

भारत सरकार (GOVERNMENT OF INDIA)
रेल मंत्रालय (MINISTRY OF RAILWAYS)
रेलवे बोर्ड (RAILWAY BOARD)

No. 2025/CE-II/WP/TRP/26-27

New Delhi, Dt. 30.07.2025

**General Managers,
All Zonal Railways & Production Units.**

Sub: Track Renewal Proposals (TRP) for Works Programme 2026-27.

1.0 Track renewal proposals for inclusion in the Works Programme 2026-27 are to be framed by the Railways and sent to Board for scrutiny.

2.0 An elaborate exercise is done every year to identify the stretches which are due for renewals and proposals are framed for renewal works. As per Railway Board's Letter No. 2024/CE-II/CRS/12810 dated 18.10.2024, Zonal Railways should propose track renewal works well in advance so that sanction is available when asset life is complete. It will help to minimize the asset uses in overdue conditions. It is important that the annual arising of track due for renewal is to be cleared as it accrues, so that accumulation does not take place.

3.0 Track due for renewal will form the basis for formulating track renewal proposals. The criteria for due renewal could be one or more of the parameters specified in IRPWM or issued separately as policy letters. The proposals must be framed after careful scrutiny and collection of field data. Track structure as prescribed in IRPWM and other policy instructions should be adopted while formulating proposals. In case, the track structure proposed is not in accordance with the provisions in IRPWM, reasons should be brought out clearly for adopting such track structure. Care should be taken to attain uniformity of track structure over sufficiently long stretch so as to derive full benefits.

3.1 Rail renewals on condition basis (other than GMT) should be scrutinized properly. It should be ensured that only those proposals which are considered necessary from safety consideration are proposed in such cases. Complete details should be brought out in the proposal.

3.2 In case, rail renewal is planned on corrosion criteria, it should be indicated whether painting of rails (and other preventive measures) had been done as a prevention of corrosion and, if yes, at what frequencies.

3.3 While planning of TBR/TFR, it is to be ensured that these works are carried out in continuous stretches.

4.0 Keeping above in view, the exercise for works programme should be comprehensive and systematic.

4.1 Major Section (between two important/junction stations) shall normally be the base unit for planning of Track Renewal.

4.2 Track components adopted for preparation of unit rates/estimates shall be as per the latest instructions issued by Railway Board /RDSO.

5.0 The price list circulated vide Board's letter no. 2006/CE-II/MPW/1 dated 25/06/2025 (copy enclosed) for Rails (Primary and Secondary) only should be adopted for preparation of WP 2026-27. More than one unit cost for one work type may be given, if required, as per site conditions e.g (i) Some CTR works may require formation treatment/protection works etc., while others may not. (ii) TTR may be complete or only renewal of switches and crossing is required. Unit cost should take into account all costs including labour charges, D&G charges etc.

6.0 Short description of the work to be entered in IRPSM should be precise and clear i.e. Section name – Work (Primary/Secondary) – Quantity in km or nos. like Virar – Surat - CTR(P) – 15 Tkm.

6.1 Necessary checks should be made to ensure that duplicity or overlapping does not occur.

7.0 Rate references for track renewal works should not be attached and it should be entered in IRPSM only.

7.1 The unit rate shall be reasonable with respect to previous years. In case of any major hike in the unit rate, proper justification must be furnished.

8.0 The track renewal proposal should be prepared on IRPSM website and forwarded to Board through IRPSM. Please also ensure the following:

8.1 Details of locations including cost, track structure details and details of all other annexure are to be entered. Incomplete proposals will not be considered. All the details given in the formats must be indicated accurately. In addition, any special features which help to establish the justification for renewal should be brought out separately and attached with the proposal.

8.2 **Cumulative GMT figures, wherever required, should be as on 31/03/2026.**

8.3 Documentary evidence like photographs, km-wise list of Rail and Weld Fractures for last three years, details of wear, rail profiles and measurement of corrosion/liner biting as per para 613(2) of IRPWM - 2024 etc for the proposed locations (as applicable) should be attached along with each proposal for better appreciation.

9.0 Computerized track diagram taken from TMS (updated up to 31.03.2025 and duly indexed) may be brought in soft copy at the time of meeting for better appreciation of proposals. Colour codes used to show various parameters such as rails, sleepers etc. on track diagram shall be in accordance with provisions of IRPWM. Track renewal proposals for Works Programme 2026-27 should be marked on track diagram. Sanctioned track renewal works along with progress as on 31.03.2025, should also be indicated on the track diagram.

10.0 Latest System Maps of Railway (three copies of A-4 size and three copies of detail System Map) should be sent to Board's office latest by 20/08/2025.

11.0 Railways are requested to furnish list of works which have been completed from physical and financial point of view and not to be included in Pink Book 2026-27. This exercise should also be completed before finalization of Works Programme 2026-27.

12.0 Zonal Railways must strictly adhere to the guidelines/instructions for processing proposals in IRPSM and sanctioning itemized works under umbrella works of PH-31, as laid down in Board's letter No. 2019/CE-II/WP/Policy-UMB dated 17.08.2024. As per this letter, proposals costing above Rs. 50 Cr. should be forwarded to Board after vetting of PFA and approval of GM. Proposals costing between Rs. 5 Cr and Rs. 50 Cr. can be sent to Board with the approval of PCE for shortlisting. This exercise should be completed before 20.08.2025.

These issues with the concurrence of Finance Directorate.

DA: As above

**Dir. Civil Engg. (Plg.)
Railway Board**

Copy to:

- (i) EDCE(G) – for information please and arranging opening of IRPSM portal for PH-31 proposals as per above schedule.
- (ii) F(X)-II Branch of Railway Board.