

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 1722
TO BE ANSWERED ON 29.07.2026**

HYDROGEN TRAIN JIND-SONIPAT CORRIDOR

1722. SHRI P C MOHAN:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the current status of India's first indigenous hydrogen fuel cell train on the Jind-Sonipat corridor, the trial speed achieved the status of the hydrogen storage and refueling infrastructure at Jind including the timeline for its commercial passenger operations;**
- (b) the extent to which hydrogen trains are expected to reduce carbon and particulate emissions as compared to diesel locomotives and the estimated fuel-cost savings;**
- (c) the details of the other advantages of hydrogen trains over conventional diesel traction including noise reduction and reduced dependence on imported fuel; and**
- (d) whether the Government proposes to extend this technology to other non-electrified routes as part of Indian Railways' net-zero carbon goals particularly in Karnataka?**

ANSWER

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

(a) to (d) The Hydrogen powered train was inaugurated on 17.07.2026. Till 25.07.2026, this train has covered 1256 km of commercial run in 89 km long Jind-Sonipat section. The hydrogen train has been developed by Indian Railways on pilot basis to demonstrate the use of hydrogen powered train technology in Railways.

A dedicated Hydrogen Plant has been setup at Jind for providing hydrogen in this Trainset. The hydrogen storage facility has been set up in accordance with the guidelines of the Petroleum and Explosives Safety

Organization (PESO), ensuring adherence to prescribed safety standards and protocols.

The Hydrogen Trainset operation ensures zero CO₂ emissions with water vapour being the only emission. The Trainset works on fuel cell technology that does not have any moving part and conventional engine for traction power generation therefore the operation is much quieter thereby reducing noise pollution. This project establishes Indian Railways in hydrogen technology.

As the Hydrogen Trainset and its infrastructure have been developed on a pilot basis, direct comparison of the cost of hydrogen-fuelled trains with established traction systems at this stage would not present a fair cost comparison.

Prominent features and advantages of this technology include:

- Indigenously 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 Trainset on Broad Gauge platform.**
- The Trainset comprises of two Driving Power Cars (DPCs) of 1200 kW each, totalling 2400 kW along with eight passenger cars.**
- It represents a major step in development of next generation fuel technology in Railways, inherently optimizing noise reduction and curtailing reliance on imported fossil fuels.**

At present, IR has taken up the running of hydrogen-powered train technology on a pilot basis on the Jind-Sonipat circuit. Decision to run hydrogen trains on other routes depends on availability of resources, operational and other requirements.
