Railways In India
Sector Highlights

4th largest railway network

- 64,328Km railway network length
- 22,000 trains running daily, making Indian Railways one of the busiest rail networks in the world (25 Mn passengers and 3.28 Mn tonnes of freight daily)
- 7,000+ railway stations

Driving New India

SAFETY
Zero passenger deaths recorded in 2019

MOVING THE INDIAN ECONOMY
Dedicated Freight Corridor commissioned

MOVING THE INDIAN ECONOMY
World’s 1st ever conversion of a diesel locomotive into an electric locomotive

MAKE IN INDIA
First indigenous semi-high speed (160 Km/h) Vande Bharat Express

SAFER CROSSINGS
All Unmanned Level Crossings eliminated

ELECTRIFYING RAILWAYS
100% electrification underway

EXPANDING BOUNDARIES
World’s tallest rail bridge (359 m) coming up over the Chenab river

Pamban Bridge which connects Rameswaram in Rameswaram Island to mainland India.
Indian Railways is the Engine of New India’s Growth Journey

**Quantum Leap in Capital Expenditure**
- Total capital expenditure quadrupled between 2014-19 from an average USD 6 Bn per annum in 2014-15 to USD 24 Bn per annum in 2019-20.
- As per estimates, USD 700 Bn is required for railway infrastructure development till 2030.

**Enabling Capacity Enhancement**
- Faster commissioning of railway lines - Pace of commissioning railway lines quadrupled to 16.3 km per day in 2019-20 from the 4.1 km per day between 2009-14.
- Boost to Rail Connectivity in North East - The entire railway network in the North East has been converted into a broad gauge network ensuring seamless connectivity.

**Connecting Dots of Suburban Networks**
- Development of Mumbai Suburban System: Ongoing projects worth more than USD 10 Bn.
- Development of Bangalore Suburban System: Ongoing projects worth more than USD 2.2 Bn.
- Development of Semi-High Speed Sub-Urban Corridor in Kerala with an investment of USD 8 Bn.

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**Giving Speed to New India**
- Vande Bharat Express - First indigenous semi-high-speed train between Delhi and Varanasi.
- Ahmedabad Mumbai High-Speed Train - Will reduce travel time from 8 hrs to 2 hrs.
- Speed of trains on Golden Quadrilateral and Golden Diagonal routes (10,000 Km) being upgraded to 160 km/h.

**Modernising Infrastructure, Laying New Paths**
- 100% Electrification of Indian Railways by 2022-23.
- Modern signalling system to be installed.
- Redevelopment of 800 Railway Stations by providing airport like amenities, along with commercial as well as residential development.

**Prioritising Safety**
- Recorded zero passenger deaths in rail accidents in 2019, making it the national transporter’s safest year in history.
- All Unmanned Level Crossings (UMLCs) on network eliminated – 1,187 UMLCs per year during 2009-14, 3,439 UMLCs in 2018-19.
- Speedy execution of track renewals - 2,926 km in 2013-14 and 3,751 km completed in 2018-19.

Chenab Bridge, Jammu and Kashmir - World’s highest rail bridge
FOREIGN DIRECT INVESTMENT
100% FDI allowed under the automatic route

ENHANCING PRIVATE CAPEX THROUGH PARTICIPATIVE MODELS FOR RAIL CONNECTIVITY AND CAPACITY AUGMENTATION PROJECTS

- Non-government trains
- Joint venture with equity participation by railways
- Capacity augmentation through funding by customers
- Capacity augmentation - annuity model applicability
- Built Operate Transfer
**High Speed Rail Corridor**

- Mumbai – Ahmedabad: 508 kms
- Delhi-Noida-Agra-Lucknow-Varanasi: 865 kms
- Delhi-Jaipur-Udaipur-Ahmedabad: 886 kms
- Mumbai-Nashik-Nagpur: 793 kms
- Mumbai-Pune-Hyderabad: 711 kms
- Chennai-Bengaluru-Mysuru: 435 kms
- Delhi-Chandigarh-Ludhiana-Jalandhar-Amritsar: 458 kms

**Dedicated Freight Corridors**

- Western Dedicated Freight Corridor: Dadri – Jawaharlal Nehru Port Trust (JNPT) (1504 kms)
- Eastern Dedicated Freight Corridor: Ludhiana – Dankuni (1856 kms)

- East Coast Corridor: Kharagpur to Vijaywada (1114 kms)
- East West Sub Corridor (i): Bhusawal-Wardha-Nagpur-Rajkharwai-Kharagpur-Uluberia-Dankuni (1645 kms)
- East West Sub Corridor (ii): Rajkharwai-Andal (195 kms)
- North South Sub Corridor: Vijaywada-Itarsi (876 kms)
MODERNISATION OF INFRASTRUCTURE

- 33,000 km of railways to be electrified by 2023 at a cost of USD 2 Bn per annum
- Work on tracks over 16,000 km long (Multi-tracking – 14,000 km, Gauge Conversion – 2,000 km) to be completed by 2024 at a cost of USD 3 Bn per annum
- Delhi-Mumbai & Delhi – Howrah (total 3,000 km) to be upgraded to 160 km/h through track and signalling investments

DEDICATED FREIGHT CORRIDORS

- Two Dedicated Freight Corridors under construction:
  - Western Dedicated Freight Corridor connecting Delhi and JNPT (Mumbai) – 1504 km
  - Eastern Dedicated Freight Corridor connecting Amritsar and Kolkata – 1856 km
- 4 additional Dedicated Freight Corridors have been planned with an investment of USD 20 Bn and a total length of 3929 Km

HIGH SPEED RAIL CORRIDOR

- 1st high-speed railway line project under construction between Mumbai and Ahmedabad
- 6 High speed railway lines (4109 km) under planning with an investment of USD 118 Bn
- Semi high-speed trains to be operational along the golden quadrilateral & Golden Diagonal

PRIVATE PARTICIPATION

- Re-development of 50 railway stations through PPP model
- Privatisation of passenger train operations on 100 routes with 150 privately procured trains
- Establishment of 60 private freight terminals annually at a cost of USD 70 Mn
- Private ownership of freight rolling stock

METROPOLITAN TRANSPORT

- 8 Rapid Rail Transport Systems (RRTS) connecting important urban corridors
- Metro rail transit system in 50+ cities

Upcoming Projects/Opportunities

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**Recent Successes**

Alstom to double manufacturing capacity in India and increase staff to 8,000

CRRC Nanjing Puzhen to invest USD 50 Mn in Dholera to manufacture metro rolling stocks

India’s first private train, Tejas Express, flagged off on the Lucknow-Delhi route
Key Stakeholders

All information in this brochure was last updated on May 06th, 2020.