



**STANDING COMMITTEE ON RAILWAYS
(2024-25)**

(EIGHTEENTH LOK SABHA)

**MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

FIRST REPORT

**DEMANDS FOR GRANTS
(2024-25)**



**LOK SABHA SECRETARIAT
NEW DELHI**

December, 2024/ Agrahayana, 1946 (Saka)

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Presented to Lok Sabha on ..13.12.2024

Laid in Rajya Sabha on13.12.2024



LOK SABHA SECRETARIAT

NEW DELHI

December, 2024/ Agrahayana, 1946 (Saka)

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

Dr. C.M. Ramesh - Chairperson

MEMBERS

LOK SABHA

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

Rajya Sabha

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

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

LOK SABHA SECRETARIAT

- | | | | |
|----|--------------------------|---|----------------------|
| 1. | Smt. Suman Arora | - | Additional Secretary |
| 2. | Md. Aftab Alam | - | Director |
| 3. | Ms. Savdha Kalia | - | Deputy Secretary |
| 4. | Shri Rudresh Singh Yadav | - | Under Secretary |

List of Abbreviations

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

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

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

INTRODUCTION

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

2. The Committee considered the Demands for Grants (2024-25) pertaining to the Ministry of Railways which were laid on the Table of the House on 24th July, 2024. This Report is based on facts and figures submitted by the Ministry of Railways and the depositions made by the representatives of the Ministry of Railways (Railway Board) before the Committee on 22.10.2024. The Committee considered and adopted the Report at their sitting held on 11.12.2024. Minutes of the related sittings are given in the Appendix to the Report.

3. The Committee wish to express their thanks to the officers of the Ministry of Railways (Railway Board) for appearing before the Committee and furnishing the information that the Committee desired in connection with the examination of the Demands for Grants (2024-25). They would also like to place on record their appreciation for the assistance rendered to them by the officials of Lok Sabha Secretariat attached to the Committee.

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

New Delhi;

11th December, 2024

20 Agrahayana, 1946 (Saka)

DR. C.M. RAMESH

Chairperson

Standing Committee on Railways

REPORT

PART-I

I. INTRODUCTORY

1.1 Indian Railways boasts a vast network of over 68,584 Route Km (As of March 31, 2023) and employs approximately 1.25 million staff (as of April 1, 2024), making it the world's fourth-largest railway network under a single management. The government has prioritized transforming Indian Railways into a world-class entity. In the Union Budget 2024-25, a record capital expenditure of ₹2,62,200 crores has been allocated to the Railways. The Gross Budgetary Support for the same period is set at ₹2,52,200 crores.

1.2 The infusion of Capex has yielded remarkable results, with Indian Railways achieving an all-time high freight loading of 1,588 million tonnes (MT) in FY 2023-24. Additionally, in 2023-24, Indian Railways reported all-time high total receipts of ₹2,56,093 crores and generated a Net Revenue of ₹3,260 crores, which will further support Capex. Indian Railways has achieved significant milestones, including commissioning 31,180 track kilometers in the past decade.

1.3 The focus of the Annual Plan 2024-25 is to eliminate traffic bottlenecks, enhance safety measures, and improve customer amenities. To achieve these goals, significant funding has been allocated for various initiatives: Traffic Facilities (Rs. 8,982.94 crore), safety enhancements at level crossings (Rs. 705.18 crore), Road Over/Under Bridges (Rs. 9,274.69 crore), signal and telecom upgrades (Rs. 4,647.28 crore), and customer amenities (Rs. 15,510.80 crore) as it evolves into a more efficient transport system.

1.4 Indian Railways is taking many initiatives to improve safety in its operations. Advanced Signalling System such as Panel Interlocking/Electronic Interlocking (PI/EI/RRI) along with Multi Aspect Colour light LED Signals, Digital Axle Counters, Electric Point Machines etc., have been progressively provided on 6605 stations (99.4%)

of the total interlocked Broad Gauge Stations on Indian Railways up to 30.09.2024. Kavach is Automatic Train Protection system, indigenously developed by Indian Research Design and Standards Organization (RDSO) in association with Indian Vendors. Kavach aids the loco pilot in train running within specified speed limits. It also helps the train to run safely during inclement weather such as dense fog. Kavach initiates automatic application of brakes in case of over speeding by Loco pilot. Further operational improvement of Kavach has been taken up and Kavach version 4.0 specification has been approved recently. Kavach has so far been deployed on 1465 Route Km on South Central Railway and approx. 80 Route Km on North Central Railway in Palwal to Bhuteshwar section on Delhi – Mumbai route.

1.5 To upgrade the passenger experience, Railways have introduced Wi-Fi facilities at 6108 stations, bridging the digital divide between rural and urban citizens. Indian Railway Catering and Tourism Corporation's (IRCTC) online ticketing system has emerged as one of the largest e-commerce websites in the country and Asia Pacific, and it is easily accessible through the website, mobile app, and IRCTC authorized agents. The Freight Operations Information System comprehensively manages all facets of freight operations, encompassing booking, electronic demand registration, transfer of railway receipts, and consignment tracking. The Rail Sugam App and Freight Business Development Portal have also been created to enhance customer convenience.

II. DEMAND FOR GRANTS 2024-25

2.1 After the merger of the Railway budget with the General Budget from the year 2017-18, the Railway receipts and expenditure have been a part of the documents of the General Budget. The expenditure of the Railways is now a part of Demands for Grants of the Ministry of Finance like other Ministries/Departments of Government of India. The entire expenditure of Railways is now covered in 'Demand for Grant No. 85' with sub-sections as 'Revenue' and 'Capital'.

2.2 The Demands pertaining to Ministry of Railways for the year 2024-25 were laid in Lok Sabha on 24.07.2024. These demands are detailed as under:-

(Rs. in thousands)

Sl. No.	Details	Total Demand (2024-25)	
		Voted	Charged
	Revenue		
1	Indian Railways – Policy Formulation, Direction, Research, and other Miscellaneous Organization	2586,72,00	13,29,00
2	General Superintendence and Services on Railways	10275,69,27	1,60,38
3	Repairs and Maintenance of Permanent Way and Works	21385,32,34	42,10
4	Repairs and Maintenance of Motive Power	8042,80,56	-
5	Repairs and Maintenance of Carriages and Wagons	23450,69,36	-
6	Repairs and Maintenance of Plant and Equipment	11852,38,48	12,03,15
7	Operating Expenses – Rolling Stock and Equipment	24494,32,50	-
8	Operating Expenses – Traffic	46709,08,27	11
9	Operating Expenses – Fuel	34778,71,28	-
10	Staff Welfare and Amenities	10185,56,18	-

11	Miscellaneous Working Expenses	9810,14,14	427,34,66
12	Provident Fund, Pension and Other Retirement Benefits	72175,77,62	9,60
13	Appropriation to Funds	70900,00,00	-
14	Other Transport Services	3393,00,00	-
	Total Revenue	350040,22,00	454,79,00
	Capital		
15	Assets – Acquisition, Construction and Replacement	438863,57,00	45997,00
	Grand Total (Revenue + Capital)	788903,79,00	914,76,00

III. FINANCIAL PERFORMANCE

3.1 The Ministry of Railways provided the following details of earnings of Indian Railways for the years 2021-22, 2022-23, 2023-24 and Budget Estimates for the year 2024-25 :-

(Rs. in crore)

Items		2021-22	2022-23	2023-24	BE 2024-25
(a)	Passenger	39,214.39	63,416.85	70693.33	80000.00
(b)	Other Coaching	4,899.56	5,958.32	6727.25	7500.00
(c)	Goods	141,096.39	162,262.90	168293.29	180000.00
(d)	Sundry other Revenue	6,067.96	8,498.60	9652.44	10500.00
Misc. Receipts		160.53	194.40	820.78	400.00
Total Receipts		191,367.01	240,176.96	256093.42	278500.00
Ordinary Working Expenses		156,506.34	180,255.78	191090.91	205000.00
Appr to Funds		48,100.00	55,400.00	59800.00	68000.00
Misc Exp		1,785.25	2,003.80	1942.95	2700.00
Total Expenditure		206,391.59	237,659.58	252833.86	275700.00
Net Revenue		-15,024.58	2,517.38	3,259.56	2,800.00

A. Gross Traffic Receipts (GTR)

3.2 Regarding estimates and actual Gross Traffic Receipts (GTR) during last 5 years the Ministry has given following information:-

(Rs. in crore)

Sl.No.	Year	BE	RE	Actuals
1	2019-20	2,16,675.00	2,05,833.00	1,74,356.60
2	2020-21	2,25,613.00	1,46,309.00	1,40,570.52
3	2021-22	2,17,110.00	2,01,750.00	1,91,206.48
4	2022-23	2,39,600.00	2,42,692.77	2,39,982.56

5	2023-24	2,64,600.00	2,57,900.00	2,55,272.64
6	2024-25	2,78,100.00		

3.3 Regarding revenue figures from passenger and freight traffic, Ministry detailed as follows:

(Rs in crore)

	Actuals 2021-22	Actuals 2022-23	BE 2023-24	RE 2023-24	Actuals 2023-24	BE 2024- 25
Passenger	39,214.39	63,416.85	70,000.00	73,000.00	70,693.33	80,000.00
Freight	1,41,096.39	1,62,262.90	1,79,500.00	1,69,000.00	1,68,293.29	1,80,000.00

3.4. Regarding reasons for under- achievement of Gross Traffic Receipts and the remedies proposed, the Ministry of Railways stated that-

"BE targets are basically estimates made on certain assumptions before the commencement of a fiscal. These are subsequently modified at RE stage considering the trends during the year as a part of budgeting exercise. Target of traffic receipts for a year at BE stage is decided taking into consideration the traffic plan as also other tariff and non-tariff measures undertaken/to be undertaken during the year. Further, the BE targets for revenue are usually kept at a reasonably challenging level so as to encourage the entire set up to achieve it by mobilizing itself. Since most of Railways' traffic receipts (about 90%) comes from two major segments of Railway revenues i.e. passenger and goods, upward or downward revision of Gross Traffic Receipts target largely depends upon the performance under these segments during the year. Further, the years 2019-20, 2020-21 and 2021-22 were adversely impacted by the Covid 19 pandemic leading to reassessment of estimates. In 2022-23, GTR was short due to lesser originating passenger than anticipated at RE stage and lower yield under freight per MT along with shortfall under Other Coaching earnings. GTR in 2023-24 was short due to lesser passenger per kilometre (PKM) and lesser freight loading/NTKMs in actual than anticipated at BE/RE 2023-24 stage.

Railways are making efforts to increase traffic revenue. In this connection, to enhance passenger revenue with a view to ensuring optimum utilisation of available accommodation various initiatives like running of special trains, augmentation of on-board capacity, introduction and rationalisation of Flexi-fare scheme in premium trains, graded discount in classes and sections with low occupancy and offering fare of AC chair Car

and Second class unreserved for AC-3tier coaches and Sleeper class coaches respectively having low occupancy on particular sections, periodical review of reservation quota wherever required, extension of Alternate Train Accommodation Scheme known as VIKALP have also been undertaken."

3.5. Regarding measures being taken to increase freight and non fare revenue, the ministry has stated the following measures-

- a) Gati Shakti Cargo Terminal Policy featuring liberalized provisions, particularly for long-term railway land leases with reduced Land License Fees (LLF), was introduced for development of freight terminals for handling rail cargo. So far, 87 new GCTs have been commissioned since the implementation of the policy, with an estimated traffic capacity of 148.9 million per annum (MTPA).
- b) To align with the new GCT policy and resolving various operational issues at existing Engine on Load (EOL) terminals, a revised EOL policy was launched on 13.12.2023.
- c) Wagon Investment Schemes: Since 2022-23, approvals have been granted for procurement of 572 rakes (general purpose, special purpose & automobile carriers) under various private investment schemes, and approx 325 rakes have been inducted by private investors during the same period (upto Sept 2024). Besides, IR's own fleet of NMG rakes (for carriage of automobiles) has increased from 120 rakes to 164 rakes (upto Sept-2024).
- d) A total of 590 works costing Rs. 5409 Crores have been sanctioned under PH-53 (Umbrella work) for development/modernization of Goods Sheds. The works processed under aforesaid are in nature of customer's amenities and have contributed to reduction in wagon detention, progressive improvement in the wagon turnaround ratio, attraction of additional traffic, and an overall growth in freight traffic.
- e) The launch of the Goods Shed Rating Dashboard – The dashboard assigns a star rating to each terminal based on a comprehensive evaluation of various parameters. This rating system helps identify areas for improvement, prioritize investments, support data-driven decision-making, and optimize operations to achieve strategic objectives.
- f) e-Auction Policy introduced for Commercial Earning & Non Fare Revenue contracts, on pan India basis, so as to reduce the time taken in finalization of tenders and to prevent revenue loss on this account.
- g) With special focus on e-Commerce and FMCG, 'Joint Parcel Product – Rapid Cargo Service (JPP-RCS)' has been introduced under which

provision has been made for online booking of parcel space in the JPP-RCS services by Aggregators (in addition to the India Post) through a 'Virtual Aggregation Platform (VAP)'. The service enables benefits of door-to-door delivery of consignments. 02 new JPP-RCS weekly services have been introduced between 'Tughlakabad (NR) and Yesvantpur (SWR)' and 'Bhivandi Road (CR) and Sankrail (SER)' on 27.02.2024 and 25.05.2024 respectively.

- h) Inclusion of certain popular ecommerce commodities (e.g. household cleaning/sanitizing products, cosmetics, personal hygiene products, lithium ion batteries, battery powered vehicles etc.) in the Red Tariff, so as to facilitate movement of these commodities through Railways' parcel services, including leased Parcel Cargo Express Trains, indented Parcel trains and JPP-RCS trains.
- i) Revised guidelines issued for Liberalised Automatic Freight Rebate scheme for traffic loaded in empty flow direction.
- j) To facilitate cargo aggregation and thereby, expand the commodity basket on Railway, a new transportation product "Cargo Aggregator Transportation Product" was introduced Rationalization of Station to station rates policy.
- k) To attract short distance traffic, short lead concession has been granted for traffic upto 100 Km at the rate of 50%, 25% and 10% for traffic booked upto 0-50 KM, 51-75 KM and 76-90 KM respectively except for Coal & Coke and Iron ore traffic.
- l) Busy Season Charge @15% is levied on all commodities transported in stocks other traffic covered wagons throughout the year (i.e. April to March), whereas in covered wagon it is charged from October to August (i.e. only 11 months).Busy Season Charge @ 10% is levied on container traffic from April to March. No Busy Season Charge is levied on Coal& Coke traffic, MGR traffic, Automobile traffic moving in NMG group of wagons, BCACM, BCCNR & Privately owned wagons like BCACBM wagons etc.

3.6 Railways have stated that result of these steps are clearly visible, as Railway revenue in 2023-24 was Rs. 2,56,093 cr. which was an increase of 6.6% over the previous financial year.

IV. NET REVENUE & OPERATING RATIO

4.1 The Ministry of Railways have furnished the details of Net Revenue as under:

(Rs. in crore)

Sl. No.	Year	BE	RE	Actuals
1	2019-20	9,035.00	3,811.00	*1,589.62
2	2020-21	6,500.00	2,800.00	*2,547.48
3	2021-22	6,561.00	875.00	-15024.58
4	2022-23	5,360.00	2,392.77	2,517.38
5	2023-24	2,210.00	2,000.00	3,259.68
6	2024-25	2,800.00		

**Railways were not able to appropriate requisite amount to Pension Fund from its revenue. There was an adverse balance of Rs 28,398 cr in Pension fund to end of 2019-20. In 2020-21, special loan of Rs 79,398 cr was appropriated in Pension Fund.*

4.2 Regarding Operating Ratio, the Ministry have given the following information-

Sl.No.	Year	BE	RE	Actuals
1	2019-20	95.0%	97.46%	*98.36%
2	2020-21	96.28	96.96	*97.45%
3	2021-22	96.15%	98.93%	107.39%
4	2022-23	96.98%	98.22%	98.10%
5	2023-24	98.45%	98.65%	98.43%
6	2024-25	98.22%		

**Due to Covid related resource gap, Railways appropriated less than required amount to Pension Fund in 2019-20 and 2020-21. With required level of appropriation to Pension Fund from Railway Revenues in Actual 2019-20 and 2020-21, the Operating Ratio would be 114.19% and 131.55% .*

4.3 Regarding long-term measures being taken to improve the operating ratio, the Ministry of Railways have stated as under-

"Improving the operating ratio is always a priority for Railways. To improve operating ratio, Railways need to increase earnings along with measures to control expenditure. In this direction efforts are made to increase Revenue and control expenditure. These efforts include enhancing passenger revenue with a view to ensuring optimum utilisation of available accommodation various initiatives like running of special trains, augmentation of on-board capacity, introduction and rationalisation of Flexi-fare scheme in premium trains, graded discount in classes and sections with low occupancy and offering fare of AC chair Car and Second class unreserved for AC-3tier coaches and Sleeper class coaches respectively having low occupancy on particular sections, periodical review of reservation quota wherever required, extension of Alternate Train Accommodation Scheme known as VIKALP have also been undertaken."

"To control expenditure, measures are being regularly taken in Railways in order to ensure savings in the operating expenditure. Expenditure management on Railways aims at better manpower management for improving per capita productivity, electrification of railway track, introducing HOG rakes, rationalizing repair and maintenance of rolling stock, efficient utilization of assets etc. Apart from this rigorous monitoring of expenditure on monthly basis is done to control expenditure. Due to progressive electrification of Railway tracks more than Rs. 4700 cr. has been saved under Diesel traction in FY 2023-24 alone. As a result, operating ratio of Railways improved to 98.43% in 2023-24."

V. ANNUAL PLAN 2024-25

5.1 Annual Plan is prepared on the basis of expected Capital Expenditure during the upcoming financial year along with expected earnings and budgetary support. The Ministry have provided the details of plan outlay as under:

(Rs in crore)

S. No.	Head	Annual Plan						
		2021-22		2022-23		2023-24		2024-25
		RE	Actual	RE	Actual	RE	Actual	BE
1	Gross Budgetary Support (GBS)	117300.00	117270.53	159300.00	159256.15	240200.00	242648.46	252200.00
2	Internal Resources	2500.00	1930.64	4300.00	3401.47	3000.00	2943.10	3000.00
3	RRSK (GBS)	25000.00	24731.54	10000.00	10000.00	10000.00	10000.00	10000.00
4	Market Borrowing	70200.00	60677.49	67000.00	30239.43			
5	Funding through PPP	25000.00	10388.41	14700.00	11086.03	17000.00	16625.36	10000.00
6	Total EBR including PPP (4+5)	95200.00	71065.90	81700.00	41325.46	17000.00	16625.36	10000.00
7	CF			1300.00				
8	DRF	1000.00	661.02	1000.00	617.38	1000.00	667.94	1000.00
9	DF	1500.00	1032.65	1000.00	985.39	1000.00	952.66	1000.00
10	RRSK (IR)	0.00	0.00	1000.00	1797.42	1000.00	1322.17	1000.00
11	Total Plan Size (1+2+6)	215000.00	190267.07	245300.00	203983.08	260200.00	262216.93	265200.00

5.2 During evidence, the representative of Ministry deposed as under-

"If we just compare how we are performing on Capital Investment over the years we can just see that from 2021 to 2022 while it was Rs. 1,17,000 crore. This year, the Gross Budgetary Support that we are getting is Rs. 2,52,000 crore. In our internal resources we are getting Rs. 3,000 crore and through PPP also we are trying. So, altogether it will be Rs. 2,65,000 crore. This slide shows how the Gross Budgetary Support has improved or increased. Now, we can see that it has increased steeply over the past years, and this year it is Rs. 2,65,000 crore.

How we are spending this money is important. Capacity augmentation is one of the important agenda for the Ministry of Railways and the Government. For new lines we are spending Rs. 34,602 crore. As regards gauge conversion, wherever the lines have still not been converted, under the uni-gauge policy of Ministry of Railways we are spending Rs. 4,719.5 crore. Largely, it has been completed now, but still some of the areas have been left out. So, we are at the stage of almost completing it, and very soon we will be doing it. Doubling is very important because as and when traffic increases, the line capacities get saturated, it causes inconvenience to the passengers as well and our capacity to move the traffic has also been one of the important things. Under doubling, not only doubling, quadrupling, tripling, everything is coming in this. So, it is Rs. 29,312 crore. This is one of the major thrusts of the Ministry of Railways, which is helping us to move more and more traffic.

As far as traffic facilities are concerned, again in that we are spending Rs. 8,982 crore. As regards electrification projects, I just wanted to mention to the hon. Members that we are 96 per cent electrified as on date, and by the end of the year or at most by June next year we will almost be 100 per cent. So, we are almost in the finishing stage of electrification. While we will be doing 100 per cent electrification very soon, but we will be keeping diesel as well because that is required for operations. Currently, we have around 12,000 electric locomotives and 4,000 diesel locomotives, and after we fully convert into electric, around 2,500 diesel locomotives will still be kept. Those are required for strategic requirements as also for crisis management. We have to keep it for this. So, we will maintain those diesel locomotives so that we can have optimum utilisation of diesel as well.

We are investing in PSUs. There are many PSUs like NHRCL and KRCL, and we are giving them budgetary support. So, that is going from this, and the metropolitan projects is basically MRVC, MUTP, and KY projects. So, for this year we are having Rs. 28,000 crore to MUTP project. The total of this is Rs. 1,20,000 crore.

We are spending on safety and it is under two heads. One is CAPEX and another is for expenditure on maintenance activities. This head is for CAPEX. If we see the road safety level crossings, it is Rs. 705 crore, and ROBs that are very important are Rs. 9,270 crore. This point was mentioned in your opening speech as well. Track renewal is one of the important items because whenever the traffic that is moved on a track becomes high, the life of the track expires. At that time, we change those tracks and for that investment is required so that our tracks are always in a healthy condition. Bridge work is also important. The old bridges that are there, we regularly monitor those bridges and we categorise them under different categories and based on the categorization of those bridges we take up the maintenance work of those bridges. As regards Signal and Telecom of works, we are going for electronic interlocking. It is modern interlocking for

safe train operation, and in Workshops also we are spending Rs. 4,900 crore."

A. Extra Budgetary Resources (EBR)

5.3 The Ministry of Railways have provided the year-wise position of Extra Budgetary Resources (EBR) Target vis-a-vis expenditure as under:

(Rs. in crore)

SN	EBR Source	FY-2022-23	FY- 2023-24	FY- 2024-25 (Target)
Targets		41325	17000	10000
Expenditure				
1	EBR (Rolling Stock)*	13523.32	NIL	NIL
2	EBR (Projects)*	16634.19	NIL	NIL
3	EBR (PPP)	11086.03	16625.36	3897.74
TOTAL- (1 to 3 above)		41243.51	16625.36	3897.7 (September,2024)

* Note: Borrowing target of EBR (Rolling Stock) & EBR (Projects) for FY 2023-24 and FY2024-25 is NIL.

5.4 The statement showing EBR source, Target for FY 24-25 and expenditure incurred till September, 2024 is as under:

Plan Head	Target 2024-25 (Rs. in crores)
New Lines	5500
Traffic Facilities	500
Rolling Stock	1800
Road Over/Under Bridges	600
Other Electrical/TRD Works	1500
Customer Amenities	100
Total	10000

5.5 Statement showing EBR source wise expenditure incurred till September, 2024 is as under :-

SN	Detailed Particulars	Total Investment (Rs. in crore)
1	Investments by container train operators	0
2	Investments in Gati Shakti Cargo Terminals (GCTs)	0
3	Investments in Wagons under Freight Marketing Schemes	0
4	Projects under participative policy for rail connectivity	940.11
5	Investments in manufacturing facilities through private investors	0
6	Locomotive factories	0
7	Power projects	0
8	Sidings	1.36
9	Expenditure against external aid flowing directly to executing entities under DFCCIL	54.27
10	Cost sharing projects investment made by State Governments, Central Ministries e.g. ROBs/RUBs, NL/DL, NHAI etc.	1425.36
11	Capital investments made by Railway PSUs in the Rail sector other than the amounts provided through Railway Budget - CONCOR, DFCCIL, RVNL, IRCTC, KRCL, RITES, MRVC, RAILTEL etc.	260.00
12	JV or Customer Funded Projects	0
13	Private lines by developers	31.74
14	Any other deposit works	1112.44
15	Any other activity not covered above	72.46
GROSS TOTAL > Extra Budgetary Resources		3897.74

5.6 On being asked by the Committee, why EBR (BE 2024-25) has been kept at Rs.10,000 Cr. which is lower in comparison to RE 2023-24 of Rs. 17,000 Cr and Actual EBR for 2022-23 of Rs 41325 Cr even though there is a lot of room for growth in Railway infrastructure, the Ministry replied as under-

"It is true that there is significant scope of investment in Railway infrastructure. Government has recognised its significance and hence funding the Capital requirement of IR is being facilitated through enhanced

GBS. Use of Market Borrowings for Capital expenditure increases financial liabilities of Railways as it entails debt servicing from its revenues. In order to ensure sustainable financial growth of Indian Railways, market borrowings need to be deployed cautiously and judiciously. Hence, EBR(IF) and EBR(Bonds) component of CAPEX has been rationalised."

5.7 Further the ministry in its replies has stated that declined dependence on EBR(P) is based on past expenditure trend and increased support from Government of India. Indian Railways has experimented with PPP for Rail Connectivity projects since 2002. However, these Railway projects primarily attracted only those investors who had strategic interest in the last mile projects example- mine owners, port owners etc which were mostly PSUs and Government entities rather than pure private entities. Railway projects of New Lines, Gauge Conversion, and Doubling are capital intensive with long gestation period and hence not attractive to the private players. Factors like uncertainty of traffic along the route; rolling stock and its maintenance being with Indian Railways; security issues in certain parts of the country, safety issues in carrying out work in parallel track to running track; liability on account of accidents etc., have led to subdued participation in PPP model. Hence, EBR(P) has been kept at realistic level in BE 2024-25.

B. Internal Resources

5.8 When asked to furnish the major reasons for not being able to make any significant contribution to planned expenditure through internal resources, the Ministry of Railways have stated that -

"The Railways' Capex provision has increased to Rs. 265200 cr. in BE 2024-25 from Rs. 155181 cr. in 2020-21 on account of GBS provided by the Government. Safety related works which was earlier funded from DRF is now also funded from GBS primarily RRSK. Although, Railways internal resource generation has increased to Rs. 4060 cr. in 2023-24 against Rs. 3217 cr. in 2022-23, its share in overall Capex has not grown significantly. For FY 2024-25, internal resource for Capex is kept at Rs. 3000 cr. against Rs. 3800 cr. is targeted to be generated from Railway internal revenue to supplement Capex. Railway endeavours to maximize its earnings and generate surplus for supplementing capex funds."

C. Main objectives of Annual Plan 2024-25

5.9 The Ministry has stated that the main objectives and thrust areas of Annual Plan 2024-25 are expanding, modernizing and enhancing the operational efficiency of the railway. The detailed breakdown of main objectives/thrust areas provided by the Ministry is as under-

1. Capacity Augmentation and Network Expansion:

- **New Lines** - Construction of new rail lines presents a strategic avenue for enhancing last-mile connectivity. It contributes significantly to economic development, particularly in remote areas, such as the Northeastern states and Jammu & Kashmir, Himachal Pradesh and Uttarakhand. New rail lines are planned to make travel easier within the country, helping people reach and leave areas that are difficult to access. Construction of new railway lines helps reduce congestion on existing routes by providing additional capacity for passenger and freight services. Improved transportation infrastructure attracts investment, support tourism, and enhance regional development. It also provides environmental benefits such as reduction of greenhouse gas emissions and contributes to a more sustainable and green transportation system by providing an alternative to road transportation.
- **Gauge Conversion** - Gauge conversion projects provide a uniform gauge for the smooth and fast flow of traffic, which is necessary for strategic and operation point of view. It improves the operational efficiency.
- **Doubling** - The plan prioritizes the expansion of rail network capacity to meet the increasing demand for passenger and freight services. Projects for track doubling, tripling, and even quadrupling are underway to enhance line capacity.

2. Double-track railways use each track exclusively in one direction. This arrangement simplifies signaling systems. When one track of a double-track railway is out of service due to track maintenance work or a train breaks down or during an unusual (Accident or ACF), all trains may be concentrated on a single usable track.

3. Maintenance and engineering work are easier on tracks in quadruple line with little resulting delay because standard double-track service can continue even if the other two double tracks are halted during the work.

- Traffic Facilities– Yard remodeling helps reduce congestion and improve the movement of passenger and freight trains. It involves interlocking of tracks to increase safety and capacity. Old yards were built for past needs, so remodeling removes issues like short shunting necks and inadequate lines for cleaning or stabling trains. It also allows for more platforms to handle more trains, improving efficiency and reducing delays. Overall, yard remodeling is essential for improving railway infrastructure and making train services more reliable and efficient.
- Dedicated Freight Corridors - Completion and operationalization of key sections of the Eastern and Western Dedicated Freight Corridors to decongest the existing network.

4. Modernization and Technological Upgradation:

- Computerization– Updating mobile app services for passengers to improve the booking process and offer real-time train tracking. Freight digitalization by online Indent placement, Supply information, Freight calculation and payment, Movement of receipt, Tracking of consignment, Detention charges (wharfage, demurrage) application.
- Rolling Stock– Operationalization of coaches like; Vande Bharat, Amrit Bharat, LHB and Vande Sleeper, equipped with GPS, Wi-Fi, bio-toilets, and real-time information systems and upgraded interiors for enhancing passenger services. Acquisition of modern locomotives, exemplified by the WAG-12, represents a remarkable advancement in terms of power output and capabilities. Introduction of modern age wagons like Flat Multi-purpose Wagon, BCATIC and BLSS.
- S&T Works - Advance signaling technologies such as Automatic Block Signaling (ABS) for increased train frequency, KAVACH to avoid train collision etc. are useful in improving safety and efficiency.

- Customer Amenities - Station Modernization by redevelopment of major railway stations under Amrit Bharat Station Scheme to provide world-class facilities to passengers. Modern Goods Shed with high level platform, cover over platform, lighting and concrete pathways.
- National High-Speed Rail Corporation Limited– Notable progress on Mumbai-Ahmedabad bullet train project.

5. Safety and Security:

- Road Safety Works- LC/ROB/RUB - Continuing efforts to eliminate all unmanned level crossings across the broad-gauge network. The closure of level crossings and the construction of Road Over Bridges (ROBs) or Road Under Bridges (RUBs) offer numerous benefits, contributing to enhanced safety, efficiency, and overall effectiveness of railway and road transportation systems.
- Track Renewal/Bridge Works, Tunnel Works & Approaches - Significant investments in renewing old tracks, bridges and tunnels to enhance safety, Capacity, Operational Efficiency, Long-Term Durability and Passenger Experience.
- Workshops including Production Units– Workshops and PUs contribute to the overall performance of the rail network by facilitating timely repairs, maintenance, and production of rolling stocks. This, in turn, enhances the reliability and efficiency of the railway system, fulfils operational needs, enhance safety standards, and boost capacity and throughput.

6. Electrification:

- Electrification Projects - Indian Railways aims to achieve 100% electrification by the end of 2024. This is in line with the goal of reducing dependence on fossil fuels and making railways a greener, more sustainable mode of transportation.

7. Sustainability and Green Initiatives:

- Other Specified Works - Projects include installation of solar power plants, rainwater harvesting systems and water recycling plants at stations and maintenance depots.
8. Human Resource Development:
- Training/HRD - Training programs to equip railway personnel with up-to-date skills and knowledge, preparing them to handle the complexities of modern railway operations. It leads to a more competent and efficient workforce to insure safety and operational efficiency.
9. Urban Transport Integration:
- Metropolitans Transport Project - Expanding and improving suburban rail networks in major metropolitan areas, such as Mumbai, Delhi, and Kolkata etc. to ease congestion and provide better connectivity for commuters.
10. Freight Sector Development:
- Encouraging public-private partnerships (PPPs) in freight operations, development of private freight terminals, and wagon leasing.
11. Financial Sustainability and Resource Mobilization:
- Monetization of Assets: Indian Railways plans to monetize assets like land, stations, and other infrastructure through long-term leasing and partnerships with private players.

D. Road map for implementation of Annual plan 2024-25

5.10 The Ministry of Railways have furnished the road map for implementation of Annual Plan for the year 2024-25 as under :

(Rs. in crore)

		BG Total 2024-2025 (Incl. PPP)	Expenditure to end of JUN' 24 (Ecxl. PPP)	Expenditure to end of SEP' 24 (Ecxl. PPP)
PH	Plan Head	Amount	Amount	Amount
11	New Lines (Const.)	40102.75	7346.58	15111.45
14	Gauge Conversion	4719.5	1077.1	2461.55
15	Doubling	29312.19	7679.44	16150.29
16	Traffic Facilities	9482.94	1596.83	3224.09
17	Computerisation	735.62	53.19	113.98
18	Railway Research	72.01	6.25	24.9
21	Rolling Stock	54113.78	12567.76	26544.38
22	Leased Assets	24270	10048.59	22376.58
29	RSW- LCs	705.18	128.49	279.67
30	RSW-ROBs/RUBs	9874.69	1512.35	3079.2
31	Track Renewals	17651.98	5476.49	12358.18
32	Bridge Works	2137.46	563.27	1113.08
33	Signal and Telecom	4647.28	1019.01	2202.7
35	Electrification Project	6472.3	930.25	1899.22
36	OEW (excl. TRD)	3181.87	354.83	760.62
41	Machinery & Plant	715.02	100.87	215.29
42	Workshops Incl. PUs	4903.68	1362.32	2067.26
51	Staff Welfare	815.32	183.76	361.95
53	Customer Amenities	15610.75	2100.25	5117.47
61	Invest. In PSU/JV/SPV (Govt./Non-Govt.)	32760.58	8179.14	13913.52
64	Other Specified Works	1222.26	241.14	534.32
65	Training/HRD	416.83	27.06	88.55
	Gross (excl. Inventories)	263923.99	62554.99	129998.23
81	MTPs	4090.12	879.3	1580.61
	Credits (excl. Inventories) (-)	3064.11	555.93	1288.94
	Net (excl. Inventories)	264950	62878.37	130289.9
71	Store Suspense	571.86	3307.88	4487.81
72	Manufacturing	-413.41	560.05	990.09

	Suspense			
73	Miscellaneous Advance(s)	91.55	331.99	635.65
	Inventories (Net)	250	4199.92	6113.54
	Plan Outlay (Net)	265200	67078.29	136403.55
	PARTNERSHIP	0	1549.7	3115.73
	GRAND TOTAL	265200	68627.99	139519.58

VI. ANNUAL TARGETS AND ACHIEVEMENTS

6.1 The physical targets and achievements thereof for the last three years with respect to Central Sector Schemes/National Projects/heads (2021-22 to 2023-24) and targets set for the year 2024-25 are as follows:

Items/Unit	Annual Target 2021-22	Achievement 2021-22	% Achievement	Annual Target 2022-23	Achievement 2022-23	% Achievement	Annual Target 2023-24	Achievement 2023-24	% Achievement	Annual Target 2024-25
Originating Loading (Million Tonnes)	1270	1415.87	111.49%	1475	1509.1	102.31%	1600	1590	99.38%	1650
Freight NTKMs (Billions)	714.95	871.816	121.94%	867.877	959.566	110.56%	942	913	96.92%	958.78
Originating Passengers (Million Tonnes)	8593.79	3519	40.95%	6564.81	6395.76	97.42%	6843.58	6946.82	101.51%	7409
PKMs Total (Billions)	1099.13	596.822	54.30%	1002.51	958.919	95.65%	1102.41	1076.042	97.61%	1205.5
New Lines (Kms)	300	286.5	95.50%	300	1815.5	605.17%	600	2806	467.67%	700
Doubling (Kms)	1600	1983	123.94%	1700	3185.5	187.38%	2800	2244	80.14%	2900
Gauge Conversion (TKM)	500	636.2	127.24%	500	242	48.40%	150	259	172.67%	200
Electrification Projects (RKM)	6000	6366	106.10%	6500	6565	101.00%	6500	7188	110.58%	2405
Rolling Stock										

Locomotives (Diesel +Electric Locos) (Nos)	1181	1214	102.79 %	1390	1189	85.54 %	1380	1472	106.67 %	1380
Wagons (Nos)	9600	8386	87.35 %	21000	17935	85.40 %	23000	20186	87.77 %	31500
Coaches (Nos)	5652	6291	111.31 %	5489	5131	93.48 %	6978	6550	93.87 %	7784

6.2 The financial allocation and actual expenditure for the last three years with respect to Central Sector Schemes/National Projects/heads (2021-22 to 2023-24) and proposed allocation for the year 2024-25 are as follows:

(Rs in crore)

Plan Head	2021-22		2022-23		2023-24		2024-25
	RE	Actual	RE	Actual	RE	Actual	BE
New Lines	19072	21353.5	26014	24663.36	34410	33702.18	40102.75
Gauge Conversion	3038	2899.82	3870	2877.26	4279	4487.62	4719.5
Doubling	32479	32458.22	42526	30043.28	35046	36806.08	29312.19
Traffic Facilities	4273	2679.72	4740	4459.89	7809	7374.67	9482.94
Computerisation	485	317.8	462	398.47	690	480.89	735.62
Railway Research	23	30.82	107	39.12	67	28.33	72.01
Rolling Stock	43433	41680.34	60199	44292.52	50325	53957.51	54113.78
Leased Assets	14702	14580.8	18898	17456.40	21300	20741.37	24270
Road Safety Works-LCs	731	450.35	750	519.91	552	564.62	705.18
Road Safety Works-ROBs/RUBs	3862	4225.25	6000	4827.29	6297	6097.39	9874.69
Track Renewals	15230	16557.87	15388	16325.72	16826	17850.25	17651.98
Bridge Works	1365	1302.18	1215	1050.46	2000	1906.52	2137.46
Signal and Telecom	2332	2145.08	2428	2456.12	3581	3750.97	4647.28
Electrification Project	8172	6967.2	8030	6657.54	8361	5806.98	6472.3
Other Electrical Works (excl. TRD)	663	628.21	676	734.96	1545	1434.41	3181.87
Machinery & Plant	867	898.18	538	528.86	468	523.61	715.02
Workshops Incl. PUs	2513	2669.93	2671	2480.85	3458	4514.70	4903.68
Staff Welfare	519	473.35	463	420.90	733	669.46	815.32
Customer Amenities	2351	1995.75	3824	2159.40	9618	8121.73	15610.75

Invest. In PSU/JV/SPV (Govt./Non-Govt.)	32244	25750.57	28981	27532.93	32870	31909.37	32760.58
Other Specified Works	862	543.02	857	556.22	851	794.60	1222.26
Training/HRD	145	76.13	154	115.42	242	101.93	416.83
Metropolitan Transport Projects	2000	2524.31	3536	4499.59	4601	4486.84	4090.12
Inventories (Net)	250	-122.44	350	1243.77	250	2406.78	250
EBR (P)	25000	10388.41	14700	11086.03	17000	16625.36	0
Total Capex		193474.38		207426.28		265144.17	268264.11
Credits & Recoveries	1613	3207.31	2078	3443.20	2977	2927.24	3064.11
Net Capex	215000	190267.07	245300	203983.08	260200	262216.93	265200.00

A. Throw forward- new lines, gauge conversion, track renewals, doubling and railway electrification

6.3 When asked to furnish the complete details of throw-forward in respect of New Lines, Gauge Conversion, Track renewals, doubling and railway electrification and the remedial steps taken in the matter, the Ministry of Railways have stated that as on 01.04.2024, across Indian Railway, 488 Railway Infrastructure projects (New Line, Gauge Conversion and Doubling) of 44,488 Km length, costing approx. Rs 7.44 lakh crore are in planning/approval/construction stage, out of which 12,045 Km length has been commissioned and an expenditure of approx Rs 2.92 lakh crore has been incurred upto March,2024. These include:-

- (i) 187 New line projects of total length 20199 Km, costing approx Rs 4.16 lakh crore are in planning/approval/construction stage, out of which 2855 Km length has been commissioned and an expenditure of approx. Rs 1.6 lakh crore has been incurred upto March, 2024.
- (ii) 40 Gauge Conversion projects of total length 4719 Km, costing Rs 45242 crore are in planning/approval/construction stage, out of which 2972Km length has been commissioned and an expenditure of Rs 18706 crore has been incurred upto March,2024.

(iii) 261 Doubling projects of total length 19570 Km, costing approx. Rs 2.83 lakh crore are in planning/approval/construction stage, out of which 6218 Km length has been commissioned and an expenditure of approx. Rs 1.13 lakh crore has been incurred upto March, 2024.

The details of throw forward in respect of New lines, Gauge Conversion, Doubling is enclosed as **Annexure**.

6.4 As on 01.04.2024 the throw forward in case of track renewal projects is 15199 km. Throw-forward in respect to Railway Electrification as on 01.04.2024, is Rs 10,098 crore. 64,233 (about 97%) Route Kilometer of Broad Gauge routes of Indian Railways have been electrified upto September, 2024.

B. Increasing pace of commissioning of Projects

6.5 On being asked about steps being taken to increase pace of commissioning of various projects, the Ministry stated that Railways are taking following steps in this regard-

- Setting up of Gati Shakti Directorate in Ministry and Gati Shakti units in all divisions.
- Prioritization of projects.
- Substantial increase in allocation of funds on priority projects.
- Delegation of powers at field level.
- Close monitoring of progress of project at various levels, and
- Regular follow up with State Governments and concerned authorities for expeditious land acquisition, forestry and Wildlife clearances and for resolving other issues pertaining to projects.
- This has led to substantial increase in rate of commissioning since 2014.

6.6 The Ministry further stated that Railways have adopted strict measures to complete the execution of infrastructure projects in a time bound manner. To ensure faster implementation of Infrastructure projects, Railways have been issued directions to adopt system of having Chief Project Managers for major projects who will be stationed nearer

to the major project sites and assigned functions/ coordination to ensure prompt of issues. Guidelines have also been issued empowering Zonal Railways to go for Engineering Procurement Construction (EPC) tenders irrespective of the value of tender. In order to fast pace the completion of projects to reap the intended benefits and to empower the Construction organization to take expeditious decision, CAO/Cs have been issued enhanced powers. A model document of Request for Proposal (RFP) for providing Project Management Services (PMS) for EPC contracts has been issued. Letters to State Governments seeking personal intervention in resolution of issues pertaining to acquisition of land by the State Governments and deposition of state's share in Cost Sharing Railway projects. In the overall interest to ensure that projects are completed in time without cost overrun, lot of monitoring is done in Railways at various levels (field level, divisional level, zonal level and Board level) and regular meetings are held with the officials of State Government and concerned authorities to resolve the pending issues that are obstructing the progress of projects.

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

7.1 The Ministry of Railways informed that all unmanned level crossings on Board Gauge have been eliminated on 31.01.2019. They have further informed that as on 01.04.2024, there were 17260 manned level crossings over Indian Railway, out of which 207 manned level crossings have been eliminated upto September, 2024. State/railway wise position of manned LC is as under:-

SN	STATES	MLCs	SN	RLY	MLCs
1	Andhra Pradesh	885	1	CR	387
2	Assam	860	2	ER	986
3	Bihar	1786	3	ECR	1515
4	Chandigarh	3	4	ECoR	668
5	Chattisgarh	183	5	NR	2682
6	Delhi	24	6	NCR	624
7	Goa	7	7	NER	1415
8	Gujarat	1484	8	NFR	1446
9	Haryana	442	9	NWR	889
10	Himachal Pradesh	52	10	SR	1691
11	Jammu & Kashmir	28	11	SCR	1095
12	Jharkhand	365	12	SER	781
13	Karnataka	629	13	SECR	345
14	Kerala	381	14	SWR	670
15	Madhya Pradesh	611	15	WR	1682
16	Maharashtra	652	16	WCR	384
17	Manipur	0	Total (Manned)		17260
18	Mizoram	1			
19	Nagaland	1	Gauge		MLCs
20	Odisha	675	BG		17083
21	Puducherry	21	MG		108
22	Punjab	989	NG		69
23	Rajasthan	889	Total		17260
24	Tamilnadu	1294			
25	Telangana	263			

26	Tripura	15
27	Uttar Pradesh	2932
28	Uttarakhand	149
29	West Bengal	1639
	Total	17260

7.2 The Ministry of Railways has stated that it is actively working to eliminate manned level crossings (LCs) to enhance safety and mobility through the construction of Road Over Bridges (ROBs) and Road Under Bridges (RUBs). The feasibility of these projects relies on various factors, including State Government consent for LC closures, availability of land for approach roads, and public support. As per a MoU, the Ministry of Road Transport and Highways (MoRTH) and the National Highways Authority of India (NHAI) are responsible for eliminating LCs on National Highway corridors at their own cost. As on 01.04.2024, there are total 417 nos. LCs on NH which are yet to be eliminated.

7.3 When enquired about the cost-sharing mechanism in place for the construction and maintenance of these projects with local/state government, the Ministry of Railways have stated as under-

"As per old policy, Level Crossings having Train Vehicle Unit (TVU) more than 1 lakh were considered for construction of Road over Bridge/ Road under Bridge (ROB/ RUB) on cost sharing basis with State Government.

The State Governments/ Road Owning Authorities generally allocate limited funds for road crossing works. This leads to abnormal delays in sanction and completion of these works. The aim of Ministry of railways is to accelerate road crossing works. Therefore, policy letters dated 02.03.2023 & 19.08.2024 have been issued to remove bottlenecks in sanctioning and progressing of these works at an accelerated pace as following

Sanction and Execution of Road crossing works in lieu of Level crossings:

- **For all LCs:** Sanction and execution of road crossings works in lieu of LCs are taken up by Railways at its own cost [except LCs on National Highway Corridors and LCs where State Govt. / Road Owning Authority / Local Authority want to take up the works at their own cost]. Priority of LC elimination shall be based on impact on safety in train operations, mobility of trains and impact for road users/public. These works are taken up in phases depending on priority, feasibility and availability of funds.

- Rebuilding/replacement of existing ROBs/RUBs/public FOBs on condition basis may be sanctioned at Railways cost.
- For ROB/RUBs sanctioned on 100 % cost of Railway, the cost of land acquisition involving private land, R&R and utility shifting is being borne by railways for new works.
- Old Sanctioned cost sharing works, but stalled due to no response regarding cost sharing from state govt: - There are many old sanctioned works on cost sharing basis in city area, which are held up due no response from the state govt regarding cost sharing. Policy letters dated 2.3.23 & 19.08.2024, facilitate for re-examination of such cases and if required such works can be taken up at 100 % railway cost by revising the estimates. Accordingly such stalled works are now being taken up for execution. So far estimates of 16 such cost sharing works have been revised at 100% railway cost. Many estimates are in different stages of revision.
As per extant rule the portion of Flyover (ROB)/underpass (RUB) within railway land area shall be maintained by Railways at its own cost. The remaining portion outside railway land area including maintenance and lighting of the roadway of the bridge and its approaches will be maintained by State Government /Road owning Authority/ Local Authority at its own cost.”

7.4 The Ministry of Railways have furnished the financial and physical targets and achievement of last three years and current financial year as under:

A. Physical Targets & achievement:

(Figures in Nos.)

SN	Item	2021-22		2022-23		2023-24		2024-25	
		Target	Progress	Target	Progress	Target	Progress	Target	Progress (upto Sep, 24)
1	Closure of Manned Level Crossings	1000	867	1000	880	1100	784	1100	207
2	Construction of ROBs/ RUBs/ Subways	1100	994	1000	1067	1100	1078	1100	369

All UMLCs on running lines of Broad Gauge network have been eliminated by January, 2019.

B. Funds Utilisation:

(Figures-Rs. in crores)

S N	Item	2021-22	2022-23	2023-24	2024-25
		Expenditure	Expenditure	Expenditure	Expenditure (upto Sep.'24)
1	PH-30 (ROB/ RUB Works)	4225	4827	6097	3079
2	PH-29 (Level Crossing works)*	450	520	565	280

7.5 Regarding Reasons for not meeting the targets, the Ministry has stated that completion & commissioning of ROB/RUB works depend on various factors like cooperation of State Governments in consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, number of working months in a year for particular project / work sites due to climatic conditions etc. All these factors affect the completion time of the projects / works.

7.6 Regarding Difficulties faced in construction of ROB/ RUBs, the Ministry has stated as under-

"LCs are safety hazard for both road user as well as train operations. Elimination of LC in densely populated urban areas is desirable to avoid inconvenience to road user.

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

- Land acquisition requirements & Rehabilitation & resettlement
- Coordination issues
- Allocation of requisite funds by State Government as required.
- Old Sanctioned cost sharing works, but stalled, due to no response regarding cost sharing from State Govt."

7.7 Further regarding initiatives undertaken to address the problems faced during construction, the following measures have been undertaken-

- Land acquisition requirements & Rehabilitation & resettlement : New policy letters dated 2.3.23 & 19.08.2024 facilitate the charging cost of land acquisition involving private land, R&R and utility shifting required for construction of ROB/RUB to estimate of ROB/RUBs works sanctioned on 100% cost of Railway.
- Now Land acquisition for ROB/RUB works can be done as special railway project.
- Coordination issues: As part of latest policy all ROB/RUBs works are to be undertaken by single entity to the extent possible, to reduce coordination issues.
- To expedite the ROB works, Joint survey with all Stakeholders including State Government to finalise the tentative General Arrangement Drawing (GAD).
- Periodic meeting of Railway & State Government officials to resolve various issues related to ROB/RUB works.
- Allocation of requisite funds by State Government :New policy letters dated 2.3.23 & 19.08.2024 facilitate the sanction of work for all LCs at the cost of Railways except on National Highway and where state Govt /road owning agency/Local authority wants to take up the works at its cost.
- A web based online approval system as IR-Rail Road Crossing GAD “IR-Rail Road Crossing GAD Approval System” (<https://ircep.gov.in/RCApproval/>) is being used by NHAI/MORTH for all cases of GAD approval: total time allowed for complete process has been reduced from 70 days to 60 days, and will reflect in application shortly. Other features in application are also being changed/added in consultation with NHAI/MORTH for improved coordination/monitoring.
- Additional measures to expedite the progress of work: Standardization of drawings for various superstructures (Spans) to save time of design. A compendium for Standardisation for Super Structure of ROB drawings have been launched on 02.06.2022 for different combination of spans, loading, carriage way width, skew angles which is a repository of 218 numbers of detailed design/drawings. It consists of 30 RDSO standard designs along with 188 drawings of other approved drawings for superstructure, which can be directly adopted for road over bridge across railway lines for expeditious planning and execution of ROB by Zonal Railways, NHAI/MoRTH and State Govt. This will avoid time taken for doing and approving new designs of superstructure. It is expected that Zonal railways, NHAI/MoRTH,

State Governments, etc. will get benefitted from the Compendium for expeditious execution of ROB Projects.

- Old Sanctioned cost sharing works, but stalled due to no response regarding cost sharing from state govt: - There are many old sanctioned works on cost sharing basis in city area, which are held up due no response from the state govt regarding cost sharing. Policy letters dated 02.03.2023 & 19.08.2024, facilitate for re-examination of such cases and if required such works can be taken up at 100 % railway cost by revising the estimates. Accordingly such stalled works are now being taken up for execution. So far estimates of 16 such cost sharing works have been revised at 100% railway cost. Many estimates are in different stages of revision.

VIII. NEW INITIATIVES

8.1. When asked to furnish brief of new initiatives proposed by Ministry of Railways for the financial year 2024-25. The Ministry has given various new initiatives which have been summarised below--

- a) **Economic Railway Corridors-** As a major impetus to infrastructural growth in Railways, Government has planned for development of Energy, Mineral and Cement corridor (192 Projects); Port connectivity corridor (42 Projects) and High Traffic Density corridor (200 Projects). These corridors have been identified under the PM Gati Shakti Mission for enabling Multi-Modal connectivity. Major part of the Gross Budgetary Support is directed towards implementation of these three Economic Railway Corridors and Government is committed towards assured Budgetary support for projects under these Corridors. Through these 3 corridors, about 40,000 Km of new track will be laid in next 8-10 years which will significantly increase Railway capacity.
- b) **Gati Shakti Cargo Terminals-** 'Gati-Shakti Multi-Modal Cargo Terminal (GCT)' policy has been launched to boost Private investment while enhancing capacity to carry more cargo by Rail. Against a target to commission 100 GCTs in 3 years, upto May 2024, 82 new terminals have been commissioned and 192 proposals are in various stages of implementation. In order to ensure that policy enhances the ease of doing business, these proposals are finalized on a dedicated single window Freight Business Development portal with time bound milestones for approvals. Railways plan to construct 350 Rail Private Freight Terminals including Gati Shakti Cargo Terminals in coming years and achieve Freight loading of 3000 MT by 2030.
- c) **Amrit Bharat non-AC trains-** To cater to the needs of our dynamic workforce who travel across the country for work, Amrit Bharat non-AC trains with improved aesthetics and features for better passenger experience have been launched. 2 rakes have already been introduced, with another 50 are under production.
- d) **Rolling Stock Manufacturing-** In Budget 2024-25, a total outlay of Rs. 54113 Cr has been kept for manufacturing and acquisition of new rolling stock. A sanction for manufacturing 10000 Non-AC coaches (General and Sleeper) at a cost of Rs. 22,500 Crs has been taken in the budget to cater to

the increasing transport needs of masses. Similarly, a sanction of 2500 distributed Power System coaches has been taken to replace the conventional trains for faster and comfortable journey of passengers. Besides this, a sanction of Rs. 41430 cr. has been taken for upgradation of existing fleet of coaches to provide for additional safety features and improved passenger amenities. Provision of 13,610 Crores has been made in FY 2024-25 for creation / upgradation / augmentation of Rolling Stock Maintenance Facilities.

- e) **Vande Bharat trainset-** 71 Chair Car trainsets have been manufactured and presently these Vande Bharat rakes are operational on 51 routes. These coaches offer superior travel comfort, with features like automated doors, smoke alarms, CCTVs, bio-vacuum toilets, etc.
- f) **Vande Bharat Sleeper Trains-** Indian Railways has also conceptualized the Sleeper version of Vande Bharat Trains with enhanced features of safety & comfort for long and medium Inter-state journey. Total 10 rakes are planned in financial year 2024-25. First rake is planned to be turned out by August 2024. 50 more rakes to be manufactured in 2025-26 & 2026-27. These trains have features such as KAVACH, Semi-Automatic coupler b/w Basic Units, World Class furnishing design and amenities, Automatic plug doors, CCTVs, GPS based PAPIS and Infotainment system etc
- g) **Vande Metros-** Indian Railways has also planned to revolutionize the travelling experience of suburban and regional commuters. First prototype rake of 12-Car Vande Metro from ICF Chennai turned out in June 2024 and currently undergoing trials. Another rake of 16-Car from RCF is planned to be turned out shortly. Vande Metro Trains have features such as Automatic Double-leaf Sliding doors, Modular toilets, Wider sealed Gangways, CCTVs, Emergency Talk Back Unit, USB Charging sockets etc
- h) **MEMU Trains-** Mainline Electrical Multiple Units (MEMUs) have become an integral part of India's railway network, providing affordable, comfortable, and efficient transportation. Their flexibility, cost-effectiveness, and environmental benefits make them a preferred choice for both commuters and the railway administration. The use of MEMUs can lead to cost savings in terms of fuel and maintenance. Use of Modern Technology: MEMUs with 3 phase IGBT based propulsion system are being turned out from Production Units equipped with regenerative energy features. According to Mission Raftar-2015, 550 Nos. of slow-moving passenger trains /DEMU have been replaced by MEMUs. Further, 944 and

1472 MEMUs are planned to be produced during 2024-25 and 2025-26 respectively.

IX. ROLLING STOCK

9.1 The Ministry of Railways have furnished the details of financial and physical targets set and achievements made in regard to Rolling Stock for the last three years, as under :-

A. Financial Data:

(Rs. in crore)

	Plan Head 21 – Rolling Stock
RE 2021-22	43433.11
Actual 2021-22	41680.34
RE 2022-23	60198.86
Actual 2022-23	44292.52
RE 2023-24	50324.87
Actual 2023-24	53957.52
BE 2024-25	52313.78

B. Physical targets :

	2021-22		2022-23		2023-24	
	Annual Target	Achievement	Annual Target	Achievement	Annual Target	Achievement
Rolling stock						
Locomotives	1181	1214	1390	1189	1380	1472
Coaches	8230	7079	7574	5877	6630	6550

Wagons: Physical/Financial targets and Achievements

(Rs. in crore)

2021-22				2022-23				2023-24			
Physical target	Physical Achievement	Funds at RE stage	Actual Exp.	Physical target	Physical Achievement	Funds at RE stage	Actual Exp.	Physical target	Physical Achievement	Funds at RE stage	Actual Exp.
9600	8386	4311	3906	21000	17935	10407.75	7524.94	23000	20186	9371	10110.06*

*Provisional

9.2 Production targets of Indian Railway Production Units vis-à-vis achievement, pertaining to electric locos for the last three years are given below:

Year	Target	Actual
2021-22	98	965

	1	
2022-23	1190	977
2023-24	1180	1246
2024-25 (Till Sept)	75 0	654

9.3 When enquired about new technological innovations introduced/proposed with respect to rolling stock, the Ministry submitted as under-

"Technological upgradation of passenger rolling stock over Indian Railways is a continuous process. Following advanced rolling stock have been introduced/planned for introduction as below:

- i. **Vande Bharat Chair Car Trains** with enhanced safety features and passenger amenities like KAVACH, fully sealed gangways, Automatic Plug doors and better ride index have been introduced. Till date, 79 Vande Bharat rakes have been manufactured.
- ii. **Vande Bharat Sleeper Trains** for long and medium Inter-state journey with improved safety features like KAVACH, Improved crashworthiness, CCTVs and with World Class Furnishings and Passenger Amenities.
- iii. **Namo Bharat Rapid Rail** to revolutionize the travelling experience of suburban and regional commuters for inter-city short distance movement harnessing the features of Vande Bharat. First 12-Car train has been introduced between Ahmedabad-Bhuj since 16.09.2024.
- iv. **Amrit Bharat Trains** in Non-AC composition with advanced features such as Jerk-free semi-permanent couplers, improved gangways, CCTV surveillance, PAPIS, Aesthetically pleasing and ergonomically designed Seat & Berth etc have been introduced.
- v. **NMG/NMGH/NMGHS** used for freight transport and carrying automobile by Indian Railways. These coaches are designed to improve the efficiency and freight transportation in Indian Railway
- vi. **Proliferation of environment friendly Head on Generation (HOG) Technology:** In HOG system electrical power is fed to the coaches directly from the Overhead Equipment (OHE) through the Locomotive. It eliminates the need for separate diesel operated power cars in trains increasing the efficiency and achieving reduction in carbon footprint. Total 1777 HOG compliant locomotives have been manufactured up to 01.10.2024.
- vii. **Provision of RMS on electric locos:** Remote Monitoring System helps in remote diagnostic of the failures in the locomotives bringing down the failure investigation time. It has been commissioned on 314 locomotives.
- viii. **Kavach (loco equipment):** Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach aids the loco pilot in trains running within specified speed limits by automatic application of

brakes in case Loco Pilot fails to do so and also help to run safely during inclement weather. It has been commissioned on 504 locomotives as in September 2024.

- ix. **High Reach Pantographs** : High Reach Pantographs are being provided to maintain contact with the overhead wires even at high speeds or on curved sections of track and to cater to the requirement for operation of Double Stack Containers. 3756 locomotives have been provided with High Reach Pantographs pantographs.
- x. **Energy saving mode in electric locomotives**: To save Electrical Energy in 3-phase freight locomotives (WAG9/WAG9H/WAG9HC) when locomotive is stationary, modification is being carried out in existing scheme of load distribution. ‘Energy Saving Mode’ has been introduced in software to put off cooling blowers of auxiliary load, when cooling is not required during the idling of locomotives. 1005 locomotives have been modified with this feature”.

9.4 The Ministry has further submitted that the Production units of Indian Railways are producing only LHB coaches from April 2018 onwards. The production of LHB coaches has continually increased during the years and more than 35,700 LHB coaches have been turned out. Regarding timeline for replacement of all ICF coaches with LHB coaches in passenger segment, Ministry stated that as on 31.03.2024, 31670 ICF coaches are being used for operation in passenger services. Replacement of coaches is a continuous process and is carried out based on condition/completing codal life etc.

X. ADVANCED SIGNALLING SYSTEM & KAVACH

10.1 The Ministry of Railways stated that in order to increase efficiency and safety in train operations, Advanced Signalling System such as Panel Interlocking/Electronic Interlocking (PI/EI/RRI) alongwith Multi Aspect Colour light LED Signals, Digital Axle Counters, Electric Point Machines etc., have been progressively provided on 6605 stations (99.4%) of the total interlocked Broad Gauge Stations on Indian Railways up to 30.09.2024. In addition to this, indigenously developed Automatic Train Protection System 'Kavach' Ver 4.0 recently approved and being implemented on IR network progressively on Indian Railways in a phased manner.

10.2 The BE for Signalling and Telecommunication works for 2024-25 is Rs 4647.28 Cr. Under S&T plan head, various works pertaining to Signalling and Telecommunication assets of Indian Railways such as IR-ATP (Kavach), Automatic Signalling, Provision of Electronic Interlocking and other Reliability Improvement works are planned. In the first six months of FY 2024-25 expenditure under S&T plan head is Rs 2202.70 Cr. i.e. 47.40% of the allocation. Further, based on utilization and requirement submitted by Zones, additional funds can be provided at the stage of Revised Estimates.

10.3 Kavach is Automatic Train Protection system, indigenously developed by Indian Research Design and Standards Organization (RDSO) in association with Indian Vendors. In the spirit of vision Atam Nirbhar Bharat, Kavach has been adopted as National Automatic Train Protection system. Kavach aids the loco pilot in train running within specified speed limits. It also helps the train to run safely during inclement weather such as dense fog. Kavach initiates automatic application of brakes in case of over speeding by Loco pilot. Kavach system is certified for Safety Integrity Level (SIL-4) by reputed Independent Safety Assessors (ISA's), which is same as followed in similar safety systems in other countries. Further operational improvement of Kavach has been taken up and Kavach version 4.0 specification has been approved recently.

10.4 Kavach has so far been deployed on 1465 Route Km on South Central Railway and approx. 80 Route Km on NC Rly in Palwal (Ex.) to Bhuteshwar (Mathura Ex.) section on Delhi – Mumbai route. Kavach is an additional safety aid to Loco Pilots of functional Kavach fitted locomotives, in Kavach territory for helping - in prevention of Signal Passing at Danger (SPAD); reducing consequences arising out of Signal Passing at Danger (SPAD) including collision by stopping train within adequate distance and preventing over-speeding by activating the train braking system automatically if Loco Pilot fails to adhere to the prescribed speed for the train. Kavach system has also been certified by Independent Safety Assessor (ISA) for highest Safety Integrity Level SIL-4.

10.5 Presently, Kavach works are in progress on Delhi - Mumbai & Delhi - Howrah corridors (approximately 3000 Route km) with status as below:

SN	Item	Scope	Completed	Progress in %age
1	Towers	386 Nos.	371 Nos	96%
2	OFC Laying	5549 Kms	4691 Kms	85%
3	Station Kavach	423 Nos.	327 Nos.	77%
4	Loco Kavach	760 Nos.	426 Nos.	56%
5	Trackside Equipment Installed	2949 Rkm	1676.4 Rkm	57%

10.6 Further, Kavach tenders have been invited on Delhi – Chennai, Mumbai – Chennai corridors and other important sections on Indian Railways for approx. 13000 Route Kms. Kavach is being provided progressively on Indian Railway network in a phased manner. At present there are 3 OEMs who are approved for Kavach system. To increase capacity and scale up Kavach implementation trials and approvals of more OEMs are in different stages of progress.

XI. MODERNISATION OF RAILWAY STATIONS

11.1 Indian Railways have more than 8800 stations. It has always been the endeavour of the Railways to provide adequate amenities to the passengers at the stations. Certain amenities are provided at the time of construction of new stations based on anticipated traffic. Amenities are further augmented from time to time with growth in passenger traffic at stations, based on the needs and expectations of the travelling public and the availability of funds.

11.2 The categorization of stations is reviewed every five years. A review has been carried out in the year 2024-25 based on the annual passenger earnings (reserved and unreserved) and number of outward passengers handled at station for the year 2023-24. For provision of the amenities in an objective manner, stations on Indian Railways have been clubbed into 3 groups i.e. Non-Suburban, Suburban and Halt. These groups have been put in grades ranging from 1-6. Accordingly, following categories have been formed:

Category of stations	Criteria of Earnings	Criteria of outward Passengers handled
Non-Suburban stations		
NSG 1	More than 500 Crore	More than 20 Million
NSG 2	100 to 500 Crore	10 to 20 Million
NSG 3	20 to 100 Crore	05 to 10 Million
NSG 4	10 to 20 Crore	02 to 05 Million
NSG 5	01 to 10 Crore	01 to 02 Million
NSG 6	Upto 01 Crore	Upto 01 Million
Suburban stations		
SG 1	More than 25 Crore	More than 30 Million
SG 2	10 to 25 Crore	10 to 30 Million
SG 3	Upto 10 Crore	Upto 10 Million
Halt stations		
HG 1	More than 50 lakh	More than 3 lakh
HG 2	05 – 50 lakh	01 to 03 lakh
HG 3	Upto 05 lakh	Upto 1 lakh

*General Managers shall have powers to categorize a station as NSG4 category if it is a place of Tourist importance and/or is an important junction station.

11.3 Passenger Amenities provided at stations have been classified into the following three categories:

(i) Minimum Essential Amenities

When a station is constructed, certain minimum amenities should be provided at each category of station and are required to be provided at stations at all times. The minimum essential amenities are dependent upon category of the station.

(ii) Recommended Amenities

After the Minimum Essential Amenities are provided at stations, further augmentation to be done based on the volume of passengers handled as per norms is known as Recommended Amenities. Recommended Amenities are the amenities which railways attempt to provide as per the laid down scale keeping in view the availability of funds and relative priority of works. The Recommended Amenities are based on category of the station and also the number of passengers dealt with at any time during peak hours including the inward and outward passengers. (excluding Mela traffic). These norms are recommendatory. Railways shall, however, make efforts to provide these amenities.

(iii) Desirable Amenities

These amenities are considered desirable to improve customer satisfaction and the interface process at stations. The quantum of desirable amenities provided would depend upon the category of station. These include items like catering & vending stalls, adequate parking and circulating area, train indication board, public address system etc. Railways have been advised to note that provision of desirable amenities need not wait for complete provision of the recommended amenities and should be provided based on the need and relative importance of the stations.

11.4 Modernisation/Upgradation of stations has been undertaken under various modernization schemes such as Model Station scheme, Modern Station scheme and

Adarsh Stations scheme. The 'Model Station Scheme' (June, 1999 to November, 2008), 'Modern Station Scheme' (2006-07 and 2007-08) and 'Adarsh Station Scheme' (2009-2016) have already been completed. At present, stations are upgraded under the 'Amrit Bharat Station Scheme' which has been launched in the year 2022.

11.5 Regarding Amrit Bharat Station Scheme, the Ministry has submitted the following-

"The Amrit Bharat Station Scheme has recently been launched for development of Railway stations on Indian Railways. This scheme envisages development of stations on a continuous basis with a long-term approach. It involves preparation of Master Plans and their implementation in phases to improve the amenities at the stations like improvement of station access, circulating areas, waiting halls, toilets, lift/escalators as necessary, cleanliness, free Wi-Fi, kiosks for local products through schemes like 'One Station One Product', better passenger information systems, Executive Lounges, nominated spaces for business meetings, landscaping etc. keeping in view the necessity at each station. The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, sustainable and environment friendly solutions, provision of ballastless tracks, 'Roof Plazas' as per necessity, phasing and feasibility and creation of city centres at the station in the long term. Under the Scheme, 1337 stations have been identified for upgradation/ modernisation over Indian Railways."

11.6 Regarding targets and details of stations proposed to be redeveloped during 2024-25, the Ministry stated as under-

"Development/redevelopment/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 challenges such as shifting of utilities (involving waste/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 high voltage power lines, etc. and these factors affect the completion time. Therefore, no time frame can be indicated."

XII. DEDICATED FREIGHT CORRIDORS

12.1 On being asked about the percentage share of Indian Railways in freight traffic in the country the Ministry stated that as per the report by NITI Aayog, “Improving Rail efficiency and share in India’s freight transport” submitted in March 2023, the percentage share of Indian railways in freight traffic in the country is 26%. Further, As part of the preparation of the National Rail Plan, inter-alia, a nationwide year-long survey was conducted in FY19 at over 100 locations to estimate the transportable freight basket carried by road. Based on this survey estimate of road traffic, the total freight available for transportation in the national ecosystem was 4,709 MT. The actual freight carried by railways was 1200 MT and the modal share was estimated to be 25-27%.

12.2 Further the Ministry has mentioned that the data for freight transported by Railways, Shipping and Airways are readily available. However, the freight carried by road is not available and a periodic estimation method, as done in National Rail Plan, is to be adopted, to calculate/estimate the percentage of modal share for all modes. MoRTH or NITI Aayog may conduct periodic surveys or develop estimation methods to estimate the freight carried by road. This will enable the estimation of modal share of all modes including railways, airways and waterways. With the introduction of the ULIP platform, which captures the data from all sources, it may be possible to estimate freight transportation by roads and estimate modal share of different modes. Railway actual freight carried is calculated and reported widely even on a daily basis. It is the road sector to come up with their total volume of freight carried at least on an annual basis.

12.3 Railway freight carried has shown an accelerated trend in recent years which indicated a rising modal mix for railways.

Year	FY18	FY19	FY20	FY21	FY22	FY23	FY24
Freight carried in MMT	1160	1221	1208	1231	1416	1512	1590

12.4 Ministry of Railways has taken up construction of two Dedicated Freight Corridors (DFC) of 2843 Km 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). Eastern Dedicated Freight Corridor consisting of 1337 Km has been completed and Western Dedicated Freight Corridor consisting of 1404 Km from Dadri to Vaitarana has been completed. The Vaitarna-JNPT (102 km) section of WDFC is pending and expected to be completed by Dec, 2025. Till now, total 2741 Km (96.4%) route commissioned out of total 2843 Km. A total of 10354 trains (Avg. 334 trains per day) were run during the month of August, 2024. All revenue from operations is collected by Indian Railways.

12.5 Following steps are being taken by Indian Railways other than DFC to increase freight loading:

1. Last mile connectivity by constructing new lines.
2. Uni-gauge system by Gauge conversion.
3. Doubling, Tripling and Quadrupling the tracks.
4. Induction of 30000+ more wagons to meet the demand.
5. Introduction of new wagons according to the market demand.
6. Modern Goods shed being developed.
7. Digitalization
8. Lucrative schemes like GPWIS are being introduced.
9. New GCTs are being commissioned.

12.6 Details of average speed of freight trains in the last 3 years are as under:

Year	Average speed of freight trains (in KM/Hr)*
2020-21	43.20
2021-22	37.80
2022-23	30.30
2023-24	25.14

**The Data from FY 2020-21 to 2022-23 have been taken from Indian Railways Year Books of the relevant years whereas the data for the FY 2023-24 is provisional.*
Indian Railways does not maintain data pertaining to other countries' Railway systems.

12.7 Indian railways, over the years, has approached the issue of freight train speeds in a holistic manner. To reduce transit times and increase average speed of freight trains, IR is taking following steps:

- (i) Creation of Dedicated freight paths.
- (ii) Increasing the maximum permissible speed of freight wagons to 75Kmph for loaded and 100Kmph for empty wagons.
- (iii) Completion of Eastern Dedicated Freight Corridor (EDFC) and Western Dedicated Freight Corridor (WDFC).
- (iv) Completion of targeted super critical and critical doubling, multi - tracking and other traffic facility works.
- (v) Completion of rail flyover/bypass works so that a congested junctions are bypassed, leading to higher freight train speeds
- (vi) Procurement of higher horsepower locomotives
- (vii) Improvement in terminals and their connectivity.

12.8 The gradual shifting of a small portion/segment of the freight traffic from the Indian railway network to the Dedicated Freight Corridor (DFC) network has helped ease the line capacity utilization over certain select sections. However, in view of the fact that the passenger carrying trains, to optimally utilise the speed potential of the Rolling stock, are already charted at the Maximum Permissible Speed of the sections over which they operate, this shifting has no direct bearing on the speed of Passenger carrying trains, for the present. It is pertinent to mention that, in most cases, after traversing the DFC network, even the freight trains rejoin and merge with the existing traffic of the Indian Railways network. As such, the full and envisaged benefits of DFC would accrue only upon its proliferation. Ministry of Railways have prepared Vision 2030 Document which has been sent to Niti Aayog for consideration.

12.9 Following steps have been taken to complete the construction on remaining portion of these corridors in a time bound manner:-

- (i) Dash Board for daily monitoring of DFC by DFCCIL;
- (ii) Regular meeting to monitor the progress of DFC at highest level in the Ministry;
- (iii) Monitoring of the DFC Projects through PMG/Pragati Portal.

XIII. SOCIAL SERVICE OBLIGATION

13.1 Indian Railways, in the larger social and national interest, undertakes certain uneconomic operations in transportation to provide affordable transport facilities to poorer sections of society and to facilitate the movement of essential commodities meant for mass consumption. Losses incurred on this account fall under Social Service Obligation of Indian Railways. The main elements of Social Service Obligation in IR are losses relating to:

- Essential Commodities carried below cost;
- Concession in passenger fares;
- Losses on EMU Suburban Services;
- Operation of Uneconomic Branch & New Lines opened for Traffic during the last 15 years;
- Operation of Strategic Lines;
- Pricing of passenger fares below cost

13.2 Ministry of Railways have furnished the following details of Social Service Obligation borne by Indian Railways :-

(Figures in crore)

S.No.	Description	2018-19	2019-20	2020-21	2021-22	2022-23
(i)	Loss on low-rated commodities	59.95	301.31	1371.14	1691.40	780.67
(ii)	Concession in passenger fare	1994.83	2058.61	37.943	106.62	235.85
(iii)	Losses on account of EMU Suburban Services	6753.56	6937.72	7798.60	8316.27	7841.95
(iv)	Losses on uneconomic branch lines	2342.32	2396.82	2255.49	2527.04	2379.06
(v)	Losses on strategic lines	1815.45	1604.27	1280.16	2249.97	2412.79
(vi)	Losses on Parcel, Luggage, Postal &	5277.90	5793.31	6112.93	7296.76	6741.35

	Catering services etc.					
(vii)	Losses on account of pricing of fares below cost & other social service obligations	37673.03	45430.56	57187.23	50072.27	41425.09
(viii)	Total losses on Coaching & Goods Services [(i) to (vii)]	55917.04	64522.60	76043.49	72260.33	61816.76
(ix)	Total Social Service Obligations [(viii) - (vi)]	50639.14	58729.29	69930.56	64963.57	55075.41
(x)	Deduct Staff Welfare & Law and Order Costs	12325.55	13187.37	13278.75	14040.01	14885.29
(xi)	Deduct Loss on commodities (not under SSO)		-	1801.21	2135.36	
(xii)	Net Social Service Obligation [(ix) - (x+xi)]	38313.59	45541.92	54850.60	48788.20	40190.12

Data of social service obligations for the year 2023-24 and 2024-25 are not available as of now.

13.3 Indian Railways have stated that they are taking following measures to enhance revenue which will reduce the impact of social cost obligations-

1. Busy Season Charge @15% is now being levied on all commodities transported in stocks other than traffic in covered wagons throughout the year (i.e. April to March), whereas only in covered wagon it will be charged from October to August (i.e. only 11 months)
2. Busy Season Charge @ 10% is now being levied on container traffic from April to March w.e.f 01.10.2023

3. The number of notified routes has been reduced by around 50% in the revised guidelines issued for Liberalised Automatic Freight Rebate scheme for traffic loaded in empty flow direction w.e.f.01.04.2024.
4. The policy of Long term tariff contract (LTTC) granting graded rebate has not been extended.
5. The haulage rates for Automobile stocks have been rationalized by increasing the rate by 10% and interlinking the rate of NMG variant stock with BCACBM.
6. Discount on Fly Ash traffic has been reduced to 20% discount from 40% when transported in Open/flat Stock w.e.f 20.05.2023.

XIV. RESEARCH AND DEVELOPMENT

14.1 Research Design and Standards Organization (RDSO) under Ministry of Railways is the sole R&D organisation of Indian Railways and functions as the technical advisor to Railway Board, Zonal Railways and Production Units. RDSO's major functions involve:

- Development, adoption, absorption and assimilation of new technology for use on Indian Railways.
- Development of new and improved designs of equipment and systems.
- Development and Setting standards for adoption on Indian Railways.
- Development of specifications for materials and products for Indian Railways.
- Inspection of critical and safety items of Rolling Stock (including Metro Stock), Locomotives, Signalling & Telecommunication equipment and Track components
- Technical investigations to improve safety & reliability, statutory clearances, testing and providing consultancy services.

14.2 RDSO have collaborations with various R&D Institute such as IITs, IISc, NID, CSIR & DRDO etc. RDSO also associated with International Institutes/Universities like UIC, Korean Railway Research Institute, BRICS Railway Research Network & Russian Railways etc. through Memorandum of Understanding in emerging technology Railway Domains. RDSO attracts worldwide attention in the area of Research & Development in Railway equipment and systems.

14.3 Since 2019-20 to 2023-24, funds to the tune of Rs. 102.69 Cr. have been spent on R&D activities by RDSO. Amount allocated and expenditure for Railway Research for last five years is as under:

(Rs. in crore)

	Total
RE 2019-20	43.58
Actual 2019-20	26.80
RE 2020-21	50.10
Actual 2020-21	57.26

RE 2021-22	23.48
Actual 2021-22	30.82
RE 2022-23	107.00
Actual 2022-23	39.12
RE 2023-24	66.52
Actual 2023-24	28.34
BE 2024-25	72.01

14.4 On being enquired about the results of various collaboration initiatives of RDSO with Indian and international research institutes. The Ministry replied as under-

"RDSO has collaborated with premier National Institutes like Indian Institute of Technology (IITs), Indian Institute of Science (IISc), National Institute of Design (NID) & Council of Scientific and Industrial Research (CSIR) labs and International Institutes like Korea Railroad Research Institute (KRRRI), Korea; Railway Technical Research Institute (RTRI), Japan and Russian Institutes (VNIIZHT, NIIAS) etc. These collaborations have contributed to the development of an Automated Tool for Signaling Design (SigDATE), KAVACH Train protection system, New Materials for Elastomeric Pad, Development of Hydrogen fuel cell-based train, Electric Load Flaw Detection Techniques and preventive maintenance technologies related with detection of Hot Axle and Hot Box and Wheel Impact load and Wheel Profile measurement. A few projects on the latest Railway technologies have also been proposed with the International Railway Research Board (IRRB) for the modernization of Indian Railways. 3 Joint Patents on FBG WILD, SigDATE and KAVACH have been filed along with Research Institutions."

14.5 With regard to steps being taken by Indian Railways to bring latest technologies from the world, the Ministry submitted as under-

"Frequent virtual (online) interactions take place on a wide spectrum of technical issues. Besides academic interactions, RDSO is collaborating with the industry (CII) to organize international conference and Exhibition INNORAIL 2024 at RDSO which will showcase new products from more than 140 companies from India and 8 other countries. The Exhibition shall also have 3 technical conferences on new Rolling Stocks, Sensors and Prognostics and Health monitoring of Assets."

XV. GREEN RAILWAYS

15.1 When enquired about the plans of the Ministry of Railways to invest in green technologies and sustainability practices, the Ministry replied as under -

"Indian Railways (IR) is an environmental friendly means of bulk transportation system and it has set a target of making itself 'Net Zero Carbon Emitter' (NZCE) by 2030. Indian Railways has taken several steps to streamline its initiatives with regards to environmental management. To achieve this mammoth target of NZCE, a number of initiatives are being taken by Indian Railways in green technologies and sustainable practices. A lot of expansion and modernisation works are taking place over IR wherein environment related aspects are taken care by making provision of funds for environment protection. Besides, additionally provision of 0.5% Environment Related Works (ERW) fund has been made in all estimates of various Plan Heads. Under these heads an amount of Rs. 4,174 crore has been made available in year 2023-24 and Rs. 4,312 crore for year 2024-25 under ERW fund for environment related works over Indian Railways.

Some notable initiatives are energy efficiency management, paced electrification of railway tracks, sourcing of energy requirements through renewable energy sources, water conservation initiatives, better waste management, green certifications of railway establishments, consent to operate (CTO) from concerned State Pollution Control Boards for major railway stations & sidings, use of 3 phase technology for regenerative braking in locomotives, use of Head on Generation technology (HOG) (eliminating the need for separate diesel fueled power cars), provisioning of LED lights in trains and in all railway establishments, use of energy efficient rated appliances, creation of additional carbon sink by afforestation, Environment Management Plan sanction in station redevelopment projects etc.

Ministry of Railways has set up Environment and Housekeeping Management (EnHM) Directorate in Railway Board in year 2015 to deal with the issues related to Environment as well as Housekeeping Management of Indian Railways. EnHM wings are also established in all Zones.

Indian Railways has electrified 64,233 Route Kilometers (RKMs) upto April, 2024 which is more than 97% of the total broad-gauge network (66,402 RKMs) of Indian Railways. Around 241 MW solar capacity has been commissioned by Indian Railways as on July, 2024 and 103.4 MW wind-based power plants have been installed.

Indian Railways extensively use regenerative propulsion technology and adopting energy efficiency measures like use of star rated appliances, energy audits, super energy efficient buildings, etc. Indian Railways' Production Units have completely switched over to production of energy efficient three-phase

electric locos. These locomotives are equipped with regenerative braking feature capable to regenerate electricity during braking action which is fed back to grid. End on Generation (EoG) configuration requires power cars equipped with Diesel Alternator (DA) sets for feeding air conditioning, train lighting and other electrical loads in the coaches. Each such train has two power cars, each power car having 2 DA sets. This system has inherent disadvantage of air and noise pollution. In HOG system power is drawn through converters provided in locomotives. The electrical power drawn by the pantograph of the locomotive is suitably converted and supplied for air conditioning, train lighting and other electrical loads in the train. 1376 LHB rakes have been converted into HOG as of July, 2024. Due to HOG conversion, diesel savings to the tune of around 887 million tones has been achieved till March, 2024 (since 2018-19) resulting in reduced diesel consumption as well as reduction in air and noise pollution. More than 65 Vande Bharat Trains, India's semi high speed trains manufactured under 'Make in India' programme, are operational in service routes by August, 2024.

Hydrogen is envisaged to be the future fuel to replace fossil fuels. Using power from renewable energy, such as green hydrogen, is one of the major requirements towards environmentally sustainable energy security of the nation. Indian Railways (IR) has envisaged to run 35 (thirty five) Hydrogen trains under “Hydrogen for Heritage” at an estimated cost of ₹ 80 crores per train and ground infrastructure of ₹ 70 crores per route on various heritage/hill routes. Besides, IR has also awarded a pilot project for retrofitment of Hydrogen Fuel cell on existing Diesel Electric Multiple Unit (DEMU) rake. In the proposed hybrid power system, the primary energy source is Proton Exchange Membrane Fuel Cell (PEMFC) and secondary energy source will be battery bank to meet the peak and average power requirement. Work of integration of fuel cell with other sub systems is under progress.

Indian Railways has its water policy issued in 2017 aiming to improve water efficiency and reduce water consumption. Water Recycling Plants (WRP) are being provided at major consumption centre locations (PUs/ Workshops/ Stations/ Sheds etc.) where there is heavy demand for water and provision of same is economically justified. IR have 142 WRPs by March'2024 over IR. More than 225 Effluent treatment Plants (ETPs) and 200 Sewage treatment plants (STPs) have been installed over IR. Automatic Coach Washing Plants have been installed at 74 locations over zonal Railways to clean exterior of coaches more effectively and efficiently. In addition to excellent cleaning the direct water consumption also gets reduced avoiding wastage and recycling the water through water recycling plant integrated with this plant. To promote water conservation, Indian Railways have been providing Rain Water Harvesting (RWH) systems at various locations as per extant policy. With consistent effort of zonal Railways, 7692 nos. of RWH systems in total have been installed in Railways up to March, 2024.

Afforestation on vacant Railway land in between sections is carried out by Railway departmentally and also with a view to safeguard Railway land against unauthorized occupation.

IR has taken the initiative of undertaking Green Rating Certification for different types of Railway establishments, including the industrial units. Such certification mainly covers assessment of parameters having direct bearing on environment, such as, energy conservation measures, use of renewable energy, impact on GHG emission, water conservation, solid and liquid waste management, green cover etc. The aim of green building is to minimize demand on non renewable resources, maximize the utilization efficiency of resources, and maximize the reuse, recycling and utilization of renewable resources.

All major stations have now obtained Consent to Operate (CTO) under Environment Protection (EP Acts) from concerned state pollution control boards by complying all necessary requirements, upon expiry the same is taken up for recertification. Also, consent to operate (CTO) is being obtained in accordance with the provisions of State Pollution Control Board for railway owned Goods Sidings/private freight terminals.

Zonal Railways and Production Units have taken initiatives to set up solid waste management facilities including segregation and waste processing methods such as composting, vermi-composting, bio-methanation for bio-degradable waste and recycling of recyclable waste. IR has installed Solid Waste Management Facilities over 220 locations (including Waste to Energy: 16, Waste to Compost: 164 and solid waste management plant: 35). Material Recovery Facilities have been installed around 200 major stations over IR. Waste disposal is also being done with coordination of Urban Local Bodies (ULBs).

On Board Housekeeping Service is provided in identified long distance trains. The OBHS staff not only conducts cleanliness activities of the trains en-route but also collects the waste generated during the journey which is disposed at designated stations.

Today, plastic clogs our landfills, leaches into the ocean and is combusted into toxic smoke, making it one of the gravest threats to the planet. Not only that, what is less known is that micro plastics find their way into the food we eat, the water we drink and even the air we breathe. Many plastic products contain hazardous additives, which may pose a threat to our health. In order to control plastic pollution over Indian Railways, Railway Board has been issuing guidelines time to time on plastic waste management, single use plastic ban, and availability and promotion of alternatives to banned single-use plastic items etc. To give more impetus to the ban on Single Use Plastic, various drives are also launched by Railways regularly."

Part-II

OBSERVATIONS/RECOMMENDATIONS

1. Indian Railways which is the fourth-largest rail network in the world is lifeline of Indian economy. It also plays a vital role in national integration by bringing different geographies and cultures together across the country. Indian Railways have come far ahead from its modest beginnings during the colonial era. Over the years, Indian Railways have reached remotest parts of the country, bringing social and economic development in these parts. Indian Railways have created milestones in carrying passenger and freight traffic and are continuously modernizing their network and assimilating the latest technologies to give a comfortable and safe journey to crores of passengers every day. Budget 2024–25 aims to remove traffic bottlenecks, enhance safety and improve customer amenities. The demand for grants for the year 2024–25 of the Ministry of Railways were tabled in the House on 24.07.2024. The Committee undertook a detailed scrutiny of Demands for grants (2024-25) pertaining to Ministry of Railways. The recommendations of the Committee have been summarised in succeeding paragraphs.

2. The Committee note that the net revenue of Indian Railways have been negligible for the year 2022–23 and 2023–24. Further, the budget estimate of Net Revenue for the year 2024–25 has been kept at ₹2800 crores. The Committee observe that the main reason behind this situation is low revenues from the passenger segment. The budget estimates for passenger revenues for the year 2024–25 have been kept at ₹80,000 crores against freight revenue estimate of ₹1,80,000 crores. The Committee feel that to increase net revenues of Indian Railways, it is of prime importance to increase its earnings from the passenger segment. The Committee are aware that Indian Railways are the main means of transport for crores of poor people in the country and they have to incur losses on pricing fares below cost in wake of Social Service Obligations. However, the Committee feel that Indian Railways need to make a comprehensive review of its passenger fares in different trains and classes. Committee feel that 'General class' travel must remain affordable for the masses but at the same time the Committee urge Indian Railways to review its revenues with regard to AC classes by aligning it with costs incurred to reduce losses in passenger segment. The Committee also urge Indian Railways to conduct a comprehensive review of its operating expenses for passenger trains and to rationalise these costs to ensure affordability of its ticket prices.

3. The Committee observe that the annual plan for the year 2024–25 has been kept at ₹2,65,200 crores, which is the highest ever. The increased Capex in recent years has been mainly due to increase in Gross Budgetary Support from the Government. Gross budgetary Support which was Rs. 1,17,508 crores in 2021-22 has increased to 2,52,200 crores in BE 2024-25. The contribution of Extra Budgetary Resources (EBR) in Capex has been reduced in recent years and for the year 2024–25, EBR(BE) has been kept at ₹10,000 crores. The Committee are aware that market borrowing for capital expenditure increases financial liabilities as it entails debt servicing from its revenues. Due to this reason Indian Railways have rationalised EBR(IF) and EBR(Bonds). However the Committee are of the opinion that the modernisation of Indian Railway infrastructure demands huge capital investment. The Committee feel that there is ample scope of improvement in Indian Railways' infrastructure and there is need to significantly increase its planned expenditure. The Committee recommend the Ministry to find ways to increase Private Sector participation in creation of Railway infrastructure.

4. The Committee observe that the Internal Resource component of the Indian Railways' capital expenditure is quite limited. Internal resource component of Capex was Rs. 3401 crores during 2022-23 and 2943 crores during 2023-24. The Budget estimate for Internal Resource component for 2024-25 has been kept at 3000 cr. Committee note that there is scope to increase Internal Resource through non-fare revenue. As per vision 2030 document of Indian Railways, it aims to increase the non fare revenue from 3.4% to 20% of total revenue in line with advanced railways systems around the world. Indian Railways had non-fare revenue of Rs. 537.34 crores during 2023-24. There is urgent need to focus on improving non-fare revenue to supplement Capex through Internal Resources. The Committee urge the Railways to seek assistance from external agencies, if necessary, to enhance revenue by fully utilising the extensive advertising space and substantial land holdings at their disposal. The Committee also urge the Railways to further augment their Internal Resources by vigorously promoting development/leasing of commercial complexes in and around Railway Stations to tap the high footfall of travellers. Further, Railways ought to explore additional innovative methods for increasing revenue by gaining insights into advanced railway systems globally.

5. Indian Railways have created new milestones with regard to new lines/gauge conversions/Doubling projects in recent years. Indian Railways have also electrified 97% of

their broad-gauge network. The Budget estimates for New Lines, Gauge Conversion and Doubling for the year 2024-25 stand at Rs. 40,102.75 Cr, Rs. 4719.5 Cr and Rs. 29312.19 Cr respectively. However, one of the primary factors contributing to delays in numerous projects is issues associated with land acquisition. The Committee, during its study visit also, concluded that land acquisition is a significant factor contributing to delays in completion of railway infrastructure projects. It is pertinent that Railways should consider potential policy modifications to accelerate the land acquisition process. Additionally, there should be consistent engagement with state governments at the highest levels to address land related issues and guarantee timely acquisition of land. Indian Railways may also enlist the assistance of local Members of Parliament to facilitate coordination with state governments for efficient and timely land acquisition.

6. The Committee note that Indian Railways have eliminated all unmanned level crossings, which were a huge safety hazard. The Committee further note that there are 17,053 manned level crossings across Indian Railways. Ministry of Railways is actively working to enhance safety and mobility through Road over Bridges & Road Under Bridges. One of the major reasons for delay in ROBs/RUBs related projects was cost sharing/land acquisition by State Governments. The Committee appreciate that Railways have brought new policy wherein old sanctioned works stalled due to no response from state governments on cost-sharing can be taken up at 100% Railway cost. The Committee feel that this step could go a long way into ensuring timely completion of pending projects. The Committee are happy to note that BE for ROBs/RUBs for 2024-25 has been kept at Rs. 9874.69 crore which shows a significant increase from 2023-24 when it was 6097.39 crores(actual). The Committee further observed that Indian Railways have not met their targets for completion of ROBs/RUBs during any of the last 3 years. In the year 2023-24 against the target of construction of 1100 ROBs/RUBs the actual achievement was 1078. The Committee would urge the ministry to work on the measures it has initiated to achieve its targets related to ROBs/RUBs in coming years.

7. The Committee observe that Indian Railways is actively pursuing various new initiatives aimed at transforming the railway sector in India. These initiatives prioritise the enhancement of passenger amenities, the safety of travelers, and the economic advancement of the nation. Indian Railways have launched the Vande Bharat and Amrit Bharat non-AC trains, which offer modern facilities to passengers. Additionally, plans are underway to

introduce Vande Bharat sleeper trains and Vande Metro trains, which are expected to significantly improve the passenger experience. A key initiative includes the development of corridors for (i) Energy, Minerals, and Cement; (ii) Port connectivity; and (iii) High Traffic Density, all identified under the PM Gati Shakti Mission to facilitate multi-modal connectivity. The Committee appreciate that major part of the Gross Budgetary Support is directed towards implementation of these three Economic Railway Corridors and Government is committed towards assured Budgetary support for projects under these Corridors. The Committee believe that the establishment of these corridors will have a positive multiplier effect on the Indian economy. Furthermore, the Committee are of the opinion that these corridors will enhance the share of Indian Railways in freight transport, thereby generating increased revenue for the organisation while simultaneously reducing the carbon footprint. The Committee urge the Ministry to prioritise the development of these corridors by drawing specific phases and timelines for timely execution and completion of each corridor.

8. The Committee observe that Indian Railways have implemented/are planning several technological advancements in passenger rolling stock, including the Vande Bharat Chair Car trains, Vande Bharat Sleeper trains, Namo Bharat Rapid Rail, and Amrit Bharat Train, among others. One of the most important initiatives being taken up by Indian railways with regard to Rolling Stock is replacement of ICF coaches with LHB coaches. Indian Railways are producing only LHB coaches from April 2018 onwards. The Committee further note that Indian Railways are continuously increasing their production capacity in LHB coaches. The Budget allocation for Rolling Stock for 2024-25 has been kept at Rs. 54113.78 Cr which is an increase of Rs 156 Cr over actual expenditure during 2023-24. The Committee urge the Ministry to increase the pace of replacement of ICF coaches with LHB coaches as LHB coaches provide improved safety and comfort. Further ICF coaches can be turned into NMG coaches for carrying automobiles and other goods. The Committee further note that Indian railways have not met their targets for production of coaches during 2023-24. The Committee urge the Railways to take urgent steps to increase production capacity of coaches in their Production Units.

9. The Committee note that safety is the first priority of Indian Railways. Indian Railways are taking various measures to improve safety in rail operations. Signaling plays a very vital role in safety. Advanced Signaling System has been provided at 6605 stations, covering

99.4% of total broad-gauge railway stations. The Budget Estimate for the plan head Signal and Telecom for the year 2024-25 has been kept at Rs. 4647.28 Cr which is an increase of Rs. 896 Cr over actual expenditure during 2023-24. The Committee urge the Railways to install latest signaling technology at the remaining stations on broad gauge and stations on other gauges. The Committee are aware that Indian Railways' RDSO, in association with Indian vendors, has developed Kavach Automatic Train Protection System, which will greatly improve safety in Indian Rail operations. However, the Committee are concerned with the slow progress of its expansion. Kavach has so far been deployed on 1465 route km of the South Central Railway and 80 route km on North Central Railway. The Committee are also aware that tender have been invited for Delhi-Chennai, Mumbai- Chennai and other important corridors. The Committee feel that there is urgent need to speed up Kavach related works and ensure faster penetration of Kavach across Indian Railway Network.

10. The Committee note that there are 8800 Railway Stations across Indian Railways' network. For provision of amenities, Railway Stations are categorised based on earnings and outward passengers handled. Over the years Indian Railways have undertaken modernisation/upgradation of stations under different schemes, such as 'the Model Station Scheme', 'Modern Station Scheme', 'Adarsh Station Scheme'. At present, stations are being upgraded under the 'Amrit Bharat Station Scheme', launched in the year 2022. Committee note that Amrit Bharat Scheme envisages development of railway stations on a continuous basis with long-term approach. The scheme includes provision for better amenities like lifts, escalators, free Wi-Fi, improved waiting halls, toilets, and better passenger information systems etc. The Committee appreciate that the scheme provides for special facilities for Divyangjan. Further, the Committee are aware that 1337 stations have been identified for upgradation/modernisation under this scheme across Indian Railways. The Committee urge the ministry to increase pace of work at these stations and also take up other stations especially in backward areas for betterment of basic amenities like toilets, provision of drinking water, waiting rooms etc. The Committee also urge the ministry to look for private sector participation for Station redevelopment to reduce dependence on budgetary support and internal resources for Station Redevelopment works.

11. The Committee are aware that most of the earnings of Indian Railways comes from its freight loading activities. In 2023-24, Indian Railways earned revenue of Rs. 1,68,293 Cr

from freight traffic and target to achieve Rs. 1,80,000 Cr during 2024-25. The Committee note that the percentage share of Indian Railways in freight traffic in the country is 26%. Freight carried by Indian Railways is touching new milestones every year. However, the average speed of freight trains during the year 2013-24 was only 25.14 km/h. The Committee further feel that creation of Dedicated Freight Corridors is of prime importance to increase the speed of freight trains, thereby increasing freight loading as well as earnings of Indian Railways. The Committee are aware that Indian Railways have taken up the construction of two dedicated freight corridors *viz.* the Eastern Dedicated Freight Corridor, from Ludhiana to Sonnagar (1337 km), and the Western Dedicated Freight Corridor from JNPT (Mumbai) to Dadri (1506 km). The work on EDFC has been completed and 102 Km section remaining on WDFC from Vaitarna to JNPT is expected to be completed by December, 2025. The Committee urge the Ministry to expedite work on new DFCs across the country to increase Railways' revenues by increasing share of freight loading via train.

12. The Committee are aware that Indian Railways has to take into account larger social and national interests in formulating its policies. The Committee note that Indian Railways undertake certain uneconomic operations in passenger services to provide affordable transport facilities to various sections of society. Indian Railways also operate certain uneconomic lines for strategic reasons. The losses incurred on these account fall under Social Service Obligation. Net social service obligation for the year 2022-23 stood at Rs. 40,190 crores. Major components of social service obligations are pricing of fares below cost, losses on parcel, luggage, postal and catering services, losses on suburban services etc. The Committee are of opinion that that to limit these losses Indian Railways must undertake comprehensive review of these losses. Further losses on categories like catering services must be eliminated on priority basis. The Committee urge the Ministry to endeavour to provide quality food at competitive prices and simultaneously aim to reduce Social Service Obligations on account of catering services.

13. The Committee note that the Research Design & Standards Organization (RDSO) under the Ministry of Railways is a Research & Development wing of Indian Railways responsible for the development and absorption of new technology for the use of Indian Railways. RDSO also collaborates with renowned institutions like IITs, IISc, CSIR, DRDO, and international universities/institutions like Japan Railways, etc. However, the Committee observe that budget estimates for Railway Research for year 2024-25 has been kept at only

Rs. 72.01 Cr. Further it is additionally concerning that the Railways have been unable to utilize the limited allocated funds for research during the past two years. Against Revised Estimates of 107 Cr in 2022-23 and 66.52 Cr in 2023-24, the actual expenditure was Rs. 39.12 Cr and Rs. 28.34 Cr respectively. The Committee feel that Research & Development is a prudent investment in the long term for modernisation of Indian Railways. The Committee would urge the ministry to take urgent steps to increase the scope of its Research & Development activities to ensure the modernisation and assimilation of latest technologies in Indian Railways.

14. The Committee note that Indian Railways have set a target of making themselves Net Zero Carbon Emitter by 2030. Committee have been made aware of various initiatives being taken by Indian Railways towards turning Indian Railways into 'Green Railways'. The measures include electrification of railway lines, sourcing of energy requirements through renewable sources, water conservation, waste management etc. Indian Railways have also commissioned 241 MW solar power capacity & 103.4 MW wind-based power plants. Further Indian Railways are planning to run 35 hydrogen trains. The Committee further note that Indian Railways are also extensively using regenerative propulsion technology and adopting energy efficiency measures. Indian Railways are providing water recycling plants at major consumption centre locations like Production Units, Workshops, and Stations etc. Indian Railways are also carrying out afforestation on vacant land which will also help safeguard Railway land from encroachments. The Committee appreciate these steps and would recommend the Ministry to continue with these policies which would help to turn Indian Railways into truly Green Railways. The Committee further urge the Ministry to incorporate 'Green Budgeting' methodologies into its financial allocations.

New Delhi;
11th December, 2024
20 Agrahayana, 1946 (Saka)

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

S.N	Riy as per PB	Riy	Executing agency	PH	State	Name of Project	Length of project	Total commissioning upto Mar 24	Balance length as on 01.04.24	Total Cost (Cr)	Expenditure upto Mar-24	BE 2024-25 (in Cr.)	PPP (in Cr.)
1	CR	CR	CR	NL	MAH	Ahmednagar-Beed-Parle Vainath	261	100.28	161	4805.17	4021.42	250	133.3
2	CR	CR	CR	NL	MAH	Baramati-Lonand	64	26.98	37	736.44	518.47	300.5	
3	CR	CR	CR + RVNL	NL	MAH	Wardha-Nanded (via Yavatmal-Pusood)	284	38.90	245	3445.48	2576.55	729.06	162.47
4	CR	CR	CR	NL	MAH	Karad-Chiplun	112	0.00	112	2953.84	0.00	0.0001	
5	CR	CR	RVNL	NL	MAH	Dighi Port-Roha	34	0.00	34	724.78	0.19	0.0001	
6	CR	CR	MRID C	NL	MAH	Pune-Nasik	235	0.00	235	5341.68	0.00	25.0001	
7	CR	CR	CR	NL	MAH	Vaibhavwadi-Kolhapur	108	0.00	108	3438.49	0.00	0.0001	
8	CR	CR	CR	NL	MAH	Jeur-Ashti	78	0.00	78	1101.39	0.00	0.0001	
9	CR	CR	CR	NL	MAH	Phaltan to Pandharpur.	105	0.00	105	1152.94	0.00	20.0001	
10	CR	CR	CR	NL	MAH	Hatkanangale-Ichalkarangi	8	0.00	8	180.73	0.00	0.0001	
11	CR	CR	CR	NL	MAH	Solapur-tuljapur-Osmanabad (Umbrella Work)	84	0.00	84	904.92	925.12	200	
12	CR	CR	CR	NL	MAH	Dhule (Borvihar)-Nardana (Umbrella Work)	51	0.00	51	492.76	149.61	300	
13	CR	CR	CR	NL	MAH	Kalyan-Murbad Uhasnagar (Umbrella Work)	28	0.00	28	836.12	0.00	10	
14	CR	CR	IRPC L	NL	MAH MP	Indore-Manmad Malegaon via	358	0.00	358	8857.98	0.00	30.0001	
15	ECO R	ECO R	ECO R	NL	ODI	Khurda Road-Bolangir	301	152.81	148	3791.66	3509.93	850	
16	ECO	ECO R	ECO R	NL	ODI	Talcher-Bimlagarh	154	30.00	124	1928.	1401.95	355	

56	NC R	NCR	NCR	NL	UP	Robertsganj Mughalsarai Madhupur, Sukrit, Ahrora to via	78	0.00	78	1260. 00	0.00	0.0001	
57	NE R	NER	NER	NL	UK	Kichha-Khatima	63	0.00	63	228.4 0	0.15	10.0001	
58	NE R	NER	NER	NL	BIH UP	Hathua-Bhatni	80	31.00	49	277.2 9	277.14	0.0001	
59	NE R	NER	NER	NL	BIH UP	Chhitauri-Tumkuhi Road	59	0.00	59	895.0 0	119.14	10	
60	NE R	NER	NER	NL	UP	Kapilvastu-Basti	91	0.00	91	644.0 0	0.00	0.0001	
61	NE R	NER	NER	NL	UP	Anandnagar-Ghugli	53	0.00	53	958.2 7	120.00	450	
62	NE R	NER	RVNL	NL	UP	Mau-Ghazipur-Tarighat	51	16.83	34	1765. 92	1569.08	50	
63	NE R	NER	NER	NL	UP	Sahjanwa-Dohrighat	81	0.00	81	1319. 75	346.50	200	
64	NE R	NER	NER	NL	UP	Bahraich & Khalilabad via Binga, Shravasti, Balrampur, Utraula, Domariyaganj, Mehdawal, Bansi new BG Line	240	0.00	240	4939. 78	634.44	450	
65	NE R	NER	NER	NL	UP	Padrauna-Kushinagar via Gorakhpur	64	0.00	64	1345. 00	0.00	0.0001	
66	NE R	NER	NER	NL	UP	Etah-Kasganj	29	0.00	29	389.1 0	0.00	4.9999	
67	NE R	NFR	NFR	NL	WB	Eklakhi-Balurghat (86.76Km), MIM of NL(Raiganj-Itahar=22.16 Km) (Gazole- Itahar=27.20 Km),(Itahar- Buniadpur=27.09 Km)	163	86.76	76	614.0 0	275.06	0.0001	
68	NE R	NFR	NFR	NL	NER Mani pur	Jiribam-Imphal	111	54.80	56	1432 2.00	14423.00	1200	

69	NF R	NFR	NFR	NL	NER Nagal and Assa m	Dimapur-Kohima	82	16.50	65	6663. 20	3258.06	1200	
70	NF R	NFR	NFR	NL	BIH	Araria-Galgalia (Thakurganj)	111	0.00	111	2650. 00	2369.86	960	
71	NF R	NFR	NFR	NL	NER Assa m Megh alaya	Teteliya-Byrnhat	22	10.15	11	1304. 62	1157.19	52	
72	NF R	NFR	IRCO N	NL	NER WB	Sivok-Rangpo	44	0.00	44	7876. 92	7032.43	2330	
73	NF R	NFR	NFR	NL	NER Mizor am	Bhairabi-Sairang	51	0.00	51	9362. 06	7111.06	1120	
74	NF R	NFR	NFR	NL	BIH	Jalalgarh-Kishanganj	51	0.00	51	360.0 0	6.73	0.01	
75	NF R	NFR	NFR	NL	NER Megh alaya	Byrnhat-Shillong	108	0.00	108	8324. 28	269.81	0.0001	
76	NF R	NFR	NFR	NL	WB	Balurghat-Hilli	30	0.00	30	632.6 3	387.44	150	
77	NF R	NFR	IRCO N	NL	BIH Nepal	Jogbani- Biratinagar(Nepal)	19	8.00	11	374.0 0	359.98	0	70
78	NF R	NFR	NFR	NL	WB	Kaliyaganj-Buniadpur	33	0.00	33	380.0 0	38.21	10.0001	
79	NF R	NFR	NFR	NL	NER ASSA M	Murkongselek-Pasighat	27	0.00	27	1187. 49	472.70	300	
80	NF R	NFR	IRCO N	NL	NER Tripur a Bangl ades h	Agartala-Akhaura (Bangladesh)	5	0.00	5	865.0 0	862.56	5	5
81	NF R	NFR	NFR	NL	NER Nagal	Dimapur-Tizit	257	0.00	257	4274. 00	0.00	0.0001	

					and														
82	NF R	NFR	NFR	NL	NER Assa m	Sibsagar-Jorhat	62	0.00	62	1832. 00	0.00	0.00	0.0001						
83	NF R	NFR	NFR	NL	NER Assa m	Salona-khumtai	99	0.00	99	6542. 50	0.00	0.00	0.0001						
84	NF R	NFR	NFR	NL	NER Assa m	Tezpur-Silghat	25	0.00	25	2279. 84	0.00	0.00	0.0001						
85	NF R	NFR	NFR	NL	NER Bangl ades h	Construction of Mahisasan (India) - Zero Point (Bangladesh) New Line (2.7 km)	3	0.00	3	38.88	29.56	14.9998							
86	NR	NR	NR	NL	HP PUN	Nangal Dam-Talwara & Taking over siding of Mukerian-Talwara (29.16 km)	123	60.89	62	2017. 96	1549.64	600							
87	NR	NR	NR	NL	JK	Udhampur-Srinagar- Baramulla	272	209.40	63	4115 9.24	38931.00	2939.328							
88	NR	NR	NR	NL	UP UK	Deoband (Muzzafar Nagar)-Roorkee	27	0.00	27	1053. 23	985.29	360							
89	NR	NR	NR	NL	HAR HP	Chandigarh-Baddi	28	0.00	28	1540. 14	681.36	451							
90	NR	NR	NR	NL	HP PUN	Bhanupalli-Bilaspur-Beri	63	0.00	63	6753. 42	3991.81	1500							
91	NR	NR	RVNL	NL	UK	Rishikesh-Karanprayag	125	5.70	119	2465 9.00	14791.54	4581.69							
92	NR	NR	NR	NL	PUN	Qadian-Beas	40	0.00	40	841.9 0	1.80	0.0001							
93	NR	NR	NR	NL	UP	Unchhat-Amethi	66	0.00	66	1229. 00	105.51	0.0001							
94	NR	NR	HRID CL	NL	DLI HAR RAJ	Delhi-Sohna-Nuh- Ferozpur-Jhirka-Alwar	104	0.00	104	2500. 00	0.02	0.0001							
95	NR	NR	HRID CL	NL	HAR PUN	Yamuna Chandigarh Sadhaura, Narayangarh Nagar- via	91	0.00	91	901.0 0	0.00	0.0001							

96	NR	NR	NR	NL	UP	Faizabad-Lalaganj via Raibareilly	116	0.00	116	664.00	0.00	0.0001
97	NR	NR	HRID CL	NL	HAR	Hissar-Sirsa via Agroha and Fatehabad	93	0.00	93	410.00	0.00	0.0001
98	NR	NR	NR	NL	PUN	Ferozpur-Patti	26	0.00	26	299.74	2.54	10.0001
99	NR	NR	NR	NL	HAR UP	Meerut-Panipat	104	0.00	104	2200.00	1.34	0.1
100	NR	NR	NR	NL	PUN	Rajpura-Mohali	24	0.00	24	406.00	0.01	0.0001
101	NR	NR	NR	NL	HP	Una-Kuna Part of Una-Hamirpur	41	0.00	41	2856.00	2.66	0.0001
102	NR	NR	NR	NL	UP	Hardoi to Gursahaiganj via Sandi	59	0.00	59	1302.13	0.00	0.0001
103	NW R	NWR	NWR	NL	RAJ MP	Railam -Dungarpur via Banswara	189	0.00	189	6203.00	197.61	75
104	NW R	NWR	NWR	NL	RAJ	Ajmer-Kota (Nasirabad-Jalindri)	145	0.00	145	822.00	0.00	0.01
105	NW R	NWR	NWR	NL	RAJ	Pushkar-Merta (Katvasani)	51	0.00	51	799.64	0.43	25
106	NW R	NWR	NWR	NL	RAJ	Ajmer-Sawai Madhopur	165	0.00	165	2215.27	4.61	0.03
107	NW R	NWR	NWR	NL	GUJ RAJ	Taranga Hill-Abu Road via Ambajali	116	0.00	116	2798.16	355.06	400
108	NW R	NWR	NWR	NL	RAJ	Gudha-Thathana Mithri Test Track for RDSO (Umbrella Work)	25	19.80	5	353.48	301.14	75
109	NW R	NWR	NWR	NL	RAJ	Dedicated Test Track for RDSO (Phase-II)	34	0.00	34	466.42	138.22	90
110	SC R	SCR	SCR	NL	AP TEL	Macherla-Nalgonda	92	0.00	92	458.25	4.79	0.0001
111	SW R	SCR SWR	SCR+ SWR	NL	KAR TEL	Munirabad-Mahabubnagar	247	168.85	78	3543.18	3100.29	100
112	SC R	SCR	SCR	NL	AP	Kakinada-Pithapuram	22	0.00	22	220.29	0.05	0.0001
113	SC R	SCR	SCR	NL	AP	Kotipalli-Narsapur	57	0.00	57	2120.16	1181.19	125
114	SC	SCR	SCR	NL	TEL	Manoharabad-Kotapalli	151	76.03	75	2780.	1320.91	350

131	SE CR	SEC R	IRCO N	NL	CHH	Dharanjaigarh-Korba	63	0.00	63	1686. 22	249.02	10	300
132	SE CR	SEC R	SEC R	NL	CHH	Chirimiri-Nagpur Halt	17	0.00	17	241.0 0	0.00	5	10
133	SE R	SER	SER	NL	WB	Howrah-Amta (42 km), Bargachia- Champadanga- Tarakeshwar (32 Km +8 Km) , Amta-Bagnan (16 Km) & new MIM for Janghipara-Furfura sharif (12.3 km)	110	42.00	68	1439. 00	182.57	0.0001	
134	SE R	SER	SER	NL	WB	Tamluk-Digha (88.90 Km) , Deshpran- Nandigram (18.50 km) with new MIM for Kanthi- Egra (26.2 km); Nandakumar-Bolalpada (28 km) NL & Nandigram- Kandhimari (Nayachar) (7 km) NL	169	88.98	80	2146. 00	486.24	50.9998	
135	SE R	SER	SER	NL	ODI WB	(Digha) Chandaneshwar- Jaleswar (41 Km) with new MIM for Digha-Egra (31 Km)	72	0.00	72	1584. 00	7.96	20.0001	
136	SE R	SER	SER	NL	WB	Bowalichandi-Arambagh	31	0.00	31	671.1 5	42.11	0.0001	
137	SE R	SER	SER	NL	WB	Bhadutola-Jhargram via Lalgarh	55	0.00	55	1199. 00	0.13	0.0001	
138	SE R	SER	SER	NL	JHA	Namkum-Kandra	106	0.00	106	2382. 00	0.00	0.0001	
139	SE R	SER	SER	NL	ODI	Kiriburu to Barbil	25	0.00	25	1443. 70	0.00	0.0001	
140	SR	SR	SR	NL	KER	Tirunnavaya-Guruvayur	35	0.00	35	137.7 1	40.59	0.0001	
141	SR	SR	SR	NL	KER	Angamali-Sabarimala	111	0.00	111	3726. 57	262.99	55	
142	SR	SR	SR	NL	AP TN	Tindivanam-Nagari	184	6.00	178	3631. 34	763.70	153.2789	

143	SR	SR	SR	NL	TN	Tindivanam-Gingee-Tiruvannamalai	71	0.00	71	1400.00	65.09	0.0001
144	SR	SR	SR	NL	Pudu TN	Chennai-Cuddalore via Mahabalipuram	179	0.00	179	2670.00	2.31	0.0001
145	SR	SR	SR	NL	TN	Erode-Palani	91	0.00	91	603.23	1.69	0.0001
146	SR	SR	SR	NL	AP TN	Attipattu-Puttur	88	0.00	88	1700.00	2.59	0.0001
147	SR	SR	SR	NL	TN	Madurai-Tuficorin via Aruppukkottai	144	18.00	126	2053.39	333.52	18.7232
148	SR	SR	SR	NL	TN	Sriperumbudur-Guduvanchery with Spur to IRUN, Kattukotti-Avadi-Sriperambudur	60	0.00	60	1500.00	0.80	0.0001
149	SR	SR	SR	NL	TN	Morappur-Dharmapuri	36	0.00	36	358.95	36.34	49.7839
150	SR	SR	SR	NL	TN	Rameswaram-Dhanuskodi (Umbrella Work)	17	0.00	17	733.91	15.80	0.5688
151	SW R	SWR	SWR	NL	KAR	Bangalore (Hejjala)-Chamrajnagar - Satyamanglam	142	0.00	142	1383.00	7.35	2
152	SW R	SWR	SWR	NL	KAR	Kadur-Chickmagalur-Sakleshpur	68	46.00	22	825.31	550.27	70
153	SW R	SWR	SWR	NL	KAR	Hubli-Ankola	167	0.00	167	5174.30	159.79	20
154	SW R	SWR	SWR	NL	AP KAR	Rayadurg-Tumkur via Kalyandurg	207	83.00	124	2404.03	1418.12	250
155	SW R	SWR	SWR	NL	KAR	Bagalkot-Kudachi	142	30.00	112	1649.31	479.49	150
156	SW R	SWR	SWR	NL	KAR	Tumkur-Chitradurg-Davangere	182	0.00	182	2142.35	359.32	150
157	SW R	SWR	SWR	NL	KAR	Shimoga-Harihar	79	0.00	79	832.47	0.93	0.0001
158	SW R	SWR	SWR	NL	KAR	Whitefield-Kolar	53	0.00	53	349.00	0.36	0.0001
159	SW R	SWR	SWR	NL	AP KAR	Marikuppam-Kuppam	24	0.00	24	279.54	84.79	60

160	SW R	SWR	SWR	NL	KAR	Gadag-Wadi	257	45.90	211	2841. 84	1027.23	200
161	SW R	SWR	SWR	NL	AP KAR	Chickballapur- Puttaparthi-Sri Satya Sai Nilyam	103	0.00	103	692.4 3	0.00	0.0001
162	SW R	SWR	SWR	NL	KAR	Chickballapur- Gowribidanur	44	0.00	44	367.7 7	0.00	0.0001
163	SW R	SWR	SWR	NL	AP KAR	Srinivasapura- Madanapalli	75	0.00	75	466.6 5	0.00	0.0001
164	SW R	SWR	SWR	NL	KAR	Gadag-Yalvigi	58	0.00	58	675.0 8	0.00	0.0001
165	SW R	SWR	SWR	NL	KAR	Shimoga-Shikaripura- Ranebennur	96	0.00	96	994.4 7	44.45	150
166	SW R	SWR	SWR	NL	KAR	Hassan-Belur (Umbrella work)	32	0.00	32	748.8 5	0.39	0.0001
167	SW R	SWR	SWR	NL	KAR	Mysore (Belagula)- Kushalnagar (Umbrella work)	87	0.00	87	1854. 62	0.00	0.0001
168	SW R	SWR	SWR	NL	KAR	Dharwad to Belgaum via Kittur	73	0.00	73	927.4 2	0.14	20
169	WC R	WCR	WCR	NL	RAJ MP	Ramganjmandi-Bhopal	277	114.50	162	3032. 46	2477.50	522.75
170	WC R	WCR	RVNL	NL	MP	Indore-Budni (Indore- Jabalpur)	198	0.00	198	7474. 00	824.11	1107.25
171	WC R	WCR	WCR	NL	MP UP	Lalitpur-Satna, Rewa- Singrauli & Mahoba- Khajuraho	541	249.00	292	8913. 94	4513.45	850.2498
172	WR	WR	WR	NL	GUJ MP	Dahod-Indore via Sardarpur, Jhabua & Dhar	205	32.30	172	1873. 11	1587.22	800
173	WR	WR	WR	NL	GUJ MP	Chhota Udepur-Dhar (Tirai)	147	72.34	75	1793. 65	1382.13	200
174	WR	WR	DMID C	NL	GUJ	Bhimnath-Dholera	28	0.00	28	497.3 8	0.03	100
175	NW R	NWR	NWR	NL	RAJ MP	Nimach-Badi sadri	48	0.00	48	495.1 8	109.39	100
176	ECO R	ECO R	ECO R	NL	ODI	Kodingamali Bauxite Mines to Singaram	9	0.00	9	190.9 0	0.00	1

										Railway Station (9.40 Km)									
177	SW R	SWR	SWR	NL	AP	Malugur - Palasamudram	18	0.00	18	323.1 ⁴	39.46	21							
178	ECo R	ECoR	ECoR	NL	ODI	Gandharmadan Iron Ore Mines to Goidih Station	13	0.00	13	189.9 ³	5.13	20							
179	WR	WR	WR	NL	GUJ	Geratpur-Sanand and Botad-Ahmedabad	17	0.00	17	437.2 ¹	6.99	150							
180	NW R	NWR	NWR	NL	RAJ	"IR station Gegal Akhri (GEK) to WDFC station New Kishangarh" in FL-MD section of NWR under PH 11-New Line	1	0.00	1	39.06	9.03	16							
181	SR	SR	SR	NL	TN, PUD	Provision of connectivity at Northern end of Karaikal Port to directly access PEM- KIK NL to improve mobility	1	0.00	1	17.80	0.88	23.927							
182	WR	WR	WR	NL	GUJ	New BG Line between Naliya-Jakhau Port (24.88 Km)	25	0.00	25	410.4 ⁶	0.32	29.5							
183	NW R	NWR	NWR	NL	RAJ	Connectivity between IR station Pachar Malikpur (PCMK) and WDFC station New Malikpur Phulera (FL) - Rewari (RE)	1	0.00	1	36.20	0.31	1							
184	NW R	NWR	NWR	NL	RAJ	Additional DFC Connection between IR and WDFC at New Kishangarh (Block Section) - Madar	0.355	0.00	0.355	34.58	0.00	1							
185	ECo R	ECoR	ECoR	NL	ODI	New line between Puri and Konark	32.02	0.00	32.02	492.1 ²	0.00	15.1							
186	NW R	NWR	NWR	NL	RAJ	New BG line between Ringus-Khatu Shyamji	17.49	0.00	17.49	254.0 ⁶	0.00	1							

187	NW R	NWR	NWR	NL	RAJ	New BG line between Merta City-Ras (51.40 Km) & Bypass at Merta road station (4.50 Km) Total (55.90 Km)	55.90	0.00	55.90	947.00	0.00	25	
						TOTAL	18561	2749	15812	415797	160022	32056	3891
1	CR	CR	CR	G C	MAH	Pachora-Jammer with extension upto Malkapur NG to BG	84.00	0.00	84.00	955.39	40.37	100.4998	
2	EC R	EGR	IRCO N	G C	BIH Nepal	Jaynagar-Bijalpura, incl. extn. Bet, Bijalpura-Bardibas (Nepal)	69	52.18	17	789.81	543.80	60	
3	ER	ER	ER	G C	WB	Burdwan-Katwa (51.52 km) with new MIM for Katwa-Bazarsau (30.59 Km) - DL, Katwa(Dainhat)-Mateswar (34.40 Km) NL, Ngun-Mangalkot (8.60 Km) NL & Mateswar-Memari (35.60 Km) NL	161.61	82.11	79.50	1115.56	1112.27	7.9998	
4	NC R	NCR	NCR	G C	RAJ MP	Gwalior-Sheopurkalan with extension to Kota	284	68.00	216	2912.96	1928.29	730.7523	
5	NC R	NCR	NCR	G C	RAJ	Dholpur-Sirmuttra with extension to Gangapur City	145	0.00	145	746.83	90.25	100	
6	NC R	NCR	NCR	G C	UP	Mathura-Vrindavan	11	0.00	11	402.88	18.24	10.0001	
7	NE R	NER	NER	G C	UP	Bahraich-Nanpara-Nepal Gaji	56	0.00	56	341.66	7.84	0.0001	
8	NE R	NER	NER	G C	UP	Mailani-Nanpara	194	0.00	194	1708.34	0.00	299.9999	
9	NF R	NFR	NFR	G C	WB	New Jalpaiguri-Siliguri-New Bongaigaon Branch line(419.17Km) and MIM of (Chalisa-Naxal) (19.85Km) New line	454	419.17	35	1089.53	1089.13	0.3877	

										and Rajabhathkawa – Jayanti New line (15.13Km) (Total =454.15 Km)		
10	NF R	NFR	NFR	G C	BIH WB	Katihar- Barsoi- Radhikapur- Teznarayanpur (236.14Km) and MM of New BG line Raiganj – Dalkhola(43.43Km) (Total=279.57Km)	280	236.14	43	1900. 00	976.09	0.1542
11	NW R	NWR	NWR	G C	RAJ	Ajmer-Chittaurgarh- Udaipur (300 km), incl. Material Modifications for extension from Udaipur to Umra (11 km), Mavli- Nathdwara (16 km) NL , Mavli Jn.-Bari Sadri (82.01 km) GC and Nathdwara-New Nathdwara (10.80 km) new line.	420	398.00	22	1223. 28	952.86	50
12	NW R	NWR	NWR	G C	RAJ	Marwar-Mavli (GC of Nathdwara (Mavli)- Devarh Madariya (82.542 Km))	83	0.00	83	968.9 2	63.91	225
13	SE R	SER	SER	G C	ODI JHA	Rupsa-Bangriposi MIM New Line from Buramara to Chakulia	159	90.00	69	1459. 13	184.10	0.0001
14	SE R	SER	SER	G C	WB	Bankura-Damodar valley (96 Km) with Bowaihandi Khana(24.40),Rainagar- Masagram (20.9 ,Bankura- Mukutmoniipur(48.25)&	305	116.90	188	4071. 00	485.72	0.0001

19	WR	WR	WR	G	C	GUJ	Bhuj-Naliya with extn. From Naliya to Vayor (24.65 km)	126	30.00	96	1094.37	640.44	30
20	WR	WR NWR	WR NWR	G	C	GUJ RAJ	Ahmedabad-Himmatnagar-Udaipur including Modasa-Shamlaji Road	320	293.39	27	2482.38	2362.74	100
21	WR	WR SCR	WR SCR	G	C	MAH MP	Ratlam-Mhow-Khandwa-Akola and MM of Fatehabad-Chandrawati Ganj-Ujjain	525	311.66	213	6383.82	3291.68	700
22	WR	WR	WR	G	C	GUJ	Miyagam-Karjan-Dabhoi-Samalaya NG	91	40.56	50	844.10	595.07	275
23	WR	WR	WR	G	C	GUJ	Kalol-Kadi-Katosan Rd MG	37	26.00	11	346.94	114.95	50
24	WR	WR	WR	G	C	GUJ	Adraj Moti-Vijapur MG	40	0.00	40	417.53	47.87	50
25	WR	WR	WR	G	C	GUJ	Vijapur-Ambliyan MG	41	0.00	41	415.38	105.29	51
26	WR	WR	WR	G	C	GUJ	Knijadiya-Amreli MG	17	0.00	17	178.07	0.00	50
27	WR	WR	WR	G	C	GUJ	Junagarh-Visavadar	42	0.00	42	492.83	0.00	0.0001
28	WR	WR	RVNL	G	C	GUJ	Veraval-Talala-Visavadar	72	0.00	72	749.63	0.00	0.0001
29	WR	WR	WR	G	C	GUJ	Samni-Jambusar MG	24	0.00	24	349.93	41.17	120
30	WR	WR	WR	G	C	GUJ	Jambusar-Vishvamitri	51	0.00	51	855.30	0.00	20.0001
31	WR	WR	WR	G	C	GUJ	Samliya-Timba Rd NG	49	0.00	49	670.17	66.94	50
32	WR	WR	WR	G	C	GUJ	Nadiad-Petlad NG	37	0.00	37	461.91	11.64	20
33	WR	WR	WR	G	C	GUJ	Petlad-Bhadran NG	23	0.00	23	307.11	11.30	40
34	WR	WR	WR	G	C	GUJ	Talala-Delwada	70	0.00	70	538.82	0.00	0.0001
35	WR	WR	WR	G	C	GUJ	Himmatnagar-	55	0.00	55	482.4	98.52	150

				C		Khedbrahma MG				2								
36	WR	WR	WR	G	GUJ	Prachi Rd-Kodinar	26	0.00	26	208.84	0.00	0.0001						
37	WR	WR	WR	G	GUJ	Choranda - Motikoral NG	17.70	0.00	17.70	246.43	0.18	20						
38	WR	WR	WR	G	GUJ	Miyagam-Karjan-Choranda-Malsar NG	36.68	0.00	36.68	449.91	0.15	20						
39	WR	WR	WR	G	GUJ	Jambusar-Kavi NG	26.36	0.00	26.36	318.44	0.00	30						
40	WR	WR	WR	G	GUJ	Kosamba-Umarpada NG	69.70	0.00	69.70	467.58	10.84	120						
						TOTAL	5613	3049	2564	45242	18706	3914	0					
1	CR	CR	CR	DL	MAH	Kalyan-Kasara - 3rd line	68	0.00	68	792.89	679.41	85						
2	CR	CR	CR	DL	MAH	Wardha(Sewagram)-Nagpur 3rd line	76	41.60	35	667.426	542.821	125						
3	CR	CR	CR	DL	MAH	Wardha-Ballarshah 3 rd line	132	31.50	101	1384.72	972.69	200						
4	CR	CR, WCR	CR, WCR	DL	MAH	Itarsi- Nagpur 3rd line.	280	100.10	180	2449.91	1201.08	720						
5	CR	CR SWR	CR SWR	DL	KAR	Pune-Miraj-Londa	466	405.18	61	6463.49	5916.26	685						
6	CR	CR	CR	DL	MAH	Daund Mannad	236	156.29	80	2081.27	1925.02	400						
7	CR	CR	CR	DL	MAH	Mannad Jalgaon 3rd line	160	104.40	56	1339.63	1190.83	250						
8	CR	CR	CR	DL	MAH	Wardha-Nagpur 4th line	79	43.60	35	764.03	706.19	150						
9	CR	CR	MRID	DL	MAH	Igatpuri - Mannad 3rd line	122	0.00	122	1860	0	5						
10	CR	CR	CR	DL	MAH	Bhusawal-Wardha 3 rd Line	313	0.00	313	2485	0	30						
11	ECO R	ECO R	ECO R	DL	ODI	Brundamal-Jharsuguda-flyover connection for joining DN Line	7	0.00	7	296.51	146.31	60						
12	ECO R	ECO R	ECO R	DL	CHH	Kirandul-Jadgalpur (150 km)	150	106.13	44	1440	1368.86	0	200					

13	ECo R	ECoR	ECoR	DL	ODI	Bhadrak-Nergundi line (80 km)	3rd	92	24.30	68	1284. 39	958.59	330
14	ECo R	ECoR	RVNL	DL	AP ODI	Vizianagram-Tilagarh (Sambalpur) 3rd line		265	88.03	177	4803. 1618	4178.361 2	650
15	ECo R	ECoR	ECoR	DL	ODI	Jarapaada- Budhapank 3rd & 4th line with flyover at Talcher.		101	15.81	85	810.0 2	562.36	110
16	ECo R	ECoR	ECoR	DL	ODI	Budhapank- Salegaon via Rajatgarh 3rd & 4th line		170	45.50	125	1172. 92	1396.94	450
17	ECo R	ECoR	RVNL	DL	AP ODI	3rd line between Nergundi - Barang & Khurda Road - Vizianagram		385	0.00	385	4962. 87	5.67	50
18	ECo R	ECoR	ECoR	DL	AP ODI	Kottavalasa-Koraput		189	102.91	86	2499. 71	1561.51	346.5
19	ECo R	ECoR	ECoR	DL	ODI	Koraput-Singapur Rd.		165	33.48	131	2361. 74	1371.28	400
20	ECo R	ECoR	ECoR	DL	CHH ODI	Jagdalpur-Koraput		107	87.00	20	2343. 64	1113.47	125
21	ECo R	ECoR	ECoR	DL	ODI	Baghuapal Fly over		20	0.00	20	257.9 8	0.12	15
22	ECo R	ECoR	ECoR	DL	JHA MP UP	Ramna-Singrauli		160	153.65	6	2436. 21	2722.08	150
23	ECo R	ECoR	RVNL	DL	BIH JHA	3rd line bet. Dhanbad- Sonmagar		291	126.90	164	5009. 83	4229.22	700.74
24	ECo R	ECoR	ECoR	DL	BIH	Sarmastipur - Darbhanga		38	26.00	12	836.3 2	472.4	80
25	ECo R	ECoR	IRCO	DL	BIH	Kiul- Gaya		124	86.60	37	2462. 111	1588.413 6	125
26	ECo R	ECoR	ECoR	DL	MP UP	Karalia Shaktinagar Road-		32	28.30	4	762.9 7	630.54	80
27	ECo R	ECoR	IRCO	DL	BIH	Rampur Dumra - Tal- Rajendra Pul-Additional bridge and doubling		14	0.00	14	2373. 6382	1519.889	200
28	ECo R	ECoR	ECoR	DL	BIH	Karota Patner - Mankatha Surface triangle		11	0.00	11	129.3 8	135.86	30
29	ECo	ECoR	ECoR	DL	BIH	Sagauli- Valmikinagar		110	57.00	53	1215.	1238.35	105

	R	N	N																
30	EC R	ECR S	ECR S	DL	BIH	Gaya Bye pass for Manpur	2	0.00	2	29.52	0	2							
31	EC R	ECR N	ECR N	DL	BIH	Muzaffarpur-Sugauli	101	83.00	18	1586.22	1259.65	100							
32	EC R	ECR S	ECR S	DL	JHA	Garhwa Road ROR	7	2.00	5	262.71	176	50							
33	EC R	ECR S	ECR S	DL	JHA	Gomoh- Flyover for DN trains	42	0.00	42	488	238.9	50							
34	EC R	ECR N	ECR N	DL	BIH	Darbhanga bypass line connecting Shisho Halt and Kakarghati excluding Darbhanga Yard	10	0.00	10	253.23	330.02	60							
35	EC R	ECR S	ECR S	DL	JHA	Permanent diversion of fire affected Dhanbad-Chandrapura line by Dhanbad- Ispatnagar line via Telumari, Nichitpur, Matari, Telo including Y connection at Dhanbad and Ispatnagar	28	0.00	28	478.37	0	20							
36	EC R	ECR N	ECR N	DL	BIH	Barauni- Bachwara 3 rd & 4 th line	32	0.00	32	485.58	47.07	70							
37	EC R	ECR S	ECR S	DL	BIH	Sonenagar bye pass line from Chiralapothu to Bagha Bishunpur	10	0.00	10	223.69	6.82	15							
38	EC R	ECR S	ECR S	DL	JHA	Doubling of Pradhan Kuntha Jr- Pathardih Bazar- Bhojudih	20	0.00	20	349.22	0	20							
39	EC R	ECR N	ECR N	DL	BIH	Doubling of Narkataganj- Raxaul- Sitamarhi- Darbhanga & Sitamarhi- Muzaffarpur	256	0.00	256	2555.00	0.00	1							
40	ER	ER	ER	DL	WB	New Alipur-Akra (9.76 Km) DL With MMS of Budge- Pujali (11 Km NL, Pujali-Uluberia (Birshivpur) (10.25 km)NL	41	9.76	31	494.60	30.12	0.0001							

45	ER	ER	ER	DL	WB	Dankuni-Chandanpur-4th line (25.41 km) as 1st phase of Dankuni-Saktigarh 4th line w/and MM for Baruipara-Furfura Sharif (12.3 Km) NL	38	26.50	11	345.4 4	240.02	2	
46	ER	ER	ER	DL	WB	Pandabeswar-Chinipai (21.41 km) and Ikra-Churulia-Gurundi with new MM bet. Barbari-Churulia (9 km) NL	30	21.41	9	451.7 6	124.70	0.0001	
47	ER	ER	ER	DL	WB	Chinipai-Sainthia (31.61 Km) & MMs of Prantik-Siuri (33.98 Km) NL , Chaurigacha-Sainthia via Kandi (56.50Km) NL	122	31.61	90	1402. 09	98.27	0.0001	
48	ER	ER	ER	DL	WB	Dakshin Barasat-Lakshmikantapur (19.70km) , and MMs of Joy nagar-Raidighi (20 km) NL & Joy nagar-Durgapur (32 km) NL	72	19.70	52	695.9 5	136.88	0.2	
49	ER	ER	ER+ RVNL	DL	WB	Liuah-Dankuni 3rd line (10.13 km) with exhn. to Furfura Sharif (20 km)	30	6.15	24	439.6 8	114.75	0.5	
50	ER	ER	ER	DL	WB	Ghutari sharif-Canning (14.50 Km) with extn. upto Bangankhali (4.84 Km) & new MM for Bangankhali-Basanti (14.3 km) & Basanti-Jharkhali (23 km) NL	57	14.50	42	638.4 8	134.41	2	
51	ER	ER	ER	DL	WB	Magrahat-Diamond Harbour (19.67 km) with new MM for Sangrampur-Krishanchandpur (25 km), Diamond Harbour (Gurdasnagar)-Bahrahat (21 km)- NL & Diamond	83	19.67	63	1255. 98	150.04	2	

64	NC R	NCR	NCR	DL	UP	Naini - Irdatganj Construction of Flyover	13	0.00	13	675.9 5	0.3154	0.0001
65	NC R	NCR	NCR	DL	UP	Jeonathpur Flyover	10	0.00	10	738.9 9	0.0004	0.0001
66	NC R	NCR	NCR	DL	UP	Mathura -Mureshi- Rampur Flyover for avoiding surface crossing at Mathura	11	0.00	11	210.0 4	0	0.0001
67	NC R	NCR	NCR	DL	UP	Aligarh Flyover	22	0.00	22	1179. 27	50.2638	150
68	NC R	NCR	NCR	DL	UP	Lalitpur-Birari with flyover at Lalitpur	16	0.00	16	304.4 4	69.12	175
69	NC R	NCR	NCR	DL	UP	Allahabad Division. Construction of Kanpur fly-over.	30	0.00	30	1790. 73	0.0553	0.0001
70	NC R	NCR	NCR	DL	RAJ UP	Mathura-Dholpur - 4th line	107	0.00	107	2946. 75	0.0243	0.0001
71	NC R	NCR	NCR	DL	RAJ UP	Agra Fort and Bandikui	150	0.00	150	987.8 3	4.19	200
72	NC R	NCR	NCR	DL	UP	Aligarh - Daud Khan 3rd line & construction of flyover at Daud Khan	18	0.00	18	451.9 9	66.6021	60
73	NC R	NCR	NCR	DL	UP	Allahabad - Bumrauli 4th line (10 Km) with flying over at Subedargani	10	0.00	10	494.1 1	68.2337	240
74	NC R	NCR	NCR	DL	UP	Dailwara - Berari - Chord Line (5.2 km)	5	0.00	5	77.21	30.7648	30
75	NC R	NCR	NCR	DL	UP	Bhandai - Flyover for etawah bound down train (10 Km)	10	0.00	10	186.2 1	11	60
76	NC R	NCR, WCR	NCR +WC R	DL	RAJ MP UP	Dholpur Jhansi - Bina - 4th line.	322	0.00	322	4870. 95	0.3206	0.0001
77	NC R	NCR	NCR	DL	UP	Doubling of Billi- Chunar	102	0.00	102	1423. 96	0	175
78	NE R	NER	NER	DL	BIH UP	Chhapra-Ballia Patch Doubling (65 km)	65	62.55	2	937.3 2	943.17	26
79	NE	NER	RVNL	DL	UP	Varanasi-Madhosingh-	120	111.45	9	2018.	1494.958	120

	R						Allahabad												
80	NE R	NER	NER	DL	UP	Domingarh-Gorakhpur- Gorakhpur Cantt- Kusumhi - 3rd running line and Gorakhpur- Nakaha Jungle Doubling (21.15 km)	21	10.00	11	508.1	3	396.85	30						
81	NE R	NER	NER	DL	UP	Burhwal Gonda 3rd line	62	0.00	62	800		647.12	225						
82	NE R	NER	RVNL	DL	UP	Phephna-Indara, Mau- Shahganj doubling excluding Indara-Mau	150	98.33	51	1528. 95	1	1227.763	150.75						
83	NE R	NER	RVNL	DL	UP	Bhathi-Aurnihar with electrification (125 Kms) excluding Indara- Mau(116.95 Km)	117	35.68	81	2529. 46	2	1525.712	413.3302						
84	NE R	NER	NER	DL	BIH UP	Doubling of Gorakhpur- Valmikinagar	96	0.00	96	1120. 66	0		150						
85	NE R	NFR	NFR	DL	NER Assa m	New Bongaigaon-Agthori via Rangiya (New Bongaigaon- Rangiya - Kamakhya)	143	82.13	61	2047. 51		2657.08	750						
86	NE R	NFR	NFR	DL	NER Assa m	New Bongaigaon- Goalpara-Guwahati (Kamakhya)	176	149.58	26	4059. 65		3264.94	297						
87	NE R	NFR	NFR	DL	NER Assa m	Doubling of Agthori- Kamakhya section with construction of new Rail- cum-Road Bridge at Saraighat	7	0.00	7	1473. 77		1.36	50						
88	NE R	NFR	NFR	DL	NER Assa m	3rd Line between Kamakhya - Guwahati	6	0.00	6	394.6 4		4.16	10						
89	NE R	NFR	NFR	DL	NER Assa m	Doubling of Lumding- Furkating section	140	0.00	140	2123. 7		5.29	300						
90	NE R	NFR	NFR	DL	BIH WB	Doubling of Kathar- Kumedpur and Kathar-	65	0.00	65	645		34.017	200						

102	NR	NR	NR	DL	UP	Varanasi-Mughalsarai - 3rd line (16.72 km) with substructure of two lines on Bridge no.-11 (Malviya Bridge)	17	0.00	17	1350	12.79	4
103	NR	NR	NR	DL	UP	Phaphamau to Unnao via Kunda Harnamganj	184	0.00	184	1600	0.78	0.0001
104	NR	NR	NR	DL	UP	Bareilly- Chandausi- Aligarh DL	168	0.00	168	2226.86	0.18	0.4
105	NR	NR	NR	DL	UP	Varanasi-Moradabad bypassing Lucknow with fly over at Unnao	100	0.00	100	2000	0	0.0001
106	NR	NR	NR	DL	UP	Doubling of Moradabad- Chandausi	44	0.00	44	440	0	0.0001
107	NR	NR	NR	DL	HAR	Doubling of Panipat- Rohtak	71	0.00	71	714	0	0.0001
108	NR	NR	NR	DL	PUN HAR	Doubling of Firozpur- Bhatinda and Jakhahisar	169	0.00	169	1688	0	0.0001
109	NR	NR	NR	DL	HAR	Connectivity between Palwal and New Prithala	4	0.00	4	65.75	26.71	80.31
110	NR	NR	NR	DL	HAR	Doubling of Asthabohar- Rewari	75	0.00	75	752	0.15	0.0001
111	NW R	NWR	NWR	DL	RAJ	Phulera- Digana	108	101.20	7	701.81	691.29	11
112	NW R	NWR	NWR	DL	RAJ	Sawainadhpor-Jaipur	131	0.00	131	1230.89	0	30
113	NW R	NWR	NWR	DL	PUN HAR RAJ GUJ	Doubling between Churu- Sadulpur BG Line Doubling between Luni- Samdari-Bhildi section	330	0.00	330	3554.23	0	50.01
114	NW R	NWR	NWR	DL	RAJ	Doubling between Ajmer- Chanderiya section	178	0.00	178	1634.79	0	30
115	NW R	NWR	NWR	DL	RAJ	Byepass line at Sawainadhpor	14	0.00	14	277	98	30
116	SC R	SCR	SCR	DL	AP TEL	Kazipet-Vijaywada 3rd line with electrification (219.64 km)	220	67.00	153	1955.27	2029.62	500

117	SC R	SCR	SCR	DL	AP	Duvvada-Vijaywada - 3rd line	333	0.00	333	3873.07	0.17	0.0001	
118	SC R	SCR	SCR	DL	MAH TEL	Kazipet -Ballarshah - 3rd line Excl. Mandamari-Raghavapuram	202	155.00	47	2909.89	2774.72	300	
119	SC R	SCR	SCR	DL	AP KAR	Renigunta, Wadi & Gooty Bypass	27	3.20	23	273.05	248.3	83.3	
120	SC R	SCR	SCR	DL	AP TEL	Vijayawada, Kazipet Bypass line	47	7.60	39	620.65	691.85	126.5	
121	SC R	SCR	RVNL	DL	AP	Vijaywada- Gudur 3rd line	287	240.78	46	6508.65	6508.65	500	
122	SC R	SCR	SCR	DL	AP	Guntakal- Guntur	401	312.68	89	3887.48	3272.69	480	
123	SC R	SCR	SCR	DL	AP TN	Doubling of Dharmavaram- Pakala- Katpadi	290	0.00	290	3592.61	12.15	0.01	
124	SC R	SCR	SCR	DL	AP TEL	Doubling of Guntur- Bibinagar	239	0.00	239	2853.23	20	220	
125	SC R	SCR	SCR	DL	AP MAH TEL	Doubling between Mudkhed - Medchal & Mahubnagar - Dhone section as a Part of Doubling of Akola- Dhone via Purna, Mudkhed, Secunderabad, Mehboobnagar excluding Purna-Mudkhed and Bolarum-Mehboobnagar including Dhone bye pass	417	0.00	417	4686.09	2.12	550	
126	SE CR	SEC R	SEC R	DL	CHH ODI	Jharsuguda-Bilaspur -4th line	206	106.00	100	2135.34	1832.59	200	
127	SE CR	SEC R	SEC R	DL	MP	Anuppur-Katni-3rd line	166	88.40	77	2311.02	1406.67	326.3	
128	SE CR	SEC R	IRCO N	DL	CHH	Gevra Rd-Pendra Rd	135	0.00	135	1750.1	1004.5175	0.0001	
129	SE CR	SEC R	SEC R	DL	ODI	Jharsuguda-Bilaspur Flyover/ Bye pass	10	0.00	10	299.65	0	0.0001	
130	SE CR	SEC R	SEC R	DL	CHH MAH	Rainandgaon-Nagpur 3 rd line	228	169.90	58	3544.25	2537.06	305.9	

131	SE CR	SEC R	SEC R RVNL	DL	CHH ODI	Raipur-Titlagarh (203 km) incl. NL Mandir Hasaud-Naya Raipur (20 km) & new MM for conversion of Raipur(Kendri)-Dhamtari & Abhanpur-Rajim branch (67.20 km)	290.20	229.00	61.20	2640.18	878.0213	298
132	SE CR	SEC R	SEC R	DL	CHH	Doubling of Boridand-Ambikapur and Boridand-Chirmiri	148	0.00	148	1242.94	30.5	150
133	SE R	SER SER	RVNL SER	DL	WB	Panskura-Kharagpur 3rd line (44.7 km) with new MM for Panskura-Ghatal (32.8 km) NL	78	44.70	33	1081	408.38	0.0001
134	SE R	SER SER	SER	DL	JHA ODI	Bondamunda-Ranchi	159	88.60	70	3029.04	1972.28	230
135	SE R	SER SER	RVNL	DL	JHA WB	Kharagpur-Adityapur 3 rd line	132	126.24	6	3249.98	2635.87	222
136	SE R	SER SER	SER	DL	ODI WB	Narayangarh-Bhadrak 3 rd line	153	6.00	147	2135.74	1435.85	550
137	SE R	SER SER	SER	DL	ODI	Bondamunda-Rourkela 4th line	9	0.00	9	139.5	72.14	13
138	SE R	SER SER	SER	DL	ODI	Dumitra-link "C" line, connection with Bisra Station.	2	0.00	2	39	20.37	11.2
139	SE R	SER SER	SER	DL	WB	Radhanagar siding line of Adra Division to Barachak and Y connection line to Sitaram pur .	10	0.00	10	39.93	0	0.01
140	SE R	SER SER	SER	DL	JHA WB	Chandli- Anara- Burnpur - 3 rd line with additional loop line at Nimdih, Urma, Tamna, Charra & Bagalia (125KM).	125	0.00	125	1957.84	0	0.5
141	SE R	SER SER	SER	DL	WB	Purulia-Kotshilia	36	0.00	36	393.43	128.6	75

142	SE R	SER	SER	DL	JHA	Lodhma - Piska - Link Line bypassing Hatia/Ranchi with connection	17	0.00	17	472.5	265.83	70	
143	SE R	SER	SER	DL	JHA	Doubling between Bhojudi- Talgoria in connection with permanent diversion of fire affected Dhanbad- Chandrapura line	13	0.00	13	142.0 6	2.74	60	
144	SE R	SER	SER	DL	JHA	Doubling of Muri- Barkakhana	58	0.00	58	1018. 1	0	10	
145	SE R	SER	SER	DL	ODI	Rourkela-Bondamunda A Cabin 5th line	10	0.00	10	244.9 9	3.38	29	
146	SR	SR	SR	DL	KER	Ernakulam-Kumbalam	8	0.00	8	595.3 9	269.98	2.0555	
147	SR	SR	SR	DL	KER	Kumbalam-Thuravur Patch doubling (15.59 km)	16	0.00	16	802.8	258.93	62.1271	
148	SR	SR	SR	DL	KER TN	Trivandrum- Kanyakumari	87	26.30	60	3785. 46	2212.13	940.6368	
149	SR	SR	SR	DL	KER	Turavur- Ambalapuza	46	0.00	46	1416. 49	0.95	5	
150	SR	SR	SR	DL	KER	Shoranur - Ernakulam 3rd line	107	0.00	107	1518	0.099	0.4	
151	SR	SR	SR	DL	TN	Doubling of Katpadi- Villupuram	160	0.00	160	1601	0	0.0001	
152	SR	SR	SR	DL	TN	Doubling of Salem- Karur- Dindigul	160	0.00	160	1600	0	0.0001	
153	SR	SR	SR	DL	TN	Doubling of Erode- Karur	65	0.00	65	650	0	0.0001	
154	SR	SR	SR	DL	TN	Doubling of Chennai Beach- Chennai Egmore	4	0.00	4	272.4	167.46	143.5928	
155	SW R	SWR	SWR	DL	KAR	Bangalore-Whitefield- Bangalore Krishnarajapuram Quadrupling	38	0.00	38	492.8 7	213.9277	200	
156	SW R	SWR	RVNL	DL	KAR Goa	Hospet-Hubli-Londa- Tinaighat-Vasco-de-	312	247.19	64	3692. 6	2070.68	400	

173	WR	WR	WR	DL	GUJ	Vatwa- Ahmedabad- Sabarmati-4th line	15	0.00	15	231.43	170.84	20
174	WR	WR	WR	DL	GUJ	Anand-Godhara	79	17.00	62	692.26	348.3	20
175	WR	WR	WR	DL	MP	Nimach-Ratlam	133	11.00	122	1095.88	493.55	200
176	WR	WR	WR	DL	GUJ	Rajkot - Kanalus	111	0.00	111	1080.57	310.84	200
177	WR	WR	WR	DL	GUJ	Mehsana-Palanpur	65	33.00	32	537.31	505.46	25
178	WR	WR	WR	DL	GUJ	Bhildi-Bye Pass line	1	0.00	1	11.27	0.02	0.0001
179	WR	WR	WR	DL	MP	Ujain - Fly Over	2	0.00	2	99.72	0	0.0001
180	SC R	SCR	SCR	DL	TEL	Provision of 'Y' connectivity at Tandur station to CCL line towards wadi end	2	0.00	2	39.26	3.4151	10
181	SE CR	SEC R	SEC R	DL	CHH	Saragbundia and Madvarani	6	0.00	6	167.64	0	2.5
182	SE CR	SEC R	SEC R	DL	CHH	Rainand Gaon Dongargarh 4th Line	31	0.00	31	328.34	0	100
183	SE CR	SEC R	SEC R	DL	CHH	Dadhapara-Belha 4th Line	9	0.00	9	169.06	0	69
184	SR	SR	SR	DL	KAR	Jokkatte - Thokur	2	0.00	2	76.9	37.96	63.217
185	SE CR	SEC R	SEC R	DL	CHH	Kharsia-Jharadih	6	0.00	6	80.01	0	3
186	SE CR	SEC R	SEC R	DL	CHH	Kargi road-Salka road	8	0.00	8	95.44	0	10
187	SE CR	SEC R	SEC R	DL	CHH	Bhilai- Bhilai Nagar 4th Line	9	0.00	9	177.34	0	10
188	SE CR	SEC R	SEC R	DL	CHH	Bhatapara- Hathbandh 4th Line	16	0.00	16	177.03	0	18
189	SE CR	SEC R	SEC R	DL	MP	Shahdol-Singhpur	6	0.00	6	53.86	0	2
190	EC R	ECR	ECR	DL	BIH UP	Surface Triangle Line between Bhadaura Station and Karma Station (Didarnagar-Tarighat Line)	11	0.00	11	199.96	0	10

191	SE CR	SEC R	SEC R	DL	CHH	Belha-Dagori 4th Line	7	0.00	7	86.59	0	45
192	NR	NR	NR	DL	UP	Chipiyana-Buzurg(CYZ)- Ghaziabad(GZB)	3	0.00	3	15.18	0	20
193	SR	SR	SR	DL	TN	3rd & 4th line connectivity to Road 1 and 2 of Arakkonam yard of Southern Railway	6	0.00	6	74.05	17.28	124.3303
194	SE CR	SEC R	SEC R	DL	CHH	4th line between Bhilai Nagar-Durg Link Cabin	3	0.00	3	55.51	0	2
195	SC R	SCR	SCR	DL	TEL	Byepass line at Peddapalli for connecting Kazipet-Ballarshah main line to Peddapalli- Karimnagar line (2.169 Km)	2	0.00	2	36.99	3.9537	5
196	EC R	ECR	ECR	DL	BIH	New Bye-pass Line for avoiding engine reversal at Lalitgram (1.572 Km)	2	0.00	2	32.02	5.68	30
197	SE CR	SEC R	SEC R	DL	CHH	4th line between Nipania- Bhatapara	14	0.00	14	170.4 9	0	33
198	EC R	ECR	ECR	DL	BIH	Byepass Line at Saraigarh between Bajinathpur-Andoli & Jhajha (5.42 Km)	5	0.00	5	79.14	13.44	35
199	NC R	NCR	NCR	DL	UP	4th line between Pankidham-GMC	2	0.00	2	17.85	0.0505	0.85
200	WR	WR	WR	DL	GUJ	Quadrupling between Gandhidham(GIM)- Adipur(AI) with Y connection at Adipur for providing direct entry towards Mundra Port and Bhuj and high level Passenger platform at Gopalpur (10.69 Km)	11	0.00	11	152.4 4	0.0627	50
201	WR	WR	WR	DL	GUJ	4th Line Between Barejadi-Nandej (Geratpur)- Sanand	38	0.00	38	961.6 7	0.22	50

							(38.20 Km) (Ahmedabad Bypass)											
202	NW R	NWR	NWR	DL	HAR RAJ		Rewari-Khatuwas Doubling (27.73 Km)	28	0.00	28	352.4 1	0		61				
203	NW R	NWR	NWR	DL	RAJ		Doubling of Churu-Ratangarh (42.81 Km)	43	0.00	43	422.6	42.7		32.7971				
204	SC R	SCR	SCR	DL	AP		Multi Tracking & connectivity at Guntur Yard for 8.20 Km	8	0.00	8	147.1 8	2.9985		50				
205	WR	WR	WR	DL	GUJ		Provision of laying of additional track at Somnath station (2.5 Km)	3	0.00	3	31.16	8.4904		21				
206	NW R	NWR	NWR	DL	HAR		Bhiwani-Doh-Bahali Doubling (42.30 Km)	42	0.00	42	471.0 6	0		51				
207	EC OR R	ECO R	ECO R	DL	AP		Doubling between Ore Exchange Complex and Simhachalam North	5	0.00	5	81.22	0		17				
208	SC R	SCR	SCR	DL	MAH		Bye pass line at Latur Road Station	4	0.00	4	46.95	0.0329		20				
209	WR	WR	WR	DL	GUJ		Provision of 'Y' connectivity between Sabarmati A and Asarva (0.9 Km)	1	0.00	1	15.25	0		10				
210	WR	WR	WR	DL	GUJ		Multi Tracking between Chhayapuri-Bajva (2.0 Km)	2	0.00	2	36.02	0		1				
211	SC R	SCR	SCR	DL	MAH		Bypass line at Parli-Vaijanath Station (1.90 Km)	2	0.00	2	55.91	0.09		20				
212	SC R	SCR	SCR	DL	AP		Doubling between Gooty-Pendekallu (29.225 Km)	29	0.00	29	2853. 23	0		50				
213	ECO R	ECO R	ECO R	DL	ODI		Bypass line from Rahehbata in RV/(Raipur-Vizianagram) line to Sikir in JT (Jharsuguda-Titlagarh) line bypassing Titlagarh (12.65 Km)	13	0.00	13	143.2	0.1079		5				

214	NR	NR	NR	DL	UP	Doubling between Jaunpur Jn.-Zafarabad (6.28 Km)	6	0.00	6	177.3 3	1.96	13.997	
215	NW R	NWR	NWR	DL	HAR	Doubling between Manheru-Bawani Khera	31.50	0.00	31.50	413.0 9	0	40	
216	ECo R	ECoR	ECoR	DL	AP	3rd & 4th line between Duvvada - Simhachalam North	20.54	0.00	20.54	356	0	8	
217	ECo R	ECoR	ECoR	DL	AP	3rd & 4th line between Vadlapudi -Gate Jn. cabin including Tie line between Gangavaram Port-Visakhapatnam Steel (12.04 Km)	12.04	0.00	12.04	154.2 8	0	29	
218	ECo R	ECoR	ECoR	DL	AP	Flyover between Pendurti & Simhachalam North to avoid surface crossing at Simhachalam	7.13	0.00	7.13	329.4 3	0.0087	12	
219	EC R	ECR	ECR	DL	JHA	Doubling of Chandrapura - Jamuniatand section	7.48	0.00	7.48	166.5	0	70	
220	SC R	SCR	SCR	DL	TEL	Byepass Line at Vikarabad Station for connecting Vikarabad-Parli Vajjanath & Secunderabad -Wadi section	2.80	0.00	2.80	46.37	0	10	
221	ECo R	ECoR	ECoR	DL	ODI	3rd & 4th line of Sarla-Sason Patch of Sambalpur-Jharsuguda Section	16.00	0.00	16.00	252.1 8	50	83	
222	ECo R	ECoR	ECoR	DL	ODI	Flyover at Haridaspur to connect Haridaspur -Paradeep New BG Line	4.73	0.00	4.73	143.7 2	0	18	
223	ECo R	ECoR	ECoR	DL	ODI	Flyover Between Siju and Paradeep coaching yard to avoid surface crossing of trains	7.00	0.00	7.00	200.7 7	0	12	

224	EC R	ECR	ECR	DL	JHA	Yard Remodeling of Sindri Marshalling Yard with revival of Sindri town south line	3.00	0.00	3.00	62.4	0	60
225	ECo R	ECoR	ECoR	DL	AP	3rd & 4th Line between Visakhapatnam (VSKP) - Gopalapatnam (GPT)	15.31	0.00	15.31	159.4 7	0.01	12
226	EC R	ECR	ECR	DL	JHA	Rail over Rail (RoR) between Patrattu-Tokisud	7.20	0.00	7.20	137.4 6	0	30
227	EC R	ECR	ECR	DL	BIH	ROR at Sasaram connecting GC to Ara-Sasaram Line	8.95	0.00	8.95	470.1 1	0	30
228	EC R	ECR	ECR	DL	BIH	Ara Bypass Line to be connected from Jagjivan Halt to existing ARA-Sasaram line through link cabin (Y-Connectivity at Ara)	3.06	0.00	3.06	118.9 4	0	45
229	SC R	SCR	SCR	DL	MAH	Doubling between Aurangabad - Anka	98.25	0.00	98.25	960.6 4	0.17	180
230	SC R	SCR	SCR	DL	TEL	Bye pass line at Vishnupuram	4.90	0.00	4.90	110.8 9	0	20
231	WR	WR	WR	DL	MAH	Vasai bypass double line between Naigaon and Juchandra	5.73	0.00	5.73	175.9 9	0.0059	5
232	CR	CR	CR	DL	MAH	Double Chord Line between Nilje and Kopar	4.50	0.00	4.50	338.3 3	0	0.5
233	SC R	SCR	SCR	DL	AP	Rail Over Rail (ROR) double line between Guntakal West - Mallappa Gate	9.64	0.00	9.64	293.3	0	20
234	WR	WR	WR	DL	GUJ	Quadrupling between Samakhiali and Gandhidham	53.00	0.00	53.00	1429. 56	4.6912	25
235	EC R	ECR	ECR	DL	BIH, JHA, WB	Multi tracking of Son Nagar – Andal	749.06	0.00	749.06	1233 3.57	10.18	450
236	ECo R	ECoR	ECoR	DL	AP	4th line between Kottavalasa -	34.70	0.00	34.70	492.9 3	0.0384	30

						Vizianagram													
237	SC R	SCR	SCR	DL	TEL	Doubling between Bhadrachalam Road - Dornakal section	54.65	0.00	54.65	770.1 2	0	50							
238	SE R	SER	SER	DL	JHA	3rd & 4th line between Bokaro Steel City and Bokaro 'N' cabin	3.75	0.00	3.75	75.45	0	10							
239	EC OR	ECO R	ECO R	DL	ODI	3rd & 4th Line Paradeep - Badabandha	18.51	0.00	18.51	300.1 5	0	5							
240	NR	NR	NR	DL	UP	Construction of 3" line between Varanasi Shivpur (5.83 Km)	5.83	0.00	5.83	76.34	0	0.0001							
241	SE R	SER	SER	DL	ODI	4th line between Bagdehi-Jharsuguda (21.50 Km)	21.50	0.00	21.50	320.9 5	0	0.01							
242	SC R	SCR	SCR	DL	MAH	Byepass line at Muddkhed junction (2.527 Km)	3.50	0.00	3.50	62.22	0	10							
243	EC R	ECR	ECR	DL	JHA	Y connection between Kujju-Ranchi Station	7.27	0.00	7.27	143.0 1	0	50							
244	SC R	SCR	SCR	DL	MAH	Byepass line at Purma (3.22 Km) for connecting Purna- Akola & Purna- Secunderabad Main Lines	3.22	0.00	3.22	72.34	0	10							
245	SC R	SCR	SCR	DL	MAH	Byepass line at Ankai (2.21 Km)	2.21	0.00	2.21	28.89	0	20							
246	NE R	NER	NER	DL	BIH	3rd Line connectivity between Chhapra Jn. to Chhapra kacheri (3.0 Km)	3.00	0.00	3.00	33.21	0	33							
247	SC R	SCR	SCR	DL	MAH	Doubling between Parbhani- Parli Vajjanath stations (64.71 Km)	64.71	0.00	64.71	769.9 3	0	75							
248	SC R	SCR	SCR	DL	TEL	Rail Over Rail (ROR) at Pagidipalli connecting Bibi Nagar and Bommaipalli stations	8.54	0.00	8.54	263.8 9	0	20							

249	WR	WR	WR	DL	GUJ	Doubling between Vishvamitri-Dabhoi including 'Y' connection at Vishvamitri	32.75	0.00	32.75	394.14	0	10	
250	ECoR	ECoR	ECoR	DL	ODI	Fly over from Sambalpur City end to connect the DN grid of Sarla to avoid surface crossing	4.66	0.00	4.66	272.64	0	15	
251	NR	NR	NR	DL	UP	Chord line connecting Muftiganj (MFJ) - Jaunpur (JNU)- MGWN bypassing Jaunpur (1.5 Km)	1.50	0.00	1.50	75.58	0	0.1	
252	NR	NR	NR	DL	UP	Chord line connecting Didarganj (DJD) - Shahganj (SHG)- Bilwai (BWI) bypassing Shahganj	5.70	0.00	5.70	137.12	0	0.1	
253	SCR	SCR	SCR	DL	AP, TEL	Doubling between Motumari-Vishnupuram section (88.81Km) & Rail over Rail (RoR) at Motumari (10.88 Km)	99.69	0.00	99.69	1595.55	0	50	
254	SCR	SCR	SCR	DL	AP	Byepass line between Guntakal-Nancherla stations	11.48	0.00	11.48	164.58	0	20	
255	SR	SR	SR	DL	KER	Patch doubling of tarck between Shoranur and Vallathol Nagar including yard modifications.	10.00	0.00	10.00	367.39	0	39.9998	
256	SCR	SCR	SCR	DL	TEL	Byepass line at Nizamabad Junction Station for connecting Nizamabad- Secunderabad & Nizamabad-Pedapalli	1.55	0.00	1.55	121.97	0	10	
257	SE R	SER	SER	DL	WB, JHA	Illoo-Silli Bypass line avoiding Muri Jn.	5.90	0.00	5.90	137.23	0	0.01	
258	ECOR	ECOR	ECOR	DL	ODI	MCRL Inner Corridor Phase-I Doubling	10.93	0.00	10.93	151.61	0	25	

259	NR	NR	NR	DL	UP	Byepass line at Ayodhya	1.50	0.00	1.50	56.28	0	0.5	
260	ER	ER	ER	DL	WB	Durgapur Coke Oven Plant (DCOP)-Durgapur 5th Line	3.50	0.00	3.50	79.30	0	9.9988	
261	NW R	NWR	NWR	DL	RAJ, HAR	Doubling between Khatuwas - Narnaul	24.12	0.00	24.12	313.3 1	0	10	
						TOTAL	20313	6247	14066	2833 44	113742	25995	200
						Subtotal	44488	12045	32442	7443 83	292470	61965	4091

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

The Committee met on Tuesday, the 22nd October, 2024 from 1100 hrs. to 1320 hrs. in Committee Room No. 2, Parliament House Annexe Extension Building, New Delhi.

PRESENT

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. Shri Kaushalendra Kumar
9. Shri Balabhadra Majhi
10. Shri Khagen Murmu
11. Adv. Adoor Prakash
12. Shri Awadhesh Prasad
13. Shri Sudama Prasad
14. Shri M.K. Raghavan
15. Smt. Satabdi Roy
16. Dr. Swami Sachidanand Hari Sakshi
17. Dr. Bholu Singh
18. Shri Gopal Jee Thakur
19. Shri Vijayakumar Alias Vijay Vasanth

RAJYA SABHA

20. Dr. Sarfraz Ahmad
21. Shri Narhari Amin

22. Shri Upendra Kushwaha
23. Dr. K. Laxman
24. Smt. Sadhna Singh
25. Shri K. Vanlalvena
26. Shri Mukul Balkrishna Wasnik

SECRETARIAT

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

REPRESENTATIVES OF THE MINISTRY OF RAILWAYS (RAILWAY BOARD)

1.	Shri Satish Kumar	Chairman & Chief Executive Officer, Railway Board & Ex. -officio Principal Secretary to the Government of India.
2.	Shri Ravinder Goyal	Member (Operations & Business Development), Railway Board & Ex. -officio Secretary to the Government of India.
3.	Shri Braj Mohan Agrawal	Member/(Traction & Rolling stock) Railway Board & Ex. -officio Secretary to the Government of India.
4.	Smt Roopa Srinivasan	Member (Finance) , Railway Board & Ex. -officio Secretary to the Government of India.
5.	Shri Naveen Gulati	Member(Infrastructure) Railway Board & Ex.-officio Secretary to the Government of India
6.	Shri Hari Shankar Verma	Director General, Safety, Railway Board
7.	Smt Manjusha Jain	Additional Member, Budget, Railway Board
8.	Shri Shirish Kumar Sinha	Additional Member, Planning, Railway Board

9.	Shri Brijesh Kumar Gupta	Additional Member, Civil Engineering, Railway Board
10.	Shri Sanjay Mishra	Principal Executive Director, Safety, Railway Board
11.	Shri Gautam Arora	Principal Executive Director Coordination(Signal), Railway Board
12.	Shri Mohit Chandra	Principal Executive Director, Electrical Engineering(Rolling Stock) ,Railway Board
13.	Shri Navin Kumar Parsuramka	Principal Executive Director, Coaching, Railway Board
14.	Shri Pranai Prabhakar	Principal Executive Director, Infrastructure, Railway Board
15.	Shri Shailendra Singh	Principal Executive Director, Environment & Housekeeping, Railway Board
16.	Tarun Prakash	Principal Executive Director, Signal & Telecom (Development), Railway Board

2. At the outset, the Chairperson welcomed the representatives of the Ministry of Railways (Railway Board) to the sitting of the Committee. The Chairperson invited attention of the officials to the provisions contained in Direction 55 of the Directions by the Speaker, Lok Sabha regarding the proceedings to be treated as confidential.

3. Thereafter, a brief presentation about the salient features of the Railway budget was made by the Chairman and CEO (Railway Board) on the ‘Demands for Grants (2024-25) of the Ministry of Railways’. He updated the Committee on several key aspects of this year’s Rail Budget, including Budget Estimates, Capital Expenditure, capacity enhancement, safety initiatives, commissioning of new lines, gauge conversion, doubling, electrification, Amrit Bharat Station Scheme, manufacturing of non-AC coaches, etc. He informed the Committee that Indian Railways is projecting earnings of approximately Rs.80,000 crore from passenger services, Rs.7,500 crore from other coaching, Rs.1,80,000 crore

from goods, and Rs.10,000 crore from miscellaneous sources, totaling Rs.2,78,000 crore in earnings. In contrast, the anticipated expenditure is Rs.2,75,000 crore. He also highlighted the focus on safety expenditures, which are categorized under two headings: capital expenditure (CAPEX) and maintenance activities. Additionally, various aspects were discussed, including Road Over Bridges (ROBs), Road Under Bridges (RUBs), Level Crossings, and filling of vacancies within the Railways.

4. The Committee, then, sought certain clarifications on the issues related to the Demands for Grants (2024-25) of Ministry of Railways. The Chairman and CEO, Railway Board replied to some of the queries. The Chairperson thanked the Chairman and CEO, Railway Board and other officials of the Ministry for appearing before the Committee for providing valuable information and also directed the Ministry to provide written replies to the queries in respect of which the information was not readily available, at the earliest. The evidence was then concluded.

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

The Committee then adjourned.

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

The Committee met on Wednesday, the 11th December, 2024 from 1500 hrs. to 1530 hrs. in Committee Room 'B', Parliament House Annexe, 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. Smt. Sangeeta Kumari Singh Deo
6. Dr. Amol Ramsing Kolhe
7. Shri Balabhadra Majhi
8. Adv. Adoor Prakash
9. Shri Awadhesh Prasad
10. Shri Sudama Prasad
11. Smt. Satabdi Roy
12. Dr. Bhola Singh
13. Shri Gopal Jee Thakur
14. Shri Vijayakumar Alias Vijay Vasanth

RAJYA SABHA

15. Dr. Sarfraz Ahmad
16. Shri Narhari Amin
17. Shri Subhasish Khuntia
18. Shri Upendra Kushwaha
19. Dr. K. Laxman
20. Smt. Sadhna Singh
21. Shri K. Vanlalvena
22. Shri Mukul Balkrishna Wasnik

SECRETARIAT

1. Smt. Suman Arora - Additional 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 draft Report on Demands for Grants (2024-25) of the Ministry of Railways.

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

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

The Committee then adjourned.
