## Undertakings and other Organizations

As many as 16 Public Sector Undertakings and other Organizations are functioning under the Ministry of Railways, as detailed below:

<table>
<thead>
<tr>
<th>S.No.</th>
<th>Name</th>
<th>Year of Incorporation/Inception</th>
<th>Core competence</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>RITES</td>
<td>1974</td>
<td>To design, establish, provide, operate, maintain and perform engineering, technical and consultancy services for development of projects/systems of all types and descriptions pertaining to Railways and Other Sectors/Industries in India and outside India.</td>
</tr>
<tr>
<td>2</td>
<td>IRCON</td>
<td>1976</td>
<td>To undertake construction activities in India and abroad on turnkey basis or otherwise in various fields of infrastructure like Railways, Bridges, Roads, Highways, Industrial and Residential Complexes, Airports, etc.</td>
</tr>
<tr>
<td>3</td>
<td>CRIS</td>
<td>1986</td>
<td>To provide consultancy and IT services to IR as partners to conceptualize and realize technology initiatives, to build new products or services and to implement prudent business and technology strategies.</td>
</tr>
<tr>
<td>4</td>
<td>IRFC</td>
<td>1986</td>
<td>To raise funds from the market to part finance the Plan Outlay of IR.</td>
</tr>
<tr>
<td>5</td>
<td>CONCOR</td>
<td>1988</td>
<td>To develop multi-modal logistics support for India’s international and domestic containerized cargo and trade.</td>
</tr>
<tr>
<td>6</td>
<td>KRCL</td>
<td>1990</td>
<td>To construct and operate railway lines, construct Road Over Bridges and rail line projects.</td>
</tr>
<tr>
<td>7</td>
<td>RCIL (RailTel)</td>
<td>2000</td>
<td>To utilize the surplus telecom capacity and right of way available with the IR to build nationwide optical fibre cable based broadband telecom and multimedia network.</td>
</tr>
<tr>
<td>8</td>
<td>IRCTC</td>
<td>2001</td>
<td>To undertake catering and tourism activities of the Railways. Also facilitates internet ticketing through its website.</td>
</tr>
<tr>
<td>9</td>
<td>PRCL</td>
<td>2001</td>
<td>To execute the Surendranagar-Rajula-Pipavav Port gauge conversion and new line projects in Gujarat.</td>
</tr>
<tr>
<td>10</td>
<td>RVNL</td>
<td>2003</td>
<td>To create and augment the capacity of rail infrastructure. To mobilize resources mainly through multilateral/bilateral funding agencies and also through domestic market for successful implementation of projects.</td>
</tr>
<tr>
<td>11</td>
<td>RLDA</td>
<td>2005</td>
<td>To develop vacant railway land for commercial use for the purpose of generating revenue by non-tariff measures for IR.</td>
</tr>
<tr>
<td>12</td>
<td>DFCCIL</td>
<td>2006</td>
<td>To plan and construct Dedicated Rail Freight Corridors (DFCs) for movement of freight trains on the corridors.</td>
</tr>
<tr>
<td>13</td>
<td>MRVC</td>
<td>1999</td>
<td>To plan and implement rail projects in the Mumbai Metropolitan Region.</td>
</tr>
<tr>
<td>16</td>
<td>BCL</td>
<td>1976 (In MOR from 2010)</td>
<td>To manufacture wagons, undertake structural fabrication jobs and manufacturing, retrofitting of EOT crane.</td>
</tr>
</tbody>
</table>
Rail India Technical and Economic Services Limited (RITES):

RITES, a Mini Ratna Enterprise, Schedule ‘A’ and an ISO 9001-2008 certified multidisciplinary organisation of consultants, engineers and project managers in transport and infrastructure sectors, offers comprehensive services from concept to commissioning in railways, urban transport, highways, bridges, tunnels, ports, inland waterways, airports, ropeways, institutional buildings, renewable energy and export packages of rolling stock and railway related equipment. It has operational experience of 40 years in over 60 countries of SAARC, ASEAN, Africa, Latin America and Middle East region.

RITES provides the services for feasibility, design and detailed engineering, multi-modal transport studies, project management construction supervision, quality assurance, materials management, workshop management, operation and maintenance, system engineering, financial evaluation, financing plan and privatisation, railway electrification, signalling and telecommunication, environmental impact assessment, training and human resource development. It has entered into new arenas—metro projects, leasing of locomotives, dedicated freight corridors, logistics parks, smart cities and green energy sectors. It has recognition by multi-lateral funding agencies- the World Bank, Asian Development Bank, UNDP and AfDB.

Business Operations:

Some of the important assignments undertaken in the recent past include:

Overseas:

- **Bangladesh** - RITES secured a major export order from Bangladesh Railways for the supply of 120 BG stainless steel passenger coaches and executed a contract for supply of 26 new BG diesel locomotives.

- **Benin** - Supplies of wagons, coaches and spares to Benin.

- **Botswana** - Planning, design and construction of runway, terminal building and allied works at Francistown airport, Botswana.

- **Ethiopia** - RITES has successfully completed the work of Detailed Project Report(DPR) for a new Railway line

- **Djibouti** - DPR for a new railway line from Assaita to Tadjourah.

- **Gabon** - Feasibility study for Mayumba new standard gauge railway line for the Government of Gabon has also been completed successfully.

- **Kenya** - Development of 50 years National Transport Master Plan for Kenya.

- **Myanmar**: For Myanmar Railways,
  a) Major supplies include:
     i) 20 in-service 1350 HP MG locomotives,
(ii) 20 in-service MG AC coaches,
(iii) 250 MG wagons,
(iv) locomotive spare parts,
(v) equipment like dumper trucks, rail gang cars and road cranes
(b) RITES has also been involved in feasibility & Detailed Project Report (DPR) for road from Kalletwa to Indo-Myanmar border.
(c) Consultancy business in Myanmar where field survey for the DPR for Trilateral Highway in Myanmar, launched under the auspices of the Mekong Ganga Cooperation, has been completed. This highway, when commissioned will connect the Indian city of Moreh with Mae Sot in Thailand through Bagan in Myanmar, and would facilitate trade and commerce with ASEAN countries.

**Rwanda:** Feasibility study and design for expansion of Kamembe and Gisenyi airports.

**Sri Lanka:** RITES executed major export orders for Sri Lanka Railways. Supply of 20 DMU train sets, BG 2300HP diesel locomotives, machinery and plant, locomotive spares and unit exchange items, construction of DEMU maintenance facilities at three locations, training of 600 personnel etc., are some of the key projects.

Integrated Check Posts at the borders of neighbouring countries is a first of its kind project in India and is being executed by RITES. These are world-class facilities for passenger and cargo movement in an airport like set up with state of the art immigration and custom facilities. RITES has completed Integrated Check Post at Attari on India-Pakistan border.

**Domestic Projects:**

RITEs is currently executing turnkey works of construction and supply, installation and commissioning of Machinery & Plant for upgrading / modernization of Railway Workshops, Work for Bogie factory at Budge Budge near Kolkata and for Machinery & Plant for Bogie shop at ICF, Chennai.

RITEs has been providing services to Airports Authority of India and various State Governments for Airport design and project management.

RITEs has been involved in several key projects such as design of 12 km long Banihal tunnel in Jammu & Kashmir, design of alignment for the Udhampur – Srinagar – Baramulla Rail Project and feasibility study for high speed rail (Pune-Mumbai-Ahmedabad).

RITEs is successfully executing a new line of business in loco & wagon maintenance for NTPC at six sites, leasing of locos at thermal power plants, ports, steel plants, etc.
RITES-led international consortium is engaged for providing General Consultancy services for implementation of Metro Rail project in Bengaluru. Additionally, RITES is involved in several Metro Projects across India: General Engineering Consultancy for Bengaluru Metro and Delhi Metro, DPR for Guwahati Metro Project, feasibility study & DPR for Kochi Metro, Feasibility Study & DPR for Patna Metro, Independent Quality Monitoring for Jaipur Metro etc.

RITES is also involved in DPR for Commuter Rail System for Bengaluru, feasibility Study for Elevated Rail Corridor in Mumbai (Churchgate to Virar) and DPR for MRTS/RRTS between Ahmedabad & Dholera.

RITES has also undertaken feasibility study for Regional Rail System in Ahmedabad area, Techno-economic feasibility study and DPR of the proposed Mass Transit connectivity between Dwarka Metro Station and Nangloi via Bagroba, Traffic Improvement Plan of outer ring road from IIT gate to NH-8 and its influence area (New Delhi).

RITES is also involved in feasibility Study for 6-lane bridge over river Brahmputra (near Guwahati) connecting Narengi with Kurua with road link up to Dumnichowki on NH-52.

**Financial Performance:**

The comparative financial performance of RITES during the last 2 years is as follows:

<table>
<thead>
<tr>
<th></th>
<th>2013-14</th>
<th>2014-15</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Turnover</td>
<td>1,246</td>
<td>1,166</td>
</tr>
<tr>
<td>Net profit after tax</td>
<td>264</td>
<td>306</td>
</tr>
<tr>
<td>Net worth</td>
<td>1,397</td>
<td>1,628</td>
</tr>
</tbody>
</table>

---

**IRCON INTERNATIONAL LIMITED (IRCON)**

Ircon International Limited (formally known as Indian Railway Construction Company Limited), a Mini Ratna and Schedule ‘A’ PSU, was incorporated on 28th April, 1976, mainly for the purpose of construction and development of Railway networks in India and abroad with Indian Railways’ expertise. The company diversified in other areas of work to Highways, Tunnels, Bridges, Flyovers, ROBs, Airport Hangar & Runways, Metro rail and Buildings, EHV Transmission Line & Grid Sub-stations, Industrial Electrification, Signalling and Telecom Systems etc. and considering its major share of business from projects abroad, its name was changed to “Ircon International Limited” w.e.f. 17th October 1995.

IRCON has established itself as one of the leading construction companies of the world during the last 39 years of its operations, with successful completion of about 369 infrastructure projects of national importance in India and 116 projects across the globe in over 20
countries. As per August 2015 edition of Engineering News Record (ENR) of USA, IRCON is among the only four Indian companies to make it to the list of top 250 International Contractors.

**Performance on Foreign Projects**

IRCON is actively engaged in infrastructure development in several Asian and African countries. The Company’s expertise coupled with experience helped it successfully execute a mega project valuing over USD 1 billion in Malaysia, the largest ever Transportation project completed by any Indian company abroad. In Sri Lanka, IRCON has completed projects of upgradation of Coastal Railway line in Southern Sri Lanka and reconstruction of Railway line in Northern Province of Sri Lanka valuing total of USD 730 Million. Key Railway Projects are also under execution in Bangladesh and Algeria.

**International Rail Connectivity Projects**

Taking the bilateral relationship with the country’s neighbours forward, IRCON is executing Rail connectivity projects to Nepal and Bangladesh.

**Strategic Projects in India**

In India, IRCON has undertaken various Nation-building projects which are symbolic to the country’s rise on global infrastructural map. Recently, the Pir Panjal Railway Tunnel Constructed by IRCON connecting Jammu region with Kashmir Valley, also dubbed as the country’s longest transportation tunnel was dedicated to the Nation. IRCON is also constructing a new Broad Gauge railway line from Sivok in North Bengal to Rangpo in Sikkim to provide a rail connectivity to Sikkim.

Other major projects in India include:

- About 4.5 km long Rail-cum-Road Bridge across the river Ganges at Patna
- Construction of Rail Coach Factory at Rae Bareilly
- Construction of RoBs in the states of Bihar and Jharkhand
- Sub-station works for Delhi Metro under phase-III
- Construction of Railway lines of approx. 300 km length at an estimated cost of ₹4,500 crore in Chhattisgarh
- Four laning of Bikaner-Phalodi section in Rajasthan
- Four laning of Shivpuri-Guna section in Madhya Pradesh
- Power Supply Distribution works (R-APDRP) at Meerut, Ghaziabad, Moradabad and Saharanpur in the state of Uttar Pradesh and
- Power Supply Distribution works (R-APDRP) at Jammu in Jammu & Kashmir for the state government.

The company is also engaged in construction of rural roads under Pradhan Mantri Gram Sadak Yojna (PMGSY) and Rashtriya Sam Vikas
Yojna (RSVY). IRCON has contributed significantly in the road sector by completing about 5,000 km of roads and about 100 nos. of Road over Bridges.

**Awards & Recognition**

IRCON has bagged several Awards & Accolades during the last one year. Some of them are:

1. ‘Organisation with innovative HR Practices’ Award at the Asia Pacific HRM Congress Award 2014
2. Dun & Bradstreet Infra Awards 2014 in the category of ‘Construction and Infrastructure Development (Railways)’
3. SCOPE Meritorious Award for ‘Corporate Social Responsibility & Responsiveness’
4. ‘Excellence in Cost Management – Public Service Sector (Large)’ Award from Institute of Cost Accountants of India and
5. CIDC Vishwakarma Award in the category of best professionally managed company with turnover of over ₹1,000 crore.

**CENTRE FOR RAILWAY INFORMATION SYSTEMS (CRIS)**

The Centre for Railway Information Systems (CRIS), an autonomous Society under the Ministry of Railways, set up in 1986, plays the role of the Information Technology arm of the Indian Railways. CRIS develops and maintains the major information systems deployed in the Railways, e.g. passenger ticketing, freight and passenger train operations, management of train crews, and management of fixed and rolling railway assets.

CRIS was given the award for “Best Implementation of Cyber Security in Government” in the Technology Sabha held by Indian Express group from 12-3-15 to 15-3-15 in Hyderabad.

The progress of computerisation, during the year 2014-15, of the various Railway Projects undertaken by CRIS are outlined below:

**Passenger Applications:**

**Passenger Reservation System (PRS)-** Each day, over 10 lakh passengers are booked at 11,786 PRS counters at 3,179 locations and over 5.43 lakh passengers through Internet booking. Tickets worth about ₹85 crore are sold daily.

**Enhanced E-Ticketing/NGeT System for Indian Railways-**
Number of maximum concurrent sessions on nget.ircts.co.in was 1,64,807 on 7th March 2015.

**Unreserved Ticketing System (UTS)-** Approximately 2 crore passengers are booked daily in the UTS, which covers more than 90% of all unreserved tickets. Tickets worth about ₹51 crore are sold daily at 11,468 counters at 5,836 locations. Tickets are also issued from more than 1,000 self-service Automatic Ticket Vending Machines (ATVMs) installed in stations with high volumes of tickets sales.
National Train Enquiry System (NTES) and Integrated Coaching Management System (ICMS)- These applications provide train running information and monitor the coaching stock and running of more than 8,500 passenger-carrying trains daily.

IR Portal with Retiring Room booking and Complaint Management System- Almost 36,000 retiring room bookings are being made each month at 436 stations through the Internet and station counters, earning over ₹1 crore monthly.

SMS Gateway- More than 1.5 lakh SMSs are being sent daily to passengers to inform them about change in their reservation status.

Freight/Operations Applications:

Freight Operations Information System (FOIS), Terminal Management System (TMS) and E-Payment- About 2.9 million tonnes of freight are booked daily in FOIS. Nearly 1,600 Railway Receipts (RRs), amounting to about ₹255 crore, are generated, constituting 99.9% of freight booked; approximately ₹249.42 crore (75% of total) is collected through e-payment every day.

FOIS Rake Management System (RMS)- About 4,353 rakes are monitored daily through this module. Loads on the run / consignments in transit can be tracked by the customers on FOIS-Web. The Rake Allotment System provides optimum allocation of rakes for efficient freight movement.

Control Office Application (COA) and Timetable Management System (Satsang)- About 5,00,000 arrival/ departure events of 14000 trains are recorded each day in 77 control offices through COA. Satsang assists in the preparation of train timetables to optimize running of trains.

Other Important Applications:

E-Procurement System (EPS) including e-Auction and Reverse Auction: Nearly 20,000 tenders are issued each month through this system till date, over 6.85 lakh tenders have been issued and 25,811 venders are already enrolled. Scrap worth ₹6,027.73 crore has been sold through the e-Auction sub-system so far.

Parcel Management System (PMS): Booking delivery and tracking of parcels is possible through this system, presently covering Delhi-Howrah corridor. This system is being expanded to 200 stations in a phased manner.

INDIAN RAILWAY FINANCE CORPORATION LIMITED (IRFC)

Set up as a public limited company in December, 1986 with the sole objective of raising money from the market to part-finance the plan outlay of Ministry of Railways and for meeting their developmental needs, IRFC has been successfully meeting the borrowing targets set for it year after year. Funds are raised through issue of bonds, term loans from banks/financial institutions and through external commercial borrowings/export
credit etc. The Department of Public Enterprises has rated the Company as “Excellent” for ten years in succession.

The Company has leased rolling stock assets worth ₹1,23,037 crore to the Railways upto 31st March, 2015. Assets worth about ₹10,771 crore were financed during 2014-15. Funding has been made by IRFC in locomotives, wagons and coaches. The acquisition has helped in increasing traffic output and revenue growth in Indian Railways over the years.

Rolling Stock assets funded by IRFC are leased to Ministry of Railways. IRFC has successfully brought down lease rentals from 17.5% p.a. in 1996-97 to 11.72% p.a. in 2014-15 which compares favourably with the borrowing of the Government of India. The Ministry has been making lease payments to IRFC regularly.

The Company has also disbursed funds amounting to ₹2,896 crore to Rail Vikas Nigam Ltd. (RVNL) till the end of fiscal year 2014-15.

IRFC has consistent profit earning track record. It has so far paid ₹2,070 crore as dividend to the Government.

**CONTAINER CORPORATION OF INDIA LIMITED (CONCOR)**

Container Corporation of India Limited (CONCOR) a ‘Navratna’ undertaking of Government of India manages the largest network of Dry Ports in the country. The Company has introduced and promoted the concept of multimodalism in transport of goods both in the International and Domestic segments. In order to facilitate faster and more efficient movement of goods by expanding and up-scaling its infrastructure, CONCOR is fast progressing towards its goal to create Logistics infrastructure that would enable customers to access a single window for all their logistics requirements like multi-modal transport, state of the art specialized storage, packaging etc. at large facilities called “Logistics Parks”.

CONCOR’s emphasis has always been on optimal utilization of infrastructure with complete cost control, combined with strategy on expansion into other segments of value chain, including its plan for setting up of Multi-Modal Logistics Parks (MMLP) for providing seamless connectivity and one stop solution to its customers. The Company aims to provide total logistics and transport solutions to its customers by exploring the possibilities of having strategic tie-ups with Government companies, State Industrial Corporations and newly emerging ports to play the role of a credible Logistics Partner. In this direction and to achieve its objectives the Company has set up subsidiaries and joint venture alliances, which are helping in expanding its business further.

The ‘Quality Policy’ states that CONCOR is committed to provide reliable, responsive, safe and value added multimodal logistic services in a cost effective and consistent manner using latest innovations to ensure complete customer convenience and satisfaction and value for money through continual improvement of its quality management systems and processes.
The company provides real time information to its customers on container movement and ensures quick redress of consumer complaints.

**Financial Highlights:**

The comparative financial performance of CONCOR for the last two years is as under:

<table>
<thead>
<tr>
<th></th>
<th>2013-14</th>
<th>2014-15</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Income</td>
<td>5,356.27</td>
<td>5,944.44</td>
</tr>
<tr>
<td>Turnover</td>
<td>4,984.55</td>
<td>5,573.70</td>
</tr>
<tr>
<td>EPS (in ₹)</td>
<td>50.51</td>
<td>53.73</td>
</tr>
</tbody>
</table>

**KONKAN RAILWAY CORPORATION LIMITED (KRCL)**

The Corporation was established in 1990 with equity participation by Ministry of Railways (51%), Maharashtra (22%), Karnataka (15%), Kerala (6%) and Goa (6%) for the purpose of construction and operation of Railway along the Western Coast of India i.e. from Roha to Mangalore with a length of 741 Kms. The completion cost of the project was ₹3,555 crore inclusive of ₹1,035 crore as financing cost. The Corporation became a fully operational Railway on 26th January 1998 and since then is successfully operating passenger and freight trains. The Corporation has expertise in construction of Railway systems, Tunnels, Bridges and in Project Management.

**Train Operating Performance:**

On an average, 46 Passenger trains and 16 Freight trains including Roll-On and Roll-Off services were run on KRCL system daily during the year 2014-15. The unique Roll-On and Roll-Off service for trucks has completed 16 years and earned ₹73.30 crore in 2014-15, as compared to ₹65.72 crore in the previous year. Konkan Railway has carried 33.92 million passengers and 2,981.40 million Net Tonne Kilometer (NTKM) of freight during this year. The originating loading on Konkan Railway has been 2.96 million tonnes for the year.

**Project Performance:**

Konkan Railway is executing a major portion of the prestigious USBRL Project for Northern Railway in the state of J&K. So far, 12 out of 14 tunnels have been made through, 3 tunnels were made through in the financial year 2014-15. So far, 22.22 Km of tunnels excavation has been completed out of 28.614 Km. The construction of Special Bridge across river Chenab is in progress. 506 MT of fabrication for viaduct deck segments of Chenab Bridge has been achieved during this year as compared to 101 MT in the previous year. During the year 2014-15, a turnover of ₹329 crore was achieved as compared to ₹320 crore in the previous year.
**Financial Performance:**

<table>
<thead>
<tr>
<th></th>
<th>2013-14</th>
<th>2014-15</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Revenue</td>
<td>1,277</td>
<td>1,323</td>
</tr>
<tr>
<td>Traffic Earnings</td>
<td>877</td>
<td>906</td>
</tr>
<tr>
<td>Total Expenditure</td>
<td>1,264</td>
<td>1,283</td>
</tr>
<tr>
<td>Operating Surplus</td>
<td>187</td>
<td>202</td>
</tr>
<tr>
<td>Net Profit</td>
<td>13</td>
<td>39</td>
</tr>
<tr>
<td>Operating Ratio</td>
<td>89%</td>
<td>86.43%</td>
</tr>
</tbody>
</table>

**RAILTEL CORPORATION OF INDIA LIMITED (RailTel)**

RailTel a Mini Ratna Category-I was formed in September 2000 with the objective of creating nationwide Broadband Telecom and Multimedia Network in all parts of the country, to facilitate Railways in ‘expeditious’ modernization of their operation and safety systems and network by providing state-of-the-art communication infrastructure, and to generate revenue through commercial exploitation of its telecom network.

2. RailTel is holding Internet Service Provider (ISP), Category ‘A’ licensed National Long Distance (NLD) service (license from DoT). In addition, registration as Infrastructure Provider Category-I (IP-I) has also been obtained from DoT by RailTel.

3. RailTel has deployed state-of-the-art STM-16/64/DWDM network on more than 44,000 RKms OFC backbone across the country.

4. The Company is now expanding the telecom network by laying 12000 KM of OFC network in 6 North Eastern States under the USOF (Universal Service Obligation Fund) project of DoT.

5. The Company as a part of NOFN (National Optical Fiber Network) project is laying OFC on behalf of BBNL for providing broadband connectivity to 36,000 panchayats in 11 states of the country for providing minimum 100 Mbps broadband to panchayats.

(a) The Company has also implemented ERP tool covering all departments including Finance & Accounts, P&A/HR, Marketing, Projects & Operations across the country during the year. The Company employs 525 personnel as on 31st March, 2015 besides outsourced manpower.

(b) The Company has discharged its Corporate Social Responsibility (CSR) and incurred an expenditure of ₹2.49 crore towards CSR activities during the year 2014-15 on the creation of IT set up with broadband access to the institutions in rural panchayats of the country and supporting 30 underprivileged but talented 12th pass students of economically weaker section by providing 11 months free training including lodging etc. for IIT-JEE preparation at RailTel Super 30 center in Dehradun.
The important financial parameters over last three years are as under:

<table>
<thead>
<tr>
<th>Particulars</th>
<th>2012-13</th>
<th>2013-14</th>
<th>2014-15</th>
</tr>
</thead>
<tbody>
<tr>
<td>Share Capital</td>
<td>320</td>
<td>320</td>
<td>320</td>
</tr>
<tr>
<td>Gross Income</td>
<td>435</td>
<td>538</td>
<td>554</td>
</tr>
<tr>
<td>Gross Operating Margin</td>
<td>231</td>
<td>254</td>
<td>256</td>
</tr>
<tr>
<td>Net Profit after Tax</td>
<td>111</td>
<td>138</td>
<td>121</td>
</tr>
<tr>
<td>Gross Block</td>
<td>983</td>
<td>1078</td>
<td>1236</td>
</tr>
<tr>
<td>Net Worth</td>
<td>797</td>
<td>913</td>
<td>1004</td>
</tr>
<tr>
<td>Dividend paid to Ministry of Railways</td>
<td>15</td>
<td>17</td>
<td>17</td>
</tr>
<tr>
<td>Revenue share to Railways</td>
<td>18.14</td>
<td>20.74</td>
<td>19.00</td>
</tr>
<tr>
<td>Licence fee to DoT</td>
<td>27.51</td>
<td>31.84</td>
<td>34.00</td>
</tr>
</tbody>
</table>

(a) RailTel has rolled out a broadband delivery platform named “RailWire” with a mission to make available “Broadband to common man” in collaboration with local cable operators.

(b) Further RailTel has also launched new enterprise services in the areas of data centre, disaster recovery services & Tele-Presence using its own data center at Secunderabad and Gurgaon which shall also open new opportunities for revenue earning. Both Data Centers are Tier-III certified for design and facilities from Uptime Institute, USA.

(c) During the year, RailTel has commissioned Wi-Fi facility at Bangalore, New Delhi, Chennai and Goa Railway stations among others.

(d) RailTel has also incorporated a subsidiary company “RailTel Enterprises Ltd.” for taking up project business activities in the area of IT, Telecom, Data center, Networking, etc.

The RailTel bagged “Best IT adoption” Governance Now PSU award 2014 for implementation of ERP in the Company. Beside this, RailTel has also been awarded with “Best HR Practices” by Governance Now PSU award 2014 for excellence in training of employees in the Company.

ININDIAN RAILWAY CATERING AND TOURISM CORPORATION LIMITED (IRCTC)

Indian Railway Catering and Tourism Corporation Limited (IRCTC), was incorporated on 27th September 1999 under the Companies Act, 1956 as an extended arm of the Indian Railways to upgrade, professionalize and manage the catering and hospitality services at stations, on trains and other locations and to promote domestic and international tourism through development of budget hotels, special tour packages, information & commercial publicity and global reservation systems.

Financial Performance Highlights

During the year 2014-15, the Company achieved a total income of ₹1,141.21 crore, as compared to ₹954.70 crore in 2013-14 thereby
registering a growth of 19.54%. Profit before Tax (PBT) was ₹214.03 crore in 2014-15 as compared to ₹127.41 crore in 2013-14.

The Company contributed a sum of ₹52.03 crore to the revenues of Indian Railways as against a sum of ₹33.69 crore during the previous year.

The Shareholders have declared a dividend of ₹26.13 crore (20% of net profit) excluding Dividend Distribution Tax, for the financial year 2014-15, which is around 131% of the share capital, as against ₹14.40 crore paid in the previous year.

**Catering & Hospitality:**

During the year 2014-15, the Company’s revenue from departmental catering increased to ₹296.42 crore as against ₹280.83 crore in the year 2013-14 and revenue from licensee catering increased to ₹69.79 crore as against ₹26.89 crore in the year 2013-14.

The Company ventured into a new business of providing meals of passengers’ choice(s) at seat/berth under “E-catering”. Initially, the services were provided through booking of meals on phone, and thereafter, the facility has been extended to book meals through website www.ecatering.irctc.co.in. From the date of its launch on 25th September, 2014 and till 31st March, 2015, the number of trains under the scheme was increased from 14 to 201. At present, 1,516 trains are covered under E-Catering.

IRCTC has ventured into retail format business by opening Food Kiosks at DMRC stations across Delhi-NCR. IRCTC has 63 operational Food Kiosks on DMRC network across Delhi-NCR. The kiosks dispense branded pre-packed food & beverages and pre-cooked food procured from IRCTC Central Kitchen, Noida and Railneer for packaged drinking water.

At present, IRCTC is operating 191 Food Plazas and Fast Food units over Indian Railways. The annual earning from these units is ₹31.24 crore.

**Internet Ticketing:**

Launched in 2002, the Company after 13 years of a sparkling journey, IRCTC has emerged as the largest e-ticketing site in the country with a record 7.15 lakh tickets booked on 27th August, 2014. During the year 2014-15, 1,830.22 lakh tickets have been booked as compared to 1,579.82 lakhs during the year 2013-14.

IRCTC started the facility of booking e-tickets to the visually impaired customers by providing them with One Time Password (OTP) on their mobile number instead of captcha which helps them to log and book their tickets.

During the year, IRCTC and Union Bank of India collaborated to launch the “IRCTC UBI RuPay Pre-paid Card” to bring convenience to the travellers. This card is the first of its kind in the market, where both Virtual as well as Physical cards are being issued to the customer in two variants - partial KYC with a loading limit of ₹10, 000 and full KYC with a loading limit of ₹50, 000.
Travel & Tourism:

Travel & Tourism Business of IRCTC generated an income of ₹362.37 crore in the year 2014-15 as compared to ₹324.14 crore in the year 2013-14 recording a growth of 11.79%.

During 2014-15, Concierge Services, Pilgrim Special Tourist Trains, new packages have been launched on IRCTC’s Tourism Portal.

IRCTC operates all inclusive Tour Packages including rail, land and air packages across the country, which include confirmed rail travel, road transfers, accommodation, meals and sight-seeing at reasonable rates. During 2014-15, a total of 49,531 passengers availed IRCTCs tour packages. In the year 2014-15, Mumbai- Tirupati Rail Tour Package with Charter Coach of IRCTC got ISO certification 2001:9008.

IRCTC launched its air-ticketing micro-site in the year 2012-13 which provides the services of Domestic as well as International Air-ticket booking at very competitive prices. The earning of IRCTC from the Air-ticketing segment has increased from ₹5.43 crore in the year 2013-14 to ₹7.78 crore in the year 2014-15, with a growth of 43.28%. Air Ticketing is carried out through the exclusive website www.air.irctc.co.in.

Maharajas’ Express:

Maharajas’ Express through various operational & marketing initiatives had improved the performance in the financial year 2014-15.

The ratio of trips operated against the published trips has increased from 75% in 2013-14 to 92% in the year 2014-15.

The passengers who booked the journeys with Maharajas’ Express has shown a whopping growth of 62% in 2014-15 over the previous year i.e. 1229 passengers in 2014-15 as against 758 passengers in 2013-14. Maharajas’ Express received passengers from 44 countries across all continents.

The turnover had increased from ₹36.27 crore in 2013-14 to ₹47.89 crore in 2014-15 registering a growth of 32%.

Maharajas’ Express had also retained the travel industry prestigious award “World Travel Awards” for the third time in 2014 for the category “The World’s Leading Luxury Train”.

Packaged Drinking Water (Rail Neer):

At present, IRCTC has five operational Rail Neer plants located at Delhi, Patna, Palur, Ambernath and Amethi, out of which Rail Neer Plant at Amethi is under PPP mode.

During financial year 2014-15, Rail Neer business registered an income of ₹81.03 crore as against ₹72.11 crore during 2013-14. This does not include sale of Rail Neer through departmental catering, amounting to ₹15.11 crore as against ₹16.06 crore in the previous year. The segment result (profit) during the year was ₹6.31 crore as against profit of ₹5.35 crore during the previous year.
PIPAVAV RAILWAY CORPORATION LIMITED (PRCL):

Pipavav Railway Corporation Limited (PRCL), the flagship joint venture Company of Ministry of Railways and Gujarat Pipavav Port Limited (GPPL) with equal equity participation was formed to execute the Surendranagar – Rajula – Pipavav Port (APM Terminals, Pipavav) gauge conversion & new line project. This is the first railway infrastructure project executed through private sector participation. PRCL has concessionaire rights to construct, operate and maintain this project line for 33 years. PRCL is entitled to the rights, obligation and duties of a Railway Administration enumerated in the Railways Act, 1989 and has rights to give volume discounts on transportation of cargo.

PRCL has permission to run container trains on rail corridors serving the Ports of Pipavav, Mundra, Chennai, Ennore, Vizag and Kochi and their hinterlands.

During 2014-15, PRCL handled 7145 trains including 5406 container trains (which includes 1367 double stack container trains) and transported 10.70 million tonnes of cargo. The total apportioned earnings were ₹272.64 crore from freight operations during 2014-15, registering a growth of 25% compared to the previous year and a net profit of ₹43.65 crore as against ₹80.77 crore during the previous year.

15 pairs of passenger trains are running on different sections of Pipavav Railway. The comparative figures of 2013-14 and 2014-15 are:-

<table>
<thead>
<tr>
<th></th>
<th>2013-14</th>
<th>2014-15</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Container trains</td>
<td>4805</td>
<td>4039</td>
</tr>
<tr>
<td>Number of Double Stack containers trains</td>
<td>578</td>
<td>1367</td>
</tr>
<tr>
<td>Number of Bulk trains</td>
<td>813</td>
<td>930</td>
</tr>
<tr>
<td>Total number of trains run</td>
<td>6882</td>
<td>7145</td>
</tr>
<tr>
<td>Cargo (in Million Tonnes)</td>
<td>8.71</td>
<td>10.70</td>
</tr>
<tr>
<td>Gross Apportioned revenue (₹ in crore)</td>
<td>217.84</td>
<td>272.64</td>
</tr>
<tr>
<td>Net Worth (₹ in crore)</td>
<td>272.00</td>
<td>269.77</td>
</tr>
<tr>
<td>Number of passenger trains</td>
<td>15 pairs**</td>
<td>15 pairs**</td>
</tr>
</tbody>
</table>

** includes 4 mail/express trains, which are running weekly and 11 mail/express/ passenger trains run daily

Apart from container transportation, PRCL handles bulk traffic of food-grain, onion, salt, soda ash, cement, gypsum, fertilizers and coal.

PRCL will also get the benefit (being one of the primary feeder routes) of the proposed dedicated freight corridor and derive benefits of double stack container trains, which have been introduced between APM Terminals, Pipavav and Jaipur in the first phase.

The Company earned profit of ₹58.48 crore (PBT) during 2014-15 and has declared and paid an interim and final dividend for the year 2014-15 amounting to ₹39.20 crore to its shareholders. During 2013-14, it was amounting to ₹9.80 crore.
**Innovation – Market Expansion:**

PRCL, in close coordination with the Ministry of Railways, pioneered the introduction of Double Stack Containers Train in India and the 1st DSC train rolled on Pipavav route from Jaipur to Pipavav on 23rd March 2006.

For running of 9½ x 9½ feet DSC train, the company undertook and completed the following works:-

a) Raising of high tension electric wires in 13 locations, on SUNR – PRCL Section, executed through GETCO.

b) Reconstruction of Limbdi ROB, executed through Western Railway, Ahmedabad and Road portion of work by NHAI.

c) Raising of ROB at Rajula executed through Western Railway, Ahmedabad.

All these above works were completed in June 2013.

First 9 ½ x 9 ½ feet (high cube) DSC train run from APM Terminals, Pipavav on 17th July 2013 to CMLK (Kathuvas - Greenfield PFT of CONCOR Neemrana).

Liliyamota Station has been opened on 28th September 2012 for goods traffic with provision of rail level platform to handle inward bagged consignments.

In the first phase of enhancing track capacity on the section, the work of construction of one loop each at Kundli and Lathidad stations has been undertaken at an estimated cost of approx ₹8.90 crore, to cater to the increased traffic on PRCL Section. The Company has also planned to open 3 new Crossing Stations and one additional loop each at 9 Stations.

Under its Corporate Social Responsibility, the Company has contributed an amount of ₹60 lakhs to Gujarat Forest Department for construction of fencing along the track identified on its Section to safeguard Asiatic lions.

**RAIL VIKAS NIGAM LIMITED (RVNL)**

Rail Vikas Nigam Limited (RVNL), a CPSE under the Ministry of Railways was incorporated in 2003 to raise non-budgetary resources for rail capacity projects and to implement them on a fast track basis.

Cumulatively, up to 31-3-2015, RVNL has completed 5580 km of project length covering 194 km of New Lines, 1,645 km of Doubling, 1,590 km of Gauge Conversion and 2,151 km of Railway Electrification and 3 Railway Workshops, forty-six projects assigned to RVNL have been fully completed. During 2014-15, RVNL completed 476 km of project length including 259 km of Doubling and 217 km of pure Railway Electrification work and an additional 155 km of electrification as part of doubling and other projects.

The turnover of the Company reached a figure of ₹3,141.97 crore in 2014-15 as compared to ₹2,492.37 crore in 2013-14, i.e. an
increase of 26%. The Gross Profit of the Company increased from ₹195.17 crore in 2013-14 to ₹236.35 crore in 2014-15.

In 2014-15, RVNL has paid a dividend of ₹37.2 crore as compared to ₹31.5 crore in the previous year. The cumulative dividend paid to Ministry of Railways by RVNL is ₹151.20 crore.

In addition to borrowings from IRFC for implementation of projects, comprising of ₹2,896 crore, RVNL’s role in resource mobilization has resulted in setting up of 5 project specific Special Purpose Vehicles (SPVs) with a total anticipated cost of ₹5,087 crore against which the equity contribution of RVNL is ₹620 crore, i.e. 12.2%. Balance funds of ₹4,467 crore would be provided by the equity share of stakeholders and through debt raised from Financial Institutions. In addition to these SPVs, in 2014-15, RVNL has set up Dighi Port Railway Company Ltd. In association with Dighi Port Ltd., and has also become an Equity Partner in Indian Port Rail Corporation Limited (IPRCL) with 12 Major Ports under Ministry of Shipping for undertaking railway related projects and activities in major ports.

RVNL, with the approval of the President of India, has incorporated a fully owned subsidiary, High Speed Rail Corporation of India Ltd. (HSRC) for development and implementation of High Speed Rail Projects in the country. HSRC has been assigned the task of carrying out a number of pre-feasibility/feasibility studies for High Speed Corridors.

In addition to its regular activities, RVNL is making special efforts to meet its responsibility to the marginalized communities where its projects are located by implementing various “Corporate Social Responsibility” projects with a focus on health & education related activities for which an amount of ₹4.54 crore was spent during 2014-15. RVNL is also committed to sustainable development, as a part of which RVNL has provided Solar Home Lighting system in 350 households in the backward district of South 24 Parganas in the State of West Bengal.

RAIL LAND DEVELOPMENT AUTHORITY (RLDA):

Rail Land Development Authority (RLDA) is a statutory Authority, under the Ministry of Railways, set-up by an Amendment to the Railway Act, 1989, for development of Railway Land as entrusted by the Central Government for commercial use for the purpose of generating revenue by non-tariff measures. RLDA has been constituted in terms of Extraordinary Gazette Notification dated 31-10-2006, as amended on 05-01-2007. The Rules for functioning of RLDA have also been notified in the Extraordinary Gazette dated 04-01-2007.

Business of the Authority:
- Commercial Development of Vacant Railway Land: Sites for commercial development are entrusted to RLDA by the Ministry
of Railways. During the year 2014-15, the letter of award of Vijayawada site has been issued.

- Construction of Multi Functional Complexes (MFCs): RLDA has been assigned the responsibility of developing Multi Functional Complexes (MFCs) through IRCON, RITES, RVNL and Private Sector at Railway stations. Sites are offered on 30 to 45 years lease on revenue sharing basis, through PSUs and on combination model of upfront lease premium and annual lease rent model through open bidding process to Private Sectors. 40 MFCs are being developed through PSUs and 123 MFCs by RLDA.

Letter of Acceptance for 25 MFC sites has been issued in the year 2014-15 for NPV of lease premium and annual lease rent of ₹84.25 Crore approx. Development Agreement between RLDA and IRCON has been signed. However, due to withdrawal by bidder, LOA of Ludhiana and Bharatpur has been cancelled.

Redevelopment of Stations: Expert Group for Modernization of Indian Railways, with Sam Pitroda as Chairman recommended modernization of 100 major railway stations immediately and a total of 770 stations in 10 years. For redeveloping railway stations with the approval of Board.. A MoU has been signed between IRCON and RLDA on 01.02.2012 for formation of a SPV for taking up the project. Indian Railway Stations Development Corporation Ltd. (IRSDC) was created on 12.04.2012 with an authorized share capital of ₹100 crore and till 31.03.2014 paid up share capital is ₹40 crore.

DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LIMITED (DFCCIL)

Dedicated Freight Corridor (DFC) is one of the most ambitious rail infrastructure projects undertaken by the Government of India. The DFC project is being implemented through Dedicated Freight Corridor Corporation of India Limited (DFCCIL), a special purpose vehicle created for the purpose. DFCCIL is a wholly owned Public Sector Undertaking of the Ministry of Railways incorporated under Companies Act, 1956 on 30th October, 2006. The company has been mandated to undertake planning, construction, maintenance and operation of Dedicated Freight Lines. To start with, Dedicated Freight Corridors (DFCs) are being developed on Western and Eastern trunk routes. The Western DFC (1,502 kms) is from Jawaharlal Nehru Port (JNPT) in Mumbai to Dadri near Delhi and would cater largely to the container and imported coal transport requirements between the existing and emerging ports in Maharashtra and Gujarat and the northern hinterland. The Eastern DFC is from Ludhiana in Punjab to Dankuni (1,840 kms) near Kolkata and will largely serve coal and steel traffic. The two corridors will join near Dadri.
The financing of the corridors is being done through Equity from Ministry of Railways and multilateral funding (debt) from Japan International Cooperation Agency (JICA) and World Bank. Dankuni-Sonnagar section of Eastern DFC will be implemented through PPP. The Eastern and Western DFCs pass through 9 states, 61 districts and over 2,100 villages.

The implementation of the DFCs is expected to generate two major impacts on the freight movement- shift of freight from road thereby leading to increase in rail share and improvement in energy efficiency of freight rail through adoption of improved technologies leading to significant reduction in carbon footprints. The DFCs with higher axle load and wider Maximum Moving Dimension (MMD) will be a game changer in transport logistics. Speedier, scheduled services are expected to bring down logistic cost significantly. The network is expected to provide long awaited total logistical solution to trade, utilizing energy efficient rail transportation.

These freight corridors offer immense opportunities for development of Industrial corridors along the alignment of the connecting infrastructure. This has resulted in decision for setting up of Delhi-Mumbai Industrial Corridor (DMIC) and Amritsar-Delhi-Kolkata Industrial Corridor (ADKIC). Western Dedicated freight corridor will facilitate running of Double Stack Container (DSC) train which is its USP and DFC would be the pioneer in operation of DSCs on electrified routes. The DFC is planned to run heavy haul trains with axle load of 25 tonnes as compared to existing 22.9 tonnes. The average speed of trains will also increase up to 65-70 kmph with the maximum speed of 100 kmph instead of existing 25 kmph. The DFC line caters to long haul trains carrying load of 12,000 tonnes with a train length up to 1,500 meter. The signalling system will be state of the art using automatic signalling system. DFCC is designed to be a very lean organization with higher efficiency and cost effectiveness. As a result, the operation and maintenance cost is expected to be substantially low as compared to present Railway system.

DFCCIL has been able to successfully meet the major challenge of land acquisition for the project on behalf of Indian Railways. Till 31st March 2015, a total award for 9353 ha of land (WDFC: 5267 ha out of 5989 ha and EDFC: 4086 out of 5500 ha) which is approximately 84% excluding Sonnagar-Dankuni section with compensation amounting to ₹6882 crore has been issued. All major environmental and forest clearances have been obtained.

The year 2014-15 witnessed many major achievements. During this period DFCCIL awarded civil contract for Kanpur-Mughalsarai section (402 km) to M/s GIL-SIL joint venture at the total cost of ₹5,081 crore. The contract for the work of electrification worth ₹2,582 crore of section Rewari to Vadodara (Makarpura) was finalized during
the year 2014-15. World Bank loan of US$ 1,100 million for EDFC-2 was finalized. In Eastern Corridor at Durgawati-Sasaram section Track linking near Sasaram West cabin and Cantilever assembly erection for 2181 masts out of total scope of 2406 masts was completed by March 2015.

The cumulative expenditure on project as on 31st March 2015 was ₹6,130.24 crore. In addition, ₹7,117.46 crore has been spent on land acquisition. The gross expenditure during the year 2014-15 on project execution was ₹1,961 crore.

**Mumbai Railway Vikas Corporation Ltd. (MRVC)**

Mumbai Railway Vikas Corporation Ltd (MRVC Ltd), a CPSE of Government of India under Ministry of Railways (MOR) was incorporated under Companies Act 1956 on 12.07.1999, with an equity capital of ₹25 crore shared in the ratio of 51:49 between Ministry of Railways and Government of Maharashtra to implement the Rail Component of the integrated rail-cum-road urban transport project called Mumbai Urban Transport Project (MUTP), with a vision to develop modern infrastructure for efficient, safe and sustainable Railway system in Mumbai suburban section so as to provide adequate train services to the commuters.

**Mumbai Urban Transport Project:**

Railway projects were identified through the project preparatory studies with the main objective of bringing down over crowding during peak hour and segregating the suburban train operation from the main line passenger and freight services.

**Mumbai Urban Transport Project - I:**

The cost of the rail component of MUTP I was ₹4,452 crore out of which a loan of ₹1600 crore was taken from the World Bank. The balance expenditure had been shared equally between Government of Maharashtra and Ministry of Railways. All works have been completed and MUTP- I has been closed in March 2012.

**Major Infrastructural Inputs in MUTP Phase - I (Rail Component):**

- Addition of 93 track Kms. (5th & 6th line Kurla-Thane, 3rd & 4th line Borivali-Virar)
- Induction of 101 new 9-car rakes (909 coaches)
- Resettlement and Rehabilitation of 15,857 Project affected households.
- Running of 12-car rakes on all lines (excluding Harbour Line) by lengthening of all platforms
- 1500 V DC to 25 KV AC traction conversion on Central & Western Railways – traction conversion was completed on entire Western Railway.
**Major benefits accrued after completion of MUTP - I:**

- 559 additional services were introduced on Central & Western Railways
- 1216 services were augmented from nine-car rakes to twelve-car.
- Due to induction of additional rakes, it was possible to increase in the number of coaches during the peak hours by 36%.
- The vehicle km per day increased by 36% after induction of new rakes.
- Conversion of existing 1500 V DC to 25 KV AC on WR has provided better train operation, energy saving etc.
- Saving of 30-35% energy due to State of the art 3 phase technology EMU rakes
- Saving of Electrical Energy of more than 35% due to introduction of regenerative braking in new technology of DC/AC rakes
- Resettlement and Rehabilitation – more than 15000 Project Affected Households

**Mumbai Urban Transport Project - II:**

MUTP II has been sanctioned in the budget of 2008-09 at the total cost of ₹5,300 crore which is likely to be revised to ₹8,087 crore (approx.) at the time of completion of all Projects. MUTP II is partly funded by World Bank loan of ₹1,910 crore (USD 344 million) and balance from Government of Maharashtra and Ministry of Railways on 50:50 sharing basis. The work includes network expansion & capacity enhancement of Mumbai Suburban on Western and Central Railways. Most of the works have already commenced under MUTP II.

**Major Inputs in MUTP Phase II**

- Addition of 88 track Kms.
- 72 new 12-car rakes (864 coaches)
- 1500 V DC to 25 KV AC conversion on Central Railway (172 Track km), completed in June, 2015
- Resettlement and Rehabilitation of 2,839 Project affected households.

**Expected Benefits of MUTP II:**

- 200 additional suburban services
- Creation of 20% additional carrying capacity
- Segregation of main-line and suburban rail operation
- Energy saving of around 35%.
- Additional infrastructure to prevent trespass control works
Running of 12-coach Electrical Multiple Unit (EMU) trains on Harbour Line (MUTP 2C):

This work was sanctioned separately during the Rail Budget 2012-13 at the cost of ₹714.10 crore. This work is named as MUTP 2C. The project is entirely funded by Government of Maharashtra and Ministry of Railways on 50:50 basis. The project involves infrastructure works for extending the platforms at 16 stations on Centre Railway and 5 stations on Western Railway, and procurement of 153 coaches.

Mumbai Urban Transport Project III

MUTP III has been included in the Pink Book (item no. 597) 2015-16 at the total cost of ₹10,085 crore. The works under MUTP III are as follows:

<table>
<thead>
<tr>
<th>SN</th>
<th>Name of the work</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Doubling of Panvel-Karjat on Central Railway</td>
</tr>
<tr>
<td>2</td>
<td>New Suburban corridor link between Airoli-Kalwa (elevated) on Central Railway</td>
</tr>
<tr>
<td>3</td>
<td>Quadrupling of the Virar-Dahanu Road on Western Railway</td>
</tr>
<tr>
<td>4</td>
<td>Procurement of Rolling Stock</td>
</tr>
<tr>
<td>5</td>
<td>Trespass Control on mid-section on Central and Western Railways</td>
</tr>
<tr>
<td>6</td>
<td>Technical Assistance</td>
</tr>
</tbody>
</table>

Benefits of MUTP-III:

The following benefits are expected to accrue after completion of MUTP III:

- Expansion of suburban network towards the North of Mumbai
- Induction of 564 EMU coaches in the system.
- 300 additional suburban services i.e. additional 10% over existing services
- Trespass control measures at 22 vulnerable mid-section locations