



Dear Friend,

Indian Railways is the lifeline of the nation and carries about 23 million passengers daily and carries about 1 billion tonnes of freight annually. You are aware that the Indian Railways operations and logistics is a complex phenomenon handled tirelessly by its employees. I salute the grit and dedication of each employee of Indian Railways, present or retired. As previous employees of this organisation, you have given your blood and sweat in running this organisation and reach the commanding heights where it stands today. It is rightly said that once a Railway man, always a Railway man. Although you have retired, I am sure you would have keenly followed the developments that have taken place in Indian Railways over the last three years.

I, as the Minister for Railways, had announced a slew of initiatives in the last two years. Action has been initiated on all announcements and many of them have already been completed. All efforts are now aimed at consolidating and creating a critical mass for holistic experience. However, it may be appreciated that some changes may be visible in the short term; for others initiatives to fructify a longer gestation period would be required.

2. Some of the goals that we have set for ourselves to be fulfilled by 2020 include the following:

- Reserved accommodation on trains available on demand
- Time tabled freight trains
- High end technology for safety
- Elimination of unmanned level crossings on BG network
- Punctuality @ 95%
- Speed of freight trains @50kmph & Mail/Express trains @ 80 kmph
- Semi-high speed trains along the golden quadrilateral

- Zero direct discharge of human waste

3. The paras that follow indicate the status of some of the initiatives.

Infrastructure upgradation

- In 2016-17, IR **commissioned about 2855 kms of lines** for passenger services, which is the highest ever, and **in 2017-18, the target is 3,500 kms.**
- Since 2015, IR has **sanctioned about 12,700 kms of doubling** to overcome the problem of congestion over the high-density network.
- BG lines commissioning expected **to increase to 19 km per day** as against **7 km per day now.**
- About **2,013 kms of electrification has been completed** in 2016-17 and new electrification projects of **4,000 km have been sanctioned** in Budget 2017-18. A perspective plan for electrification of core network of Railways has been drawn up.
- The entire rail network of **North-East states has been converted to BG.** BG connectivity to all the **capitals of the North-Eastern states is targeted for achievement by 2020.**
- Efforts are on to procure modern, **state of the art light weight rolling stock** to enable higher speeds and greater carrying capacity. **Terminals and good-sheds are proposed to be modernized** and used as multi-modal logistic hubs through engagement with the private sector.
- **Two Dedicated Freight Corridors at a cost of Rs. 1 lakh crore** are expected to be commissioned by 2019. Monitoring of DFC s being done with the help of drones. Commissioning of these DFCs will add 3300 kms of new lines to the existing network. Reports for 3 new DFCs are currently under consideration.
- A **high-speed corridor has been sanctioned from Mumbai to Ahmedabad at a cost of Rs. 1 lakh crore** and is expected to be commissioned by 2023. The company for implementing the work has already been set up
- A **paradigm shift** has been brought into the approach to network development, **especially for upgrading existing network to higher speeds.** Detailed studies have been conducted to prepare a plan to adopt a corridor-based approach for

upgrading busiest routes to 200 kmph. As the DFCs, currently under construction, are operationalised, the existing **upgraded corridors will be able to provide overnight services from Delhi to the metro cities of Mumbai and Kolkata.**

- **Mumbai Urban Transportation Project Phase III** project has been sanctioned.

Capital expenditure

- **Investment plan of Rs. 8.56 lakh crore** drawn up
- **Funds to the tune of Rs. 1.5 lakh crore tied up from LIC** for financing rail projects. The focus of all investments continues to be decongestion of the network, electrification and investment in safety related assets.
- **In 2015-16, Indian Railways invested over Rs. 93,000 crore** in construction, procurement and replacement of assets through their Plan expenditure.
- The Indian Railways are expected to close **2016-17 with a capital expenditure of Rs. 1.21 lakh crore.**
- For 2017-18, the Plan size has been pegged by the Railways at **Rs. 1,31,000 crore.**
- **Total expenditure from April 2015 - March 2018 (3 years) about Rs. 3.5 lakh crore of capital expenditure against an average of Rs. 48,000 crore during 2009-2014.**

Safer operations

- Expenditure on safety related activities – Rs. 63063 crore in 2016-17 RE. It was only Rs 39,200 crore in 2013-14 and Rs 46,048 Crores in 2015-16.
- 1987 level crossings were eliminated and 1306 ROBs/RUBs constructed in 2016-17, the highest ever till date
- To liquidate the backlog of renewal of assets and to ensure safer running of trains, a **Rashtriya Rail Sanraksha Kosh** has been created with a **corpus of Rs. 1 lakh crore**, to be spent over a period of five years.
- IR proposes to use the proceeds of the Safety Fund to leverage technology and carry out infrastructure upgrades apart from re-training and skilling its staff. Working towards the objective of **elimination of unmanned level crossings on**

the **BG network by 2020**, three zonal Railways (West-Central, Eastern and Central) have eliminated them on their network. This will be taken forward to its logical conclusion by utilizing the funds available through the *Rashtriya Rail Sanraksha Kosh*.

- Further, it is proposed to provide **automated monitoring systems with online collection and analysis of data which will help in minimizing manual dependence in detection of defects on running trains and help in arresting accidents because of such defects**. Strengthening of rolling stock capability by improvement in couplers, bogies and suspension will help in moving towards safer running of trains. From next FY, the production of non-LHB coaches has been stopped such that passenger travel is safer and existing conventional coaches are being retro-fitted with safer couplers which will prevent coaches climbing on each other in times of accidents.

Passenger experience

- Introduced India's fastest train **Gatimaan Express @ 160 kmph**
- As was announced in the Budget of 2016-17, new train products **Humsafar** as well as a long distance unreserved service, **Antyodaya** have been introduced and a premium service, **Tejas**, and overnight double-decker service **UDAY** will be introduced soon. New coaches with modern facilities for the unreserved passenger called Deen Dayalu coaches have been pressed into service.
- Indian Railways is also undertaking **refurbishment of existing coaches** for a pleasant and more comfortable passenger experience.
- In line with the theme of '**Sugamay Bharat**' and to make Railway stations modern and passenger friendly, **till date, 316 escalators & 178 lifts** have been commissioned at A-1, A & C category stations and stations of tourist importance over IR and **another 500 stations shall be made differently-abled passenger friendly** by providing lifts and escalators at these stations.
- It is also proposed to progressively provide **access control at stations** to provide a better customer experience and **control ticketless traveling**.
- An **app** is being developed to provide **integrated services to passengers**.

