------------------------------------------|------------------------------------------|
| New Lines                 | 154                   | 16,142                            | 3,036                                       | 1,45,318                                 |
| Gauge Conversion          | 33                    | 4,180                             | 2,997                                       | 22,753                                   |
| Doubling / Multi-tracking | 244                   | 15,644                            | 6,736                                       | 1,22,858                                 |
| Total                     | 431                   | 35,966                            | 12,769                                      | 2,90,929                                 |

Some of the recently completed Projects are as follows:

| <b>S. No.</b> | <b>Name of project</b>                                              | <b>Length<br/>(in Kms)</b> |
|---------------|---------------------------------------------------------------------|----------------------------|
| 1             | Udhampur- Srinagar- Baramulla new line                              | 272                        |
| 2             | Bhairabi - Sairang New Line                                         | 51                         |
| 3             | Deoband - Roorkee New Line                                          | 27                         |
| 4             | Churu - Ratangarh Doubling                                          | 43                         |
| 5             | Tori-Shivpur 3rd Line                                               | 44                         |
| 6             | Araria - Galgalia New Line                                          | 110                        |
| 7             | Himmatnagar - Khedbrahma Gauge Conversion                           | 55                         |
| 8             | Bahraich- Nanpara -Nepalganj Gauge Conversion                       | 56                         |
| 9             | Domingarh- Gorakhpur -Kusumi 3rd Line & Gorakhpur - Nakaha Doubling | 21                         |
| 10            | Vijapur - Ambaliyasan Gauge Conversion                              | 43                         |
| 11            | Pune- Miraj -Londa Doubling                                         | 467                        |
| 12            | Manmad - Jalgaon 3rd Line                                           | 160                        |
| 13            | Phephna –Indara- Mau -Shahganj Doubling                             | 150                        |
| 14            | Adraj -Moti -Vijapur Gauge Conversion                               | 40                         |
| 15            | Katni -Bina 3rd Line                                                | 279                        |
| 16            | Gandhidham- Adipur Quadrupling                                      | 21                         |
| 17            | Khatuwas - Narnaul Doubling                                         | 24                         |
| 18            | Penukonda- Dharmavaram Doubling                                     | 42                         |

During last three years i.e. FY 2022-23, 2023-24, 2024-25 and the current FY 2025-26, 306 projects (53 New Line, 17 Gauge Conversion and 236 Doubling) of total length 13,968 Km have been sanctioned across Indian Railways.

Some of the major projects sanctioned are as follows:

| <b>SN</b> | <b>Project Name</b>               | <b>Cost<br/>(₹ in<br/>Crore)</b> |
|-----------|-----------------------------------|----------------------------------|
| 1         | Chopan – Chunar doubling (102 Km) | 1,553                            |

|    |                                                                                                    |       |
|----|----------------------------------------------------------------------------------------------------|-------|
| 2  | Guntur – Bibinagar doubling (239 Km)                                                               | 3,238 |
| 3  | Mudkhed – Medchal & Mahbubnagar – Dhone doubling (418 Km)                                          | 5,655 |
| 4  | Samakhiali – Gandhidham Quadrupling (53 Km)                                                        | 1,571 |
| 5  | Merta City – Ras & Bypass at Merta Road new line (56 Km)                                           | 1,038 |
| 6  | Lumding – Furkating doubling (140 Km)                                                              | 2,334 |
| 7  | Ajmer – Chanderiya doubling (178 Km)                                                               | 1,813 |
| 8  | Motumari – Vishnupuram with RoR doubling (100 Km)                                                  | 1,746 |
| 9  | Bikramshila – Katareah new line with new bridge on river ganga (26 Km)                             | 2,549 |
| 10 | Gunupur – Therubali new line (74 Km)                                                               | 1,326 |
| 11 | Malkangiri – Pandurangapuram new line (174 Km)                                                     | 4,109 |
| 12 | Badampahar – Kendujhargarh new line (82 Km)                                                        | 2,106 |
| 13 | Junagarh – Nabarangpur new line (116 Km)                                                           | 3,274 |
| 14 | Buramara – Chakulia new line (60 Km)                                                               | 1,639 |
| 15 | Jalna – Jalgaon new line (174 Km)                                                                  | 7,105 |
| 16 | Bangriposi – Gorumahisani new line (86 Km)                                                         | 2,549 |
| 17 | Chandil – Anara – Damodar 3rd line (121 Km)                                                        | 2,170 |
| 18 | Bargarh Road – Nawapara Road new line (138 Km)                                                     | 2,926 |
| 19 | Sardega – Bhalumuda new double line (37 Km)                                                        | 1,360 |
| 20 | Varanasi – Pt. Deen Dayal Upadhyaya Multitracking with rail cum road bridge on river ganga (15 Km) | 2,642 |
| 21 | Jalgaon – Manmad 4th line (160 Km)                                                                 | 2,773 |
| 22 | Bhusawal – Khandwa 3rd & 4th line (131 Km)                                                         | 3,514 |
| 23 | Sambalpur – Jarapada 3rd & 4th line (127 Km)                                                       | 3,916 |
| 24 | Jharsuguda – Sason 3rd & 4th line (35 Km)                                                          | 1,181 |
| 25 | Gondia – Ballarshah doubling (240 Km)                                                              | 4,819 |
| 26 | Kharsia – Naya Raipur – Parmalkasa 5th & 6th line (278 Km)                                         | 8,741 |
| 27 | Wardha – Balharshah Quadrupling (135 Km)                                                           | 2,381 |
| 28 | Ballari – Chikjajur doubling (185 Km)                                                              | 3,342 |

|    |                                                                                           |        |
|----|-------------------------------------------------------------------------------------------|--------|
| 29 | Koderma – Barkakana doubling (133 Km)                                                     | 3,063  |
| 30 | Itarsi – Nagpur 4th line (297 Km)                                                         | 5,451  |
| 31 | Dangoaposi – Jaroli 3rd & 4th line (43 Km)                                                | 1,752  |
| 32 | Secunderabad – Wadi 3rd & 4th line (173 Km)                                               | 5,012  |
| 33 | Furkating – New Tinsukia doubling (194 Km)                                                | 3,634  |
| 34 | Bakhtiyarpur – Rajgir – Tilaiya doubling (104 Km)                                         | 2,192  |
| 35 | Gondia – Dongargarh 4th line (84 Km)                                                      | 2,223  |
| 36 | Wardha – Bhusawal 3rd & 4th line (314 Km)                                                 | 9,197  |
| 37 | Hosapete – Bellary quadrupling (65 Km)                                                    | 2,372  |
| 38 | Kasara – Manmad 3rd & 4th line (131 Km)                                                   | 10,154 |
| 39 | Punarakh – Kiul 3rd & 4th line (50 Km)                                                    | 2,668  |
| 40 | Gamharia – Chandil 3rd & 4th line (55 Km)                                                 | 1,168  |
| 41 | Sainthia- Pakhur 4th Line (81 Km)                                                         | 1,569  |
| 42 | Santragachi- Kharagpur 4th line (111 Km)                                                  | 2,905  |
| 43 | Nergundi – Barang &Khurda Road – Vizianagaram 3rd line (385 Km)                           | 5,618  |
| 44 | Son Nagar – Andal 3 <sup>rd</sup> and 4 <sup>th</sup> Line (375 Km)                       | 13,606 |
| 45 | Gorakhpur Cantt – Valmiki Nagar doubling (96 Km)                                          | 1,270  |
| 46 | Jaipur – Sawai Madhopur doubling (131 Km)                                                 | 1,269  |
| 47 | Luni – Samdari – Bhildi doubling (272 Km)                                                 | 3,531  |
| 48 | Narkatiaganj – Raxaul – Sitamarhi – Darbhanga & Sitamarhi – Muzaffarpur doubling (256 Km) | 4,553  |
| 49 | Prayagraj (Iradatganj) – Manikpur 3rd line (84 Km)                                        | 1,640  |
| 50 | Tirupati – Pakala – Katpadi doubling (104 Km)                                             | 1,332  |
| 51 | Ratlam – Nagda 3rd and 4th line (41 Km)                                                   | 1,018  |
| 52 | Aluabari Road – New Jalpaiguri 3rd & 4th line (57 Km)                                     | 1,786  |
| 53 | Aurangabad (Chhatrapati Sambhajinagar) – Parbhani (177 Km)                                | 2,179  |
| 54 | Bhagalpur – Dumka – Rampurhat doubling (177 Km)                                           | 3,169  |
| 55 | Itarsi – Bina 4th line (237 Km)                                                           | 4,329  |
| 56 | Vadodara – Ratlam 3rd & 4th line (259 Km)                                                 | 8,885  |

|    |                                                                  |        |
|----|------------------------------------------------------------------|--------|
| 57 | Devbhumi Dwarka (Okha) – Kanalus doubling (141 Km)               | 1,457  |
| 58 | Badlapur – Karjat 3rd and 4th line (32 Km)                       | 1,324  |
| 59 | Delhi – Ambala Cantt 3rd & 4th line (194 Km)                     | 5,983  |
| 60 | Gondia – Jabalpur doubling (231 Km)                              | 5,236  |
| 61 | Manmad – Indore new line (360 Km)                                | 18,529 |
| 62 | Errupelam – Amaravati – Nambur new line (57 Km)                  | 2,245  |
| 63 | Vadhavan Port and New Palghar station new double line (22 Km)    | 1,507  |
| 64 | Deshalpar – Hajipir – Luna and Vayor – Lakhpat new line (145 Km) | 2,526  |

Completion of Railway project/s depends on various factors which include the following:

- Land acquisition by State Government
- Forest clearance
- Shifting of infringing utilities
- Statutory clearances from various authorities
- Geological and topographical conditions of area
- Law and order situation in the area of project site
- Number of working months in a year for particular project site etc.

All these factors affect the completion time and cost of the project/s.

Various steps taken by the Government for effective and speedy implementation of rail projects include:

- Substantial increase in allocation of funds.
- Delegation of powers at field level.
- Close monitoring of progress of project at various levels.
- 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.

### **Recommendation (Para No. 8)**

The Committee commends Indian Railways for the successful completion of the Udhampur–Srinagar–Baramulla Rail Link (272 km), providing seamless and all-weather connectivity to the Kashmir Valley and the Bhairabi–Sairang (51.38 km) line connecting Aizawl in Mizoram, thereby strengthening national integration and providing access to remote regions. The Committee note that against the RE of Rs. 30,632 crore for New Lines in 2025–26, expenditure up to December, 2025 stands at Rs. 22,339.89 crore (73% approx.) with physical progress of 345 km(50% approx.) against the annual target of 700 km. The Committee note that the same has been rationalized in the 2026-27 budget as BE for 2026–27 has been further augmented to Rs. 36,721.6 crore with a target of 500 km. The Committee further observe that physical achievements during 2023–24 and 2024–25 exceeded targets. While acknowledging that projects are executed zone-wise and obtaining necessary clearances along with timely land acquisition by State Governments is a critical factor, the Committee recommend a structured mechanism incorporating improved project planning and monitoring, parallel processing of approvals and clearances, prioritization of high-impact connectivity projects, focused execution of corridors with economic impact and seamless financing to ensure timely completion/achievement of targets established. The Ministry may also study the applicability of the model of National Highways Authority of India (NHAI) on project execution and PPP models in planning and undertaking key railway projects for new tracks including Dedicated Freight Corridors (DFCs) and High-Speed Rail corridors. The Committee further desire the Ministry to adopt a targeted and scientific approach for systematic consideration of proposals for new railway lines received from State Governments, Central Ministries, public representatives, as well as those arising from Railways own operational requirements. While examining such proposals, due weightage may be accorded to factors such as traffic projections, bridging of missing links, provision of alternate routes and augmentation of congested or saturated corridors.

## Reply of the Government

Capacity enhancement of railway network has been taken up by Indian Railways in a big way during last 11 years. The details of commissioning/laying of new track across Indian Railways is given below:-

| Period  | New track Commissioned | Average commissioning of new tracks |
|---------|------------------------|-------------------------------------|
| 2009-14 | 7,599 Km               | 4.2 Km/day                          |
| 2014-25 | 34,428 Km              | 8.6 Km/day (more than 2 times)      |

As on 01.04.2025, across Indian Railways, 431 Railway infrastructure projects (154 New Line, 33 Gauge Conversion and 244 Doubling) of total length 35,966 Km, costing approx. ₹6.75 lakh crore are sanctioned. The summary is as under:-

| Category                 | No of Projects | Total Length NL/GC/DL (km) | Length Commissioned till Mar'25 (Km) | Total Exp upto Mar'25 (₹in Crore) |
|--------------------------|----------------|----------------------------|--------------------------------------|-----------------------------------|
| New Lines                | 154            | 16,142                     | 3,036                                | 1,45,318                          |
| Gauge Conversion         | 33             | 4,180                      | 2,997                                | 22,753                            |
| Doubling / Multitracking | 244            | 15,644                     | 6,736                                | 1,22,858                          |
| Total                    | 431            | 35,966                     | 12,769                               | 2,90,929                          |

For monitoring of sanctioned projects, Indian Railways has developed a portal - Indian Railways Projects Sanctions & Management (IRPSM). Regular data feeding on IRPSM is ensured for close monitoring of projects. Integration of IRPSM with other portals such as PMG, IIG etc through APIs has also been taken up to ensure single source of data entry and improve reliability of project monitoring.

Completion of Railway projects depends on various factors which include the following:

- Land acquisition by State Government
- Forest clearance
- Shifting of infringing utilities

- Statutory clearances from various authorities
- Geological and topographical conditions of area
- Law and order situation in the area of project site
- Number of working months in a year for particular project site etc.

All these factors affect the completion time and cost of the projects.

Various steps taken by the Government for effective and speedy implementation of rail projects include:

- Substantial increase in allocation of funds.
- Delegation of powers at field level.
- Close monitoring of progress of project at various levels.
- 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.

### **Comments of the Committee**

(Please see recommendation Para No. 13 of Chapter-I)

### **Recommendation (Para No. 9)**

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 2026-27, with allocations of Rs. 800 crore and Rs. 8225 crore, respectively. During 2025-26, allocation had been kept as Rs. 700 crore at the Revised Estimate (RE) stage for LC safety works and Rs. 471.78 crore has been utilized as of December, 2025. Similarly, for ROBs/RUBs, allocation had been kept as Rs. 7734 crore at the RE stage, with actual utilization standing at Rs. 5637.59 crore (till December, 2025). The Committee note that the targets fixed for elimination of manned level crossings have not been fully met and emphasize the necessity for renewed focus and strengthened execution to ensure timely completion of these critical safety works. The Committee, while acknowledging the progress made by Indian Railways in road safety works, construction of Road Over

Bridges (ROBs)/Road Under Bridges (RUBs) and elimination of manned Level Crossings, emphasize the need for full utilization of allocated funds and adherence to physical targets. The Committee note the persistent challenges such as land acquisition, utility shifting, statutory clearances, cost-sharing issues with State Governments, local resistance, inadequate approach roads, traffic congestion and recurring waterlogging in RUBs while stress that these obstacles must be addressed through a time-bound, mission-mode approach with strengthened coordination among Railways, State Governments and road owning authorities and streamlined approvals. The Committee recommend to prioritize ROB/RUB works on high-density routes, incorporating site-specific engineering solutions and improved drainage systems at the design stage to avoid water logging in RUBs, shifting towards condition-based or predictive maintenance, and establishing a robust grievance redressal mechanism with active involvement of people's representatives and local authorities to ensure timely completion of these critical infrastructure projects.

### **Reply of the Government**

Govt. has prioritized LCs elimination either by providing ROBs/ RUBs in lieu of LCs or through direct closure (for low traffic LCs) or by diversion of road traffic to nearby ROB/RUB/LC depending upon the site conditions.

In 2025-26, the budget utilization for ROBs/RUBs works is as follows:

*(₹ in Cr.)*

| <b>Budget Estimate<br/>(BE)</b> | <b>Revised<br/>Estimate (RE)</b> | <b>Final<br/>Expenditure</b> | <b>% w.r.t.<br/>RE</b> |
|---------------------------------|----------------------------------|------------------------------|------------------------|
| 7000                            | 7748                             | 7585                         | 98%                    |

As a result of the focused initiatives of the Government, substantial progress has been recorded in road safety works, particularly in the construction of Road Over Bridges (ROBs) / Road Under Bridges (RUBs) and the elimination of manned Level Crossings. The progress during 2025–26 in respect of construction of ROBs/RUBs and closure of Level Crossings is detailed below:

(In Nos.)

| <b>Particulars</b> | <b>ROBs<br/>Constructed</b> | <b>RUBs<br/>Constructed</b> | <b>LCs<br/>Closure</b> |
|--------------------|-----------------------------|-----------------------------|------------------------|
| <b>Target</b>      | 300                         | 800                         | 800                    |
| <b>Progress</b>    | 355                         | 799                         | 726                    |

It is seen that the progress of works exceeds targets. However, the progress of LCs closure is slightly below target as multiple works e.g. RUBs/two wheelers ROBs etc. in addition to regular ROB are required for closing one Level Crossing.

In order to further increase the progress work, (by identifying issues at inception stage itself) Railways have taken following measures:

- (i) DPR has been made mandatory for all ROBs/RUBs works which includes survey of land/utilities, examining various options to establish most feasible alignment, consultation with stakeholders. This will help avoid delays.
- (ii) Joint survey is being done with concerned State Govt./Road Owning Authority before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.
- (iii) Consultations are being held with people's representatives at planning as well as execution stages during site visits and regular meetings.
- (iv) Standardization of superstructure, substructure and foundation drawings for various combinations of span, skewness and width of road on Railway portion has been done to avoid delays during the design approval. A compendium of design has being issued, which can be directly adopted by Road owning agencies for expeditious planning.
- (v) To avoid water logging in subways, sustained efforts are being made to identify and address all factors which lead to water logging including implementing a comprehensive drainage plan for each subway. Further, RDSO has issued comprehensive guidelines in report No. BS-138- R1 incorporating latest water proofing methods.
- (vi) For Online monitoring of water logging of subways, a new module has been developed in Bridge Management System (BMS).

(vii) Critical issues in ROBs/RUBs works are being addressed through regular coordination meetings with State Governments, district administration and concerned local authorities

### **Recommendation (Para No. 10)**

The Committee appreciate the introduction of advanced rolling stock such as Vande Bharat Express (Sleeper) and Amrit Bharat Express, incorporating enhanced safety features and modern passenger amenities aimed at inducting high-capacity, lightweight, sturdy and faster trains. The Committee note that during 2025–26 (up to December, 2025), production of Locomotives, Coaches and Wagons stood at 1404, 5,855 and 25,326 against annual targets of 1826, 9665 and 26,000 respectively. The Budget Estimate (BE) for Rolling Stock for 2025–26 was enhanced to Rs. 63,373 crore at the Revised Estimate (RE) stage, while actual expenditure stood at Rs. 50,135.40 crore up to December, 2025. For 2026–27, the BE has been kept at Rs. 65,496.6 crore. Considering the shortfall against annual targets, the Committee recommend augmentation and modernization of Production Units to ensure timely achievement of rolling stock targets and strengthening indigenisation and skill development aligned to next-generation technologies. The Committee also observe that while manufacturing capabilities have advanced significantly, the maintenance ecosystem in Zonal workshops must be strengthened commensurately. Therefore, the Committee desire the Ministry to prioritise workshop modernization through induction of advanced diagnostic equipment, digital maintenance systems and structured technical training modules. A formal mechanism for seamless transfer of technology and technical know-how from Production Units to workshops should be institutionalised to ensure reliability, safety, reduction in maintenance time and cost for optimal lifecycle performance of rolling stock. The Committee further with regard to rolling stock recommend for modernization efforts beyond core mechanical systems to ancillary and passenger-facing components so that coach interiors, finishing and overall aesthetics are aligned with the technological standards of modern rolling stock, thereby enhancing passenger experience and service quality.

### Reply of the Government

The Rolling Stock production (Locomotives, Coaches & Wagons) for the year 2025-26 is as under:

| Rolling Stock | Production 2024-25 | Production 2025-26 | % Increase |
|---------------|--------------------|--------------------|------------|
| Coach         | 7237               | 8018               | 11         |
| Locomotive    | 1681               | 1914               | 14         |
| Wagon         | 41927              | 34755              | -          |

Indian Railways has significantly increased its coach production to an all-time high of 8018 coaches in 2025-26 against the production of 7237 coaches in 2024-25. There is an overall increase of 11 % in the production of coaches (including Distributed Power Rolling Stock coaches) across various coach Production Units of Indian Railways over the previous year.

There is an overall increase of 14 % in the production of Locomotives in 2025-26 over 2024-25 across different Loco Production Units of Indian Railways.

The actual expenditure for Rolling Stock till Feb'26 is Rs. 64134 Cr against the Revised Estimate of Rs. 63373 Cr.

As regards the augmentation and modernisation of Production Units is concerned, this is a continuous process on Indian Railways and undertaken on a need basis. Presently, works costing Rs. 7737 Crores are under execution for the augmentation and modernisation of various Production Units. In addition to this, coach manufacturing units at Latur and Kazipet have also been set up to further augment the production capacity.

Railway Workshops are being progressively modernized through the induction of Industry 4.0 (IoT-enabled) based advanced equipment and digital maintenance practices. Advanced technologies for inspection, testing and condition monitoring of rolling stock are being implemented across Indian Railways supported by digital data platforms for real-time data capture and analysis. For real time condition monitoring of rolling stock, installation of wayside equipment such as HAHW, WILD, OMRS, Machine Vision etc. are being carried out.

Specifications, technical circulars, modification instructions and maintenance manuals issued from time to time by RDSO ensures dissemination and upgradation of technical know-how of Workshops.

Further, Indian Railways continuously strives to impart training to its employees in latest technologies through in-house and external resources.

Modernization and Improvement/up-gradation of Rolling Stock to enhance safety, convenience and comfort of passengers is also a continuous and ongoing process on Indian Railways.

The work of replacement of earlier ICF coaches with safer and more modern LHB coaches has been taken up in a phased manner. Technologically superior LHB coaches have better riding, improved aesthetics and features like Lightweight design, Anti climbing, Air suspension (Secondary) with failure indication system, stainless steel shell and disc brake system etc.

To further improve travel experience of the passengers, Indian Railways have introduced indigenously designed and manufactured Vande Bharat Chair Car, Vande Bharat Sleeper, Amrit Bharat and Namoo Bharat Rapid Rail trains with advanced safety features and passenger amenities like jerk free semi-permanent coupler, Kavach, centrally controlled automatic plug doors, etc.

### **Recommendation (Para No. 11)**

The Committee note that the Ministry of Railways have launched the Amrit Bharat Station Scheme for phased redevelopment of railway stations across the country under which 1,337 stations have been identified and 172 stations have been completed while work is in progress at 1,072 stations. The Committee desire that station redevelopment works be implemented in a phased manner under a structured project monitoring framework for each station, incorporating physical and financial progress tracking, periodic field inspections, reporting of shortfalls against prescribed targets, identification of underlying causes, and time-bound corrective measures. The Committee further emphasise the establishment of robust institutional mechanisms to prevent cost overruns and avoidable delays through improved project planning and inter-agency coordination. The Committee also recommend that comprehensive traffic

management plans and stringent safety protocols be mandatorily implemented to ensure minimal disruption to passenger movement and train operations during the construction phase. Further, the Committee underscore the need for periodic assessment of passenger satisfaction and post-redevelopment impact evaluation, particularly with regard to amenities, accessibility, cleanliness and safety standards. The Committee also recommend that feedback and grievance redressal mechanisms be formed as an integral part of the station redevelopment process to ensure continuous improvement. The Committee further recommend that station redevelopment plans be based on assessment of passenger traffic patterns, projected demand and future growth potential of the city or region concerned, so as to ensure that the upgraded infrastructure remains scalable, demand-responsive and aligned with local development needs.

### **Reply of the Government**

Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach. The scheme involves preparation of master plans and their implementation in a phased manner to improve the amenities at the stations keeping in view the necessity at each station with a horizon of 40 to 60 years. The scheme envisages sustainable and environment friendly solutions, provision of ballastless tracks etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1340 stations have been identified for development under this scheme and works have been completed at 208 stations and works are in progress at 1046 stations.

Indian Railways has a well established and robust mechanism to monitor implementation of projects including their reviews, inspection, check for quality of works and audits. Works are carried out adhering to the standards and specifications laid down in various codes and manuals. Inspections/audits/checks are carried out from time to time by various agencies/officials/multi-disciplinary teams as per laid down instructions and actions for correction are taken immediately. This is a continuous and ongoing process.

Under the Amrit Bharat Station Scheme, Indian Railways is adopting a phased, passenger-centric redevelopment strategy to address space constraints, utility shifting, and operational continuity at brownfield stations. Holistic master planning of station estate and functional zoning ensures efficient use of railway land. Detailed utility mapping and advance diversion planning are undertaken in coordination with local agencies to avoid service disruptions. Construction is executed in carefully sequenced phases so that train operations and essential passenger amenities remain functional. Temporary facilities, clear signage, and crowd management measures are deployed to minimize inconvenience during the redevelopment period with necessary safety measures.

Suggestions / Representations, both formal and informal, for Railway projects / works across the country are received on the basis of demands raised by State Governments, Members of Parliament, Ministries of Central Government, elected representatives, Railways' own requirements, organizations / rail users etc., at various levels including Railway Board, Zonal Railways, Division Office etc. Receipt of such suggestions / representations is a continuous and dynamic process and these are examined and action as found feasible and justified is taken from time to time. Amrit Bharat Station Scheme envisages development with a long term approach. Accordingly, various requirements of each station are analysed while preparing the master plans and appropriate planning and phasing of works are done.

Further, development / redevelopment / upgradation / modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. Development / redevelopment / upgradation / modernisation of a station is carried out based on category of station / condition / traffic handled etc.

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 fibre 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.

Cleanliness is a continuous process and every endeavour is made to keep the stations premises in properly maintained and clean condition. Various measures have been taken for passenger satisfaction and grievance redressal regarding cleanliness at stations which includes:

- Rail Madad portal has been developed to enable passengers to highlight their needs and seek assistance on passenger amenities, cleanliness, security etc, on mobile app or through SMS irrespective of class of travel. In Rail Madad, passengers can seek redressal through multiple channels such as Helpline number-139, RailMadad Web, App and SMS. Further, feedback of cleanliness is also taken through Rail Madad portal which is real time passenger grievance redressal mechanism.
- Passenger awareness campaigns are regularly conducted across Indian Railways for encouraging them to dispose garbage in dustbins provided in trains & stations.
- Regular inspections are conducted at Divisional level, HQ level and Railway Board Level for monitoring cleanliness at stations and suitable measures are taken to address the shortcomings.

### **Comments of the Committee**

(Please see recommendation Para No. 16 of Chapter-I)

### **Recommendation (Para No. 12)**

The Committee observe that freight remains the backbone of Indian Railways, contributing about 65% of its revenue. The Committee note that Coal, Iron Ore, Cement, Iron and Steel constitute about 70% of freight loading and revenue generation through freight operation. The Committee note that Dedicated Freight Corridors Corporation of India Limited is running 406 trains per day and handling approximately 13% of

Indian Railway traffic. The Committee view that announcement of the Dankuni–Surat Dedicated Freight Corridor in Budget, 2026 represents a strategically significant expansion of the freight network and its timely execution and cost control will ensure economic and operational benefits, including decongestion of conventional routes and improved freight efficiency. The Committee are aware that Railways have implemented various policies for promoting non-bulk cargo segments such as automobiles, containers, parcels and fast-moving commercial goods. The Committee appreciate the product specific policies being designed which are enhancing freight earnings and recommend further strengthening of transport policy/model for light and low-density cargo to increase market share for Indian railways in commodity transportation. The Committee desire the Ministry to take concerted efforts in minimizing transit delays, lowering inventory holding requirements, reducing wastage and degradation of goods during transit and further simplify business processes. The Committee recommend the Ministry to accord priority for integration of freight corridors with industrial corridors, ports and multimodal logistics facilities to maximize logistics efficiency and long-term financial sustainability. The Committee also recommend the Indian Railways to scale up the Joint Parcel Product–Rapid Cargo Service (JPP-RCS) on high-demand routes and expand the model to other commercially viable corridors across the country. The Committee urge the Ministry to strengthen partnerships with other logistics aggregators on similar lines to enhance connectivity and augment asset utilisation.

### **Reply of the Government**

Ministry of Railways has taken construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 Km) and the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 Km).

EDFC has been completed and commissioned. In WDFC, 1404 Rkm out of total 1506 Rkm has been completed and commissioned. The balance work on WDFC from Vaitarna-JNPT section (102 Rkm) has been taken up.

Dedicated Freight Corridor (DFC) Project will have positive impact on transportation and logistics sector as it will enable enhanced movement of Double Stack

Container (DSC) trains, higher axle load trains, faster access of northern hinterland by Western Ports and development of new terminals/linkages with industries along the DFC. The Eastern DFC will mostly cater to mineral traffic from Eastern India. These developments will enable reduction in logistic cost.

Presently, the 'JPP-RCS' services are operational on 07 different routes viz. Surat Narayanpur Anant, Bhivandi Road-Sankrail, Patel Nagar-Chitpur, Udhna-Sankrail, Budgam-Adarsh Nagar, Devlali-Danapur (as JPP-RCS Mix train comprising VPs and GS coaches) and Bhivandi Road-Sankrail (as JPP-RCS Mix train comprising VPs and GS coaches).

Operation of 'JPP-RCS' services are planned on the basis of market demand and operational feasibility. In order to explore the potential routes, interactive sessions are held with stakeholders at Division/ HQ level as well as Board level.

Further, in order to popularize these services, the freight charges were revised downwardly and discount in empty direction was also introduced over certain sectors. Besides, the financial eligibility criteria for registration as Aggregator has been withdrawn and the empanelment fee has been reduced to Rs. 10,000/-.

### **Recommendation (Para No. 13)**

The Committee note that Gati Shakti Multi Modal Cargo terminal policy issued in December, 2021 and subsequently revised in December, 2022 and January, 2026, provides framework for development of rail freight terminals equipped with modern facilities including mechanized handling. The Committee also note that till date, a total of 124 GCTs have already been commissioned, 290 are in process. Besides 846 goods sheds of Railway are being improved and a work of Rs.14,500 crore has been sanctioned for development of customer amenities at the goods sheds and parcel offices during 2023-24, 2024-25 and 2025-26. The Committee further note that in order to improve the efficiency of rail freight handling at the terminals, Indian Railway has adopted two-pronged approach of encouraging private sector to develop the modern rail freight terminals and augmenting/upgrading the infrastructure at railway owned goods sheds. While appreciating these efforts, the Committee recommend the Ministry to accord higher priority to increasing rail's modal share in freight through creation of an

extensive and commercially viable network of privately operated and railway-supported GCTs. The Committee further recommend simplification and standardization of siding approval procedures, along with ensuring time-bound rail connectivity from the nearest railhead to upcoming terminals. From an operational perspective, the Committee emphasize the need for technology-driven mechanized loading and unloading systems, assured and predictable rake supply and seamless multimodal integration with ports and major road corridors to reduce dwell time and enhance reliability of freight movement. The Committee also recommend instituting a performance-based monitoring framework for terminals, incorporating measurable indicators such as turnaround time, rake availability and utilization, degree of mechanization, safety compliance and customer satisfaction, so that the policy not only expands infrastructure capacity but also leads to higher freight earnings and improved asset utilization.

### **Reply of the Government**

The recommendations of the Hon'ble Committee have been examined in light of the revised Gati Shakti Cargo Terminal Policy and introduction of Cargo Related Facilities Policy. Railways concur with the need to enhance rail's modal share and have incorporated several enabling provisions in revised GCT policy including extension of concession period up to 50 years, simplified migration of existing terminals, redevelopment of underutilized Railway assets, and streamlined connectivity with defined cost-sharing mechanisms. Delegation of powers to DRMs and rationalization of procedures have further simplified siding approvals and ensured faster, time-bound connectivity.

The policy also emphasizes development of modern, mechanized terminals, multimodal integration, and improved operational efficiency through expanded Common User Facilities and flexibility in value-added services. Introduction of CRF framework enables development of logistics infrastructure on Railway land with Guaranteed Railway Freight, improving first/last-mile connectivity. Performance monitoring through measurable indicators, digital systems for traffic assessment, and continued focus on rake availability and customer-centric services are expected to

enhance reliability, reduce dwell time, and improve overall freight earnings and asset utilization.

### **Comments of the Committee**

(Please see recommendation Para No. 19 of Chapter-I)

### **Recommendation (Para No. 14)**

The Committee observe that Indian Railways has undertaken substantial measures towards upgradation of track and signalling infrastructure, including adoption of modern track structures, mechanised maintenance, deployment of Electronic Interlocking, Automatic Block Signalling and large-scale rollout of the indigenously developed Kavach system. The financial outlay under Signalling & Telecom has shown a consistent upward trend, with actual expenditure exceeding budget estimates, reflecting prioritisation of safety and capacity enhancement. During the year 2025-26, Rs. 6500 crore (RE) have been allocated for Signalling & Telecom related works, out of which Rs. 5354.30 crore has been spent till January, 2026. The allocation is Rs. 7500 crore for the year 2026-27. For Kavach works, funds utilized so far up to December, 25 is Rs. 2,573.36 crores. The Committee note that Kavach version 4.0 has been successfully commissioned on 1297 Route Kilometers, covering the high density Delhi-Mumbai and Delhi-Howrah routes. The track side Kavach implementation work has been taken up on 23,360 RKM covering all GQ, GD, HDN and identified sections of Indian Railways. Tender has been finalised for equipping 6,300 Electric Locomotives with Kavach version 4.0 and another tender for equipping 2,679 Diesel Locomotives is under finalization. The Committee desire the Ministry to ensure time-bound completion of ongoing track renewal and signalling projects through project monitoring mechanisms with clearly defined physical and financial targets. The Committee also desire the Ministry to expedite large-scale deployment of Kavach across high-density and high-risk routes, strengthen indigenous manufacturing capacity and ensure adequate training of personnel to maximise safety outcomes. The Committee further recommend that impact assessments be undertaken for measures implemented towards the upgradation of track and signalling infrastructure to evaluate reduction in accidents, improvement in punctuality and enhancement in line capacity.

## **Reply of the Government**

### **Track Renewal:**

All track renewal projects are processed, examined and sanctioned through a unified digital platform developed by Indian Railways, known as the Indian Railways Projects Sanctions & Management (IRPSM) system. This ensures that a uniform set of criteria is applied across all Zonal Railways in a transparent and systematic manner

Track renewal targets are set at the beginning of each year based on safety priorities, resource availability and overall annual goals assigned to Zonal Railways. These targets are monitored and reviewed regularly by the Railway Board to ensure timely progress and adherence.

For execution, mechanized methods are widely adopted to improve the speed of work, maintain high quality standards and enhance overall effectiveness.

### **Track Maintenance**

(i) Track Maintenance is being carried out by latest technology track machines which includes Rail Grinding Machine (RGM), High Output Plain Track & Turnout Tampers and Track Relaying Machine (TRT, TLE and PCCM).

(ii) Monitoring of track parameters is being done through regular runs of Track Recording Cars (TRC) to ascertain optimal maintenance requirements.

(a) 7 no. Track recording cars (TRCs) are available including 3 number ITMS (Integrated Track Monitoring System).

(b) Further, 7 nos. ZITMS (Integrated Track Monitoring System with Zero Speed) is under supply, out of which one ZITMS has been commissioned recently.

Oscillation Monitoring System (OMS) run is being carried out by Railways for comprehensive health assessment of track.

(iii) Procurement of 16 Nos. Turnout Geometry Measurement Trolley for continuous recording of track parameters in yards is in progress.

(iv) Presently all the monitoring data is being fed in Track Management System (TMS).

### **Signalling:**

Strengthening, upgradation, modernisation and improvement of Signalling infrastructure is a continuous and ongoing process over Indian Railways. Indian Railway is continuously modernizing current infrastructure of its signalling system with current status as under:

1. Electrical/Electronic Interlocking Systems with centralized operation points and signals in place of old mechanical signalling have been provided at 6665 stations as on 28.02.2026, out of which Electronic Interlocking have been provided at 3870 stations on Indian Railway.
2. Interlocking of Level Crossing Gates (LC) has been provided at 10153 Level Crossing Gates upto 28.02.2026 for enhancing safety at LC Gate.
3. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,669 stations up to 28.02.2026.
4. Axle counters for automatic clearance of Block Section, BPAC (Block Proving Axle Counter) are provided to ensure complete arrival of train without manual intervention before granting line clear to receive next train and to reduce human element. These systems have been provided on 6149 Block Sections up to 28.02.2026.
5. Automatic Block Signalling (ABS) that enhances line capacity within existing track infrastructure has been provided at 6897 Route km upto 28.02.2026.
6. Indian Railways has gone for implementation of indigenously developed Automatic Train Protection (ATP) system, which required safety certification of highest order (SIL 4). Kavach has been adopted as a National ATP system in July 2020. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 1638 Route Kilometres, covering the high density Delhi- Mumbai and Delhi-Howrah routes as below:

| SN   | Section                                          | Progress (Route Km) |
|------|--------------------------------------------------|---------------------|
| (1)  | Delhi-Mumbai route:                              |                     |
| i.   | Junction cabin – Palwal – Mathura –Nagda section | 667                 |
| ii.  | Vadodara – Ahmedabad section                     | 96                  |
| iii. | Vadodara – Virar section                         | 336                 |
| (2)  | Delhi – Howrah route:                            |                     |
| i    | Gaya Sarmatanr section                           | 93                  |
| ii   | Chota Ambana - Bardhaman – Howrah section        | 260                 |

|     |                    |     |
|-----|--------------------|-----|
| iii | Subedarganj-Kanpur | 186 |
|-----|--------------------|-----|

Track side Kavach implementation work has been taken up on 24,427 RKM covering all GQ, GD, HDN and identified sections of Indian Railways.

Presently there are three Indian OEMs who are approved for Kavach. Efforts are being made to develop more vendors to enhance the capacity and scale up the implementation of Kavach.

Specialized training programmes on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all concerned officials. By now more than 61,758 technicians, operators and engineers have been trained on Kavach technology. This includes about 52,317 Loco Pilots & Assistant Loco Pilots. Courses have been designed in collaboration with IRISET.

Regarding Project Monitoring mechanism for financial as well physical progress, a dedicated team of Signalling officials under Gati Shakti Directorate in the Ministry of Railways has been established which closely monitors ongoing Signalling Projects for time bound completion.

**Punctuality**: The Zone-wise punctuality of Mail / Express trains on Indian Railways for the last three years have been recorded as under:-

| <b>Zones</b> | <b>2023-24</b> | <b>2024-25</b> | <b>2025-26</b> |
|--------------|----------------|----------------|----------------|
| CR           | 79.48          | 82.34          | 82.05          |
| ECOR         | 62.54          | 62.36          | 58.52          |
| ECR          | 80.29          | 79.31          | 75.26          |
| ER           | 77.99          | 83.80          | 78.97          |
| KRCL         | 64.26          | 67.66          | 71.13          |
| NCR*         | 52.96          | 72.35          | 79.13          |
| NER          | 75.11          | 78.08          | 76.26          |
| NFR          | 85.03          | 80.68          | 82.90          |
| NR*          | 61.66          | 64.37          | 66.45          |
| NWR          | 90.56          | 92.43          | 93.02          |

|       |       |       |       |
|-------|-------|-------|-------|
| SCR*  | 72.43 | 79.52 | 85.60 |
| SECR* | 45.49 | 55.38 | 59.34 |
| SER   | 72.08 | 61.97 | 56.26 |
| SR    | 90.13 | 91.23 | 91.29 |
| SWR   | 89.30 | 87.17 | 89.37 |
| WCR*  | 68.15 | 80.19 | 80.88 |
| WR    | 92.21 | 94.93 | 95.97 |
| IR    | 73.62 | 77.12 | 77.43 |

On account of Eastern Dedicated Freight Corridor (EDFC) having been fully commissioned on the stretch falling in North Central Railway, freight traffic passes through DFCCIL, leaving the main line exclusively for operation of passenger train services. It can be seen that punctuality of Mail/Express train has improved from 52.96% in 2023-24 to 79.13% in 2025-26.

On Northern Railway, the Maximum Permissible Speed of Panipat-Jind section has increased from 65 Kmph to 100 Kmph. Simultaneously, the conversion from ICF to LHB rakes has also been done for majority of rakes. It may be seen that the punctuality of Mail / Express trains on NR has consistently been improving for the last 3 years i.e. from 61.66% in 2023-24 to 66.45% in 2025-26.

On South Central Railway, due to various infrastructural works as well as conversion of ICF rakes into LHB rakes, the punctuality of Mail/Express trains have improved significantly from 72.43% in 2023-24 to 85.60% in 2025-26.

On South East Central Railway, after construction of Road over Rail Bridge on Raipur-Durg Auto section and construction of flyover from Bilaspur to Uslapur, punctuality of Mail / Express trains have gradually improved from 45.49% in 2023-24 to 59.34% in 2025-26.

On West Central Railway, construction of new bypass line at New Katni has resulted in free goods traffic movement, facilitating through movement of passenger carrying trains. Similarly, construction of UP & DN flyover between Powerkheda-Jujharpur avoiding Itarsi have resulted in passing of through Mail / Express & goods trains. As a result of these measures, punctuality of Mail / Express trains on WCR have

significantly improved by more than 12.5% i.e. from 68.15% in 2023-24 to 80.88% in 2025-26.

From the above, it can be concluded that as a result of various infrastructural improvement / measures taken, the punctuality of passenger carrying trains have consistently been improving on Indian Railways. Moreover during the period 2023-24 to 2025-26, around 800 new train services have been introduced and increase in frequency of 84 trains have been done.

### **Safety**

Safety is accorded the highest priority on Indian Railways. As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents.

Number of Consequential Train Accidents has reduced as shown in the table below:-

| <b>Year</b> | <b>Consequential Accidents</b> |
|-------------|--------------------------------|
| 2014-15     | 135                            |
| 2025-26     | 16 (88% lesser)                |

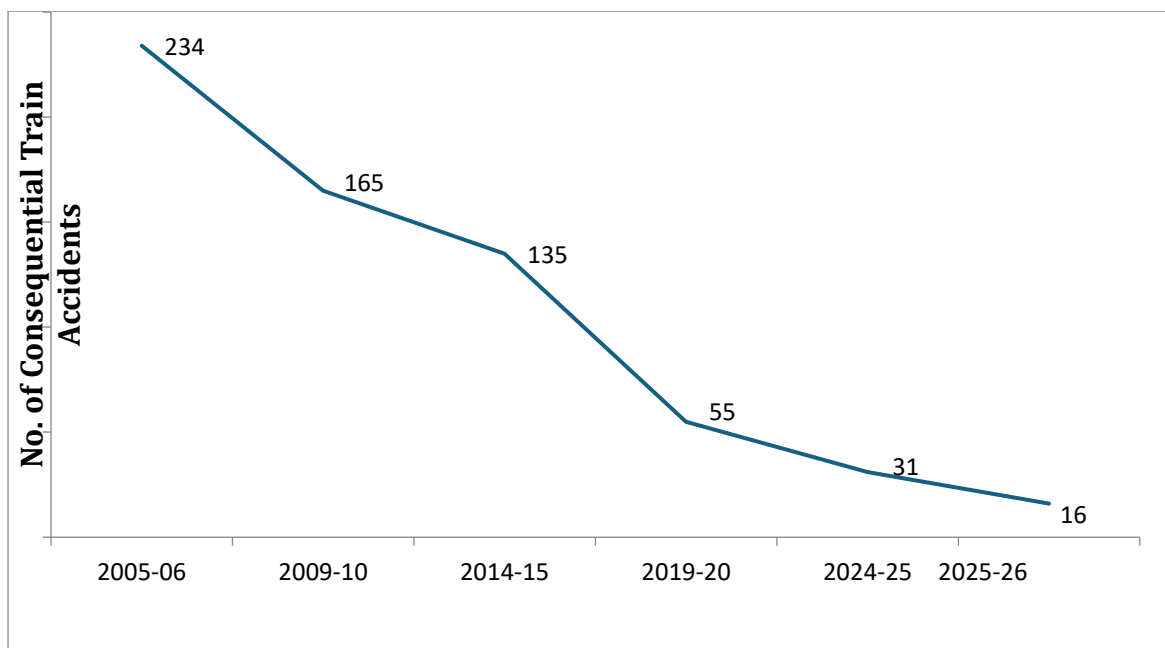
Another important index showing improvement in safety in train operations is Consequential Accident Index, the details of which are as under:-

### **Consequential Accident Index:-**

| <b>Year</b>                   | <b>Accident Index</b> |
|-------------------------------|-----------------------|
| 2014-15                       | 0.11                  |
| 2024-25                       | 0.03 (73% lesser)     |
| 2025-26 ( upto February 2026) | 0.01                  |

This index measures number of consequential accidents as a ratio of total running kilometers of all trains.

$$\text{Accident Index} = \frac{\text{No. of consequential accidents}}{\text{No. of trains X million kilometers run}}$$



The various safety measures taken to enhance safety in train operations are as under:-

1. On Indian Railways, the expenditure on Safety related activities has increased over the years as under:-

| Year    | Expenditure/Budget on Safety related activities (Rs. in Cr.) |
|---------|--------------------------------------------------------------|
| 2013-14 | 39,200                                                       |
| 2022-23 | 87,336                                                       |
| 2023-24 | 1,01,662                                                     |
| 2024-25 | 1,14,022                                                     |
| 2025-26 | 1,17,693                                                     |
| 2026-27 | 1,20,389                                                     |

2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,665 stations up to 28.02.2026 to reduce accidents due to human failure.

3. Interlocking of Level Crossing (LC) Gates has been provided at 10,153 Level Crossing Gates up to 28.02.2026 for enhancing safety at LC Gates.

4. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,669 stations up to 28.02.2026.

5. Indian Railways has gone for implementation of indigenously developed Automatic Train Protection (ATP) system, which required safety certification of highest order (SIL 4). Kavach has been adopted as a National ATP system in July 2020. Based on deployment of Kavach version 3.2 on 1,465 Rkm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07.2024. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 1,638 Route Kilometres, covering the high density Delhi-Mumbai and Delhi-Howrah routes as below:

| S.No.       | Section                                           | Progress (Route Km) |
|-------------|---------------------------------------------------|---------------------|
| <b>(1)</b>  | <b>Delhi–Mumbai route:</b>                        |                     |
| <b>i</b>    | Junction cabin – Palwal – Mathura – Nagda section | 667                 |
| <b>ii</b>   | Vadodara –Ahmedabad section                       | 96                  |
| <b>iii</b>  | Vadodara – Virar section                          | 336                 |
| <b>(2)</b>  | <b>Delhi – Howrah route:</b>                      |                     |
| <b>i</b>    | Gaya Sarmatanr section                            | 93                  |
| <b>ii</b>   | Chota Ambana–Bardhaman – Howrah section           | 260                 |
| <b>iii.</b> | Subedarganj – Kanpur                              | 186                 |

Further, track side Kavach implementation work has been taken up on 24,427 RKM covering all GQ, GD, HDN and identified sections of Indian Railways.

6. Detailed instructions on issues related with safety of Signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.

7. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.

8. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.

9. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.

- 10.** A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates, etc.
- 11.** Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fan shaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.
- 12.** Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc. to reduce human errors.
- 13.** Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.
- 14.** Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.
- 15.** Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e., Flash Butt Welding.
- 16.** Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).
- 17.** Patrolling of railway tracks to look out for weld/rail fractures.
- 18.** The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.
- 19.** Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.
- 20.** Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirement and optimize inputs.
- 21.** Detailed instructions on issues related with safety of Track, e.g. integrated block, corridor block, worksite safety, monsoon precautions, etc. have been issued.
- 22.** Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations.
- 23.** Replacement of conventional ICF design coaches with LHB design coaches is being done.

24. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.

25. Safety of Railway Bridges is ensured through regular inspection of Bridges. The requirement of repair/rehabilitation of Bridges is taken up based upon the conditions assessed during these inspections.

26. Indian Railways has displayed Statutory “Fire Notices” for widespread passenger information in all coaches. Fire posters are provided in every coach so as to educate and alert passengers regarding various Do’s and Don’ts to prevent fire. These include messages regarding not carrying any inflammable material, explosives, prohibition of smoking inside the coaches, penalties etc.

27. Production Units are providing Fire detection and suppression system in newly manufactured Power Cars and Pantry Cars, Fire and Smoke detection system in newly manufactured coaches. Progressive fitment of the same in existing coaches is also underway by Zonal Railways in a phased manner.

28. Regular counselling and training of staff is undertaken.

29. Concept of Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/ repair/replacement of assets is planned up to 52 weeks in advance on rolling basis and executed as per plan.

The details of the Safety related works related to better maintenance practices, Technological improvements, better infrastructure and rolling stock etc. undertaken by Railways are tabulated below:-

| S.N. | Item                                   | 2004-05 to 2013-14      | 2014-15 to 2024-25          | 2014-25 Vs. 2004-14 |
|------|----------------------------------------|-------------------------|-----------------------------|---------------------|
|      | <b>Technological Improvements</b>      |                         |                             |                     |
| 1.   | Use of high-quality rails (60 Kg) (Km) | 57,450 Km               | 1.43 Lakh Km                | More than 2 times   |
| 2.   | Longer Rail Panels (260m) (Km)         | 9,917 Km                | 77,522 Km                   | Nearly 8 times      |
| 3.   | Electronic Interlocking (Stations)     | 837 Stations            | 3,691 Stations              | More than 4 times   |
| 4.   | Fog Pass Safety Devices (Nos.)         | As on 31.03.14: 90 Nos. | As on 31.03.25: 25,939 Nos. | 288 times           |

|                                                |                                                           |                       |                                                  |                         |
|------------------------------------------------|-----------------------------------------------------------|-----------------------|--------------------------------------------------|-------------------------|
| 5.                                             | Thick Web Switches (Nos.)                                 | Nil                   | 28,301 Nos.                                      |                         |
| <b>Better Maintenance Practices</b>            |                                                           |                       |                                                  |                         |
| 1.                                             | Primary Rail Renewal (Track Km)                           | 32,260 Km             | 49,941 Km                                        | 1.5 times               |
| 2.                                             | USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.) | 79.43 Lakh            | 2 Crore                                          | More than 2 times       |
| 3.                                             | Weld failures (Nos.)                                      | In 2013-14: 3699 Nos. | In 2024-25: 370 Nos.                             | 90 % reduction          |
| 4.                                             | Rail fractures (Nos.)                                     | In 2013-14: 2548 Nos. | In 2024-25: 289 Nos.                             | More than 88% reduction |
| <b>Better Infrastructure and Rolling Stock</b> |                                                           |                       |                                                  |                         |
| 1.                                             | New Track KM added (Track Km)                             | 14,985 Km             | 34,428 Km                                        | More than 2 times       |
| 2.                                             | Flyovers (RoBs)/Underpasses (RUBs) (Nos.)                 | 4,148 Nos.            | 13,808 Nos.                                      | More than 3 times       |
| 3.                                             | Unmanned Level crossings (Nos.) on BG                     | As on 31.03.14: 8,948 | As on 31.03.24: Nil (All eliminated by 31.01.19) | Removed                 |
| 4.                                             | Manufacture of LHB Coaches (Nos.)                         | 2,337 Nos.            | 42,677                                           | More than 18 times      |

### **Recommendation (Para No. 15)**

The Committee note that Mumbai Ahmedabad High Speed Rail Line (MAHSR) (508 km) project was approved in 2015 at Rs. 97,636 crore. The Committee also note that the cost has increased mainly due to addition of taxes and cess (Rs. 29,330 crore), rolling stock and signalling (Rs. 16,500 crore), inflation (Rs. 19,084 crore) and higher land and resettlement and rehabilitation cost (Rs. 16,695 crore) and the revised estimate is under sanction. The Committee further note that the development of E10 series of Shinkansen is underway. Further the Committee appreciate the decision to start the operation using B28 (Bharat made Bullet Trainset) and efforts are underway to start operation using B28 (Bharat made Bullet, 280 kmph) for Surat to Vapi (97 km) in August, 2027. The Committee recommend that the Ministry adopt a robust execution framework to ensure effective inter-agency coordination, early identification and resolution of bottlenecks, and expeditious completion of utility shifting works. Such

measures are essential to prevent time and cost overruns and to secure timely delivery of projects. The Committee also note the various steps taken by the Railways under Make in India Initiative in indigenising soft and hard skills amongst other innovations. The Committee recommend accelerated indigenisation of high speed rail components and institutionalised capacity-building efforts through expansion of training programmes at the High Speed Rail Training Institute, Vadodara, and by leveraging international expertise. While pursuing indigenisation of high-speed rail components and associated technologies, the Committee recommend that the Railways undertake a comprehensive study of successful high-speed rail networks in countries where such systems are operating efficiently. The Committee are of the view that drawing upon international best practices in planning, execution and operations would help in expediting project completion, minimise cost overruns and facilitate the development of a world-class high-speed rail network in the country. The Committee appreciate the forward-looking vision of Indian Railways in announcing new High-Speed Rail corridors in the Budget 2026–27. For future corridors, the Committee emphasise that land acquisition and other statutory clearances should be completed prior to the sanctioning of projects, so as to ensure time-bound implementation and safeguard financial viability.

### **Reply of the Government**

Presently, the Mumbai-Ahmedabad High Speed Rail (MAHSR) Project (508 km) is under execution. Entire land (1389.5 Ha.) for MAHSR project has been acquired. All Statutory Clearances have been obtained. All 1651 utilities have been shifted. The delay in land acquisition in the State of Maharashtra has impacted the project till 2021. The land acquisition picked up in 2022 in Maharashtra. The progress of the project is in full swing.

Further, to strengthen national transport infrastructure, provide a fillip to regional connectivity, economic growth, tourism, investment and employment generation, and encourage modal shift from road and air transport to rail, the Government has announced the development of the following seven new High-Speed Rail (HSR) corridors in the Union Budget 2026-27: -

- (i) Mumbai–Pune
- (ii) Pune–Hyderabad
- (iii) Hyderabad–Bengaluru
- (iv) Hyderabad–Chennai
- (v) Chennai–Bengaluru
- (vi) Delhi–Varanasi
- (vii) Varanasi–Siliguri

Updation of cost, alignment etc. in DPRs for the four (04) corridors are underway and for remaining three (03) corridors, DPRs are under preparation.

Being highly capital intensive, the decision to sanction any HSR Corridor/Project depends on many factors such as outcome of DPR, techno-economic feasibility studies and availability of resources such as financing options etc.

#### **Comments of the Committee**

(Please see recommendation Para No. 22 of Chapter-I)

#### **Recommendation (Para No. 16)**

While observing the trend of budgetary estimates and actual expenditure on Railway Research in recent years, the Committee feel the need to enhance the pace of expenditure in research and development activities. Such efforts are essential to support rapid modernization, indigenisation, safety enhancement and technological self-reliance. The Committee desire that the Budget Estimate of Rs. 86.72 crore for 2026–27 should be effectively utilized to meaningfully advance these objectives and accelerate innovation-led transformation in the Railways. The Committee recommend that research initiatives be strategically aligned with emerging and future-oriented priorities, including advanced signalling and train control systems; energy efficiency and decarbonization; resilient construction and predictive maintenance of RUBs, ROBs, railway tunnels and bridges; next-generation rolling stock; high-speed rail technologies and digital transformation. The Committee further emphasize the need to establish clearly defined, outcome-oriented targets with timelines for each major R&D project, supported by a monitoring and evaluation framework to ensure accountability and

measurable impact. The Committee also desire that sustained collaboration be fostered with premier national and international institutions and industry partners working in these domains, so that research investments result in scalable outcomes.

### **Reply of the Government**

The recommendations of the Committee regarding enhancing the pace of expenditure and strengthening of research and development activities in Indian Railways have been noted.

It is further stated that the Budget Estimate of **₹86.72 crore for 2026–27** for railway research will be optimally utilized on priority R&D projects by adopting following means-

- Research initiatives are being aligned with emerging and future-oriented priorities including the areas as mentioned in the committee's recommendation.
- Each major R&D project is assigned clearly defined deliverables, milestone linked expenditure control and completion timelines.
- Project tracking mechanism is in place to ensure measurable outcomes by assigning Project In-charges for each individual research project.
- RDSO is regularly engaging with Eminent Research Institutions and their Startup Ecosystem (CRRs/ Joint Research).
  - a) Centers for Railway Research, IISc, NID, Other IITs
  - b) Chairs (BHU, PEC Chandigarh)
  - c) International Collaborations with Research Bodies like MxV Rail, UIC etc.
- After successful prototype/lab tests, developed product may be transferred to Industry or Railways for mass roll out and generating Economies of Scale besides developing Indigenous capacity for Production, Supply to IR and possible Export.

The above measures are expected to strengthen the R&D ecosystem in **Indian Railways** and accelerate innovation-led transformation of the railway system.

### **Recommendation (Para No. 17)**

The Committee note the wide range of policy measures, infrastructure initiatives, technology adoptions and institutional mechanisms undertaken by Indian Railways to achieve the target of Net Zero Carbon Emissions by 2030, including near-complete electrification of the broad-gauge network, large-scale deployment of solar and wind energy, introduction of energy-efficient rolling stock and propulsion systems, promotion of green station redevelopment, solid waste management, bio-toilets, hydrogen train technology and enhanced rail share in automobile and freight transportation. The Committee appreciate the setting up of Environment and Housekeeping Management (EnHM) Directorate in Railway Board in year 2015 and EnHM wings in all Zones to deal with the issues related to Environment as well as Housekeeping Management of Indian Railways. The Committee also note development and deployment of technologies by Indian Railways with organizations such as Automotive Research Association of India (ARAI), Council of Scientific & Industrial Research-Central Institute of Medicinal and Aromatic Plants (CSIR-CIMAP), International Centre for Automotive Technology (ICAT), Pune. While appreciating the energy efficiency and carbon reduction initiatives of Railways, the Committee recommend the Ministry to establish defined targets, rational timelines, and measurable performance indicators. The Committee further recommend undertaking periodic impact assessments of these initiatives in collaboration with research organizations and technical institutions, so as to objectively evaluate actual reductions in energy consumption and carbon emissions. Such assessments would also help identify areas for improvement and enhance the overall effectiveness of the measures adopted.

### **Reply of the Government**

Indian Railways (IR) is an environment friendly means of bulk transportation system and it has set a target of making itself 'Net Zero Carbon Emitter' (NZCE) by 2030. In this regard, the updated position regarding the targets and status of various initiatives being undertaken is as mentioned below:

- Environment and Housekeeping Management (EnHM) wings have been set up in all Zones.

- **Electrification:**

- Indian Railways has set target of 100 % electrification of BG routes. The completion of Electrification project(s) depends on various factors like forest clearances by officials of forest department, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law & order situation in the area of project(s) site, number of working months in a year for particular project site due to climatic condition etc. All these factors affect the completion time of the project(s).
- Out of 70,140 BG RKM, 69,767 RKM (99.4%) has been electrified.
- Further Roadmap :- 100 % electrification is to be achieved by Indian Railways. To expedite railway electrification work, various steps have been taken by Indian Railways including the close monitoring of execution through reviews meetings with executing agencies being conducted regularly at Board level, chasing the matters with various executing agencies like RVNL, IRCON, PGCIL, RITES writing D.O letters to Chief Secretaries of states wherever the problem of ROW or execution of transmission line works arises with state power utilities with further letter to Railways for follow-up the matter.
- Electrification of railway network on Indian Railways has been taken up in mission mode. So far about 99.4% of the total broad- gauge network of Indian Railways has been electrified. The electrification in remaining network has been taken up. Electrification carried out during 2014-25 & before 2014 is as under:

| <b>Period</b>                | <b>Route Kilometer</b> |
|------------------------------|------------------------|
| Before 2014 (about 60 years) | 21,801                 |
| 2014-25                      | 46,900                 |

- **Solar and Wind Energy:** Indian Railways has planned to progressively meet its power requirement through renewable sources with combination of solar, wind

and other renewable sources based on strategic power procurement planning. The transition to renewable energy over Indian Railways is an ongoing process. In this regard, as of April, 2026, the milestones achieved include:

- Commissioning of approximately 1150 MW of solar power plants (comprising both rooftop and land based).
- 103.40 MW of wind power plants.
- 100 MW of renewable power under Round the Clock (RTC) mode, which has actively started flowing into the IR network.
- As a definitive action plan and measurable indicator of future capacity augmentation, RE projects are being aggressively pursued. As a part of this, in addition to the existing tie-up of 1500 MW RE-RTC power, further 1000 MW RE-RTC has also been tied up.
- **Redevelopment of Railway Stations:** In redevelopment process, all environmental norms are duly considered for achieving sustainable modernization of stations.
- **Solid Waste Management:**
  - Waste collected inside trains is collected and disposed in garbage disposal bags at designated en-route stations, identified for waste disposal.
  - Based on local conditions, feasibility and requirement, tie-ups for waste disposal, have been made between local Railway authorities and municipal bodies.
  - Infrastructure like Sewage treatment plants (STPs), Effluent Treatment plants (ETPs) has been installed and commissioned, on need basis, at more than 200 stations over Indian Railways.
  - Materials Recovery Facilities (MRF), where non-compostable solid waste can be temporarily stored to facilitate segregation, sorting and recovery of recyclables from various components of waste, have been set up.
  - Zero discharge Bio-toilets have been fitted in all passenger coaches to prevent falling of fecal matter on railway tracks. The details of provision of bio toilets are as under:

- **Hydrogen train:**

| Period                   | Number of Bio-Toilet fitted |
|--------------------------|-----------------------------|
| 2004-2014                | 9,587                       |
| 2014- Till February 2026 | 3,66,250                    |

Indian Railways (IR) has taken up a state-of-the-art project for running of its first hydrogen train on pilot basis to demonstrate the use of hydrogen powered train technology in Railways. The project establishes the commitment of IR towards advancements in alternative energy-powered train travel thereby ensuring a cleaner and greener future for the country's transportation sector in order to meet net-zero carbon emission targets of IR.

This project involved designing from first stages, prototype manufacturing and first-time development of hydrogen traction technology in Indian Railways. Manufacturing of Hydrogen Train-set has been completed. Prominent features of Hydrogen Train-set are as below:

- Designed and Developed in India demonstrating IR's commitment to Atmanirbhar Bharat.
- Presently, it is the world's longest (10 coaches) and most powerful (2400 kW) Hydrogen Train-set on Broad Gauge platform.
- The train-set comprises of two Driving Power Cars (DPCs) of 1200 kW each, totalling 2400 kW along with eight passenger cars.
- Zero CO<sub>2</sub> emissions; only emission is water vapour.
- Major step in development of next generation fuel technology in Railways.
- Oscillation trial of Hydrogen trainset has been successfully completed.

For providing hydrogen for use in this train-set, a dedicated Hydrogen Production Plant has been setup at Jind, where hydrogen is produced through electrolysis process, which is a key element of green hydrogen generation.

This pilot project involved design, prototype manufacturing and first-time development of hydrogen traction technology in Indian Railways. The expansion

of hydrogen train operations beyond pilot project will depend on the success and feedback of this pilot project.

### **CHAPTER – III**

#### **OBSERVATIONS / RECOMMENDATIONS WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE IN VIEW OF THE GOVERNMENT'S REPLIES**

**-NIL-**

## **CHAPTER – IV**

### **OBSERVATIONS/RECOMMENDATIONS IN RESPECT OF WHICH REPLIES OF THE GOVERNMENT HAVE NOT BEEN ACCEPTED BY THE COMMITTEE AND WHICH REQUIRE REITERATION**

**-NIL-**

## **CHAPTER – V**

### **OBSERVATIONS/RECOMMENDATIONS IN RESPECT OF WHICH FINAL REPLIES ARE STILL AWAITED**

**-NIL-**

**New Delhi;  
06 August, 2026  
15 Sravana, 1948 (Saka)**

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

**MINUTES OF THE THIRTEENTH SITTING OF THE STANDING COMMITTEE ON RAILWAYS (2025-26)**

The Committee met on Thursday, the 6<sup>th</sup> August, 2026 from 1500 hrs. to 1530 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 Tariq Anwar
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. Smt. Satabdi Roy
14. Dr. Bhola Singh
15. Shri Bharatbhai Manubhai Sutariya
16. Shri Gopal Jee Thakur

**RAJYA SABHA**

17. Dr. Alka Gurjar
18. Shri Rajendra Hiralal Jain
19. Shri Mansoor Ali Khan
20. Shri Subhasish Khuntia
21. Dr. K. Laxman
22. Shri Khiru Mahto
23. Shri Meda Raghunadha Reddy
24. Smt. Sadhna Singh

## **SECRETARIAT**

- |    |                   |   |                  |
|----|-------------------|---|------------------|
| 1. | Smt. Maya Lingi   | - | Joint Secretary  |
| 2. | Md. Aftab Alam    | - | Director         |
| 3. | 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) Action Taken by the Government on the Observations/  
Recommendations contained in their 8<sup>th</sup> Report (18<sup>th</sup> Lok Sabha) on  
Demands for Grants (2026-27) 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.

**The Committee then adjourned.**

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