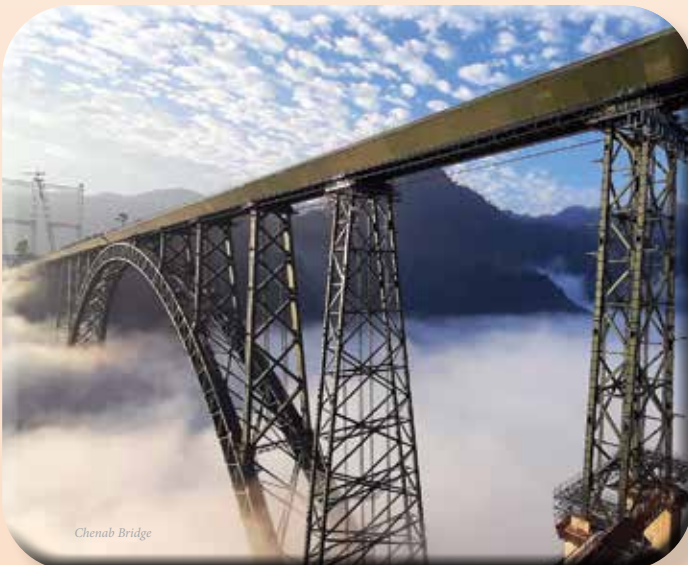




# INDIAN RAILWAYS ANNUAL REPORT & ACCOUNTS 2023-24

(With highlights of the performance for 2024-25)





# INDIAN RAILWAYS

## ANNUAL REPORT & ACCOUNTS

### 2023-24

(With highlights of the performance for 2024-25)



BHARAT SARKAR  
GOVERNMENT OF INDIA  
RAIL MANTRALAYA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)



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# ORGANIZATION STRUCTURE OF INDIAN RAILWAYS

## MINISTER OF RAILWAYS

MINISTER OF STATE FOR RAILWAYS (S)

MINISTER OF STATE FOR RAILWAYS (R)

### CHAIRMAN & CEO, RAILWAY BOARD

MEMBER (TRACTION &  
ROLLING STOCK)- M/T&RS

MEMBER  
INFRASTRUCTURE-M/  
INFRA

MEMBER OPERATIONS &  
BUSINESS DEVELOPMENT-  
M/O&BD

MEMBER FINANCE-  
MF

DIRECTOR GENERAL/RHS-DG/RHS  
DIRECTOR GENERAL/HR- DG/HR  
DIRECTOR GENERAL/RPF-DG/RPF  
DIRECTOR GENERAL/SAFETY-DG/SAFETY

SECRETARY, RAILWAY BOARD

ZONAL RLYS  
(OPEN LINE)

PRODUCTION UNITS

OTHER UNITS

CPSE/CORP &  
AUTONOMOUS BODIES/  
AUTHORITIES

#### GENERAL MANAGERS

1. CENTRAL
2. EASTERN
3. EAST CENTRAL
4. EAST COAST
5. NORTHERN
6. NORTH CENTRAL
7. NORTH EASTERN
8. NORTHEAST FRONTIER
9. NORTH WESTERN
10. SOUTHERN
11. SOUTH CENTRAL
12. SOUTH EASTERN
13. SOUTH EAST CENTRAL
14. SOUTH WESTERN
15. WESTERN
16. WEST CENTRAL
17. METRO

#### GENERAL MANAGERS

1. CHITTARANJAN LOCOMOTIVE WORKS, CHITTARANJAN
2. BANARAS LOCOMOTIVE WORKS, VARANASI
3. INTEGRAL COACH FACTORY, CHENNAI
4. RAIL COACH FACTORY, KAPURTHALA
5. RAIL WHEEL FACTORY, YELAHANKA
6. MODERN COACH FACTORY, RAE BARELI
- PR.CAO/CAO(R)\*
7. PATIALA LOCOMOTIVE WORKS, PATIALA
8. RAIL WHEEL PLANT, BELA

#### GENERAL MANAGERS

1. CENTRAL ORGANIZATION FOR RAILWAY ELECTRIFICATION (CORE)
2. NF RAILWAY (CONSTRUCTION) GUWAHATI
- PR.CAO/CAO(R)\*
3. CENTRAL ORGANIZATION FOR MODERNISATION OF WORKSHOPS (COFMOW)#
- DIRECTOR GENERAL
4. NATIONAL ACADEMY OF INDIAN RAILWAYS (NAIR), VADODARA
5. DG & EX-OFFICIO GM RDSO, LUCKNOW

1. BCL
2. CONCOR
3. DFCCIL
4. IRCON
5. IRCTC
6. IRFC
7. KMRCL
8. KRCL
9. MRVC
10. RCIL
11. RITES
12. RVNL
13. CRIS
14. RLDA

(# under order of closure in terms of Board's Letter No. 2021/O&M/18/5/1 (Space COFMOW) dt. 28.11.2022)

\* PRINCIPAL CHIEF/CHIEF ADMINISTRATIVE OFFICERS (RAILWAYS)

# Apex Management

<b>Minister of Railways</b>	<b>Ashwini Vaishnaw</b>
<b>Minister of State for Railways(S)</b>	<b>V. Somanna</b>
<b>Minister of State for Railways(R)</b>	<b>Ravneet Singh</b>
<b>Members, Railway Board</b>	
Chairman & Chief Executive Officer (CEO)	Satish Kumar
Member (Finance)	Roopa Srinivasan
Member (Operation and Business Development)	Hitendra Malhotra
Member (Traction & Rolling Stock)	Braj Mohan Agrawal
Member (Infrastructure)	Naveen Gulati
Secretary	Aruna Nayar
<b>Directors-General</b>	
DG/RPF	Manoj Yadava
DG/RHS	Dr. Man Singh
DG/HR	R. Rajagopal
DG(Safety)	Hari Shankar Verma
<b>General Managers, Zonal Railways</b>	
Central	Dharamveer Meena
Eastern	Milind K. Deouskar
East Central	Chhatrasal Singh
East Coast	Parmeshwar Funkwal
**Metro	P. Uday Kumar Reddy
Northern	Ashok Kumar Verma
North Central	Upendra Chandra Joshi
North Eastern	Saumya Mathur
Northeast Frontier	Chetan Kumar Shrivastava
North Western	Amitabh
Southern	R. N. Singh
South Central	Arun Kumar Jain
South Eastern	Anil Kumar Mishra
South East Central	Tarun Prakash
South Western	Arvind Srivastava
Western	Ashok Kumar Misra
West Central	Shobhana Bandopadhyaya
<b>General Managers, Production Units</b>	
Chittaranjan Locomotive Works	Vijay Kumar
Banaras Locomotive Works	Naresh Pal Singh
Integral Coach Factory	U. Subba Rao
Rail Wheel Factory	C. V. Raman
Rail Coach Factory, Kapurthala	S. S. Mishra
Modern Coach Factory, Rae Bareilly	P. K. Mishra
<b>General Managers, Construction Units</b>	
Northeast Frontier Railway (Construction)	Arun Kumar Chaudhary
Central Organization for Railway Electrification	Sanjay Kumar Srivastava
<b>Director-General</b>	
National Academy of Indian Railways	Rakesh Rajpurohit, Dy. DG*
Research, Designs and Standards Organization	Uday Borwankar
IRIEEN / Nasik	Ravilesh Kumar
IRICEN / Pune	S. K. Jha
IRISET / Secunderabad	Sharad Kumar Srivastava
IRITM / LKO	Sanjay Tripathi, ADG*
IRIFM / Secunderabad	Aparna Garg
IRIMEE / Jamalpur	Manu Goel, AM/EnHM*
<b>Chief Administrative Officers (Railways)</b>	
Central Organization for Modernization of Workshops	P. Ananth, PCME
Patiala Loco Works, Patiala	Pramod Kumar#
Rail Wheel Plant, Bela	Atulya Sinha

\*Looking after.

\*\*Metro Railway, Kolkata.

#Principal CAO

(As on 1st January, 2025)







# Review-Prospects

## Results: 2023-24

### Financial Performance

The year 2023-24 ended with the Net Revenue Receipts of ₹3,259.68 crore.

### Freight Operation

	2022-23	2023-24	Absolute Variation	% age Variation
Revenue Originating Tonnes (million)	1,509.10	<b>1,588.06</b>	<b>78.96</b>	<b>5.23</b>
Revenue Net Tonne Kms. (billion)	959.57	<b>973.97</b>	<b>14.40</b>	<b>1.49</b>
Goods Earnings @ (₹ in crore)	1,60,158.48	<b>1,65,880.58</b>	<b>5,722.10</b>	<b>3.57</b>
@Excludes 'other goods earnings' such as wharfage, demurrage, etc.				

### Passenger Business

	2022-23	2023-24	Absolute Variation	% age Variation
Number of Passengers carried (million)	6,396	<b>6,905</b>	<b>509</b>	<b>7.96</b>
Passenger Kilometers (billion)	959	<b>1,065</b>	<b>106</b>	<b>11.05</b>
Passenger Earnings (₹ in crore)	63,416.85	<b>70,693.33</b>	<b>7,276.48</b>	<b>11.47</b>

### Engineering Works

During the year 2023-24 the following Engineering Works were accomplished:

	2023-24 (in km.)
Construction of New Lines	<b>2,806</b>
Conversion to Broad Gauge	<b>259</b>
Track Renewal	<b>5,950</b>

### Electrification

4,644 kms. of IR's route was electrified during 2023-24.

### Safety, Signal and Telecom

Details of consequential train accidents and train accidents per million train kilometres (an important index of Safety) during 2023-24 as compared to 2022-23 are given below:

	2022-23	2023-24
Consequential Train Accidents*	48	<b>40</b>
Train Accidents Per Million Train Kilometres	0.04	<b>0.03</b>
*excluding Konkan Railway		



3D architectural design of Chengannur Railway Station in Kerala



Cold Drinking Water Facility, Kolkata Metro



New Foot Over Bridge under the Amrit Bharat Station Scheme.



Ayodhya Dham Jn Station Redevelopment works

Following steps were taken for improving passenger amenities:

Provision	2023-24 (No. of Stations)
Public Address System	5,980
Train Display Board	1,274
Coach Guidance System	756

## Operating Efficiency

Some important efficiency indices for 2023-24 compared to 2022-23 were as follows:

Efficiency Index	Broad Gauge		Metre Gauge	
	2022-23	2023-24	2022-23	2023-24
Net tonne kms. per wagon per day	8,670	7,851	-	-
Speed (kmph) of all goods trains (all traction)	30.8*	25.0	-	-
Percentage of loaded to total wagon km	62.5*	62.9	-	-
Net load per goods train (tonnes)	1,738*	1,899	-	-
Net tonne km per engine hour	13,650*	14,256	-	-
Passenger vehicle km per vehicle per day	470	492	27*	48

\*revised

## Materials Management

Materials Management on IR is being progressively revamped with a view to reduce costs, storage, handling, insurance and dividend charges. Turn over Ratio in terms of value of inventories to value of materials consumed was 10% (without fuel) and 9% (with fuel) during 2023-24 as compared to 9% (without fuel) and 7% (with fuel) during last year. The disposal of condemned Rolling Stock and scrap arising was monitored closely.

## Managing the Environment

Efforts are steadily being made to make Railway operations environment friendly and to bring down the adverse effects through adaptation of cleaner technologies, energy conservation measures, afforestation on vacant railway land, etc. Railway is utilizing wasteland and rooftops for setting up solar power plants.

## Human Resource Development

A number of initiatives were taken to improve the quality of training programmes for railway employees in order to improve productivity. In this direction, 'National Rail & Transportation Institute' (NRTI) has been set up as India's first University focused on transport related education, multi disciplinary research & training in Vadodara, Gujarat.

## Industrial Relations and Personnel

As on 31st March, 2024, IR had 12,52,180 regular employees as against 11,89,615 as on 31st March, 2023 an increase by 62,565.



RAIL Niketan, Headquarters Building of East Central Railway

Industrial Relation remained cordial during 2023-24. Productivity Linked Bonus equivalent to 78 days' wages was paid to all non-gazetted employees (excluding RPF/RPSF personnel) for 2023-24. RPF/RPSF personnel belonging to Group 'C' category were sanctioned an ad-hoc bonus equivalent to 30 days' wages.

### Staff Welfare

IR's welfare schemes cover a wide spectrum of activities, viz., educational facilities and financial assistance to the children of Railway employees, handicraft centres for augmenting family income, financial assistance in sickness, subsidized housing and canteen facilities at work places and medical cover for employees and their families during service and after retirement.

### Performance: 2024 (1st January, 2024 - 31st December, 2024)

#### Passenger Business

During January-December, 2024, the number of originating passengers in IR was 7,276.82 million vis-à-vis 6,853.18 million during the corresponding period of last year, registering an increase of 423.64 million (6.18%). The passenger earning during this period was ₹73,985.13 crore showing an increase by ₹4,827.13 crore (6.97%) compared to the earnings during the corresponding period of the last year.

#### Freight Operation

Loading of revenue-earning traffic for the year 2024 (January-December, 2024) compared to the corresponding period of last year, was as under:

Commodity	Jan. to Dec., 2023	(Million tonnes) Jan. to Dec., 2024
Coal	762.29	<b>819.21</b>
Raw material for steel plants Except Iron Ore	35.46	<b>30.99</b>
Pig iron and finished steel	69.54	<b>67.65</b>
Iron ore	176.13	<b>180.20</b>
Cement	149.66	<b>145.93</b>
Food grains	53.80	<b>50.63</b>
Fertilizers	59.96	<b>59.16</b>
P.O.L (Mineral Oil)	49.95	<b>51.02</b>
Balance other goods	200.54	<b>209.70</b>
Total revenue earning traffic	1,557.33	<b>1,614.49</b>

### Estimation for the period January-March 2025

#### Freight Operation

Anticipated freight volume likely to be carried by the Railways for the three months period from January to March, 2025 is 434.7 million tonnes excluding KRCL.

#### Passenger Business

The total no. of anticipated originating for the passengers for three ensuing months from January to March, 2025 will be 1,794.62 million approximately.



Automatic Block Signalling System  
Inauguration, SCR



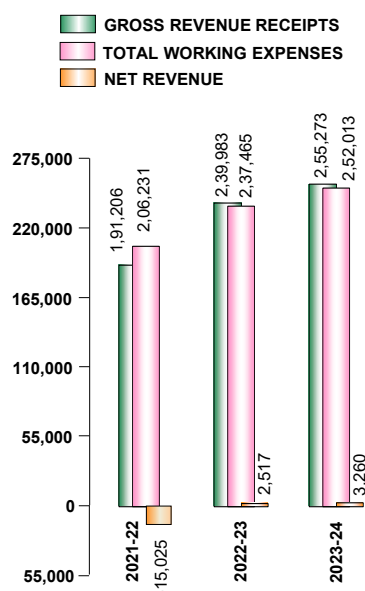
Freight and Coaching Trains at Tatanagar



One Station One Product (OSOP) stall at  
Trichy Jn.



**GROSS REVENUE AND  
WORKING EXPENSES  
(INCLUDING MISC.)  
(₹ IN CRORE)**



## Finance

### Results for 2023-24

Gross Traffic Receipts of the Railways went up from ₹2,39,982.56 crore in 2022-23 to ₹2,55,272.63 crore in 2023-24. Total Working Expenses increased from ₹2,35,655.78 crore in 2022-23 to ₹2,50,893.61 crore in 2023-24. After taking into account the miscellaneous transactions, the Net Revenue Receipts were ₹3,259.68 crore.

There was no dividend payment during 2023-24 as per RCC recommendations. The year ended with a net Revenue of ₹3,259.68 crore.

The Financial Results for 2023-24 compared to 2022-23 are summarized as below:

	2022-23	2023-24	(₹in crore) Variation
Capital Investment (excluding MTPs and Circular Railway, Udhampur-Baramula project and appropriation to SRSF)	5,19,470.28	<b>6,94,142.62</b>	<b>1,74,672.34</b>
Investment from Capital Fund	53,449.91	<b>53,449.91</b>	-
Total	5,72,920.19	<b>7,47,592.53</b>	<b>1,74,672.34</b>
Gross Traffic Receipts	2,39,982.56	<b>2,55,272.63</b>	<b>15,290.07</b>
Total Working Expenses	2,35,655.78	<b>2,50,893.61</b>	<b>15,237.83</b>
Net Traffic Receipts	4,326.78	<b>4,379.02</b>	<b>52.24</b>
Miscellaneous Transactions(Net)	-1,809.40	<b>-1,119.34</b>	<b>-690.06</b>
Net Revenue Receipts	2,517.38	<b>3,259.68</b>	<b>742.30</b>
Dividend Payable to General Revenues	-	-	-
Excess(+)/Shortfall(-)	2,517.38	<b>3,259.68</b>	<b>742.30</b>
Percentage of	-	-	-
(a)Working Expenses to Gross Earnings	98.10	<b>98.43</b>	<b>0.33</b>
(b)Net Revenue to Capital Investment and investment from Capital Fund	0.44	<b>0.44</b>	<b>0.00</b>
Capital Investment*(in paise) per NTKM	551	<b>704</b>	<b>153</b>

\*Includes Investment from Capital Fund.

### Revenue

The Gross Traffic Receipts went up by ₹15,290.07 crore (6.37%) over the previous year. The break-up in terms of major sources is given in Statement IA of Financial Statements.

### Working Expenses

The total Working Expenses during 2023-24 were ₹2,50,893.61 crore – an increase of ₹15,237.83 crore over 2022-23. Grant-wise distribution of Working Expenses is given in Statements IB and IC of Financial Statements.

## Balance Sheet:

A summary of the Balance Sheet as on March 31, 2024 and variation over 2022-23 is as follows:

	(₹ in crore)	
<b>Assets</b>	<b>As on March 31, 2024</b>	<b>Variation over Previous year</b>
Block Assets	12,18,258.82	2,45,524.64
Funds with Central Government:		
(i) Reserve funds	5,321.55	
(ii) Banking accounts	80,227.94	
	85,549.49	12,580.65
Sundry Debtors, etc.	7,038.98	1,092.40
Cash in hand	337.58	(-)108.89
<b>Total</b>	<b>13,11,184.87</b>	<b>2,59,088.80</b>
<b>Liabilities</b>		
Represented by:		
Capital-at-charge*	7,92,657.45	
Investment financed from internal sources, etc.	4,25,601.38	
<b>Total</b>	<b>12,18,258.83</b>	<b>2,45,524.65</b>
Reserve Funds	5,321.55	2,969.41
Banking Accounts:		
(i) Provident Fund	38,689.13	
(ii) Misc. Deposits	41,465.42	
(iii) F. Loans and Advances	73.39	
<b>Total</b>	<b>80,227.94</b>	<b>9,611.24</b>
Sundry Creditors, etc.	7,376.55	983.50
<b>Total</b>	<b>13,11,184.87</b>	<b>2,59,088.80</b>

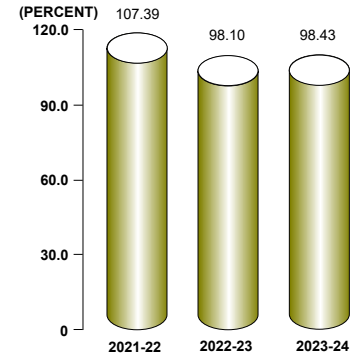
\*Excludes ₹11,954.00 crore Appropriation to SRSF, ₹90,000.00 crore Appropriation to Rashtriya Rail Sanraksha Kosh (RRSK), ₹1,07,957.03 crore Appropriation to Railway Safety Fund (RSF) and ₹22,717.99 crore Appropriation to SGF.

## \*Deferred Dividend Liability

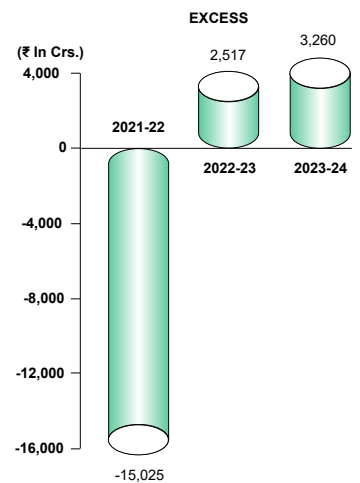
This is a Contingent Liability and does not appear in the balance sheet.

\*Further, Railways has been exempted from payment of dividend since 2016-17. With merger of Railway Budget with Union Budget, the capital-at-charge of the Railway has been written off and consequently dividend liability also.

## OPERATING RATIO (PERCENT)



## EXCESS/SHORTFALL (₹ IN CRORE)





Freight loading, NWR

## Railway Capital Fund

In pursuance of the recommendations of Railway Convention Committee (1991), as contained in their Second Report, Railway Capital Fund has come into operation from 1992-93. Appropriation to the Fund is from Revenue Surplus and it intends to finance expenditure on assets of capital nature. Investment made from the Fund upto 2023-24 was ₹53,449.91 crore.

## Reserve Fund Balances

As per recommendations of Railway Convention Committee (1991), contained in their Second Report, the two existing funds, viz. Accident Compensation, Safety & Passenger Amenities Fund and Revenue Reserve Fund, have been restructured to accommodate expenditure on Safety and Passenger Amenity Works. Balance of the abolished Funds has, therefore, been merged with Development Fund.

The position of the Funds as on 31st March, 2024 compared to 31st March, 2023 is as follows:

(₹in crore)				
Name of the Fund	Balance as on 1.4.2023	Contribution to Fund during 2023-24	Withdrawals during 2023-24	Balance as on 31.3.2024
DRF*	428.14	1,019.90	667.94	780.10
DF*	15.52	1,509.68	952.66	572.54
CF*	442.16	14.81	0.00	456.97
Pension Fund*	360.90	59,631.26	58,037.76	1,961.39
RSF	3.38	45,000.00	45,000.33	3.06
DSF*	237.15	7.94	0.00	245.09
RRSK	864.89	11,759.68	11,322.17	1,302.40
SGF	0.00	12,478.99	12,478.99	0.00
Total	2,352.14	1,31,429.26	1,28,459.85	5,321.55
* Includes interest under DRF ₹19.90 crore, DF ₹9.68 crore, CF ₹14.81 crore, Pension Fund ₹38.26 crore and DSF ₹7.94 crore for the year 2023-24.				

The total balance in the Reserve Funds as on 31st March, 2024 was ₹5,321.55 crore, representing a increase of ₹2,969.41 crore over the previous year.



Scrap Disposal under Zero Scrap Mission

## Cash Flow

Finance generated through IR's internal resources provided ₹2,48,560.98 crore during the year 2023-24.

The details of internal resource generation and utilisation of funds for financing the Plan outlay are shown in Statement IV of Financial Statements. During 2023-24, the total Plan investment was ₹2,48,560.98 crore (including MTPs, Circular Railways & National Projects). This was



financed from Budgetary Support to the extent of ₹2,42,648.46 crore. The corresponding position during 2022-23 was that out of a total Plan investment was ₹1,62,978.50 crore (including MTPs, Circular Railways and National Project). This was financed from Budgetary Support to the extent of ₹1,59,256.15 crore. The balance of the Plan investment was met from internal and extra-budgetary resources. During the year 2023-24, an increase of the fund balance was to the tune of ₹2,969.41 crore to finance the Plan expenditure.

## Audit Objections

IR had a total of 1,692 Audit Notes Part I, 688 Special Letters and 5,095 Audit Inspection Reports Part-I as on 31st March, 2024 as compared to 18,46,741 and 5,230 outstanding respectively at the end of 31st March, 2023.

IR has a well-structured system of ensuring discussion and disposal of all audit objections, inspection reports, draft paras, etc. Tripartite meetings are held at various levels involving the Audit, Accounts and Executive Departments. The draft paras are also discussed at the highest levels between Railway Board and the Audit Department, and based on the replies given, many of them get closed.

Summary of Audit Observations on the working of Ministry of Railway, as provided by C&AG for the year, is at page 152.

## Financial arrangement between the Railways and the Government.

Like other Ministries/Departments of the Union, the Ministry of Railways is an integral part of the Union Finance/Budget. Broadly, the revenue expenditure of the Railway is expected to be met from the revenue receipts of the Railways. The excess of revenue receipts over the revenue expenditure is put into the Railway Reserve Funds like Depreciation Reserve Fund (DRF), Development Fund (DF), Capital Fund (CF) and part contribution towards Rashtriya Rail Sanraksha Kosh (RRSK) mainly being used as internal resources for Capex. The Capital expenditure of the Railways is met from the Gross Budgetary Support from the General Exchequer, Extra Budgetary Resources from the market and partnerships besides the internal resource generation.

## Investment by IRFC

Since 1987-88, Indian Railway Finance Corporation Ltd. (IRFC), a PSU under the administrative control of the Ministry of Railways (MOR), has been mobilizing market borrowings to finance capital expenditure in the Railways. Market funds raised by IRFC constitute Extra- Budgetary Resources (EBR) for Railway Plan and are invested in rolling stock and projects which are leased by IRFC to Ministry of Railways.



WAG 12,000 H.P. Loco



Robust Infrastructure, NFR



Pir Panjal Tunnel, Jammu & Kashmir

Details of Rolling Stock under lease from IRFC at the end of Financial Year 2023-24 are as under:-

Category of Assets	Rolling stock under lease at the end of 2023-24	
	Nos.	Value (₹ in crore)
Elec. Locos	8,036	83,611.19
Diesel Locos	4,695	50,807.37
<b>Total Locos</b>	<b>12,731</b>	<b>1,34,418.57</b>
Wagons	2,13,866	51,566.70
Coaches	72,329	1,07,559.63
Track Machines	81	342.33
Other Misc. Items	-	1,034.38
<b>Total</b>		<b>2,94,921.61</b>

On the rolling stock assets taken on lease from IRFC, Railways pay lease rentals semi-annually in advance, to enable IRFC to service the debt. Quantum of lease rentals paid by MOR in 2023-24 was ₹30,154 crore, of which ₹17,078.54 crore constituted capital component and ₹13,075.46 crore interest component.

IRFC also provided funding to the tune of ₹2,078.49 crore in 2011-12 to meet capital expenditure in 90 doubling and 32 electrification projects in that year. The project assets to the extent funded are on lease from IRFC to MOR. MOR paid an amount of ₹144.24 crore (after adjustment) as lease rentals in 2023-24 (₹142.96 crore capital component and ₹1.28 crore interest component).

A source of funding viz. Extra-Budgetary Resources (Institutional Finance) or EBR-IF has been introduced from FY 2015-16. EBR-IF funds are long term funds which are being deployed to finance throughput enhancement projects of Railways like doubling and electrification projects, which are otherwise not adequately funded due to resource constraints. The cumulative EBR-IF funds made available by IRFC to Railways till end of 2023-24 is ₹1,70,003.46 crore. MOR paid an amount of ₹7,732.24 crore as lease rentals in 2023-24 (₹2,863.10 crore capital component and ₹4,869.14 crore interest component) for the Project Assets financed by IRFC from FY 2015-16 onwards.



Vande Bharat Train, ICF

## Some Selected Financial Ratios

S.No.	Item	Unit	2022-23	2023-24
<b>(A)</b>	<b>Financial Ratios</b>			
1.	Operating ratio	% Age	98.10	<b>98.43</b>
2.	Rate of return on Capital	% age	0.44	<b>0.44</b>
3.	Working ratio of IR	% Age	90.92	<b>91.31</b>
4.	Operating ratio with subsidy (Cost recovery)	% Age	80.40	<b>81.10</b>
5.	Operating ratio for Coaching (passenger) and Goods (Freight)			
i.	Goods	% Age	66.97	<b>67.55</b>
ii.	Coaching	% Age	180.82	<b>177.69</b>
6.	Debt Servicing as percentage of OWE and as a percentage of Gross receipts.			
i.	Debt servicing as percentage of OWE	% Age	18.90	<b>19.70</b>
ii.	Debt servicing as percentage of Gross receipts	% Age	14.20	<b>14.70</b>
7.	Capex to Revenue ratio - Capex (from internal generation ) /Revenue	% Age	1.40	<b>1.20</b>
<b>(B)</b>	<b>Earning/Yield Ratios (Based on Apportion Earning)</b>			
1.	Passenger yield/ PKMs	In Paise	66.13	<b>66.40</b>
2.	Freight yield/NTKMs	In Paise	166.91	<b>170.31</b>
<b>(C)</b>	<b>Productivity index</b>			
i.	Employee Productivity		8,73,523	<b>8,43,391</b>
ii.	Infrastructure Productivity		78,53,951	<b>78,57,124</b>
<b>(D)</b>	<b>Asset Utilization</b>			
1.	Utilization of Assets			
i.	NTKMs per wagon per day -(BG)	KMs	8,670	<b>7,851</b>
ii.	Wagon KMs per Wagon day -(BG)	KMs	223.00	<b>192.00</b>
iii.	Wagon turn around - BG	In days	4.70	<b>5.11</b>
iv.	Average Load per Wagon - BG	Tonnes	60.00	<b>65.00</b>
<b>(E)</b>	<b>Operating Indices</b>			
1.	Average speed of Goods Train – (BG) – All traction	KM/hour	30.80*	<b>25.00</b>
2.	Infective percentage of Rolling Stock – (BG)			
i.	Diesel Locos	% age	9.79*	<b>11.40</b>
ii.	Electric Locos	% Age	5.29*	<b>5.49</b>
iii.	EMU Coaches	% age	7.41*	<b>8.48</b>
iv.	Passenger Carriages	% age	5.11*	<b>4.84</b>
v.	Other Coaching Vehicles	% age	7.38	<b>7.39</b>
vi.	Wagons	% age	2.74*	<b>2.46</b>
3.	Specific Fuel Consumption (Consumption per 1000 GTKMs) – (BG)			
i.	Passenger service Diesel	Litress.	3.57*	<b>3.42</b>
ii.	Goods services Diesel	Litress.	1.61*	<b>1.98</b>
4.	Specific Energy Consumption (Consumption per 1000 GTKMs) – (BG)			
i.	Passenger service- Electricity	K.Wt. Hrs.	20.20*	<b>19.10</b>
ii.	Goods services -Electricity	K.Wt. Hrs.	6.30*	<b>6.19</b>
5.	Punctuality Index – Punctuality (M/Exp. Trains) – (BG)	% age	80.79	<b>73.62</b>
6.	Accident per Million Train Kilometers		0.04	<b>0.03</b>

\*revised





Container Transport on IR

## Freight Operation

In 2023-24, IR loaded 1,589.95 million tonnes of freight traffic of which 1,588.06 million tonnes was revenue-earning and 1.89 million tonnes of non-revenue earning and achieved total net tonne kilometers (NTKMs) of 974 billion as against 960 billion in 2022-23. The freight earnings went up from ₹1,62,262.90 crore in 2022-23 to ₹1,68,293.29 crore in 2023-24, registering an increase of 3.71%.

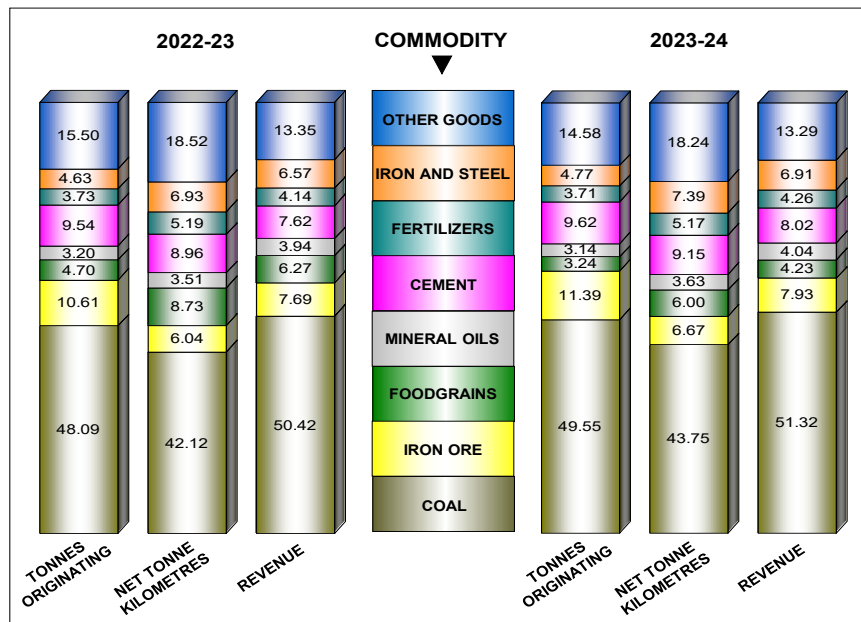
Commodity wise loading of revenue-earning traffic in 2023-24 as compared to 2022-23 was as follows:

Commodity	Tonnes carried (in millions)	
	2022-23	2023-24
<b>Coal</b>		
(i) for Steel Plants	59.23	<b>62.75</b>
(ii) for Washeries	0.01	<b>0.00</b>
(iii) for Power House	568.62	<b>606.52</b>
(iv) for public use	99.38	<b>117.57</b>
<b>Total</b>	727.24	<b>786.84</b>
<b>Raw material for steel plants except iron ore</b>	28.15	<b>29.17</b>
<b>Pig iron and finished steel</b>		
(i) from steel plants	33.70	<b>34.75</b>
(ii) from other points	36.17	<b>41.01</b>
<b>Total</b>	69.87	<b>75.76</b>
<b>Iron ore</b>		
(i) for export	7.19	<b>17.93</b>
(ii) for steel plants	87.88	<b>88.81</b>
(iii) for other domestic users	65.07	<b>74.20</b>
<b>Total</b>	160.14	<b>180.94</b>
<b>Cement</b>	143.93	<b>152.72</b>
<b>Foodgrains</b>	70.92	<b>51.44</b>
<b>Fertilizers</b>	56.34	<b>58.92</b>
<b>Mineral oil (POL)</b>	48.22	<b>49.88</b>
<b>Container Service</b>		
(i) Domestic containers	19.83	<b>20.98</b>
(ii) EXIM containers	59.39	<b>63.78</b>
<b>Total</b>	79.22	<b>84.76</b>
<b>Balance other goods</b>	125.08	<b>117.61</b>
<b>Total Revenue earning traffic</b>	1,509.10	<b>1,588.06</b>



Vande Metro in Furnishing Stage

## PATTERN OF REVENUE-EARNING FREIGHT TRAFFIC (PERCENTAGE TO TOTAL)



3-CR Freight Performance

Revenue-earning freight traffic for major bulk commodities/commodity groups in 2023-24 compared with 2022-23 was as follows:

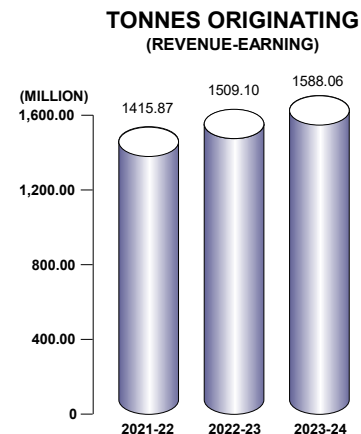
S. No.	Commodity/Commodity group	Tonnes originating (in million)		Net tonne kilometers (in million)		Earnings \$ (₹ in crore)	
		2022-23	2023-24	2022-23	2023-24	2022-23	2023-24
1	Coal	727.24	<b>786.84</b>	4,04,138	<b>4,26,075</b>	80,746.75	<b>85,130.55</b>
2	Raw material for steel plants except iron ore	28.15	<b>29.17</b>	16,702	<b>16,689</b>	2,650.56	<b>2,589.42</b>
3	Pig Iron & finished steel	69.87	<b>75.76</b>	66,495	<b>71,968</b>	10,529.33	<b>11,464.47</b>
4	Iron ore	160.14	<b>180.94</b>	57,979	<b>64,955</b>	12,314.07	<b>13,155.77</b>
5	Cement	143.93	<b>152.72</b>	86,009	<b>89,112</b>	12,196.83	<b>13,302.60</b>
6	Foodgrains	70.92	<b>51.44</b>	83,756	<b>58,415</b>	10,038.31	<b>7,024.03</b>
7	Fertilizers	56.34	<b>58.92</b>	49,832	<b>50,360</b>	6,629.45	<b>7,068.11</b>
8	Mineral oil (POL)	48.22	<b>49.88</b>	33,690	<b>35,394</b>	6,305.05	<b>67,06.71</b>
9	Container Services	79.22	<b>84.76</b>	72,451	<b>76,894</b>	7,081.97	<b>8,117.24</b>
10	Balance other goods	125.08	<b>117.63</b>	88,514	<b>84,106</b>	11,666.16	<b>11,321.69</b>
11	Total revenue earning traffic	1,509.10	<b>1,588.06</b>	9,59,566	<b>9,73,968</b>	1,60,158.48	<b>1,65,880.58</b>

\$ Excludes 'other goods earnings' such as wharfage, demurrage, etc.

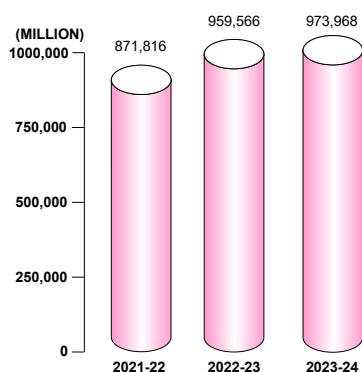
Trend of revenue-earning freight traffic for the last 3 years is as follows:

	2021-22	2022-23	2023-24
Tonnes originating (million)	1,415.87	1,509.10	<b>1,588.06</b>
Net tonne kms. (million)	8,71,816	9,59,566	<b>9,73,968</b>
Average lead (kms.)	616	636	<b>613</b>
Goods earnings \$ (₹ in crore)	1,39,287.30	1,60,158.48	<b>1,65,880.58</b>

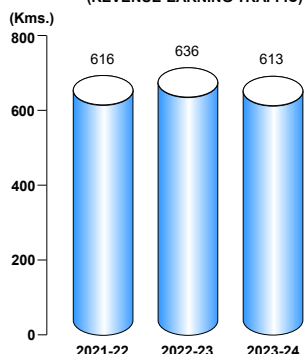
\$ Excludes 'other goods earnings' such as wharfage, demurrage, etc.



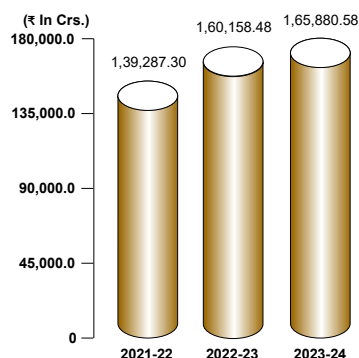
### NET TONNE KILOMETRES (REVENUE-EARNING)



### AVERAGE LEAD AVERAGE DISTANCE OF MOVEMENT OF A TONNE OF GOODS (REVENUE-EARNING TRAFFIC)



### GOODS REVENUE



## Freight Services – Structure and Rates

1. There was no increase in base freight rate in 2023-24.
2. Busy Season Charge has been introduced on container traffic @10%.
3. 20% concession in freight for automobile traffic when loaded in NMG group stock, BCCNR and BCACM wagons in notified Empty Flow Direction.
4. Freight rate of Automobile traffic booked in Indian Railway wagons have been rationalized.
5. New transportation product “Cargo Aggregator Transportation Product” was introduced.
6. Bulk Cement (Cement in loose form) when transported in normal containers, will be charged at Special Haulage Rate.
7. Revised circular for levy of Busy Season Charge issued applicable w.e.f. 01.07.2024. Busy season for Covered wagon in now from October to August and for all other Stock in Round the year.
8. The validity of various incentive schemes have been extended which includes Liberalised Automatic Freight Rebate Scheme for traffic loaded in Traditional Empty Flow Directions (TEFD), Discount to bagged consignment loaded in Open and flat wagons, Discount to bagged / loose Fly Ash and Bed Ash when loaded in open and flat wagons, Short Lead Concession, Graded Concession to Salt traffic, 6% Concession to traffic booked to / from North Eastern States, etc.

## Freight Marketing

1. **Gati Shakti Multi Modal Cargo Terminal (GCT):-** Indian Railways introduced ‘Gati Shakti Multi Modal Cargo Terminal (GCT)’ policy on 15.12.2021. The objective of the policy is to boost investment from industry in development of additional terminals for handling rail cargo. These terminals are being constructed on non Railway land, as well as partially or fully on Railway land. After the launch of the GCT policy all new terminals are being commissioned as GCT.
2. **Launch of ‘Joint Parcel Product and Rapid Cargo Service (JPP-RCS)’:-** With special focus on e-Commerce and FMCG, a revised Policy of ‘Joint Parcel Product (JPP)’ named as ‘Joint Parcel Product – Rapid Cargo Service (JPP-RCS)’ has been introduced on 24.01.2024. Under the policy, 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, Single-point contact for customers, with real-time tracking facilities and Competitive freight rates and faster services.

In addition to the existing services on 'Surat-Narayanpur Anant' & 'Renigunta-Nizamuddin' routes, new JPP-RCS weekly services have been introduced on 'Tuglakabad-Yesvantpur (TKD- YPR)' & 'Bhivandi Road-Sankrail (BIRD-SGTY)' routes on 27.02.2024 and 25.05.2024 respectively.

3. Inclusion of certain popular e-Commerce 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 indented Parcel trains and JPP-RCS trains.

#### 4. **Procurement of rakes for freight traffic by inviting private investments:**

- i **General Purpose Wagon Investment Scheme (GPWIS)** – To allow investment for procurement of General Purpose Wagons by End users, Public Sector Undertaking (PSUs), Port Owner, Logistics Providers and Mines Owners. The scheme permits eligible investors to invest in minimum of one rake of general purpose wagon in any of the desired circuit(s) to carry any commodity in these rakes.
- ii. **Liberalized Special Freight Train Operators (LSFTO) Schemes:** Liberalized Special Freight Train Operators (LSFTO) Scheme was introduced in the year 2020 by amalgamating erstwhile two schemes viz. Liberalized Wagon Investment Scheme (LWIS) and Special Freight Train Operator (SFTO) Scheme. The objective of the policy is to increase Railways share in transportation of non conventional traffic in high capacity and special purpose wagons to increase the commodity base of Rail Traffic. This policy provides an opportunity to logistics service providers or manufacturer to invest in wagons and use advantages of rail transport of selected commodity to create a win-win situation for railways and themselves. This also creates an avenue for end users to optimally utilize their rolling stock by transporting their commodities as well as commodities of third party.
- iii. **Automobiles Freight Train Operator (AFTO) Scheme:** Automobile Freight Train Operator Scheme permits procurement and operation of special purpose rakes by private parties for transportation of automobiles sector.
- iv. **Wagon Leasing Scheme (WLS) :** The Scheme introduced the concept of leasing of railway wagons on Indian Railways. The scheme aims at induction of rakes of general purpose wagons, special purpose wagons and wagons for containers movements through PPP route. Wagon Leasing Companies can lease wagon under Automobiles Freight Train Operator (AFTO) scheme, General Purpose Wagon Investment Scheme (GPWIS), Liberalized Special Freight Train Operators (LSFTO) scheme and also to Container Train Operators.



*Dedicated Freight Corridor*



*Loading / unloading on Goods Sheds*



**The required information on claims for financial year 2023-24 is as under:-**

**A. Claims (2023-24)**

The number of claims registered by Railways was 3,845 during 2020-21, 3,401 in 2021-22, 3,584 in 2022-23 and 3,102 in 2023-24.

**B. Claims (April-September, 2024)**

The number of claims registered by Railways was 1,683 during the period of April to September 2021, 1,717 during the period of April to September 2022, 1,584 during the period of April to September 2023 and 1,940 during the period of April to September 2024.

**Measures Initiated by Railways to prevent arising of Claims are as under**

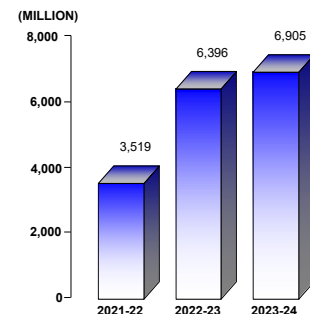
1. Monitoring of sick & detached wagons for proper connection and dispatch to its booked destination/rightful consignee. Wagon attachment/detachment details are recorded in FOIS module for this purpose.
2. Booking/loading/unloading/delivery details of parcels/luggage are fed into the PMS for tracking of parcels to facilitate the status of booked consignments to the customers.
3. At the time of booking, remarks on forwarding notes are obtained from the consignor or his authorized agent regarding defective packing conditions wherever necessary such as, "Internal/external packing conditions not complied with. Liable for damage during transit etc." and the same remark are reproduced on RR/PWB also.
4. Sending copy of ORRS/PRRS to the destination station before arrival of the consignments, to facilitate connection and delivery of the consignments.
5. Weighment of rakes through electronic in-motion-weighbridges and weighment of parcels at destination before delivery.
6. Escorting of rakes.
7. Instructions regarding Monsoon Precautions are issued to all concerned in advance every year in order to prevent damage of the consignment by wet.
8. Proper closing, bolting and securing the doors of wagons.
9. Use of dunnage to prevent pilferage of contents from bagged consignments. Use of Gunny Strips/Plastic sheets at door crevices to prevent seepage of water, and use of tarpaulins on open wagons.
10. Arranging sufficient CCTVs in all major Parcel Offices.
11. Adequate lighting facility with high mast at Goods Sheds.
12. Regular counseling and training given to all staff and officers regarding latest rules, circulars and new technologies in respect of Claims matters.

## Passenger Business

The profile of passenger traffic in 2023-24 as compared to 2022-23 is outlined below:

	Suburban		Non-suburban	
	2022-23	2023-24	2022-23	2023-24
Passengers originating (millions)	3,792	<b>3,981</b>	2,604	<b>2,924</b>
Passenger kilometers (millions)	1,14,350	<b>1,18,506</b>	8,44,570	<b>9,46,193</b>
Average lead (kilometres)	30.2	<b>29.8</b>	324.4	<b>323.6</b>
Earnings (₹ in crore)	2,639.08	<b>2,861.55</b>	60,777.76	<b>67,831.78</b>
Average rate per passenger kilometer (paise)	23.08	<b>24.15</b>	71.96	<b>71.69</b>

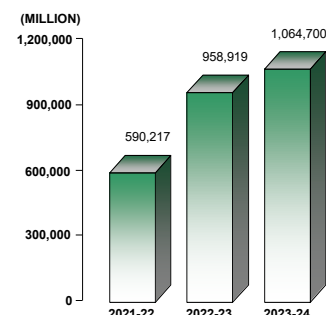
PASSENGER JOURNEYS  
(NUMBER)



The overall trend of passenger traffic in the last three years was as follows:

	Total suburban and Non-suburban		
	2021-22	2022-23	2023-24
Passenger earnings (₹ in crore)	39,214.39	63,416.85	<b>70,693.33</b>
Passenger journeys (millions)	3,519	6,396	<b>6,905</b>
Passenger kilometres (millions)	5,90,217	9,58,919	<b>10,64,700</b>
Average lead (kilometres)	167.7	149.9	<b>154.2</b>

PASSENGER KILOMETRES



### Fare Structure

- There was no increase in passenger fares in 2023-24.
- The fare of newly introduced Amrit Bharat train has been fixed as 15% higher than the corresponding class of Mail Express train.

### Ticketless Travel

During 2023-24, 5.39 lakh checks were conducted against ticketless/irregular travel (including carriage of unbooked luggage). About 361.05 lakh cases of ticketless/irregular travel/unbooked luggage were detected and ₹2,231.74 crore were realized on this account.

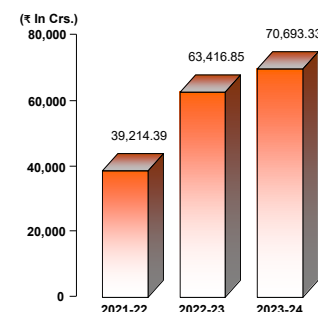
### Punctuality

The punctuality of Mail / Express trains (arriving at destination on right time) during the year 2023-24 was 73.62% as per Integrating Coaching Management System (ICMS). This computer based on-line system was adopted from January, 2009 for analyzing Punctuality performance.

### Unit Revenue

The average rate per passenger kilometer was 66.40 paise in

PASSENGER REVENUE





Proposed Amrit Station Midnapur

2023-24 as against 66.13 paise in 2022-23. Average revenue for different classes, was as follows:

	Earnings per passenger kilometer (paise)		Earnings per passenger journey (in ₹)	
	2022-23	2023-24	2022-23	2023-24
Suburban(all classes)	23.1	<b>24.1</b>	7.0	<b>7.2</b>
Non-Suburban:				
AC Ist Class	331.7	<b>343.5</b>	1,940.8	<b>1942.2</b>
AC Sleeper	186.1	<b>188.5</b>	1,484.0	<b>1500.0</b>
AC 3-Tier	137.0	<b>139.1</b>	1,183.4	<b>1185.4</b>
Ist class	282.7	<b>265.1</b>	217.9	<b>210.8</b>
AC Chair Car	186.9	<b>199.4</b>	567.6	<b>624.8</b>
Sleeper Class:				
(i) Mail/Express	56.8	<b>56.5</b>	416.5	<b>407.0</b>
(ii) Ordinary	65.0	<b>69.9</b>	123.6	<b>129.9</b>
Second Class:				
(i) Mail/Express	41.8	<b>38.2</b>	103.1	<b>108.7</b>
(ii) Ordinary	15.2	<b>18.8</b>	8.8	<b>11.2</b>
Total Non-suburban	72.0	<b>71.7</b>	233.4	<b>240.2</b>

During the year 2023-24, Indian Railways introduced new trains, extended the runs and increased the frequency of existing trains, as given below:

	Trains introduced	Trains Runs extended	Frequency of trains increased	Total
Non-suburban	262	236	38	536
Suburban	41	71	02	114
<b>Total</b>	<b>303</b>	<b>307</b>	<b>40</b>	<b>650</b>

(Trains in singles)

## Catering Services

Catering services are provided to travelling passengers in trains and at stations. These services are provided through Pantry Cars (562 pairs of trains), Train Side Vending (702 pairs of trains) and Static Units at en-route stations. In addition, passengers travelling in trains may avail food of their choice through e-Catering services, which are available at 407 stations. Static Catering Units include 570 Major Static Units (Food Plazas, Fast Food Units, Jan Ahaa, Cell Kitchens, Base Kitchens, Refreshment Rooms and Automatic Vending Machines) and 9,308 Minor Static Units (all stalls & trolleys) on Indian Railways. In addition, there are 875 Water Vending Machines, 1742 Multi Purpose Stalls, 50 Bookstalls, 34 Miscellaneous/ Curio Stalls and 03 exclusive Chemist Stalls operational at stations to ensure availability of items for travelling needs of passengers.

In its endeavour to bring noticeable improvement in catering services on Indian Railways, a number of initiatives have been undertaken during 2023-24, which are as under:

- Upgradation of Base Kitchens/Kitchen Units is being undertaken.
- CCTV Cameras have been installed in upgraded Base Kitchens / Kitchen Units for better monitoring of food preparation right at the



Dohrigat - Mau Memu Train

source. Real time monitoring of base kitchens is being done through Artificial Intelligence and sharing of live streaming.

- There is deployment of on board IRCTC supervisors on trains.
- QR codes have been introduced on food packets, enabling display of details like name of kitchen, date of packaging etc.
- Segregation of veg and non-veg food has been done by means of stickers on food packets.
- Mandatory facility of cashless transaction, issue of printed bills and invoice reflecting all details of transactions is undertaken at catering units.
- Awareness Campaigns have been carried out: a) MRP on all products- "No MRP, the license gets cancelled" b) No Bill- The food is for FREE. c) 'No Tips' is stitched/displayed on the uniforms of service providers.
- Third Party Audit is done to examine hygiene and cleanliness in Pantry Cars and Kitchen Units. Customer satisfaction survey is also conducted.
- To ensure compliance of Food Safety Norms, Food Safety and Standards Authority of India (FSSAI) certification from designated Food Safety Officers of each catering unit has been made mandatory.
- Food Safety Supervisors have been deployed at Kitchen Units to monitor food safety and hygienic practices.
- Regular and surprise inspections are conducted by Railway/ IRCTC officials, including Food Safety Officers.
- Further, as a measure to improve catering services on trains, IRCTC has been given flexibility to customize the menu within the same tariff so as to introduce items of regional cuisines/preferences, seasonal delicacies, requirement during festivals, food items as per the preferences of different group of passengers, such as diabetic food, baby food, health food options including millet based local products, etc.
- There is also a robust mechanism in place for receiving passenger feedback & complaints through RailMadad, Twitter handle @IR CATERING, CPGRAMS, E-Mail and SMS.



WiFi facilities in railway station

## Rail Tourism

Indian Railways, through Indian Railway Catering and Tourism Corporation Ltd (IRCTC), have been working towards promotion of Rail based Tourism through Rail Tour Packages, Budgeted tourist trains, Chartered Business etc. Now, the horizon of tourism activities has been expanded to include both Rail based and non Rail based tourism activities to succeed in the competitive market with better synergies, thereby offering better tourism products to people. Rail connectivity helps in reaching and promoting tourist destinations on pan-India basis.

Indian Railways, through IRCTC, provide various types of tourism products ranging from budget to luxury segment passengers. In addition, it is also engaged in operation of budget hotels at prime locations, providing



Ayodhya Dham Junction (dedicated to the nation)





*Bharat Gaurav train*

information about various tourist destinations as well as tour packages through Tourism Information & Facilitation Centers, Executive Lounges at Railway stations, etc.

The important train/coach services and various rail based tour packages are (i) Bharat Gaurav Trains, (ii) Luxury Tourist Trains viz. Maharajas' Express, Golden Chariot, Palace on Wheels & Deccan Odyssey, (iii) Buddhist Circuit Special Train (iv) Rail Tour Packages and (v) Online Chartered Trains/Coaches and Saloon Cars.

#### **(i) Bharat Gaurav Trains:**

Indian Railways launched theme- based Tourist Circuit trains under the Bharat Gaurav Trains (BGT) Policy issued vide Commercial Circular No. 14 of 2021 dated 23.11.2021, with the objective to showcase India's rich cultural heritage and magnificent historical places. The Service Provider has the freedom to adopt its own business model and decide the tariff to be charged from tourists. The Service Provider may offer a comprehensive package, with facilities of rail transportation, accommodation, meals, local sightseeing etc. The Service Provider is free to tie up for back-end services such as marketing, booking of tickets, catering, accommodation, etc. This scheme will generate a multiplier effect to increase employment opportunities. Indian Railways retain ownership of the coaches and provide operational assistance, including coach maintenance and stabling facilities.



*Introduction of New Amrit Bharat Train ER*

Ministry of Railways decided to give a concerted thrust to efforts for promotion of domestic tourism through provision of better quality Linke Hofmann Busch (LHB) coaches under the Bharat Gaurav Train policy and give approximately 33% concession in the charges due to the Railway. Further, in order to rationalize future demand of LHB coaches for operation of Bharat Gaurav Trains, at present only IRCTC is allowed to place new rake requests. The existing service providers, who have already placed their rake requests/allotted rakes, shall continue to operate under the Bharat Gaurav Trains policy framework.

Besides, in order to optimize BGT Rake/coach utilization, IR has decided to allow customization of coach composition in a rake by the Service Provider from the existing pool of coaches in allotted BGT rakes to cater to trip based requirement, subject to minimum composition and payment of haulage charges, as specified in the extant BGT policy.

The maiden Bharat Gaurav Train, viz. Shirdi Yatra, was launched on 14.06.2022 from Coimbatore to Mantralayam and Shirdi & back, covering a total distance of 2,880 km. Shri Ramayana Yatra, the first ever BGT Train to tour a foreign land, was taken to Nepal having tourists on board. The details of the Bharat Gaurav Train policy can be referred at <https://bharatgauravtrains.indianrailways.gov.in/>.



*Redvelopment of Jammu Tawi Station, under Amrit Bharat Station Scheme*

In FY 2023-24, total 198 trips of Bharat Gaurav trains covering various tourist destinations across the country were operated by different service providers carrying 1,20,114 passengers. These Bharat Gaurav trains were operated with occupancy rate of 86.18%.

In FY 2024-25 (April-September, 2024), total 74 trips of Bharat Gaurav Trains were operated having 42,228 passengers on board, with the occupancy rate of 79%.

## **(ii) Luxury Tourist Trains:**

In association with various State Tourism Corporations (STCs) / Indian Railway Catering and Tourism Corporation (IRCTC), Indian Railways have been operating several luxury tourist trains- 'Palace on Wheels' (since 1982), 'Deccan Odyssey' (since 2004), 'Golden Chariot' (since 2008) and 'Maharajas' Express' (since 2010). These trains mainly cater to the requirement of inbound tourists from various parts of the world.

In FY 2023-24, total 68 trips of luxury tourist trains were operated having 2,426 passengers on board, covering various important tourist destinations across the country.

In FY 2024-25 (April-September, 2024), total 05 trips of luxury tourist trains were operated having 123 passengers on board..

### **b) Palace on Wheels:**

Indian Railways operates this luxury tourist train in association with Rajasthan Tourism Development Corporation (RTDC). This train with 22 coaches offers one package of 7 Nights/8 Days to visit places like Jaipur, Ranthambore, Chittorgarh, Udaipur, Jaisalmer, Jodhpur, Bharatpur and Agra.

### **c) Deccan Odyssey:**

Indian Railways operates this luxury tourist train in association with Maharashtra Tourism Development Corporation (MTDC). This train with 21 coaches offers six packages of 7 Nights / 8 days to visit places like Aurangabad, Pachora, Goa, Sawantwadi, Agra, Jaipur, Udaipur, Jodhpur, Jaisalmer, Orcha, Banaras, Ramtek and Warora.

### **c) Golden Chariot:**

Indian Railways operates this luxury tourist train in association with Karnataka State Tourism Development Corporation (KSTDTC). This train with 18 coaches is operated with two packages of 5 Nights/6 Days and one package of 3 Nights/4 Days covering the southern part of the country. These itineraries cover destinations of Karnataka, such as Hampi, Mysore, Badami; Kerala; Tamil Nadu and Goa.

### **d) Maharajas' Express:**

Indian Railways, through IRCTC, manages and operates the Maharajas' Express. This 23-carriage-long train offers three packages of 6 Nights/7 Days and one package of 3 Nights/ 4 Days to visit places like Udaipur, Jodhpur, Bikaner, Jaipur, Ranthambore, Agra, Khajuraho and Varanasi.

## **iii) Buddhist Circuit Special Train:**

IRCTC has been operating the Buddhist Circuit Special Tourist Train



*South Central Railway, Headquarter Building*



*Indian Railways Institute of Transport Management (IRITM)*



*Inauguration of MEMU service on newly gauge converted Dohrighat-Indara rail section, NER*



*The Tourist Special (T-special) train, SR*

since 2007. This is a fully air-conditioned train offering a 7 Nights and 8 Days-package covering all major Buddhist Pilgrim locations in India and Lumbini in Nepal. The major destinations covered follow the life span of Lord Gautam Buddha like Bodhgaya, Rajgir, Nalanda, Varanasi, Sarnath, Kushinagar, Lumbini (Nepal), Shravasti and Agra.

The new rake of Buddhist Circuit Train has International level features like two Dining Cars, Vacuum Bio-toilets, Air Suspension springs, Security lockers, modified 2AC coaches with side seating facility, On-board housekeeping and security, CCTV camera security, accidental insurance facility, Foot massager, Mini library, etc. The itineraries have been uploaded with departure dates on the website of the train [www.irctcbuddhisttrain.com](http://www.irctcbuddhisttrain.com).

In FY 2023- 24, total 04 trips of Buddhist Special Train Tours were operated having 218 tourists on board.

In FY 2024-25 (Apr-Sept 24), IRCTC did not operate any trip of Buddhist special train.

#### **(iv) Rail Tour Packages:**

This is a comprehensive package of Indian Railway through IRCTC, where it offers an all inclusive Package, with confirmed onward and return rail journey, apart from other elements of a package, such as road transfers, accommodation, meals and sight-seeing at reasonable rates.

In FY 2023-24, 26,395 tourists have availed the facility of Rail Tour packages.

In FY 2024- 25 (April-September, 2024), 13,255 tourists have availed the facility of Rail Tour packages..

#### **(v) Online Chartering of Trains/Coaches and Saloon Cars:**

Ministry of Railways nominated IRCTC as the single window agency for online booking of all trains and coaches on charter basis. The online booking of FTR Trains/ coaches is done through IRCTC's exclusive web page, [www.ftr.irctc.co.in/ftr](http://www.ftr.irctc.co.in/ftr). IRCTC also provides a list of trains where coaches can be added to facilitate the customer, which is updated on regular basis. During FY 2023-24, 656 (187 trains, 389 coaches & 80 Saloon Cars) charter trains/coaches/saloon cars were booked through IRCTC. In FY 2024-25 (April-September, 2024), 187 (52 trains, 123 coaches & 12 Saloon Cars) were booked through IRCTC.



*A view of Mysuru-Chennai Vande Bharat Express at Katpadi Jn in Tamil Nadu, SR*

#### **Passenger Amenities**

The allocation under the Plan Head-53 "Customer Amenities" during the Financial Year 2023-24 was ₹13,355 crore (Budget Estimate) and the same was revised to ₹9,618.21crore (revised Estimate).

Ministry of Railways has launched 'Amrit Bharat Station Scheme' 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, circulation 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 centers at the station in the long term. So far, 1,334 stations have been identified / selected for development as Amrit Stations under Amrit Bharat Station Scheme.

During the Year 2023-24, 356 Foot over Bridges were constructed over Indian Railways. 160 stations were provided with water coolers, 82 stations were electrified and 276 passenger lifts and 210 escalators were provided at Railway Stations.

## Customer Care

In order to give large-scale training to frontline staff of Zonal Railways to behave politely and courteously with the passengers, iGOT platform has been launched under Mission Karmyogi to give online training to such staff. Under this program, master trainers have been trained to impart knowledge on various aspects including customer service and all frontline staff across all Zonal Railways (including Station Masters, Ticket Checkers, Booking Clerks, Enquiry and Reservation Clerks and Goods Clerks) has been covered. The staffs are being trained on the importance of polite and courteous behaviour towards passengers, fostering a more welcoming environment. This comprehensive approach aims to enhance the overall passenger experience, to improve quality throughout the railway network, and to ensure that service delivery is customer-centric.

### (a) Passenger Reservation System (PRS)

Passenger Reservation System (PRS) is running at about 3,531 locations and handles more than 3,000 trains. Over 80% of tickets are procured through the [www.irctc.co.in](http://www.irctc.co.in) website.

Computerized reservation terminals have been expanded to remote corner's through India Post PRS centers; non-railhead PRS facilities have been extended through State Government and local bodies. The progress of expansion of PRS locations over the years is as indicated below:

No. of locations with PRS facility										
13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	<b>23-24</b>
3,146	3,201	3,350	3,422	3,384	3,443	3,445	3,274	3,456	3,465	<b>3,531</b>



*One Station One Product to promote 'Vocal for Local' SECR*





Digital adoption through UTS app & ATVMs

## (b) Unreserved Ticketing System (UTS)

The Unreserved Ticketing System (UTS) in 2002-03 is now functioning at about 6,556 locations (working) on Indian Railways. This covers most of the important stations of IR. The details of proliferation of locations over the previous years are as indicated below:

No. of locations with UTS facility										
13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24
5,778	5,835	5,860	6,083	6,070	6,259	6,329	4,218*	6,120	6,331	6,556

\*This shows working Locations of UTS. Some locations were closed temporarily because of Covid.

UTS on Mobile app has also become popular, particularly in suburban sections. The latest enhancement is the M-UTS that enables UTS tickets to be booked via a mobile device connected to a portable printer.

## (c) Automatic Ticket Vending Machines (ATVMs)/Coin-cum-Card Operated Automatic Ticket Vending Machine (CoTVMs)

Presently, more than 4,215 ATVMs and CoTVMs are working over Indian Railways. The ATVMs facilitate purchase unreserved tickets, platform and recharging of season tickets by the passenger's through a touch screen facility. Thus, queuing at the counters is significantly reduced during the rush hours.

## (d) Online and Mobile Ticketing on Indian Railways

CRIS manages the website [www.irctc.co.in](http://www.irctc.co.in) for online booking of reserved tickets on behalf of the Indian Railway Catering and Tourism Corporation (IRCTC), which is one of the largest e-commerce websites in the country.

## Some Special Features of Ticket Booking on Indian Railways

### (a) E-Ticketing system

E-ticketing has been one of the most passenger-friendly initiatives of Indian Railways, as it obviates the need to come to Railway reservation counters. Passengers who have booked e-tickets can either take a print-out of the Electronic Reservation Slip (ERS) or can display the Short Message Service (SMS) sent by IRCTC containing all vital details to the on-board ticket checking staff for undertaking travel in reserved classes subject to appearance of passengers' name in the reservation chart and carrying of any one of prescribed proofs of identity in original. Owing to convenience offered by e-ticketing, the share of e-ticketing has consistently increased over the years and accounted for approximately 83% of the total reserved tickets booked during 2023-24.

### (b) Unreserved ticket booking through mobile phone

The UTSONMOBILE APP has been launched to promote cashless

transaction, Contactless ticketing and enhanced customer convenience. It aims to obviate the need for passengers to wait in queues at the ticket booking counters for purchasing the unreserved tickets and thereby facilitate seamless booking of unreserved-journey tickets, season tickets & platform tickets. Payment can be made through either Railway wallet (R-Wallet) (created with zero balance upon successful registration & linked with the mobile number) or through other digital modes like debit card, credit card, net banking, UPI through payment aggregator vis Paytm, Mobikwik and Freecharge.

#### **(c) Information on Status of Booking**

First reservation chart is finalized automatically at least 4 hours before the scheduled departure of the train so that the waitlisted passengers can come to know about the final status of their bookings. Thereafter, the available accommodation, if any, can be booked across any computerized PRS counter or through internet. Second reservation chart is prepared between 30 minutes to 5 minutes before the scheduled/rescheduled train departure. Remaining berths, if any, are transferred to the next remote location.

The passenger gets SMS on his registered mobile number indicating the coach and berth number allotted.

#### **(d) Alternate Train Accommodation Scheme - Vikalp**

With a view to provide confirmed accommodation to waitlisted passengers and also to ensure optimal utilization of available accommodation, a scheme called Alternate Train Accommodation Scheme- VIKALP has been implemented. Under this scheme, Waiting list passengers can give choice, at the time of booking ticket, to opt to travel by alternate train in case the berth is not confirmed after preparation of the charts.

#### **(e) Station Ticket Booking Agent (STBA)**

To facilitate ticket booking “Station Ticket Booking Agents” are engaged to issue unreserved tickets at ‘NSG-5’ and ‘NSG-6’ category stations. A pilot project for issue of unreserved tickets through STBA at ‘NSG-4’ and ‘SG-3’ stations has also been launched.

#### **(f) Yatri Ticket Suvidha Kendra (YTSK)**

With a view to expanding the facilities for issuing of tickets (both reserved and unreserved), public private partnership was allowed in establishment and operation of computerized PRS-cum-UTS terminals at centres called YTSK.

#### **(g) Online concessional ticket booking facility to Divyangjan**

The scope of internet ticketing has been expanded to provide online concessional ticket booking facility to Divyangjan.

#### **(h) Booking of Foreign Tourists through Internet upto 365 Days in Advance**

With a view to provide confirmed reservation to foreign tourists



*Environment and Housekeeping Management, ECR*



Newly constructed foot over bridge at Shahgarh Railway Station , NER

through internet (e-ticketing), they are allowed to book accommodation in Executive Class/1st AC, 2nd AC, 3rd AC, Sleeper Class, Second Sitting and Chair Car Class in all trains upto 365 days in advance. The facility is available upto the time of opening of reservation in the train as per Advance Reservation Period. Thereafter, the Foreign Tourists can book ticket against Foreign Tourist Quota which has been earmarked in certain mail/express trains based on demand pattern.

#### (i) Facility of Online Change of Boarding Point

For the convenience of passengers, the online facility of change of boarding point upto the time of preparation of first reservation charts has been extended both for the tickets booked through internet as well those booked through computerized Passenger Reservation System (PRS) counters. This facility is also available through 139 and across PRS counters (during working hours of PRS centers). In case of change of boarding point short of 24 hours, no refund is permissible in normal circumstances.

#### (j) Automatic Ticket Vending Machine (ATVM)

ATVMs are installed at Railway Stations of Indian Railways to enable passengers to procure unreserved tickets using smart cards and other digital mode of payments. Passengers can procure unreserved tickets from ATVMs using digital modes of payments or can utilise the services of facilitators engaged by Indian Railways. During 2023-24 approximately 21% of unreserved tickets were issued through ATVMs.

### Coaching Vehicle

#### 1. Induction of semi-high speed Vande Bharat (Train-sets)

Indian Railways has envisaged complete revamping of Passenger train journey. Up gradation of each type of passenger rolling stock is under way through induction of latest world class rolling stock technology and enhanced passenger amenities to make train journey safe, reliable, faster and with unique travel experience.

Sixty-Eight Vande Bharat Chair car trains are presently running in service over Indian Railways as below:-

- (a) Two Vande Bharat trains (16 car Chair Car) are running between New Delhi – Varanasi & New Delhi- Shri Mata Vaishno Devi Katra since 2019.
- (b) Twelve new and improved version of Vande Bharat trains with enhanced safety features, better ride index and passenger amenities have been manufactured in 2022-23.
- (c) Fifty one new Vande Bharat trains with enhanced safety features, better ride index and passenger amenities have been manufactured in 2023-24 (till 31.03.2024).
- (d) Further, Fourteen more Vande Bharat Trains have been manufactured in 2024-25 till date.



Newly installed escalator at Gomti Nagar Railway Station for the convenience of passengers, NER

## 2. Vande Bharat Sleeper Trains

- Indian Railway has planned to manufacture Vande Bharat sleeper rakes on IR design. Sleeper version of Vande Bharat has been conceptualized for long and medium Inter-state journey.
- Presently, 10 Vande Bharat Sleeper trains (16-Car) are planned to be manufactured from IR Production Units (i.e., ICF).
- Further, 50 rakes of Vande Bharat Sleeper in 24-Car configuration have been envisaged for manufacturing at ICF Chennai.
- Major Features of Vande Bharat Sleeper Trains are:
  - All Features of Vande Bharat Chair Car.
  - Improved crash-worthiness.
  - Provision of Semi-Permanent/Semi-Automatic coupler between BUs.
  - Furnishing, Design, Amenities etc. meeting world class standards.
  - Aircraft style world class toilet/coach panels..



*Induction of semi-high speed  
Vande Bharat*

## 3. Amrit Bharat Trains

- Two rakes of Non AC Amrit Bharat Express have been introduced in regular service between Darbhanga – Delhi and Malda Town-Bangalore on 30.12.2023
- Production of 100 more Amrit Bharat Trains have been envisaged with additional features for further improving the aesthetics and passenger experience, in following composition:
- Full Non-AC rakes with 08 Sleeper, 11 Unreserved, 01 Pantry Car and 02 LSLRD coaches
- These rakes have been envisaged with following features:
  - Aesthetically pleasing and ergonomically designed Seat & Berth.
  - Improved Luggage rack.
  - Foldable snack table & bottle holder
  - Aerosol based fire suppression system in toilets and electrical cubicles.
  - Mobile charging sockets (1 for each passenger in SCN & adequate nos in LWS).
  - Jerk Free Semi-Automatic Couplers along with provision of destruction tube for improved crashworthiness.
  - PAPIS along with exterior LED destination boards.
  - CCTV surveillance.
  - 3-hour battery backup, new design LED lights & BLDC fans.
  - Emergency disaster management light.
  - 3-Indian style and 1-western style toilet in each coach with Pressurized Flushing System.
  - Radium Illumination Floring strip.
  - Better aesthetics of Berths with enhanced look & feel on the lines of Vande Bharat Sleeper
  - Dust sealed wider gangways.



*Amrit Bharat Train*





Inside view of Vistadome Coach

- Improved design of Ladder for ease of climbing on to the upper berth.
- Passenger Announcement & Public Information System.
- Provision of EP assists braking system.

#### 4. Vistadome coaches

Vistadome coaches provide panoramic view, through wider body side windows as well as through transparent sections in the roof, thus enabling the passengers to enjoy the scenic beauty of the places through which they travel. As on 30.09.2024, 111 VISTADOME coaches are available over Indian Railways.

#### 5. Hydrogen Trainset

A project for development of Hydrogen power train using Hydrogen Fuel Cell has been taken up on pilot basis. The power train of this project has been designed. The production has been envisaged at ICF, Chennai Production Unit. This train will demonstrated the use of Hydrogen Technology in Indian Railways.

#### 6. Production of Namo Bharat Rapid Rail

Namo Bharat Rapid Rail is being developed to cater the need of daily travelling of common masses for inter-city short distance movement as well as for suburban commuters, harnessing the features of Vande Bharat.

These Namo Bharat Rapid Rails will be capable of with high acceleration and better ride quality and will have features of Vande Bharat like cushioned seats, Automatic sliding doors, CCTV, Emergency talk back system, Passenger information system and infotainment system, USB charging and many other features.

First, 12-Car Prototype rake from ICF, Chennai is operational between Ahmadabad-Bhuj since 16.09.2024. Further, 16-Car Prototype rake has also been turned out from RCF.

#### 7. Complete switchover to LHB

Ministry of Railways has decided for large scale proliferation of LHB coaches which are technologically superior with features like Anti climbing arrangement, Air suspension (Secondary) with failure indication system and less corrosive shell. These coaches have better riding and aesthetics as compared to the conventional ICF coaches. The Production units of Indian Railways are producing only LHB coaches from April, 2018 onwards. Trains operating with conventional ICF coaches are getting replaced by LHB coaches in a phased manner. As on 31.08.2024, total no. of around 1,399 rakes are with LHB coaches.

#### 8. Bio Toilets in coaches

As a part of “Swachh Bharat Mission” Indian Railway has completed the work of fitment / installation of Bio Toilets in all its coaches on line. This has ensured that no human waste is discharged from coaches on track. With this effort, dumping of nearly 2,74,000 litres per day of waste water and 3,980 tons per day of excreta on tracks is avoided.



Biotoilet aircraft UtenteJollyroger Federico Cantoni Wiki commons

The provisions of Bio-toilets in coaches have been increased from 3,647 coaches in year 2006-2014 to 88,812 coaches in year 2014-2024 (Upto September, 2024).

Further, all newly manufacture coaches, turning out of Production Units, are being provided with bio-toilets. With this effort, all passenger coaches are having provision of bio-toilets.

## 9. Focus on improving safety in coaches

Indian Railways is taking following steps to further strengthen the safety and reliability of railway passengers during manufacturing at Production Units:

- I. Provision of Fire and Smoke Detection Systems (FSDS) in air-conditioned (AC) coaches:- To improve fire safety in the running trains, Automatic fire and smoke detection system is being provided in all the newly manufactured AC coaches. Also, the fitment is in progress for the existing coaches in operation. Till date 19,753 AC coaches have been fitted with FSDS system. Instructions are in place for all the production units to manufacture the AC coaches with the provision of FSDS.
- II. Provision of Fire Extinguishers in All coaches:- Fire Extinguishers are provided in all the AC coaches. In addition, the fitment of Fire Extinguisher in all Non-AC coaches has also been completed. Hence, all the coaches in operation have the provision of Fire Extinguishers. Further, instructions have been issued to Production Units to provide fire extinguishers in all newly manufactured non-AC coaches as well.
- III. Provision of Fire Detection and Suppression Systems (FDSS) in Pantry Cars and Power Cars:- Pantry Cars and Power Cars operational in Indian Railway's fleet are being equipped with Automatic Fire Detection and Suppression Systems. Till date 2,165 Power Cars and 982 Pantry Cars have been provided with Automatic Fire Detection and Suppression systems. Also, the fitment in remaining Pantry/Power Car is under progress. Further, instructions are in place for all the production units to manufacture Pantry and Power cars with the provision of Fire Detection and Suppression Systems.

## 10. Facilities for Divyangjan in passenger coaches

Indian Railways facilitate a separate compartment earmarked for Persons with Disabilities (Divyangjan) in last vehicle LSLRD/SLRD (Second class cum Luggage cum Guard Van & Disabled Friendly Compartment) marshalled in almost all Mail/Express trains operating with both Linke Hofmann Busch (LHB) & Integral Coach Factory (ICF) coaches. These coaches have wider entrance doors, wider berths, wider compartments, larger lavatory with wider doors, wheel chair parking area, etc. Inside the toilets, additional grab rails on the side walls for support and wash basin and mirror at a suitable height are also available. It is also endeavored to have at least one such coach in each Mail/Express train.

Additionally, for facilitating the visually impaired travelers, integrated Braille Signage, i.e. Signage superimposed with Braille scripts have also been provided in all the newly manufactured coaches. Further, retro-fitment of the same in existing coaches is also continuing in a phased manner.



*LHB Coaches – for Comfort and Safety of Passengers*

The State-of-art Vande Bharat Trainsets have also been designed keeping in view the needs of Divyangjans. The first and last coaches (DTCs) of Vande Bharat trainsets have special provisions for Wheel Chair with wider entrance, parking arrangement & space for easy maneuvering. The toilets in these coaches are also Divyangjan friendly with additional grab handles, wider space etc. All the important instructions and seat numbers in Vande Bharat trainsets have also been provided with Braille Signage.

To further facilitate the ease of access into the coaches, light-weight modular ramps are also being provided in both DTC coaches on either ends of Vande Bharat. It is the endeavor of the IR to provide best in class facilities to make the travel experience of each and every passenger a memorable one.

## 11. Introduction of NMGH / NMGHS coaches

There has been increase in demand of Automobile Carrying vehicles over Indian Railways. Accordingly, to capture traffic of automobile movement, there has been increased emphasis for manufacturing of NMG/NMGH/NMGHS coaches from conversion of existing ICF coaches which are being phased out from train operation gradually.

The NMG coaches have been further proliferated as NMGH/NMGHS coaches with higher speed potential of 110 kmph which shall create more line capacity. NMGHS coaches with speed potential of 110 kmph and provision of side entry have also been introduced.

## 12. Other initiatives

- a. Quick watering facilities are being provided at stations for quick watering in trains within stipulated halt of the train. These facilities are essential to ensure availability of adequate water in coaches throughout the journey. At present nearly 226 locations have been identified for provision of this facility, out of which these systems are installed and functional at 128 locations.
- b. Automatic Coach Washing Plants have been installed 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. These Automatic Coach Washing Plants are functional at 75 locations.

## CLEANLINESS AND HYGIENE

### Cleanliness on Trains

- Cleanliness and housekeeping of trains is a continuous process and Indian Railways make every endeavour to keep trains & stations in properly maintained and clean condition.
- Rag picking/garbage disposal contracts are in place.
- Mechanized Cleaning of Coaches is being carried out through professional agencies in around 200 coaching depots. Machines like high pressure jet cleaners, floor scrubbers, wet and dry vacuum cleaners etc. are deployed.



Boot laundry at BBQ Chennai

- At present, all trains coaches are turned out with Bio-toilets to eliminate the direct discharge of human waste from trains, which resulted in improved cleanliness level of platform & station.
- On Board Housekeeping Service (OBHS) has been provided in around 1200 pairs of trains including Rajdhani, Shatabdi and other important long distance Mail/Express trains for cleaning of coach toilets, doorways, aisles and passenger compartments during the run of the trains.
- Around 40 Clean Train Stations (CTS) are provided on IR for limited mechanized cleaning attention to identified trains including cleaning of toilets during their scheduled stoppages enroute at nominated stations. Further, the matter for establishing 38 more CTS is under process.
- Automatic Coach Washing Plants (ACWP) have been installed at around 70 major depots with water recycling facility for more effective and efficient cleaning of coach exterior, also to reduce the direct water requirement by water recycling facility thereby.
- Pest & Rodent control is being done by professional agencies in All AC, Non AC reserved and un-reserved coaches including pantry cars.
- Standard Bid Document (SBD) and General Conditions of Contract for Services (GCCS) have been issued to improve effectiveness of housekeeping / cleaning contracts Provision of dustbins at major railway station and in coaches.
- Special Cleanliness Campaigns under Swachh Bharat Abhiyan and cleanliness drives/campaign are organized regularly over Indian Railways with the sole objective to achieve significant and sustainable improvements in cleanliness standards of railway stations and trains.
- Frequent surprise inspections by senior officials of trains on cleanliness including toilets and washrooms are conducted.
- Instructions issued to all Zonal Railways for manpower based contracts instead of earlier outcome based contracts.
- Staffing level strengthening of cleaning staff w.r.t OBHS, linen attendant etc.







Infrastructure Development, ECoR

## Planning

In the year 2023-24, the following assets were acquired:-

S.No.	Heads	In Numbers
1.	Wagons (BLC+ Private Wagons)	37,650
2.	Locomotives	1,472
3.	Coaches including	6,550
	(i) EMUs	444
	(ii) MEMUs	524

In addition, the following works were accomplished:-

S.No.	Heads	In Kms.
1.	New lines	2,806
2.	Gauge Conversion to BG from MG/NG	259
3.	Double/Multiple lines	2,244
4.	Route Electrification	7,188
5.	Track renewals (both primary & secondary renewal)	5,950

The Plan allocation (Revised Estimates) and Actual Net Expenditure for 2023-24 compared with 2022-23, were as follows:-

S.No.	Plan Head	₹ in crore)			
		2022-23		2023-24	
		Allocation (R.E.)	Actual Net Expenditure	Allocation (R.E.)	Actual Net Expenditure
<b>CIVIL ENGINEERING</b>					
1	New Lines (Construction)	26,014.07	24,310.17	<b>34,410.00</b>	<b>33,575.45</b>
2	Gauge Conversion	3,870.00	2,833.79	<b>4,278.54</b>	<b>4,356.95</b>
3	Doubling	42,526.06	29,979.17	<b>35,046.03</b>	<b>36,714.88</b>
4	Traffic Facilities- Yard Remodeling and Others	4,740.00	4,456.36	<b>7,808.62</b>	<b>7,372.77</b>
5	Road Safety Works - Level Crossings	750.00	519.82	<b>551.53</b>	<b>564.54</b>
6	Road Safety Works - Road Over/Under Bridges	6,000.00	4,825.25	<b>6,297.42</b>	<b>6,096.25</b>
7	Track Renewals	15,388.05	13,811.98	<b>16,826.36</b>	<b>15,907.60</b>
8	Bridge Works	1,215.00	1,042.82	<b>1,999.63</b>	<b>1,902.16</b>
9	Staff Welfare	462.56	420.86	<b>732.62</b>	<b>667.76</b>
	<b>TOTAL</b>	<b>1,00,965.74</b>	<b>82,200.22</b>	<b>1,07,950.75</b>	<b>1,07,158.36</b>
<b>MECHANICAL</b>					
1	Rolling Stock	60,198.86	43,878.98	<b>50,324.87</b>	<b>53,443.04</b>
2	Leased Assets- Payment of Capital Component	18,898.00	17,456.40	<b>21,300.00</b>	<b>20,741.37</b>
3	Machinery and Plant	537.91	519.49	<b>467.71</b>	<b>514.37</b>
4	Workshops including Production Units	2,671.46	2,478.67	<b>3,457.80</b>	<b>4,513.70</b>
	<b>TOTAL</b>	<b>82,306.23</b>	<b>64,333.54</b>	<b>75,550.38</b>	<b>79,212.48</b>



First third Line on North Eastern Railway between Gorakhpur Cantt - Kusmihi Station, NER

<b>ELECTRICAL ENGINEERING</b>					
1	Electrification Projects	8,030.22	6,641.61	<b>8,360.72</b>	<b>5,720.96</b>
2	Other Electrical Works including Traction Distribution Works excl. TRD	676.17	731.28	<b>1545.20</b>	<b>1,428.43</b>
	<b>TOTAL</b>	8,706.39	7,372.89	<b>9,905.92</b>	<b>7,149.39</b>
<b>SIGNAL and TELECOMMUNICATION</b>					
1	S and T Works	2,428.47	2,448.85	<b>3,580.85</b>	<b>3,748.38</b>
	<b>TOTAL</b>	2,428.47	2,448.85	<b>3,580.85</b>	<b>3,748.38</b>
<b>OTHERS</b>					
1	Computerization	462.16	398.47	<b>690.48</b>	<b>480.89</b>
2	Railway Research	107.00	39.12	<b>66.52</b>	<b>28.34</b>
3	User's Amenities	3,824.20	2,157.72	<b>9,618.21</b>	<b>8,120.49</b>
4	Investment in PSUs/ JVs/SPV etc. (Govt. & Non-Govt.)	28,980.87	27,532.93	<b>32,869.83</b>	<b>31,909.37</b>
5	Other Specified Works	856.82	556.21	<b>850.97</b>	<b>794.36</b>
6	Training/HRD	154.00	115.42	<b>242.12</b>	<b>101.93</b>
7	Inventories	350.00	1,243.77	<b>250.00</b>	<b>2,406.77</b>
8	M.T.Ps.	3,536.00	4,497.91	<b>4,600.88</b>	<b>4,480.81</b>
9	EBR (Partnership)	14,700.00	-	<b>17,000.00</b>	-
10	Credits or recoveries	(-)2,077.88	-	<b>(-)2,976.91</b>	-
	<b>TOTAL</b>	50,893.17	36,541.55	<b>63,212.10</b>	<b>48,322.96</b>
	<b>GRAND TOTAL</b>	2,45,300.00	#1,92,897.05	<b>2,60,200.00</b>	<b>##2,45,591.57</b>

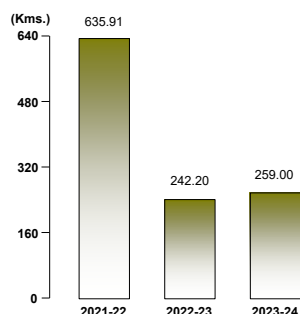
#### Actual Net Expenditure

# Excluding actual expenditure of ₹11,086.03 crore under EBR(PPP) during 2022-23.

## Excluding actual expenditure of ₹16,625.36 crore under EBR(PPP) during 2023-24.



## GAUGE CONVERSIONS



## Engineering

During 2023-24, 2,806 Km New Lines were constructed, track of 259 Km was converted from MG/NG to BG, and 2,244 Km of double/multi-tracking line commissioned. The details of the same are given below:

### New Lines:

During 2023-24, 2,806 Km of new lines have been completed on the following sections:

SN	Rly	Project	Section Commissioned	Km
1	WR	Chotaudepur-Dhar new line	Khandala-Jobat	14.62
2	WCR	Ramganjmandi-Bhopal	Aklara Ghatoli	16
3	NER	Ghazipur City - Tarighat	Ghazipur City - Tarighat	9.63
4	ECoR	Khurda - Balangir new line	Khambeswarpalli- Jhartarbha	11.2
5	ECR	Fatuha-Islampur	Bihar Sharif- Asthawan	13
6	DFC	EDFC	Ahraura Road - DDU (2x27km)	54
7	DFC	EDFC	Sanewal-Sambhu	80
8	ECoR	Khurda Road - Balangir	Nuagaon-Daspalla	15.5
9	NR	Rohtak-Meham-Hansi new line	Meham-Garhi	24
10	SECR	Dallirajhara-Rowghat	Antagarh-Tadoki	17.7
11	CR	Wardha-Nanded new line	Wardha-Deoli	14.9
12	SCR	Manoharabad-Kottapalli new line	Siddepet- Duddeda	11.1
13	NR	Rohtak-Meham-Hansi new line	Garhi-Hansi	12
14	DFC	EDFC	Pilkhani-New Sambhu	99
15	DFC	EDFC	Rooma - Sujatpur	260
16	DFC	EDFC	DDU-Sonnagar	274
17	ECoR	Angul-Sukinda New line	Budhapank-Kamalang	5.7
18	CR	Wardha Nanded new line	Deoli-Kalamb	24
19	NWR	RDSO Test Track	Gudha-Jabdingar	13
20	ECoR	Khurda-Balangir	Sonepur- Khambeshwarpalli	10.5
21	WCR	Lalitpur-Singrauli	Rewa-Govindgarh	20
22	DFC	EDFC	Shujatpur-Ahraura Road	390
23	DFC	EDFC	Khurja-Dadri	94
24	DFC	EDFC	Bhaupur-Bhimsen	100
25	DFC	EDFC	Khurja-Khatauli (SL)	134
26	DFC	EDFC	Khatauli – Pilkhani (SL)	88
27	DFC	WDFC	Rewari-Dadri	258
28	DFC	WDFC	Bhestan-Sanjan	216
29	DFC	WDFC	Makarpura-Bhestan	260



Doubling of Banaras-Jhansi (Prayagraj) rail section, NER

SN	Rly	Project	Section Commissioned	Km
30	CR	Ahmednagar-Beed-Parli	Ashti- Amalner	34
31	NR	USBRL	Banihal Khari	15
32	WCR	Ramganjmandi-Bhopal new line	Nishatpura- Shant Hirdaram Nagar	9.6
33	SWR	Gadag Wadi new line	Hanamapur-Lingahbandi	10.8
34	SWR	Ginigera-Raichur newline	Karatagi-Sindhanur	18.3
35	ECR	Neora-Daniyawar new line	Jatdumri-Daniyawar	22.8
36	Metro	Joka-Esplanade metro project	Majherhat-Taratala	1.25
37	NR	USBRL	Khari-Sangaldan	33.4
38	NWR	RDSO test track	Gudha high speed loop	6.8
39	ER	Murshidabad-Azimganj new line	Murshidabad-Azimganj new line	6.9
40	NWR	Dausa-Gangapur City	Deedwana - Lalsot	8.5
41	NER	Ghazipur-Tarighat	Ghazipur Ghat -Tarighat	7.2
42	SCR	Nadikudi-Srikalahasti new line	Gundlakamma - Darsi (27.83 Km)	27.8
43	ECOR	Angul -Sukinda new line connections	Talcher Road Jn - Kamalang	7.5
44	Metro	New Garia-Airport Metro project	Hemanta Mukhopadhyay-Beleaghata	8.8
45	Metro	Noapara - Barasat	Noapara-Dumdum Cantt	5.68
46	Metro	Kavi Subhash- Dum Dum Airport via Rajarhat	Kavi Subhash-Hemanta Mukhopadhyay	10.8
47	Metro	East West Corridore	Howrah Maidan-Esplanade	9.6
48	SR	Karaikal -Peralam new line		13
49	SR	Chinnasalem-Kallakurichi new line		8
<b>TOTAL</b>				<b>2806</b>



*Railway doubling works along the Gooty-Dharmavaram route by RITES*

### Doubling:

During 2023-24, 2,244 Kms of double/multiple lines track were completed.

### Gauge Conversion

During 2023-24, 259 Kms of track was converted from MG/NG to BG as detailed below:

SN	Rly	Project	Section Commissioned	Km
1	NCR	Gwalior Sheopurkalan GC	Gwalior-Birlanagar-Rayru	15
2	NCR	Gwalior-Sheopurkalan GC	Rayru-Sumaoli	24
3	ECR	Jhanjharpur-Laukahabazar	Mahrail-Vachaspatnagar	13
4	SCR	Ratlam-Khandwa-Akot-Akola	Khandwa-Amalakhurd	46
5	NCR	Gwalior Sheopurkalan GC	Sumaoli-Jora Alapur	16



*Infrastructural Marvels: A Testament to Progress, WR*





Track maintenance works

SN	Rly	Project	Section Commissioned	Km
6	SCR	Akola-Khandwa gauge conversion	Gurhi-Amalakhurd	9
7	ECR	Jaynagar-Darbhang-Narkatiaganj-GC	Amolwa-Gawnaha	9.8
8	ECR	Sakri-Nirmali and Saharsa Forbesganj GC	Mahrail-Vachaspatnagar	12.5
9	NCR	Gwalior-Sheopurkalan	Jora Alapur-Kailaras	13
10	WR	Katosan Road=Chanasma-Ranuj	Katosan Road-Chanasma-Ranuj	38.1
11	ECR	Jhanjharpur-Laukahabazar	Vachaspatnagar-Laukaha Bazar	23
12	SECR	Kendri - Dhamtari GC	Kendri- Abhanpur	7
13	ER	Krishnanagar-Amghata GC	Krishnanagar-Amghata	8.3
14	NER	Lucknow-Pilibhit GC	Shahgarh-Pilibhit	24.5
<b>Total</b>				<b>259</b>

### Track Renewal and Maintenance

During 2023-24, 5,950 kms in Complete Track Renewal (CTR) units of track renewal was carried out. The year wise details of Track Renewal carried out and expenditure incurred thereon are as under:

Year	Gross expenditure (₹ in crore)	Track Renewal carried out (in kms)
2022-23	16,325.72	5,227
<b>2023-24</b>	<b>17,850.25</b>	<b>5,950</b>

One Complete Track Renewal (CTR) units comprises of one km of Through Rail Renewal (0.5 CTR units) and one km of Through Sleeper Renewal (0.5 CTR units).

### Track Upgradation

The track constitutes the basic infrastructure of a railway system and bears the burden of coping with ever increasing traffic. Higher speed and heavy axle load operation of IR has necessitated up-gradation of the track structure. Several policy initiatives have been taken in order to modernize the track.

Track structure is upgraded at the time of renewals. Sleepers are being upgraded from wooden, steel and CST-9 to PSC (Normal/Wider Base) sleepers. Heavier section and high tensile strength 60kg 90UTS/R260 rails are used in place of 90R/52kg, 72/90UTS rails. Similarly, long rail panels or welded rails are predominantly used in place of earlier fish plated joints. The sturdier turnouts using thick web switches are gradually introduced on trunk routes and other high density routes. As on 31.03.2024, on BG main lines of IR, about 90.79% of the length is covered by long welded rails, 99.47% with PSC sleepers and 99.44% with 52kg/60kg 90 or higher UTS rails.



Mechanised maintenance of railway track, IR

## Welded Rails

On most of BG track, rails have been converted into long welded rails. Short-welded rails of 39m length and single rails are limited to locations, where welded rails are not permitted on technical grounds. As on 31.03.2024, 93,844.2 km length of track with long welded rails and 8,648.4 km length of track with short-welded rails combined together comprise approx. 99.2% of total tracks in main lines of Indian Railways.



*New electronic interlocking and panel interlocking track*

## Track Modernization

(i) Indian Railways is working towards progressive mechanization and modernization of track maintenance, laying inspection and monitoring of track. Some of the major steps taken during the year 2023-24 are as below:

(A) **Rail Grinding Machines (96 stone RGM):** in addition to 2 nos. 72 stone RGMs already working in IR, 10 nos. 96-stone high productivity rail grinding machines are being procured for zonal Railways to cover entire IR track. Out of 10 nos., 5 nos. 96 stone RGM have been inducted on IR during 2023-24.

(B) **Track Inspection & Recording:** Track recording Cars (TRS) are deployed for monitoring of parameters at stipulated intervals to enable planning of track maintenance. During 2023-24, a total of 2,82,754 km track recording was carried out.

(C) **During 2023-24,** 154 numbers track machines have been supplied on IR taking the total to 1,661 nos.

(ii) **During 2024-25 (April to September, 2024)**

(A) **Rail Grinding Machines (96 stone RGM):** 10 nos. 96-stone high productivity rail grinding machines are under procurement. Out of 10 nos., 5 nos. 96 stone RGM were inducted on IR during 2023-24, 3 more 96 stone RGM have been inducted on IR during 2024-25 (upto Sept., 2024).

(B) **During 2024-25** (upto Sept., 2024) 23 nos. of track machines have been inducted on IR.

## Level Crossing

Level crossings are meant to facilitate the smooth running of traffic in a regulated manner governed by specific rules and conditions. Status of level crossings on IR as on 01.04.2024 is as under:

Total number of level crossings	: 17,777
Number of manned level crossings	: 17,260 (97%)
Number of unmanned level crossings	: 513 (3%)



Road Over Bridge

Indian Railway has decided to progressively eliminate the level crossings for the safety of road users and train passengers. During the year 2023-24, 784 Nos. of manned level crossings have been eliminated. All unmanned level crossings on Board Gauge have already been eliminated on 31.01.2019.

### Road Over/Under Bridges

To improve safety of train operation and reduce inconvenience to road users, level crossings are being replaced by Road Over/Under Bridges/Subways (ROBs/RUBs) in a phased manner based on the quantum of traffic.

During the year 2023-24, 296 ROBs and 782 RUBs/subways have been constructed under cost sharing, railway cost/accommodation works, Deposit/BOT term and by NHAI over Indian Railways

### Bridges

As on 01.04.2024, Indian Railways has a total number of 1,63,810 bridges out of which 740 bridges are important, 13,176 bridges are major and 1,49,894 bridges are minor Bridges.

During the year 2023-24, 2,132 Bridges were strengthened/Rehabilitated/Rebuild to enhance safety of train operation.

### Bridge inspection and management System

Modern Bridge Inspection techniques have been adopted, which includes inspection by Drones, Under Water Inspections, monitoring the water level with the help of water level system, 3D scanning of river bed etc.

### Land Management

As on 31.03.2024, Indian Railways (IR) owns about 4.90 lakh hectares of land, About 81% of this land is under Railways' operational and allied usages such as laying of new lines, doubling, gauge conversions, track, stations, workshops, staff colonies, etc. The break-up of the land is as under:



Bridge rehabilitation and rebuilding to ensure asset reliability and safety.

S.No.	Description	Area (in lakh hectares)
1	Track and structures including Stations, colonies, etc.	3.50
2	Afforestation	0.32
3	'Grow More Food' scheme	0.022
4	Commercial licensing	0.036
5	Other uses like pisciculture	0.12
6	Encroachment	0.01
7	Vacant land	0.89
<b>Total</b>		<b>4.9</b>

Creation of various infrastructure facilities for development of future rail network largely depends on the availability of land. Therefore, preservation and meaningful interim use of railway land is the main objective of IR's land-use policy. Vacant railway land is also permitted to utilize for cargo terminals, cargo related activities like warehouses, renewable energy and infrastructure for public service utilities.

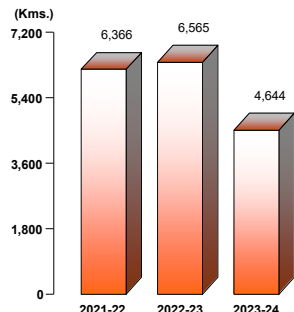
Railways have also taken up commercial use of such land which may not be required by the Railways for its immediate future use. Through an amendment to Railways Act, 1989 Rail Land Development Authority (RLDA), under the Ministry of Railways was constituted on 1st November, 2006 to undertake all tasks related to commercial development on railway land/air-space under the control of Ministry of Railways. 143 sites for Commercial development and 109 sites for Colony redevelopment measuring total of 1060.97 hectares (approx.) were entrusted to RLDA upto 31.03.2024. Necessary action for development of these sites is under process by RLDA.

Besides commercial development of vacant Railway land, RLDA has also been assigned the task of development of Multi Functional Complexes (MFCs). As on 31.03.2024, a total number of 84 sites have been entrusted to the RLDA, out of which 15 have already been successfully completed and commissioned. In addition to this, IRCON is currently managing 24 MFCs.





## ANNUAL RAILWAY ELECTRIFICATION (ROUTE KILOMETRES)



# Railway Electrification

Indian Railways' Mission 100% Electrification policy is seen as pivotal for the country's entire energy sector. The government initially stepped up the rate of railway electrification in order to reduce crude oil imports and save foreign exchange payments. However, there has been growing recognition that it will deliver significant environmental benefits. In performance terms, electric traction provides users with a better quality of service. The higher power of electric locomotives increases the average speeds and loadings for both freight and passenger trains, which in turn offers a tremendous opportunity to modernize railways and support economic development. Electrification will meet the aspirations of its citizens to provide clean transport, by reducing carbon footprint & provide the country with an environmentally friendly, green and clean mode of transport.

For a long time, the railway was largely fueled by coal and diesel, but electrification has been growing steadily since independence in 1947, but the past ten years have seen some remarkable transformation. Since then, the focus has been on delivery and majority routes have been electrified.

By March, 2024, electrification on Indian Railways has been extended to 62,253 RKMs excluding Konkan Railway. This constitutes about 90% of the total BG Railway Network.

## II. Progress of Railway Electrification

- (a) The progress of Electrification since independence is tabulated below:

Year	Cumulative Electrified (RKM)
1951	388
1961	748
1971	3,706
1981	5,345
1991	9,968
2001	14,856
2011	19,607
2022	51,804
2023	58,074
<b>2024</b>	<b>62,253</b>



Broad gauge network electrified by other Railway agencies

- (b) During year 2023-24, record 4,644 Rkm. has been electrified.

### III. Sections Electrified in (2023-24)

S.No.	Section	Railway	State	RKM
1	Ahmednagar - New Loni - Ashti	CR	Maharashtra	67
2	Azimganj - Jiaganj	ER	West Bengal	7
3	Budhapank - Kamalanga	ECOR	Odisha	6
4	Jhartarbha - Sonapur	ECOR	Odisha	23
5	Nuagaon - Daspalla	ECOR	Odisha	15
6	Amolwa - Gawnaha	ECR	Bihar	10
7	Bandhua - Paimar	ECR	Bihar	24
8	Biraul - Harnagar	ECR	Bihar	7
9	Nirmali - Forbesganj	ECR	Bihar	104
10	Saraigarh - Garhbaruari	ECR	Bihar	36
11	Fazilka - Abohar - Sriganganagar	NR	Punjab	92
12	Dharam - Banihal - Khari	NR	J&K	52
13	Rohtak - Meham - Hansi	NR	Haryana	68
14	Firozpur - Lohian Khas	NR	Punjab	65
15	Firozpur City - Husainiwala & Firozpur City -Fazilka	NR	Punjab	95
16	Firozpur - Fazilka	NR	Punjab	120
17	Jalandhar cantt - Hoshiarpur	NR	Punjab	36
18	Jaijon Doaba - Nawanshahr Doaba - Rahon	NR	Punjab	37
19	Gwalior - Jora Alapur	NCR	Madhya Pradesh	51
20	Ghazipur - Tarighat	NER	Uttar Pradesh	7
21	Kurraiya - Pilibhit	NER	Uttar Pradesh	52
22	Alipurduar - New Cooch Behar	NFR	West Bengal	24
23	Badarpur - Agartala	NFR	Assam & Tripura	229
24	Arunachal - Jiribam	NFR	Assam	50
25	Azara - Kamakhya	NFR	Assam	11
26	Karimganj - Maishashan	NFR	Assam	10
27	Baraigram - Dullabcherra	NFR	Assam	27
28	Dalgaon - Alipurduar - Samuktala	NFR	West Bengal	65
29	Lumding - Dimapur	NFR	Assam & Nagaland	139
30	Katihar - Teznarayanpur	NFR	Bihar	33
31	Lumding - Maibong	NFR	Assam	67
32	Chandranathpur - Badarpur	NFR	Assam	20
33	Rangiya - Tangla - Dhekiajuli	NFR	Assam	100
34	Raninagar Jalpaiguri - Haldibari	NFR	West Bengal	31
35	Silchar - Badarpur	NFR	Assam	30
36	Y Leg Cabin Connection - New Cooch behar	NFR	West Bengal	90
37	Bangurgram - Ras	NWR	Rajasthan	29
38	Barmer - Munabao	NWR	Rajasthan	120
39	Suratgarh - Sriganganagar	NWR	Rajasthan	135
40	Raniwara - Bhildi	NWR	Rajasthan & Gujarat	71



Railway electrification, IR



Electrified Rail Section, NER



Railway electrification, IR



Electrification of Indian Railway section

S.No.	Section	Railway	State	RKM
41	Bikaner - Lalgargh - Phalodi	NWR	Rajasthan	166
42	Samdari - Raniwara	NWR	Rajasthan	150
43	Bechhiwara - Kharwachand	NWR	Rajasthan	111
44	Phalodi - Pokran	NWR	Rajasthan	113
45	Didwana - Degana	NWR	Rajasthan	63
46	Mavli - Nathdwara	NWR	Rajasthan	15
47	Merta City - Pipar - Rai Ka Bag & Pipar - Bilara	NWR	Rajasthan	155
48	Bhagavathipuram - Edamann	SR	Kerala	33
49	Madurai - Bodinayakkanur	SR	Tamil Nadu	90
50	Shoranur - Nilambur	SR	Kerala	66
51	Dinagaon - Parbhani - Basar	SCR	Maharashtra	260
52	Devarkadra - Krishna	SCR	Telangana	65
53	Chhal feeder line	SECR	Chhattisgarh	9
54	Dallirajhara - Bhanupratappur	SECR	Chhattisgarh	34
55	Kendri - Abhanpur	SECR	Chhattisgarh	6
56	Korichapper - Baroud	SECR	Chhattisgarh	5
57	Anandapuram - Talguppa	SWR	Karnataka	41
58	Belagavi - Ghatprabha	SWR	Karnataka	58
59	Mysuru - Hassan - Sakleshpur	SWR	Karnataka	168
60	Hassan - Kunigal	SWR	Karnataka	105
61	Padil - Subrahmanya Rd	SWR	Karnataka	82
62	Kumsi - Anandapuram	SWR	Karnataka	31
63	Majorda - Vasco & Castle Rock Yard	SWR	Karnataka & Goa	20
64	Sakharayapatna - Chikkamagaluru	SWR	Karnataka	28
65	Vyasa Colony - Swamihalli	SWR	Karnataka	40
66	Wandal - Bagalkot	SWR	Karnataka	51
67	Alirajpur - Jobat	WR	Madhya Pradesh	24
68	Bhimnath - Botad	WR	Gujarat	28
69	Bileshwar - Rajkot	WR	Gujarat	14
70	Gandhidham - Kandla port	WR	Gujarat	10
71	Halvad - surbari	WR	Gujarat	61
72	Jetalsar - Wansjaliya	WR	Gujarat	88
73	Khandwa cabin - Khandwa	WR	Madhya Pradesh	5
74	Lunidhar - Jetalsar	WR	Gujarat	57
75	Lushala - Veraval	WR	Gujarat	59
76	Sabarmati - Moraiya	WR	Gujarat	32
77	Aklara - Nayagaon	WCR	Rajasthan	30
78	Nishatapura - Shant Hirdaramnagar	WCR	Madhya Pradesh	9
79	Kavi Subhash to Hemanta Mukhopadhyay	Metro	West Bengal	6
80	Taratala to Majherhat	Metro	West Bengal	1
<b>Total</b>				<b>4,644</b>

#### IV Important Railway Electrification Projects Completed during 2023 - 24:

SN	Project	RLY	State (s)	Route Km
1	Bathinda Jn. - Abohar - Sri Ganganagar	NR	Punjab	125
2	Phagwara Jn. - Nawanshahr Doaba - Jaijon Doaba incl. Nawanshahr - Rahon	NR	Punjab	74
3	Bathinda - Firozpur - Jalandhar City Incl. Lohian Khas - Nakodar - Phillaur & Nakodar - Jalandhar	NR	Punjab	301
4	Ludhiana - Firozpur City - Husainiwala including Firozpur City - Fazilka - Abohar & Kotkapura - Fazilka	NR	Punjab	339
5	Jalandhar City - Hoshiarpur	NR	Punjab	38
6	Kasganj - Bareilly, Bhojipura - Daliganj	NER	Uttar Pradesh	401
7	New Bongaigaon - Goalpara - Kamakhya and Dudhnoi - Mendi Pathar	NFR	Assam	194
8	Raninagar - Haldibari	NFR	West Bengal	34
9	Katihar - Teznarayanpur, Barsoi - Radhikapur & Eklakhi - Balurghat	NFR	West Bengal & Bihar	176
10	Mavli - Nathdwara	NWR	Rajasthan	15
11	Degana - Ratangarh	NWR	Rajasthan	143
12	Samdari - Barmer - Munabao	NWR	Rajasthan	250
13	Bangurgram - Ras	NWR	Rajasthan	29
14	Sengottai - Tenkasi Jn. - Tirunelveli - Tiruchendur and Punalur - Sengottai	SR	Tamil Nadu & Kerala	190
15	Manmad - Mudkhed - Dhone excl. Umdanagar - Mehbubnagar	SCR	Andhra Pradesh, Maharashtra & Telengana	783
16	Hosapete - Swamihalli	SWR	Karnataka	59
17	Chikbanavar - Hassan	SWR	Karnataka	166
18	Birur - Talguppa	SWR	Karnataka	161
19	Kadur - Chikkamagaluru	SWR	Karnataka	46
20	Gadag - Hotgi	SWR	Karnataka & Maharashtra	284
21	Ahmedabad - Rajkot	WR	Gujarat	233
22	Dhola - Bhavnagar with Sihor Jn. - Palitana & Rajula Road Jn - Mahuva	WR	Gujarat	119
23	Samakhiali - Gandhidham - Kandla Port	WR	Gujarat	77
24	Mahesana - Viramgam - Samakhiali	WR	Gujarat	292



RAMGIRI TSS (Maysuru Division)



Electrification work progress, CORE





Ensuring Safety: Signalling system IR

## Signal and Telecom

### Signalling

To enhance safety in train operations and make it efficient, Modern Signalling Systems comprising of Panel Interlocking/Route Relay interlocking/Electronic Interlocking (PIRRI/EI) with Multi Aspect Colour Light Signals (MACLS) are being progressively provided. So far 6,575 stations (covering about 99.07% of interlocked Broad Gauge stations) on Indian Railways have been provided with such systems, replacing the obsolete Multi Cabin Mechanical Signalling System, thus optimizing operational cost involved in its operation as well as enhancing safety by reducing human intervention.

Indian Railways have in principle taken decision in 2016 to provide Electronic Interlocking in future at all installations. Out of 6,637 interlocked stations including 62 Mechanical Signalling stations, 3,424 stations have been provided with Electronic Interlocking System as on 31.03.2024.

**Complete Track Circuiting:** To ensure track occupation verification, Track Circuiting has been completed at about 35,743 locations up to 31.03.2024 covering A,B,C,D Special and E Special route. Total 6,597 stations (99.39%) have been provided with complete track circuiting over Indian Railways.

**Block Proving by Axle Counter (BPAC):** To enhance safety and improved mobility automatic verification of complete arrival of train at a station, Block Proving by Axle Counter (BPAC) is being provided at stations having centralized operation of points and signals. As on 31.03.2024, Block Proving by Axle Counters (BPAC) has been provided on 6,058 block sections. The numbers in 2023-24 have reduced due to commissioning of Automatic Signalling.

**Intermediate Block Signalling (IBS):** Provision of Intermediate Block Signalling (IBS) has proved very useful in enhancing line capacity without extra recurring revenue expenditure in form of operating manpower and amenities required while developing and operating a block station. As on 31.03.2024 Intermediate Block Signalling has been provided in 756 block sections on Indian Railways.

**Automatic Block Signalling (ABS):** For augmenting Line Capacity and reducing headway on existing High Density Routes on Indian Railways, Signalling provides a low cost solution by provision of Automatic Block Signalling. As on 31.03.2024, Automatic Block Signalling has been provided on 4,431 Route Km.

**Automatic Train Protection System:** Kavach is indigenously developed Automatic Train Protection (ATP) system. Kavach aids the loco pilot in train running within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so and also help the train safely run during inclement weather. Kavach is a highly technology intensive system, which requires safety certification of highest order. Subsequently Kavach was adopted as a National ATP system in July,2020. As on 31.03.2024,



Elimination of Mechanical Signalling, IR

Kavach has been deployed on 1,465 Route km and 139 locomotives (including Electric Multiple Unit rakes) on South Central Railway. Kavach tenders have been awarded for Delhi - Mumbai & Delhi - Howrah corridors (approximately 3,000 Route km) and work is in progress on these routes of Eastern, East Central, North Central, Northern, West Central and Western Railway zones. Indian Railways has prepared Detailed Project Report (DPR) and detailed estimate for another 6,000 Rkm. The Mathura - Palwal section ISA inspection was conducted during March 2024 and the section is being made ready for commission as the first section on 160 Kmph

**Centralized Traffic Control (CTC):** It is a computer based system which facilitates control and management of multiple Signalling installations covering a number of stations from a single location. It also provides a real time simulation of railway traffic centrally helping in real time traffic planning for punctual train operations. Controllers can manage train movements directly from CTC centre on real time basis. Centralized Traffic Control (CTC) covering 322 Route km of Double line section with 27 stations on Aligarh - Kanpur Route has been operationalized.

Further works of CTCs on about 14,660 Route Km including all entire HDN Routes have been approved. Work for interfacing of CTC with 'COA' is ongoing on Tundla - CTC on North Central Railway.

**Train Management System:** TMS provides real-time status of train positions, all train movements and a complete view of the section covered on a giant screen provided in the divisional control centre. Punctuality reports, rake and crew links, train graphs, and unusual occurrence reports are generated in the control office.

The overall display panel, known as the 'Mimic Indication Panel', is designed to present detailed status of the system at a glance. It is expected that with commissioning of TMS/CTC projects, our controllers shall be able to efficiently manage train operations. Besides providing real time train running information in the control offices, passengers shall also be provided with accurate arrival/departure information at stations through automatic working of the Passenger information System at Stations. This system has been provided on Suburban sections of Mumbai on Western & Central Railways and Howrah of Eastern Railway. Similar System is being provided at Khurda Road in East Coast Railway and Sealdah Division in Eastern Railway.

**Interlocking of Level Crossing Gates:** Indian Railways have provided interlocking with Signals at 11,062 Level Crossing Gates as on 31.03.2024, to enhance the safety at Level Crossings. In spite of 284 numbers of Level Crossing Gates interlocked in 2023-24, numbers of interlocked level crossing gates have gone down due to closure of level crossing gates.

**Sliding Boom at LC Gate:** Provision of Interlocked Sliding Boom has become very effective in minimizing disruption to train services when Level Crossing Gates get damaged by road vehicles especially in suburban areas. With provision of Sliding Boom Interlocking, Signalling System continues to function normally with minimum effect on train operation.



*Automatic Signalling between entire Pune-Lonavala section-4*



*Automatic Signalling System*

7,667 Nos. of busy interlocked gates have been provided with Sliding Booms as on 31.03.2024 in addition to lifting barriers and further busy gates are also being progressively covered.

### Growth of deployment of Signaling on Indian Railways:-

Item	As on 31.03.2024				
	Mar'20	Mar'21	Mar'22	Mar'23	Mar'24
Panel Interlocking (Stations)	3,863	3,747	3,438	3,134	<b>2,950</b>
Route Relay Interlocking (Stations)	228	247	226	217	<b>201</b>
Electronic Interlocking (Stations)	1,927	2,206	2,572	3,045	<b>3,424</b>
PI/RRI/EI (Stations)	6,018	6,200	6,236	6,396	<b>6,575</b>
Block Proving by Axle Counter (Block sections)	5,663	5,805	6,003	6,364	<b>6,058</b>
Automatic Signalling (Route Kms)	3,309	3,447	3,549	3,908	<b>4,431</b>
Intermediate Block Signalling (Block sections)	602	628	666	727	<b>756</b>
Interlocked level Crossing Gates (Nos.)*	11,639	11,710	10,854	11,079	<b>11,062</b>

\*In spite of 284 numbers of level crossing Gates interlocked in 2023-24, numbers of interlocked level crossing gates have gone down due to closure of level crossing gates.

### Self-Sufficiency:

**Signaling Workshop:-** Railway Signalling installations use a number of specialized equipment for smooth & safe running of trains. With upgradation of technology and shift towards electrical/electronic system of Signalling, the demand for these equipments has gone up. To attain self-sufficiency in meeting this increased demand, IR's Signal Workshops at Podanur on Southern Railway, Mettuguda on South Central Railway, Gorakhpur on North Eastern Railway, Howrah on Eastern Railway, Byculla on Central Railway, Sabarmati on Western Railway, Kharagpur on South Eastern Railway and Ghaziabad on Northern Railway have been manufacturing items like Electric Point Machines, Tokenless Block Instrument, Double Line Block Instruments, Axle Counters, various types of Relays, etc. Year wise out-turn achieved by these S&T workshops are as under:

### Year wise Out-Turn of Signal and Telecommunication Workshop:-

Year	Out Turn in Lakhs
2019-20	32,385.90
2020-21	25,041.89
2021-22	31,300.00
2022-23	34,033.42
<b>2023-24</b>	<b>45,771.00</b>

## Telecommunication

Telecommunication plays an important role in train control, operation and safety on IR. Indian Railways has set up a state of the art, nationwide telecom network for meeting its communication needs. RailTel, a Railways Central Public Sector Enterprise is successfully exploiting surplus capacity of IR Telecom network commercially.

As on March 2024, Indian Railways has about 66,179 Route Kilometers of Optical Fibre Cable (OFC) that is carrying Gigabits of traffic. Railways Control Communication which is quintessential for train operation is also working on this OFC system. This OFC network is also contributing significantly in building National Knowledge Network through RailTel. RailTel also provides Rail Wire Broadband services.

In line with “Digital India” initiative of Government of India, Railways have provided Wi- Fi Internet facility at 6,112 stations. Indian Railways is also using 1.41 lakhs VHF sets to ensure safety and enhance reliability in train operations.

To enhance the security of passengers & premises and to work as a strong deterrent to crime in station premises particularly those against women and children. Railway has planned to provide Video Surveillance System at all stations (All category except halt stations) of Indian Railways. Video Surveillance (CCTV) System has been provided at 1001 stations till 31.03.2024. In addition, CCTV also provided at Railway Offices & at all Divisional & Zonal Hospitals over Indian Railways.

Elephant Intrusion in various parts over Indian Railways has been a cause of safety concern for a long time. They result in train derailments, causing human fatalities, huge loss to Indian Railways and disruption in train operations and loss to wild life. Various preventive measures have been taken by Indian Railways to deal with such situations. In this connection, Dedicated OFC based Acoustic Sensing system is planned to provide additional Aid to warn about Elephant Intrusion in various zones so that necessary preventive action may be taken is to provide an innovative safety solution to Railways Train Traffic. As on date, it has been provided in 141 Rkms in North Frontier Railway.

Railways have been allocated dedicated 5 MHz Bandwidth in 700 MHz spectrum for captive Mobile Train Radio Communication Telecom (MTRC). Now Railways have decided to go for Long Term Evolution (LTE) System based MTRC to fulfill the data and voice needs.

Railways have also established their Multi-Protocol Level Switching (MPLS) based Next Generation Network (NGN) for voice traffic. This Next Generation Network (NGN) has been used to interconnect more than 100 exchanges of Railways carrying the administrative voice traffic. Common User Group (CUG) mobile phones have also been hired to enable communication while on move to enhance safety, reliability and productivity. Further Railways have decided to extend the CUG facility to all its employees.



LED type Signal Lamp



Telecom also plays a major role in ensuring passenger comfort. For the convenience of passengers, Train Information Boards have been provided at 1,274 Stations, Public Address (PA) Systems at 5,980 stations and Coach Guidance System at 756.

As part of digital initiative of Government of India and to bridge digital divide, Wi-Fi facility has been provided at 6,112 stations as on 31.03.2024. Indian Railways have progressively been implementing e-Office application for paperless working in the office besides improving transparency and efficiency in the system. Till 31.03.2024, 236 locations including all zonal & divisional headquarters have been connected through e-Office & approx. 1.47 Lakhs user accounts have also been created over Indian Railways.

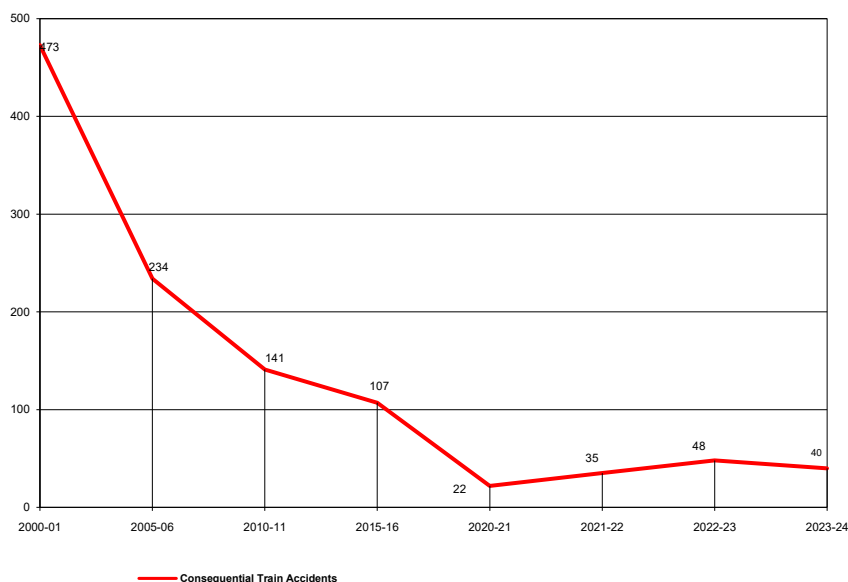
#### Important Telecom assets are tabulated below:-

S. No.	Installation	Units	As on 31.03.2023	As on 31.03.2024
1.	Optical Fibre Cable	Rkms	64,141	<b>66,179</b>
2.	Quad Cable	Rkms	64,956	<b>65,943</b>
3.	Railway Telephone Subscribers Lines	Nos.	3,45,374	<b>345,374</b>
4.	No. of Control Sections provided with Dual Tone Multiple Frequency (DTMF) control equipment	Nos.	325	<b>325</b>
5.	Mobile Train Radio communication System (Route kms.):	Rkms	75.38	<b>75.38</b>
6.	Public Address System	Nos. of STNs	5,516	<b>5,980</b>
7.	Train Display Boards	Nos. of STNs	1,208	<b>1,274</b>
8.	Coach Guidance System	Nos. of STNs	705	<b>756</b>
9.	VHF Sets			
a.	5 Watt sets (Hand held)	Nos.	1,34,210	<b>141,726</b>
b.	25 Watt sets (At Stations)	Nos.	8,772	<b>7,335</b>
10.	V SAT	Nos.	327	<b>324</b>
11.	Railnet Connections	Nos.	1,54,175	<b>1,70,189</b>
12.	UTS/PRS Circuits	Nos.	10,507	<b>10,409</b>
13.	FOIS Circuits	Nos.	2,962	<b>3,003</b>
14.	Exchange Circuits	Nos.	1,637	<b>1,600</b>
15.	Wi-Fi at Stations	Nos. of STNs	6,108	<b>6,112</b>
16.	CCTV at Stations	Nos. of STNs	866	<b>1,001</b>
17.	E-Office (No. of Locations)	Nos. of Locations	236	<b>236</b>

# Safety

## Accidents

As a result of continuous improvement in quality of assets, maintenance practices and various technological improvements done over the years, consequential train accidents including Konkan Railway have declined as shown by the graph below:-



Track Recording Car with Integrated Track Monitoring Systems (ITMS)

## Compensation

A sum of ₹2,711.36\* Lakh (approximately) was paid as compensation under section 124 of Indian Railways Act, 1989 for death/injury of passengers in train accidents to the next of kin/victims during 2023-24 as compared ₹126.84\* Lakh (approximately) paid in 2022-23. The amount of compensation paid during the year relates to the number of cases settled and payment made during the year and not necessarily to the accidents that occurred during the year.

(\*Excluding Konkan Railway and Metro Railway, Kolkata.)

## Damage to Railway Property

The cost of damage to railway property and duration of interruption to through communication caused by consequential train accidents during 2022-23 and 2023-24 are as under:

Year	Cost of Damage (in Lakh)		Interruption to through communication (Hours)
	Rolling Stock	Permanent Way	
2022-23	5,570.21	385.74	728.02
<b>2023-24</b>	<b>14,430.87</b>	<b>569.90</b>	<b>486.16</b>



Completed Track Renewal (CTR)



State-of-the-art Electornic Interlocking  
Commissioned at Dum Dum Jn.

## Rashtriya Rail Sanraksha Kosh (RRSK)

RRSK, as part of Capex, was introduced in 2017-18 with a corpus of ₹1 lakh crore and an annual outlay of ₹20,000 crore. The projects taken up under this Fund relate to Track Renewal, Bridges, Signalling, Rolling Stock and Training & Amenities for safety critical staff. Bulk of expenditure from RRSK has been on Engineering & Signalling works and safety critical Passenger Amenities items. With continuous and assured funding from Gross Budgetary Support (GBS), Internal Generation and others, Safety works have been prioritized and adequate funding has ensured that these works are executed as per priority. During the period, 2017-18 to 2021-22, gross expenditure of ₹1.08 lakh crore was incurred on RRSK works.

The currency of RRSK has been extended by Government of India for another five year term beyond 2021-22 with contribution of ₹45,000 crore from GBS. Expenditure of ₹13,894.84 crore in 2022-23 and ₹12,805.69 crore was incurred under RRSK in FY 2022-23 and FY 2023-24 respectively. In Budget Estimates 2024-25, a provision of ₹12,800 crore has been made under the fund.

### I. Measures to Improve Safety

- **Safety Focus** – In order to reduce accidents caused by human errors, a multi-pronged approach with focus on introduction of newer technologies, mechanization of maintenance, early detection of flaws etc. to reduce human dependence in the first place, along with upgrading the skills of human resources, were the prime drivers for accident prevention.
- **Periodical Safety Audits** – Periodical Safety Audits of different Divisions by multi-disciplinary teams of Zonal Railways as well as Inter-Railway Safety Audits were conducted on regular basis. During the year 2023-24, 99 Internal Safety Audits (INTRA) and 34 Inter-Railways Safety Audits were carried out.
- **Training facilities** – Refresher training was imparted to 1,67,442 Non-Gazetted employees during the year 2023-24.

### II. Measures to Avoid Collisions

To avoid collisions, Provision of technological aid pertaining to Signalling is briefly enumerated in the chapter 'Signal and Telecom' under "Signalling" section at page no. 46 of this book.

### III. Measures to Reduce Derailments

To avoid derailments, the measures taken, i.e. Track Renewal, Track upgradation welded Rails, Bridges and Bridges inspection & management System are briefly enumerated in the chapter 'Engineering' at page no. 38 of this book.

### IV. Measures taken to strengthen Safety and Reliability of Railway Coaches

Indian Railways has taken the following steps to further strengthen the safety and reliability of railway coaches :



LED type Signal Lamp

**(a) Complete switchover to LHB**

Ministry of Railways has decided for large scale proliferation of LHB coaches which are technologically superior with features like Anti climbing arrangement, Air suspension (Secondary) with failure indication system and less corrosive shell. These coaches have better riding and aesthetics as compared to the conventional ICF coaches. The Production units of Indian Railways are producing only LHB coaches from April, 2018 onwards. Trains operating with conventional ICF coaches are getting replaced by LHB coaches in a phased manner. As on 31.08.2024, total no. of around 1,399 rakes are with LHB coaches.



*LHB Coaches*

**(b) Induction of semi-high speed Vande Bharat (Train-sets)**

Indian Railways has envisaged complete revamping of Passenger train journey. Up gradation of each type of passenger rolling stock is under way through induction of latest world class rolling stock technology and enhanced passenger amenities to make train journey safe, reliable, faster and with unique travel experience. Sixty-Eight Vande Bharat Chair car trains are presently running in service over Indian Railways. Fifty one new Vande Bharat trains with enhanced safety features and passenger amenities have been manufactured in 2023-24. Further, Fourteen more Vande Bharat Trains have been manufactured in 2024-25 (till Sept.24).

**(c) Vande Bharat Sleeper Trains**

Indian Railway has planned to manufacture Vande Bharat sleeper rakes on IR design. Sleeper version of Vande Bharat has been conceptualized for long and medium Inter-state journey. Presently, 10 Vande Bharat Sleeper trains (16-Car) are planned to be manufactured from IR Production Units (i.e., ICF). Further, 50 rakes of Vande Bharat Sleeper in 24-Car configuration have been envisaged for manufacturing at ICF Chennai.

**(d) Amrit Bharat Trains**

Two rakes of Non AC Amrit Bharat Express have been introduced in regular service between Darbhanga – Delhi and Malda Town-Bangalore on 30.12.2023. Production of 100 more Amrit Bharat Trains have been envisaged with additional features for further improving the aesthetics and passenger experience, in following composition:

Full Non-AC rakes with 08 Sleeper, 11 Unreserved, 01 Pantry Car and 02 LSLRD coaches.

**(d) Hydrogen Trainset**

A project for development of Hydrogen power train using Hydrogen Fuel Cell has been taken up on pilot basis. The power train of this project has been designed. The production has been envisaged at ICF, Chennai Production Unit. This train will demonstrate the use of Hydrogen Technology in Indian Railways.



*Rail Grinding Machine - RGM-96*





*Kavach Simulation Setup provides Safety Scenario over Indian Railways*

#### **(e) Production of Namo Bharat Rapid Rail**

Namo Bharat Rapid Rail is being developed to cater the need of daily travelling of common masses for inter-city short distance movement as well as for suburban commuters, harnessing the features of Vande Bharat. These Namo Bharat Rapid Rails will be capable of with high acceleration and will have features of Vande Bharat like cushioned seats, Automatic sliding doors, CCTV, Emergency talk back system, Passenger information system and infotainment system, USB charging and many other features. First, 12-Car Prototype rake from ICF, Chennai is operational between Ahmadabad-Bhuj since 16.09.2024. Further, 16-Car Prototype rake has also been turned out from RCF.

#### **(f) Bio Toilets in coaches**

As a part of “Swachh Bharat Mission” Indian Railway has completed the work of fitment/installation of Bio Toilets in all its coaches on line. This has ensured that no human waste is discharged from coaches on track. With this effort, dumping of nearly 2,74,000 litres per day of waste water and 3,980 tons per day of excreta on tracks is avoided. The provision of Bio-toilets in coaches have been increased from 3647 coaches in year 2006-2014 to 88,812 coaches in year 2014-2024 (Upto September, 2024).

Further, all newly manufactured coaches, turning out of Production Units, are being provided with bio-toilets. With this effort, all passenger coaches are having provision of bio-toilets.

#### **(g) Facilities for Divyangjan in passenger coaches**

Indian Railways facilitate a separate compartment earmarked for Persons with Disabilities (Divyangjan) in last vehicle LSLRD/SLRD (Second class cum Luggage cum Guard Van & Disabled Friendly Compartment) marshalled in almost all Mail/Express trains operating with both Linke Hofmann Busch (LHB) & Integral Coach Factory (ICF) coaches. These coaches have wider entrance doors, wider berths, wider compartments, larger lavatory with wider doors, wheel chair parking area, etc. Inside the toilets, additional grab rails on the side walls for support and wash basin and mirror at a suitable height are also available. It is also endeavored to have at least one such coach in each Mail/Express train.

Additionally, for facilitating the visually impaired travelers, integrated Braille Signage, i.e. Signage superimposed with Braille scripts have also been provided in all the newly manufactured coaches. Further, retro-fitment of the same in existing coaches is also continuing in a phased manner. The State-of-art Vande Bharat Trainsets have also been designed keeping in view the needs of Divyangjans.



*HOT BOX Detector (HBD)*

#### **(h) Introduction of NMGH / NMGHS coaches**

There has been increase in demand of Automobile Carrying vehicles over Indian Railways. Accordingly, to capture traffic of automobile

movement, there has been increased emphasis for manufacturing of NMG/NMGH/NMGHS coaches from conversion of existing ICF coaches which are being phased out from train operation gradually.

The NMG coaches have been further proliferated as NMGH/NMGHS coaches with higher speed potential of 110 kmph which shall create more line capacity. NMGHS coaches with speed potential of 110 kmph and provision of side entry have also been introduced.

#### (i) Other initiatives

- Quick watering facilities are being provided at stations for quick watering in trains within stipulated halt of the train. These facilities are essential to ensure availability of adequate water in coaches throughout the journey. At present nearly 226 locations have been identified for provision of this facility, out of which these systems are installed and functional at 128 locations.
- Automatic Coach Washing Plants have been installed 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. These Automatic Coach Washing Plants are functional at 75 locations.

### V. Measures Taken to prevent Fire in Coaches

Indian Railways is taking the following steps to further strengthen the safety and reliability of Railway passenger coaches during manufacturing at Production Units:

#### ❖ Provision of Fire Detection and Suppression Systems (FDSS) in Pantry Cars and Power Cars

Pantry Cars and Power Cars operational in Indian Railway's fleet are being equipped with Automatic Fire Detection and Suppression Systems. 2,165 Power Cars and 982 Pantry Cars have been provided with Automatic Fire Detection and Suppression systems and fitment in remaining Pantry/Power Car is under progress. Further instructions have also been issued to all the Production Units to manufacture Pantry and Power cars with the provision of Fire Detection and Suppression Systems.

#### ❖ Provision of Fire and Smoke Detection Systems (FSDS) in air-conditioned (AC) coaches

To improve fire safety in the running trains, Automatic fire and smoke detection system is being provided in all the newly manufactured AC coaches. 19,753 AC coaches have been fitted with FSDS system and fitment is in progress for the existing coaches in operation.

#### ❖ Provision of Fire Extinguishers in All coaches

Fire Extinguishers are provided in all the AC coaches. In addition,



*Kyosan Make EI at Kharasia Yard, Raipur Division, SECR*

the fitment of Fire Extinguisher in all Non-AC coaches has also been completed. Hence, all the coaches in operation have the provision of Fire Extinguishers.

## **VI. Measures Taken to Strengthen Safety and Reliability of Railway Coaches**

Indian Railways has taken the following steps to further strengthen the safety and reliability of railway coaches :

- ❖ **Provision of Aerosol based fire suppression system in electric panel of coaches** With a view to improve fire safety in running trains, instructions have been issued to production units & Zonal Railways to provide Aerosol based fire suppression system in electric panels of coaches. Sufficient enabling provisions have been made for carrying out the work over Indian Railways. 12,226 coaches have been provided with Aerosol Fire Suppression System in Electric panels.

## **VII. Measures to curb Accidents at Level Crossings**

In addition, various measures taken by Indian Railways to prevent accidents at level crossings are enumerated briefly under sections, Level Crossings, Road-Over/Under Bridges the Chapter 'Engineering' at page no. 39 of this book.

**In addition, following measures are taken**

- (a) **Interlocking of Level Crossing Gates** - Indian Railways have provided interlocking with Signals at 11,062 Level Crossing Gates as on 31.03.2024, to enhance the safety at Level Crossings. In spite of 284 numbers of Level Crossing Gates interlocked in 2023-24, numbers of interlocked level crossing gates have gone down due to closure of level crossing gates.
- (b) **Sliding Boom at LC Gate** - Provision of Interlocked Sliding Boom has become very effective in minimizing disruption to train services when Level Crossing Gates get damaged by road vehicles especially in suburban areas. With provision of Sliding Boom Interlocking, Signalling System continues to function normally with minimum effect on train operation. 7,667 Nos. of busy interlocked gates have been provided with Sliding Booms as on 31.03.2024 in addition to lifting barriers and further busy gates are also being progressively covered.

## **VIII. Other Administrative Measures**

The following measures have been taken by the Government to enhance safety in train operations:

- **Concept of Rolling Block** introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/ repair/ replacement of assets is planned up to 52 weeks in advance on rolling basis and executed as per plan.

- **Constant Review of Safety Performance at Board's apex level** - Safety performance is invariably reviewed as the first item on the Agenda of Board Meeting at the apex level. All accidents are analyzed in detail so that remedial measures can be initiated.
- **Safety Review meeting with Zonal Railways** - Chairman and Board Members have been conducting Safety Review Meetings with General Managers and Principal Heads of Departments of Zonal Railways during their visits as well as through video conference.
- **Intensive Footplate Night Inspections** - Intensive Footplate Inspections, including night inspections, have been conducted at the level of SAG officers, branch officers and supervisors in the field.
- **Regular Safety Drives & Awareness Campaigns** - Safety drives and awareness campaigns have been launched from time to time, covering the lessons learnt from recent train accidents so as to prevent similar accidents in future.
- **Disaster Management Plan and Standard Operating Procedures (SOPs)** - As per the provisions of Disaster Management Act, 2005, Ministry of Railways has prepared its Disaster Management Plan. All Zonal Railways and divisions have also prepared their respective Disaster Management Plans. The Disaster Management Plan provides a framework covering all phases of disaster management including disaster risk reduction, mitigation, preparedness, response, recovery and building back better. It also provides a framework with role clarity for rapid mobilization of resources for effective disaster management by the concerned stakeholders.
- **Mock Drills/Exercises** - In the financial year 2023-24, Indian Railways have conducted full scale disaster management exercise with NDRF at 55 locations in 53 divisions, covering all Zonal Railways. In addition, Zonal Railways conduct quarterly Mock drills in each division, involving resources of Railways like Accident Relief Trains (ARTs), Accident Relief Medical Vans (ARMVs), Breakdown Cranes etc.
- **Training on Rescue and Relief to handle Railway Accidents** - Indian railways Institute of Disaster Management (IRIDM), organized a specialized training in under water rescue and retrieval from railway coaches in association with NDRF, SDRF, other specialized agencies and railway personnel in April, 2023. This training was first of its kind associating instructors from agencies specialized in underwater rescue like Life Saving Society of India, Kolkata and Special Rescue Training Academy, Goa. IRIDM and National Institute of Disaster Management (NIDM), New Delhi, jointly organizes a course on Incidence Response & Preparation for Disaster Management Plan for serving officers of Indian Railways every year. A total 2,072 railway personnel and 356 railway officers were imparted training by IRIDM in the year 2023-24.





SCR Workshops

## Rolling Stock

New Rolling Stock placed on line during the year 2023-24 is given in the following table:

Type of Rolling Stock	Year	Units placed on line					
		Replacement account			Additional account		
		B.G.	M.G.	N.G.	B.G.	M.G.	N.G.
Diesel Locos	2022-23	-	-	-	100	-	-
	<b>2023-24</b>	-	-	-	<b>100</b>	-	-
Electric Locos	2022-23	75	-	-	998	-	-
	<b>2023-24</b>	<b>155</b>	-	-	<b>1,225</b>	-	-
Wagons@ (in vehicle units)	2022-23	22,790	-	-	-	-	-
	<b>2023-24</b>	<b>37,650</b>	-	-	-	-	-
Electric Multiple Units							
Motor Coaches	2022-23	28	-	-	8	-	-
	<b>2023-24</b>	<b>92</b>	-	-	-	-	-
Trailer Coaches	2022-23	56	-	-	16	-	-
	<b>2023-24</b>	<b>184</b>	-	-	-	-	-
Main line Electric Multiple Units							
Motor Coaches	2022-23	51	-	-	31	-	-
	<b>2023-24</b>	<b>73</b>	-	-	<b>51</b>	-	-
Trailer Coaches	2022-23	153	-	-	93	-	-
	<b>2023-24</b>	<b>219</b>	-	-	<b>153</b>	-	-

@Total wagons produced during the year (including BLC & Private wagons)

Stock condemned during the year was as under:

Type of Rolling Stock	(in units)					
	B.G.		M.G.		N.G.	
	2022-23	<b>2023-24</b>	2022-23	<b>2023-24</b>	2022-23	<b>2023-24</b>
Diesel Locos	377	<b>559</b>	-	<b>04</b>	03	<b>03</b>
Electric Locos	75	<b>155</b>	-	-	-	-
Wagons (in Vehicle Units)	4,241	<b>5,854</b>	22	<b>11</b>	-	-
Electric Multiple Units						
Motor Coaches	121	<b>84</b>	-	-	-	-
Trailer Coaches	284	<b>269</b>	-	-	-	-

## Traction

The entire passenger and freight traffic, in terms of both Gross Tonne Kilometers (GTKMs) and Train Kilometers was carried by diesel and electric locomotives. Steam locomotives, however, continued to run on certain steam circuits including Hill Railways as icons of IR's glorious past.

The traction-wise fleet as on March 31, 2024, in comparison to the previous year, is as follows:

Locomotive	(in units)	
	As on March 31, 2023	As on March 31, 2024
Steam	39	<b>38</b>
Diesel	4,730*	<b>4,397</b>
Electric	9,565	<b>10,675</b>
<b>Total</b>	<b>14,334*</b>	<b>15,110</b>
<b>*Revised</b>		



Three Phase Traction Motor, CLW

## Manufacturing of Rolling Stock

The performance of Production Units during 2023-24 was as under:

- **Chittaranjan Locomotive Works (CLW), Chittaranjan** manufactured 580 nos state-of-the-art BG 3-phase HHP electric equipped with IGBT technology based propulsion system & auxiliary converters..
- **Banaras Locomotive Works (BLW), Varanasi** manufactured 475 locomotives including 5 diesel locomotives for Non-Railway Customers (NRC). The total sale value for NRC/Exports was ₹51.90 crore.
- **Integral Coach Factory (ICF), Chennai** manufactured 2,829 coaches including 1,738 LHB coaches, 456 trainset coaches, 120 three phase MEMU, 444 EMUs, 9 high speed Self Propelled Accident Relief Trains (SPART) and 62 nos. Tower car / Inspection coaches.
- **Rail Coach Factory (RCF), Kapurthala** manufactured 1,901 coaches including 1,574 LHB coaches and 316 MEMUs coaches and 11 Vistadome KSR coaches.
- **Modern Coach Factory (MCF), Raebareli** manufactured 1,684 coaches including 1,665 LHB coaches, 8 MEMU coaches and 11 cape gauge coaches for Mozambique Railways.
- **Rail Wheel Factory (RWF), Bengaluru** assembled 94,175 wheel-sets, manufactured 1,96,265 wheels and 93,327 (units) axles. The Sale value for Non Railway Customers (NRC) was ₹220.04 crore.
- **Rail Wheel Plant (RWP), Bela** manufactured 42,167 wheels during 2023-24.
- **Patiala Locomotive Works (PLW), Patiala** manufactured 196 high Horse Power BG electric locomotives and 56 nos Tower car.



*A view of CLW workshop at present*

## The details of innovations and new initiatives of EMU, MEMU and Kolkata Metro rakes during 2023-24 are as under:

### (i) Development and manufacture of Power cars with DA sets compliant to CPCB-IV norms:

Ministry of Environment, Forest & Climate Change (MoEFCC) had issued the Environment (Protection) Amendment Rules, 2022 (for emission limit of new engines used for power generating set applications up to 800 kW) and these rules are effective w.e.f. 1st July 2023 as per Gazette notification dated 3rd November, 2022. There are major changes in the emission limits of NO<sub>x</sub>, HC & PM levels for DA sets. This required complete review of design of power cars with new design of DA sets for 500 KVA and appropriate amendments in RDSO specification.



*New Axle Forging Complex*



Wheel Shop, CLW

Accordingly, manufacturing of power cars based on new CPCB-IV norms was started in RCF, Kapurthala.

One such prototype power car with CPCB-4 Compliant DA set was manufactured and inducted successfully in the operation after field trial. Series production of power cars equipped with CPCB-4 DA sets have also started.

## (ii) Reforms in maintenance policy of Power cars

Power Car plays a very crucial role in ensuring reliable power supply in coaches of LHB type trains.

In view of the criticality of power car in passenger train operation Ministry of Railways has issued an OEM based maintenance in which respective OEMs will undertake the schedule maintenance and repairs and also ensuring proper running of these power cars during train running. It will help in improving reliability & availability of power cars for train operation.

Further, Power car maintenance has been shifted to kit-based maintenance. In order to ensure quick availability of material IR has entered into Rate Contracts with OEMs, which will significantly reduce the lead time of procurement, required for these power car.

In addition, as all LHB trains are Head On Generation Compliant and Passenger Locos are being fitted with Hotel Load of 500 KVAX2 as source of power supply for improving the power availability on trains.

## (iii) Lithium Iron Phosphate batteries in SG AC coaches

As on date, VRLA batteries are used extensively in SG AC coaches which has higher weight, more maintenance and lesser life cycle. Keeping in view the same a with Lithium iron Phosphate batteries has been completed. Lithium Iron Phosphate batteries offer lesser weight and volume requirements, having more life cycle, requires less maintenance, chemically more stable and environment friendly.

Considering the satisfactory performance of LiFe Phosphate batteries trial, it has been decided to provide in 100 SG coaches.

## (iv) Production of Namo Bharat Rapid Rail Trains (Vande Metro):

With a view to provide better services to passengers of daily commuters of Intercity travels of short distance, Indian Railways has planned to manufacture light weight energy efficient air-conditioned rakes named as Vande Metro. These rakes have better aesthetics like Vande Bharat which are suitable for intercity travels of short distances

One rake each of Namo Bharat Rapid Rail Train have been manufactured by RCF and ICF. These rakes have been introduced for passenger service in Central Railway and Western Railway each.



Motorized Truck Assembly (WAP7/WAG9HC)

**(v) Policy of provision of USB A and Type C Mobile Charging Port in coaches for mobile and laptop charging:**

It has been decided to provide USB charger with type-A & type-C ports along with 3 pin sockets in all LHB coaches for mobile and laptop charging. With this policy the number of 3 pin sockets will reduce significantly, thereby reducing the maintenance and improving the aesthetic of the coaches.

**(vi) Reforms in procurement policy of propulsion system for EMU/EMEMU:**

It has been decided to include comprehensive annual maintenance (CAMC) of propulsion system at the procurement stage itself for getting the competitive rates from supplier. It will only ensure the competitive rates but also bring a certainty in the maintenance regime. It may bring down the maintenance cost of EMU/MEMU significantly.

**Imports**

The import content of raw material/components, in terms of percentage of total production cost (excluding Proforma charges) for different types of Rolling Stock manufactured in Indian Railway Production Units for the year 2023-24 is furnished below:

	<b>LOCOMOTIVES/COACHES</b>	<b>2022-23</b>	<b>2023-24</b>
<b>BLW</b>	WAP-7	1.50	<b>1.36</b>
	WAG-9HC	0.47	<b>0.45</b>
<b>RCF</b>	LGS	-	<b>3.25</b>
	EOG/LHB/ACCB-USBRL	1.27	-
	EOG/LHB/ACCW-USBRL	1.11	-
	EOG/LHB/FAC-USBRL	1.12	-
	EOG/LHB/ACCN-USBRL	1.11	-
	EOG/LHB/LRRM-USBRL	0.97	-
	LS DEEN DAYALU	0.93	-
	LWS AC	1.71	-
	CARGOLINER DOUBLE DECKER	0.95	-
	CARGOLINER PARCEL	1.07	-
	LWLRRM	0.93	-
	ZCZAC(VISTADOME)	2.76	-
	ZFCZAC(VISTADOME)	2.71	-
	ZGS(VISTADOME)	3.01	-
	ZLRM(VISTADOME)	2.72	-
	EOG/LHB/ACCN	1.38	-
	LSLRD(LC)	1.63	<b>3.09</b>



*Achievements of Workshops*



*Steel Plant, East Coast Railway*





Carriage Repair Workshop, ECR



New Shield Body Assembly Section, ECR

LOCOMOTIVES/COACHES		2022-23	2023-24
	LWSCN	1.66	-
	EOG/LHB/FAC	1.29	2.49
	RANAC	1.34	-
	VPHX	-	4.19
	LWSCZ	-	3.22
	VP PARCEL VAN	2.21	-
	ACCB/EOG/LHB	-	2.54
	ACCW/EOG/LHB	-	2.67
	LACCNX	-	2.56
	LWACCN (GARIB RATH)	-	2.79
	LWACCNE (GARIB RATH)	1.5	-
CLW	WAG-9HC	0.40	0.72
	WAP-5	2.88	3.03
MCF	LWFAC	1.64	1.80
	LWCBAC/T	1.49	1.61
	LWFAC/T	1.38	1.50
	LWACCN/T	1.32	1.44
	LWACCW/T	1.32	1.44
	LWACCW	1.75	2.00
	LWFCWAC	1.63	1.77
	LWACCN	1.79	1.79
	LWACCNE	1.53	1.98
	LWCBAC	1.28	1.75
	LWSCCZ	-	2.44
	LWSCZAC	1.70	1.94
	LSLRD	2.20	2.39
	LWSCN(G)	-	2.35
	LWS DEEN	2.10	2.35
	LWSCZ	2.25	-
	LWSCN	2.09	2.25
	Break Van/T	-	1.24
	LWLRRM/T	1.14	-
	LWLRRM (PC)	1.13	2.06
	PARCEL VAN	2.72	3.91
	3PH, EMU/TC	0.90	-
	3PH, EMU/MC	2.58	-

	<b>LOCOMOTIVES/COACHES</b>	<b>2022-23</b>	<b>2023-24</b>
<b>ICF</b>	LSDD	3.83	<b>2.75</b>
	LACCN	3.26	<b>2.36</b>
	LACCN E	3.11	<b>1.85</b>
	LACCW	3.26	<b>2.27</b>
	LFCWAC	-	<b>2.17</b>
	LSCN	-	<b>2.65</b>
	LSCN PP	2.93	-
	LSLRD	3.32	<b>2.7</b>
	LSLRD PP	2.53	-
	LPV	2.62	<b>3.55</b>
	LRAAC 1 OW	1.49	-
	LRAAC 2 OW	1.44	-
	LRAAC MAC OW	1.47	-
	LRAAC	-	<b>1.42</b>
	VISTADOME	-	<b>1.23</b>
	LWCB AC	4.02	<b>2.48</b>
	LWCB AC DQ	-	<b>1.95</b>
	LFAC	3.31	<b>2.91</b>
	LWLRRM	2.52	<b>1.93</b>
	MEMU DMC US	0.59	-
	MEMU TC US	1.80	-
	TS MC	0.76	-
	TS TC	0.85	-



*Electric Locomotive WAP7 (Passenger)*

Indian Railways' bulk requirement of wagons is met by wagon manufacturing units both in private and public sectors as well as PSUs/Workshop under the administrative control of Ministry of Railways.

During 2023-24, 37,650 wagons were inducted in Indian Railways System. Out of these, 2,136 wagons (including 399 BLC wagons) were manufactured by Railway Workshops and the remaining 35,514 wagons (including 632 BLC wagons) were manufactured by wagon industry.

During 2024-25 (April-September, 2024), 20,005 wagons were inducted in Indian Railways System. Out of these, 1,270 wagons (including 35 BLC wagons) were manufactured by Railway Workshops and the remaining 18,735 wagons (including 1,038 BLC wagons) were manufactured by wagon industry.



*Electric Locomotive WAG9HC (Freight)*



Casting of Steel Products, CLW

## Maintenance of Rolling Stock

The number of units of rolling stock given periodic overhaul (POH) in Railway Workshops during the year are given in the following table:

Type of Rolling Stock (BG + MG)	Periodic overhaul (nos.) undertaken during the year	
	2022-23	2023-24
Diesel Locos	53	53
Electric Locos	399	445
Coaches	30,006	29,270
Wagons	65,142	66,854

The percentage of ineffective stock to the total stock on line for different types of rolling stock was as follows.

Type of Rolling Stock	Percentage of ineffective stock to the total stock on line			
	B.G.		M.G.	
	2022-23	2023-24	2022-23	2023-24
Steam Locos	-	-	26.74	42.44
Diesel Locos	10.40	12.03	.*	29.70
Electric Locos	5.05*	5.29	-	-
EMU Coaches	7.41*	8.48	-	-
Passenger Carriages	5.11*	4.84	11.60*	2.16
Other Coaching Vehicles	7.38	7.36	-	-
Wagons	2.74*	2.46	-	-

\*Revised

## Export Order

The total value of exports of rolling stock during 2023-24 was ₹126.55 crore in comparison to ₹304.14 crore (revised figure) for the last financial year 2022-23. The value of export of rolling stock/ spares during April-September, 2024 was ₹18.23 crore.

The export during 2023-24 includes Coaches, Supply of Spares/ Incidental Service for Coaches and Locos and Supply of DH Shunting Loco to Sri Lanka, Mozambique and Bangladesh.



# Materials Management

Materials Management Department deals with planning, organising, communicating, directing and controlling of all the activities concerned with the flow of materials into an organization and its further movement to various users. Indian Railways is one of the largest organizations in the country dealing with public procurement.

## Expenditure on Purchases

Expenditure by Indian Railways on procurement of goods to meet the requirements of operation, maintenance and production of assets (excluding track related items and goods supplied as part of works) during 2023-24 was ₹75,793.00 crore. A broad classification of procurement of such goods is given below:-

	2022-23	(₹ in crore) 2023-24
Stores for operation, repairs and maintenance	15,878.97	20,376.62
Stores for construction	5,174.69	7,364.02
Fuel	19,227.74	16,732.42
Stores for manufacture of Rolling Stock and purchase of Complete units	24,675.10	31,319.94
<b>Total</b>	64,956.50	75,793.00

## Stocking Depots

Warehouse management is an important aspect of materials management. Indian Railways has extensive warehouse network dedicated to provide the required material close to the point of consumption as efficiently as possible. To meet this requirement, Zonal Railways and Production Units have 306 stocking depots spread all over the Railway Network. These depots stock over 2.42 lakh items consisting of raw materials, components, spares, consumables etc.

## Disposal of unserviceable Items

Efficient Materials Management also involves timely and efficient disposal of scrap generated during maintenance and production activities. Safe disposal of industrial waste and hazardous scrap is a legal obligation which is meticulously ensured by Indian Railways. Disposal of obsolete items is essential to free the locked up capital in such assets. Disposal of scrap is an important source of revenue for Railways. Total revenue generated through disposal of scrap, during 2023-24, was ₹5,773.26 crore, as against ₹5,756.98 crore during 2022-23.

## Digitisation

Indian Railway has witnessed a transformative journey marked by digitization and innovative supply chain advancements. End-to-end digitization of Indian Railway Supply Chain is a key priority area of Indian Railways. Indian Railways has taken long strides in its quest for 100% Supply Chain Digitization. While Indian Railway E-Procurement System (IREPS) platform is being used for all e-tendering and e-auction, platforms such as Integrated Material Management System (IMMS) and User Depot Module (UDM) are being used for efficient material management activities. Moreover, as these crucial applications viz. IREPS, IMMS and UDM are integrated, management of Indian Railway digital supply chain is even more robust.



### Key initiatives during the year

- **e-Dispatch invoice and Auto DRR:** System of generation of e-Dispatch invoice by the suppliers in IREPS at the time of material supply and auto capturing of receipt details in stores depots at the time of material receipt has been developed and implemented during the year.
- **Online contract Management:** System for online receipt of vendors' requests for amendments in POs and online disposal of the same has been developed and implemented during the year.
- **5 Stage Monitoring of demands:** System for monitoring of demands (Stock and Non-stock) at different levels for facilitating informed decisions, mitigating potential risks, and continuously improving the procurement practices for enhanced customer service developed.

With key initiatives taken in this direction, Indian Railway E-Procurement System (IREPS) platform, has transformed itself into digital supply chain with single window solution for all stakeholders.

### Agency of Procurement

Zonal Railways and Production Units mostly procure the materials required by them in a decentralised system, but for purchase of a few items which are centralised for procurement at Railway Board's level. Common use Goods and Services available on GeM are reserved for procurement through GeM portal. Out of ₹75,793.00 crore worth of stores procured in 2023-24, 72.88% was done by Zonal Railways and Production Units, 1.32% through GeM and 25.80% by Railway Board.

Stores worth ₹12,303.84 crore were bought from Small Scale Sector and Khadi and Village Industries in 2023-24.

Public Sector Undertakings contributed 20% and other industries contributed 80% towards supplies.

### Indigenous Vendor Development

Indian Railways has fully implemented Public Procurement (Preference to Make in India) Order. The value of Indigenous stores at ₹75,354.00 crore during 2023-24 constituted almost 99.42% of the total purchases by Indian Railways. Indian Railway has to depend on imports for high technology components for its locomotives, coaches, signal & telecom equipments etc. which are not available in adequate quantity with required quality within the country.

### Inventories

Maintaining inventories at an optimum level is the key to successful materials management. Turn Over Ratio for the year 2023-24 was 10% (without fuel) and 9% (with fuel), as against 9% (without fuel) and 7% (with fuel) during 2022-23.

### Wagons and Steel Procurement

During the year 2023-24, 37,650 wagons were inducted in Indian Railway System. Out of these, 2,136 wagons (including 399 BLC wagons) were manufactured by Railway Workshops and the remaining 35,514 wagons (including 3,239 BLC wagons) were manufactured by wagon industry. Procurement of iron and steel material, during 2023-24, was 79,902 MT (valued ₹643.08 crore) as against 1,27,864 MT (valued ₹1,031.59 crore) during 2022-23.

# Research and Development

**R**DSO 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:

## 1. Development of KAVACH Phase-II

KAVACH is an indigenously developed ATP system by Research Designs and Standards Organisation (RDSO) in collaboration with Indian industry and trials facilitated by South Central Railway to achieve the corporate objective of safety in train operations across Indian Railways. KAVACH is meant to provide protection by preventing trains to pass the signal at Danger (Red) and avoid collision. It activates the train braking system automatically if the driver fails to control the train as per the speed restrictions. 'Kavach' is one of the cheapest, Safety Integrity Level 4 (SIL-4) certified technologies. It also opens avenues of export of this indigenous technology to foreign railroads.

The revised specification of Kavach version 4.0 has been issued on 16th July 2024 and the system is being deployed in NR, NCR, WCR, WR, ECR, ER, New Delhi-Howrah and New Delhi-Mumbai routes.

## 2. Development of R350HT Rail:

Indian Railway has developed R350HT rail for 25/22.9 ton axle load at 100kmph. This rail is fit for both Tangent and curved track. Wear of the rail has been reduced by a factor of 3 to 5. Higher Fracture Toughness results in lower probability of rail and track components fracture. Track maintenance possession time is likely to reduce in line with International practices. Indian Railways has decided to go ahead with new construction works on 25t routes with R350HT rails for High Density Network routes. Requirement of R350HT rail is estimated to 10 lakh MT by 2030.

## 3. Vande Bharat Sleeper:

16-Car rake formation having AC Sleeper (Rajdhani Exp.) type trains have been conceptualized on Vande Bharat Trainset platform for 160 kmph operation with 17t axle load capacity. All propulsion equipment in the proposed design is under-slung. The Trainset has 4 Car basic units with 50% powering for quick acceleration. There is also a separate luggage compartment with 1.5-ton capacity along with dog box facility. Vande Bharat sleeper has been made with ergonomic interiors and improved paneling. The train has enhanced fire safety features complying requirement of EN-45545 HL3. Also, this rake will be having crash worthiness compliance as per EN 15227. Layout has been approved and transportation code has been allotted while prototype coaches are under manufacture at PUs.

## 4. Vande Metro:

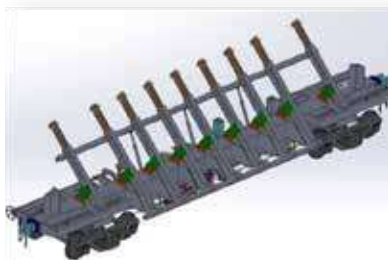
Vande Metro Coaches are conceptualized on Vande Bharat platform for 20.32-ton axle load capacity. The Principal dimensions, bogie design, suspension design and brake system are similar to that of existing MEMU/



*Development of R350HT Rail*



*Vande Metro*



New Wagon Designs

EMUs. Total passenger capacity for 12 car Vande Metro is 3208 (sitting 1150 + standing 2058). Complete rake is designed with 50% powering similar to VB trains. Detailed trials have been successfully completed by RDSO to explore possibility of running at speeds upto 130 kmph. Now all Vande Bharat metro can be operated upto 130 kmph.

## 5. New Wagon Designs

### Bogie Flat Wider Plate Wagon (BFWP):

Wider plates having width more than 3.0 m cannot be transported by existing wagons and road transport. RDSO has developed a new design of flat wagon having provision of rotating bed. Steel Plates shall be loaded/unloaded on rotating bed in flat condition. The rotating bed with 4 mts. wide plate can then be tilted to 45° after loading with the help of four hydraulic actuators. Prototype of this wagon is under manufacturing in M/s Braithwaite.

### Taller height Auto-car Carrier (ACT2):

One more variant of Taller Auto car wagon having similar wagon length and no. of wagons to the existing BCACBM is also under development. The wagon is provided with articulated connector between two wagons for better curve negotiability, an ACT2 rake can transport up to 270 SUVs. Prototype manufactured and under testing at M/s Jupiter plant, Jabalpur.

### Bogie Open Steel Multi-purpose Wagon (BOSM):

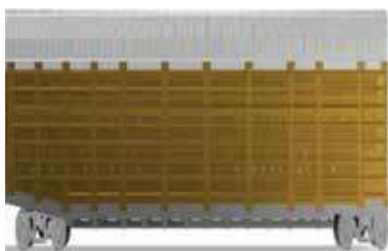
A new design of multi-purpose open wagon for transportation of Bulk commodity and steel products has been developed by RDSO. The wagon is fit for 25 t axle load and tippler operation and has 6% more rake throughput. 12000 wagons are being procured by Indian Railways for this design.

### Coil Multipurpose Wagon (CMP):

A new design of Flat wagon having transverse pockets for loading of steel coils upto 2000mm diameter has been developed. Besides steel products, Dwarf/ISO containers can also be carried over this wagon. Prototype wagon manufactured and under testing at M/s JRIL plant Vadodara. Oscillation trial has been completed and the EBD trial is under process.

## 6. Hydrogen fuel cell based 1600 HP DEMU Train:

RDSO has prepared technical specification for 'Development of Hydrogen Fuel cell based DPRS 1600 HP DEMU' (Hydrogen Train Set). This is a new technology and retro fitment of 1200 kW DEMU operating between Sonapat-Jind section of Northern Railways with hydrogen fuel cell based system has been considered for this project. Hydrogen is high energy density fuel (120 MJ/Kg) in comparison to diesel (43 MJ/Kg) with low maintenance and manageable Carbon footprint. 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 average and peak power requirement. Integration of train



Taller height Auto-car Carrier (ACT2)

has started at ICF/Chennai. Load box testing of this train is expected in early 2025. Work of on ground Hydrogen infrastructure for generation of Hydrogen at Jind station is also in progress. Train is expected to start its commissioning next year.

## 7. Development of Track components:

### Thick web Switch Expansion Joint (TWSEJ)

A Thick Web Switch strengthens the safety of the railway track as well as increases its life. RDSO has developed improved design which Provides continuous riding surface and eliminates gap. Trial of 10 sets TW SEJ each on SER, ECoR, WR and SCR has been conducted successfully. Based on the satisfactory performance of TWSEJ, they are being adopted for temperature Zones I, II & III for which extended trials are in progress in 10 Zonal Railways. Decision for trials in Zone-IV shall be taken based on outcome of these extended trials.

### Canted turnouts

RDSO has prepared the functional requirement specification to adopt the proven design of canted turnouts. The new design will improve riding comfort at higher speed and reduce maintenance inputs. Tenders is under finalization stage in four (SER, NCR, WCR & WR) Zonal Railways.

### Weldable Cast Manganese Steel (CMS) crossings

Weldable Cast Manganese Steel Crossings (WCMSC) has been developed to modernize the Indian Railway track for coping with the increased speed and Heavy Axle Load (HAL). The purpose of putting WCMSC in the track is to improve the throughput on the Indian Railway. The advantages of WCMSC are as follows:

- Elimination of fish plate joints in yards
- Reduced maintenance
- Better riding quality
- Reduction of 24 Bolt holes per CMS Crossing

## 8. Trial of 4G LTE-R in Indian Railways

Railway Board has approved the work for Proof of Concept (PoC) field trial of 4G LTE-R technology system on 500 RKM in South Central Railway. The objective of the work is to develop dedicated 4G/LTE Network for Indian Railways including Train Operation. This will also enable Indian manufacturers to test the available 4G LTE products for Railway specific needs.

## 9. Proof of Concept (PoC) of 5G Indigenous Solution for Indian Railways in Mathura – Palwal Section of NC Railway

RDSO has taken up a work of Proof of Concept (PoC) field trials of 5G indigenous solution in Mathura-Palwal section of NCR for development of 5G eco-system on Indian Railways with Indian Vendors as approved by Railway Board. The objective of the work is to develop indigenous 5G Network solution for Indian Railways including Train Operation.



Development of Track components



Trial of 4G LTE-R in Indian Railways





Introduction of 9000 HP (EF9K)  
M/s Siemens make Locomotives

#### 10. Introduction of 9000 HP (EF9K) M/s Siemens make Locomotives:

Indian Railways has signed an agreement with M/s SIEMENS Limited to procure 1200 numbers of Electric Locomotive through a manufacturing-cum-maintenance agreement. These 9000 HP locomotives shall be manufactured at Government Rolling stock Workshop, Dahod and will be maintained by Western Railway at 4 (four) nominated Government Maintenance Depots for 35 years. These locomotives are planned for use primarily on Western DFC and on graded sections of Railways for hauling container freight trains in double stack configuration of 4500 Tonnes at 75 kmph at 1 in 200 gradients and improve the average speed of such trains to around 50-60 kmph.

#### 11. SigDATE: Signalling Design Automation Tool for EI

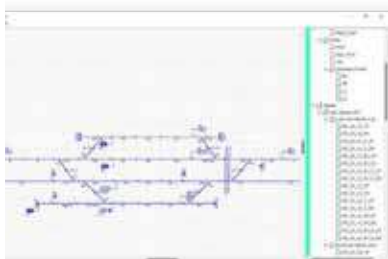
SigDATE is the indigenously developed tool for signalling design that drastically reduces the time required for preparing the route control chart and application logic. This tool is handy for the officials who deal with Signalling designers of all the zonal railways and expedites the commissioning of new infrastructure works/alterations in existing EI installations over Indian Railways. Initial version of SigDATE was rolled out for generation of RCC of yards having up to 100 routes. Recently, the application logic part of SigDATE has been released as SigDATE version 4.0 on 15.03.2024 by the CRB & CEO, Railway Board.

#### 12. Thermal Vision Camera System:

RDSO has conceptualized pilot project titled “Thermal Vision camera (TVC) to alert the crew of the passage of big wild Animals” using AI. Prototype of the system has been deployed on Loco No. WDP4D 40436 of SGUJ Loco shed. The system is working well and has averted several incidents of collision with elephant/ wild animals. An IS Standard for Autonomous Thermal Vision Camera based Loco Pilot Assistance System (ATLAS) has also been developed.

#### 13. Development of Crew Voice & Video Recording System (CVVRS) along with Railway Driver Assistance System (RDAS):

Crew Voice & Video Recording system is akin to the black box of airplane. It is provided to ensure effective and tamper proof video and voice recording of locomotive cab, panto, track & side view for post event analysis. The equipment shall provide invaluable data to investigators to help them understand the sequence of events leading to an accident and identify operational issues including crew performance. To monitor alertness of Loco Pilot during operation of train, RDAS has been developed. It is combination of AI based camera (1 no in each cab), data storage memory, interfacing ports for connecting with Network Video Recorder (NVR) of CVVRS, speaker to generate voice command/ visual indication for detected abnormal condition.



SigDATE: Signalling Design Automation  
Tool for EI

#### 14. Trackside diagnostic systems

##### Development of Specification of HAHW:

Hot Axle box Hot Wheel Detector (HAHW) System is an automated wayside detection system for detecting hot axle boxes & locked wheels

by monitoring temperature of the axle box bearings, wheel rim/discs and brake discs. Procurement of 106 Nos. HAHW system has been initiated by Northern Railway based upon specification issued by Research Directorate/RDSO.

#### **Development of Specification indigenous WILD System:**

The Wheel Impact Load Detector (WILD) is a wayside detection system, which is used to identify the wheels with potential tread defects such as flat spots, out-of-rounds, built-up treads, Shelled tread as well as defects in suspension (springs, shock absorbers etc.) that result in high impact loads, causing damage to the vehicle and bogie components and to the track structure. Specification of indigenous WILD system was issued in July 2023. Procurement of indigenous WILD system is in progress by NR.



*Development of Specification indigenous WILD System*

#### **Development of Specification wheel profile measurement system (WPMS):**

- The specification of Wheel Profile Measurement System is being prepared to upgrade safety standards and precise measurement of wheel parameters at maintenance depot by studying available systems and incorporating state-of-art features. Final draft specification has been prepared and uploaded on 18.09.2024 for stakeholder's comments.

### **15. Improved Design of Elastomeric Pads**

The elastomeric pad is primarily used to reduce wheel wear and also acts as an anti-vibration element and provide better steering ability of a three-piece bogie of Freight stock. RDSO has developed an improved design and specification, referred to as EM Pad Design B.

This new design features

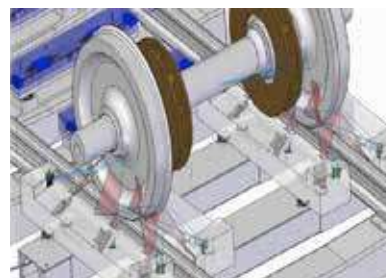
- Over strain
- Enhanced heat transfer characteristics
- Improved elastic element properties
- Stringent testing criteria

### **16. New Designs of bolted Camel-Back shape ROB Girders for carriageway 10.5m (2L) & 14m (3L) with NHAI**

This design is being developed in association with NHAI for 08 spans- 48m, 54m, 60m, 72m for 2 lanes and 3 lanes highways. General arrangement and structural design of first span of 72m, 2 lanes has been finalized. Structural drawings are under preparation.

### **17. Trial of Network-in-Box (NIB)**

Trial of Network-in-Box (NIB) was conducted at RDSO campus and Manak Nagar Rly Station, Lucknow. A Private 4G network was setup, where 20-Watt eNodeB supporting 2T & 2R was installed with 17dbi Antenna at a height of approx. 30 Mtrs and coverage was demonstrated upto 3.5 Km. Voice and video over mobile, 4G camera & PTT phones, Seamless full feature functionality between mobile phones with VoIP



*Development of Specification wheel profile measurement system (WPMS)*



Psychological screening of High Speed Loco Pilots and Aptitude Test

PBX (at RDSO/ HQ/ Allahabad & Gorakhpur) and video phones integration with PTZ camera for viewing as well as operation of PTZ were demonstrated. FRS has been framed for PoC at NFR.

## 18. Psychological screening of High Speed Loco Pilots and Aptitude Test

RDSO conducted comprehensive CADAT test for Loco Pilots to ensure the safety of high-speed train operation. These tests assess critical attributes like reaction time, perception, and vigilance. Over 3,592 Loco Pilots have been screened for high-speed trains. A new CADAT center will enable operations at 130 Km/h on N.F. Railway. Similarly aptitude tests of safety category staff i.e. ALPs, SMs, Motormen, and High-Speed Loco Pilots was conducted for selection and promotion. Consultancy Services to Metro Rail Corporations and Rail PSUs for selection of SCs/ TOs has also been provided. Over 21,301 candidates for the post of ALPs/SMs/MMs and 3,592 Loco Pilots were screened for high-speed.

## 19. Test and Trials

To ensure safety and reliability through rigorous testing of rolling stock, the Research, Designs & Standards Organisation (RDSO) has conducted several pioneering tests and field trials, including oscillation trials, coupler force and controllability trials, emergency braking distance trials, rating and performance trials, COCR trials, and squeeze tests. These tests cover both new rolling stock designs and major modifications to existing ones. This rigorous testing has facilitated the introduction of new rolling stock solutions, enabled higher speeds for existing rolling stock, certified rolling stock for infrastructure maintenance, and improved the overall mobility of the Indian Railways network.

Test / Trial Type	19-20	20-21	21-22	22-23	23-24
Oscillation Trials	31	21	30	45	28
Coupler Force, Controllability, EBD, R&P and Jerk trials	16	8	15	27	26
COCR trials	7	15	1	10	11
TM Runs	7	9	12	13	13
Squeeze Test	13	5	7	11	9
Special Trials & study	2	2	6	5	7
Sub-Total	76	60	71	111	94
Air Brake Lab Test	2	1	1	11	17
Brake Dyno Test	2	1	0	0	0
Fatigue Test	6	21	13	10	25
Total Trials & Test	86	83	85	132	136

Also, to align IR rolling stock safety certification and dynamic behaviour assessment methodology to International standards, important steps have been taken by RDSO towards switchover to EN-14363 based Rail vehicle stability and dynamic behaviour assessment based Testing methodology.



Trial of Network-in-Box (NIB)

# Managing the Environment

Railways are one of the least polluting modes of transport. Efforts are steadily being made to make Railway operation environment-friendly. Some of the important steps taken in this direction are enumerated in the succeeding paras.

## Green Energy Initiatives on IR

### Solar Energy

Being a significant consumer of energy, Indian Railways has committed itself to identify cost-effective options to achieve and realize an energy system with least environmental impacts, thereby reducing carbon emission by adopting renewable energy on priority.

As part of this, 231.5 MW of solar plants (174.67 MW on Roof tops + 56.83 MW on land) have already been commissioned upto March, 2024 over IR. Total 2,569 Railway Stations and Service buildings have been provided with solar rooftop plants upto March, 2024.

Three pilot projects for traction supply had already been successfully commissioned:

- 2 MWp Solar Plant at Diwana near Panipat in Northern Railway. Successfully commissioned in September, 2020.
- 1.7 MWp Solar Plant at Bina through BHEL, feeding solar power directly to 25 kV AC traction system. Successfully commissioned in July, 2020.
- 50 MW Solar Plant at Bhilai in South Eastern Central Railway. Successfully Commissioned in April, 2023.

### Wind Energy

- ❖ Indian Railways has set up 103.4 MW wind-based power plants.
- ❖ Wind based power plant of 10.5 MW (for non-Traction) and 10.5 MW (for Traction) capacity in Tamil Nadu, 26 MW (for traction) capacity in Rajasthan and 56.4 MW (for traction) capacity in Maharashtra has been installed. In addition to this, agreement for installation of 50 MW wind plant in developer mode has also been signed.
- ❖ With an objective to provide ease of movement to differently abled, aged and children on railway platforms, Indian Railway has been providing lifts and escalators under 'Sugamya Bharat Abhiyan'. Upto March, 2024, there are 651 stations completed where either lifts or escalators are provided
- ❖ 210 escalators & 276 lifts have been provided in 2023-24. So far, 1,435 nos. of escalators and 1,436 nos. of lifts have been provided covering 389 stations and 550 stations (upto March, 2024) respectively.



Solar Rooftop plants at Kacheguda Railway station



Wind energy





100% Electrification and other Green Initiatives.



New Electrification under Go-green Mission, NFR



Automatic Coach Washing Plants

### Improvement in Illumination Levels

- ❖ Indian Railways has been consistently trying to improve the illumination levels at various stations. Various policies have been issued from time to time to improve the illumination levels. So far, 1,710 Railway stations have been provided with improved illumination levels (upto March, 2024).

### Energy Conservation

- ❖ 'Energy Conservation Week' is being celebrated every year during energy conservation day on 14th December to spread the awareness of energy efficiency and conservations initiatives amongst the Railway employees.
- ❖ The continuous efforts of Ministry of Railways and Zonal Railways to embrace various energy efficient technologies and energy conservation measures had resulted in bagging 13 National Energy Conservation Awards (NECA) this year.
- ❖ An energy efficiency policy with an action plan has been issued on 30.12.2022 for reducing energy use in non-traction installations. The policy broadly centered around 05 action points i.e. Sustainable Buildings, Cloud based data monitoring and management portal, Energy Efficiency in equipment and appliances, Power quality restoration, Capacity building and awareness.
- ❖ All Railway stations have been fitted with 100% LED luminaries. By this, Indian Railway has become a major Railway across the world to have 100% LED lighting at all its stations.
- ❖ All railway installations including offices, maintenance depots etc. are also being provided with 100% LED luminaries and all Residential quarters have also been provided with 100% LED lights.

**Auxiliary Power Unit (APU)** – APU is a self-contained unit with a small diesel locomotives for fuel saving, with a small diesel engine coupled with compressor and alternator for battery charging. It has its own set of controls, accessories and is integrated to the existing control system of locomotive. In APU System, Main Engine shuts down and small 25 HP Engine starts and charges batteries and air brake pipes, when locomotive idles for more than 10 minutes. The diesel engine of APU consumes only 3 liters of diesel per hour in comparison to 25 liters by the main engine of the locomotive. Expected savings per loco fitted with APU is `20 lakh/year on account of savings in fuel oil only. APU units have been fitted in all the new diesel locomotives being manufactured at Marhowra plant.

### Afforestation

During 2023-24, Railway did mass plantation of 75.92 lakh trees. Further, railways are making all efforts to plant more and more trees.

Besides, railway land is also licensed to railway employees belonging to Group 'C' and 'D' category under Grow More Food scheme, for growing vegetables, crops etc.

# Personnel

## Industrial Relations

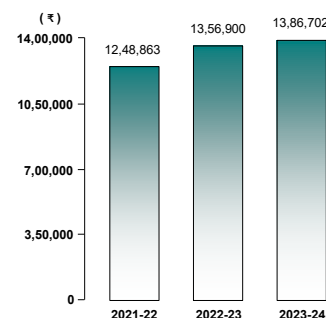
Industrial Relations on Indian Railways remained cordial throughout the year 2023-24. Recognized Federation/Unions have participated in all important meetings resulting in effective and meaningful involvement of Railway Servants in achieving the corporate objectives of Indian Railways.

## Number of personnel

Group-wise and Department-wise break-up of Railway employees (excluding MTP/Railways) as on 31-03-2024 vis-a-vis 31-03-2023 are as follows:

Group-wise break-up	As on 31-3-2023	As on 31-3-2024
<b>Group A</b>	10,390	<b>9,983</b>
<b>Group B</b>	7,425	<b>7,048</b>
<b>Group C</b>		
(i) Workshop & Artisan	1,20,339	<b>1,22,917</b>
(ii) Running	1,49,026	<b>1,53,661</b>
(iii) Others	9,02,435	<b>9,58,571</b>
<b>Group D</b>		
(i) Workshop & Artisan	\$	<b>\$</b>
(ii) Others	\$	<b>\$</b>
<b>Total</b>	11,89,615	<b>12,52,180</b>
\$ Erstwhile Group D is merged in Group C		
<b>Department-wise break-up</b>		
Administration	14,320	<b>14,606</b>
Personnel	20,169	<b>21,298</b>
Accounts	19,453	<b>18,517</b>
Engineering	2,74,112	<b>3,02,643</b>
Signal and Telecom	60,965	<b>63,164</b>
Transportation	1,47,746	<b>1,64,213</b>
Commercial	69,667	<b>74,913</b>
Mechanical Engineering	2,75,161	<b>2,74,101</b>
Stores	15,575	<b>15,922</b>
Electrical	1,97,193	<b>2,10,247</b>
Medical	29,316	<b>27,808</b>
R.P.F.	65,624	<b>63,869</b>
Construction	-	<b>-</b>
Gati Shakti	314	<b>879</b>
<b>Total</b>	11,89,615	<b>12,52,180</b>

AVERAGE ANNUAL WAGE PER EMPLOYEE



Training of IR officers under The Mission Karmyogi



Rail Soudha, SWR

## Wage Bill

Wage bill including pension etc. at ₹1,73,639.99 crore increased by ₹12,221.12 crore registering a rise of 7.57% over the previous year. The average wage per employee was up by 2.2% from ₹13,56,900 per annum to ₹13,86,702 per annum. The ratio of staff cost on open line (excluding payment towards pension and gratuity) to ordinary working expenses (excluding appropriation to DRF and Pension Fund) was 58%. The total number of personnel as on 31st March and the average annual wage per employee for the last two years are as follows:

	2022-23	2023-24
Total number of personnel (in thousands)	1,190	<b>1,252</b>
Average annual wage per employee (in ₹)	13,56,900	<b>13,86,702</b>

## Representation of Scheduled Castes (SCs) and Scheduled Tribes (STs):

Representation of scheduled caste and scheduled tribe employees on IR (excluding MTP Railways) for the year 2023-24 as compared to the previous year is given below:

	Number of SC Employees		Number of ST Employees	
	As on 31-3-2023	As on <b>31-3-2024</b>	As on 31-3-2023	As on <b>31-3-2024</b>
Group A	1,448(13.94)	<b>1,493(14.96)</b>	772(7.43)	<b>809(8.10)</b>
Group B	1,225(16.50)	<b>1,235(17.52)</b>	517(6.96)	<b>536(7.60)</b>
Group C#	1,97,830(16.88)	<b>2,07,674(16.81)</b>	91,468(7.81)	<b>95769(7.75)</b>
<b>Grand Total</b>	2,00,503(16.85)	<b>2,10,402(16.80)</b>	92,757(7.80)	<b>97114(7.76)</b>

# Including erstwhile Group 'D'

Note: Figures mentioned in brackets indicate the percentage of SCs/STs to total number of employees.

A fully dedicated reservation cell exists at the level of Ministry/ Railway/Zones/ Divisions/Workshops/Production Units, for dealing with the reservation matters and to look after the grievances of SC/ST employees relating to their service matters.

## Railway Recruitment Boards

During 2023-24, 11,926 candidates have been empanelled against various Group 'C' posts (excluding Level 1).

## Productivity Linked Bonus

For the financial year 2023-24, all eligible non-gazetted employees of the Indian Railways (excluding RPF/RPSF Personnel) have been sanctioned Productivity Linked Bonus (PLB) for 78 days. This benefited about 11,72,240 Railway employees. Further, about 62,349 Group 'C' RPF/RPSF Personnel have been sanctioned ad-hoc-bonus equivalent to 30 (thirty) days emoluments for the year 2023-24.

PLB and ad-hoc bonus both have been paid on ceiling of ₹7,000/- p.m. Financial implication for PLB and ad-hoc bonus was approximately ₹2,028.57 crore and ₹43.07 crore respectively.

## Human Resource Development (HRD) and Manpower Planning

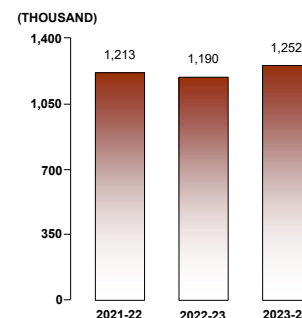
Human Resource Development strategies on Indian Railways have been reoriented towards enhancing competitiveness in the context of internal and external changes. In addition to in house training facilities, railway men are provided specialized training in other institutions in India and abroad. Indian Railway employees are also encouraged to enhance their knowledge and skills by acquiring higher educational qualifications in the specified areas relevant to their work by granting financial incentives. Efforts to improve the basic infrastructure for training are a continuous process. Manpower planning system has been redesigned to regulate manpower intake with reference to emerging operational and business needs.

2. On Indian Railways, its 08 Centralized Training Institutes, located across the country cater to the training needs of Indian Railway Officers. These Centralized Training Institutes, apart from imparting probationary training also cater to the various specialized training needs of railway Officers. They conduct courses on General Management, Strategic Management as well as functional area for serving Officers. Need-based special courses are also conducted by CTIs for IR, non-railway organizations in India as well as trainees from abroad and the same have been very appreciated. The training programmes emphasize on learning with a purpose and professional approach. In addition to in-house faculty, outside experts with diverse experience in business, industry and government are invited to relate academic concepts with practical problems to address the changing needs.

2.1. Training needs of non-gazetted staff are being taken care of by Training Centers at Zonal and divisional level. Mandatory training has been prescribed at different stages in an employee's career especially for staff belonging to the safety and technical categories. In fact some categories of staff overdue for refresher training are taken off duty, till completion of the said training. Efforts are constantly made to improve the living conditions in the hostel, provide better messing facilities, strengthen facilities for recreational and cultural activities, making good the deficiencies in respect of training aids and also upgrading the Model Rooms with working models, see through models etc.

2.2. Apprenticeship training is also being given to develop skilled manpower for industry by using training facilities available in the establishments without putting any extra burden on exchequer to set up training infrastructure. Persons after undergoing apprenticeship training can easily adapt to industrial environment at the time of regular employment. Indian Railways have also been awarded "CERTIFICATE OF APPRECIATION" for outstanding contribution towards engagement of apprentices.

NUMBER OF EMPLOYEES







Railway Personnel representing India at 19th Asian Games

2.3. Multidisciplinary training centers have been setup where cross-functional competencies could be imparted to railway employees from different functional areas.

3. In view of technological upgradation and changed job requirement, there was a need to review the existing training modules of all the departments. Therefore, the existing training modules of all the departments viz. Traffic, Commercial, Electrical, Civil, Mechanical, Signal & Tele and Finance were reviewed, updated and uploaded on Railway's website. These training modules have been converted into online mode and the same have been uploaded.

3.1. Further, MoR has also rolled out Government (DoPT)'s initiative – "Mission Karmayogi" on entire IR. Under this initiative, an online learning portal – iGOT Karmayogi Platform has been envisaged, which offers its on-boarded officials a variety of courses, available in self-pace mode, to skill/re-skill/up-skill themselves free of cost on anytime, anywhere basis. Railways have maximum no. of on-boarded officials on the platform. Various i-GOT related railway statistics are as follows:

- No. of on-boarded officials – 10 lacs+ (80.66%)
- No. of officials enrolled in min. 01 course – 1,22,908 (12.19%)
- Total course enrollments – 7,63,580
- Total course completion – 5,10,031
- No. of railway courses on iGOT – 36

During 2023-24, a total 64,338 Gazetted 5,19,566 Non-gazetted Staff underwent different types of training programmes.

### Number of Gazetted Staff Trained During 2023-24

CTIs	Year 2023-24
NAIR	18,128
IRIEEN	2,400
IRIMEE	2,664
IRITM	2,657
JRRPF	29,610
IRISET	4,332
IRICEN	3,440
IRIFM	807
<b>TOTAL</b>	<b>64,338</b>

### Indian Railway Medical Service

Indian Railway Medical Service was primarily constituted to look after the health of Railway employees. It also provides medical facilities to the family members and dependents of the employee, retired employee & their family members and dependents as per pass rules.

With a sanctioned strength of 2,572 Medical Officers and 37,087 paramedical staff it is the largest industrial health services in the world. It is running 24x7 round the year, with 129 hospitals & 586 health units having approximately 14,000 indoor beds spread throughout the length & breadth of country. It attends to nearly one crore beneficiaries.

Besides curative services, Indian Railway Medical Service provides:  
- Preventive, Promotive, Occupational & Industrial health, Public health services also. It also plays a significant role in monitoring the quality of water & food within Railway premises.

Ayushman Bharat Pradhan Mantri-Jan ArogyaYojana has been implemented the Railway Hospitals. As on date, 91 hospitals have been opened for AB PM-JAY beneficiaries.

Thirteen of our zonal hospitals are functioning as institutions for training for the very prestigious DNB program in most of the specialties and some super specialties.

Other activities carried out by IRHS are providing first aid to travelling passengers, attending Railway accidents, colony sanitation, and implementation of Food Safety Standards Act (FSSA), various National Health Programmes and providing post-graduation training & study program. Our health services inspire great confidence amongst the beneficiaries.

Covid treatment and vaccination is being done in Railway hospital. 98 PSA Oxygen generation plants have been installed and commissioned in Railway hospitals. More than 21 lakhs beneficiaries have been given first dose of Covid vaccination and more than 19 lakhs their second dose.



Training under Mission Karmyogi

## Performance Statistics (2023-24)

Total OPD Cases attended	1,91,94,533
Total Indoor cases admitted	5,30,017
Total no. of surgeries performed	1,33,226
Percentage of man days lost due to sickness	1.64
No. of New Candidates examined for fitness	31,055
No. of employee examined under Periodical medical Examination (PME)	1,64,446
No. of food samples collected/ found faulty	4,666 / 114
Water sample for residual chlorine tested/ fit	11,57,406/10,62,855
Water sample for bacteriological tested/fit	77,449 / 73,609
No. of sick passengers attended by Railway Doctors	95,034
No. of Children immunized	12,626
Wellness assurance camp	13,941
Total no. of persons examined in the multipurpose health drives above	5,16,722

## **Staff Welfare**

IR's welfare schemes cover a wide spectrum of activities in the areas of education, medical care, housing, sports, recreation and catering.

Staff Benefit Fund is an important channel for providing additional facilities to Railway employees and their families in the sphere of education, recreation, Medicare, sports, scouting and cultural activities. Dispensaries under the indigenous systems of medicine, viz. Ayurvedic and Homeopathic, are run with the help of this Fund.

Approximately 37.60% staffs have been provided with railway quarters, as on 31.03.24. In total, 4,441 staff quarter were electrified during 2023-24.

Cooperative Societies of various types are functioning on Indian Railways. These Cooperative Societies are either registered with Central Registrar of Cooperative Societies, then Ministry of agriculture, Department of Agriculture and Cooperation, Now Ministry of Cooperation or Registrar of Cooperative Societies of the State concerned in which they are operating. The affairs of such societies are governed by Multi State Cooperative Societies Act 2002. Railway Administration has no jurisdiction over the administrative, financial, managerial, appointment & service matters of the employees of the Society. Railways only provide certain facilities & concessions to these Cooperative Societies as per the provisions of Chapter XXIII of IREM Vol.II. As per available record, at present, there are 55 Thrift and Credit Societies, 75 Railway Men's Consumer Cooperative Societies, 10 Labour Cooperative Societies and 04 Railway Men's Housing Societies functioning on Indian Railways during 2023-24.

## **Pension Adalats**

In accordance with the directives of Department of Pension & Pensioners' Welfare (DoP&PW), instructions have been issued to Zonal Railways & Production Units to conduct Pension Adalat annually on Zonal level and quarterly at Divisional level to examine & settle grievances of pensioners. Every effort is made for on the spot settlement of these cases. A total number of 3,538 cases were taken up in the Pension Adalats held in the month of December, 2023.

## **Railway Minister's Welfare and Relief Fund**

The Fund provides financial assistance and relief in deserving cases to Railway employees and their families in the time distress, such as arising from natural calamities, prolonged illness, sudden death, etc.

## **Railway Schools**

Indian Railways runs and manages sixty nine (69) Railways Schools, besides one (01) Degree College at Lallaguda, Secunderabad. These schools are being operated purely as a Staff Welfare measure and provide quality education at subsidized cost to the wards of Railway employees as well as non-Railway wards. In addition to this, ninety three (93) Kendriya Vidyalayas are also functional on Railway premises catering to the educational needs of students residing in the vicinity of these schools.

## **The notable achievements of Indian Railways sports persons in the field of sports at International and National levels during 2023-24**

### **I. At International Level**

- Indian Railways Wrestler (Men/Women) Shri Rupin (WR) won Silver Medal, Shri Vikas and Shri Sunil Kumar won Bronz Medals in Greco Roman Style and Ms. Nisha Dahiya (NWR) won Silver Medal & Shri Aman (NR) won Gold Medal in Free Style at Astana (Kazakhstan) in Asian Wrestling Championship held from 9th to 14th April, 2023.
- Indian Railways Weightlifting player Ms. S.Bindyarani Devi (NFR) won Silver Medal, AWF Asian Senior Championships held at Jinju (Korea) from 3rd to 12th may, 2023.
- The Indian Railways Snooker player Shri Kamal Chawla (WCR) won Gold and Bronze Medal in the Asian Snooker Championship held at Iran from 16th to 25th June, 2023.
- The following Indian Railways Cycling player Shri Ronaldo Singh (NFR) won Silver Medal in the Senior Asian Cycling Championship held at Nilai (Malaysia) from 14th to 19th June, 2023.
- Indian Railways Table Tennis player Ms. Sutirtha Mukherjee (SER) won Gold Medal in the Women's Doubles event of WTT Contender Table Tennis Tournament held in Tunis (Tunisia) from 20th to 25th June, 2023.
- The Indian Railways Kabaddi (Men) players/official represented the country in the 11th Asian Kabaddi Men Championship held at Bushan from 25th to 30th June, 2023 and won Gold Medal.
- The Indian Railways Athletics players won Four (04) Gold Medals, Six (06) Silver Medals and three (03) Bronze Medals in the Asian Athletics Championship held at Bangkok from 12th to 16th July, 2023.
- Indian Railways Weightlifters won Six (06) Gold Medals and two (02) Silver Medals in the 2023 Commonwealth Senior (Men & Women) Weightlifting Championships being held at Noida (UP) from 12th to 16th July, 2023.
- Indian Railway Bridge (Men) players represented the country in the 18th World Youth Bridge Championship 2023 held at Netherland from 31st to 07th August, 2023 and Indian team won Bronze Medal.
- Indian Railways Shooting player Shri Akhil Sheoran (NR) won Bronze Medal in the ISSF World Championship held at Baku (Azerbaijan) from 14.08.2023 to 01.09.2023.
- Indian Railways Gymnastic player Shri Ashish Kumar (NCR) won Bronze Medal in the FIG International Phraos Cup 2023 held at Cariro (Greece) from 18.08.2023 to 20.08.2023.



- Indian Railways Cycling team got overall third place in the 14th USIC (World Railways) Cycling Championship held in Mols Bjerg, Denmark from 7-11 September, 2023.
- Indian Railway Gymnastic player Ms. Pranati Nayak (CLW) won Bronze medal in the Vaulting Table Event of World Challenge Cup Gymnastic Tournament held in Szombathely (Hungary) from 8th to 10th September, 2023

In 19th Asian Games 2022 held at Hangzhou (China) from 23rd September, 2023 to 8th October, 2023 the contribution of Railway sportspersons in the Country's medal tally in the Asian Games 2022 has been significant. Out of total 107 medals won by India, Railway bagged 22 medals. They have contributed 08 Gold, 07 Silver and 07 Bronze Medals. The performance of Railway players have been remarkable.

**The names of the Gold Medals winners** are Shri Rajesh R – Athletics 400 M Relay team; Ms. Parul Chaudhary- 5000 M; Ms. Annu Rani – Javelion Throw; Shri Akhil Sheoran and Swapnil Suresh Kusale – 50 m 3 Position Shooter; Shri Amit Rohidas and Shri Jarmanpreet Singh – Men Hockey team players; Shri Nitin Rawal, Shri Sunil Kumar, Shri Parvesh and Shri Nitesh – Men Kabaddi team players; Ms. Pooja, Ms. Ritu Negi-Women Kabaddi players; Ms. B Anusha, Ms. Rajeshwari Gayakwad & Kanika Ahuja – Women Cricket players; Silver Medals winners are Shri Sumit Mukherjee – Men Bridge team player; Shri Ajay Kumar Saroj – 1500 M Athletics player; Shri Rajesh R – 400m Mixed Relay Athletics player; Ms. Parul Chaudhary – 3000M SC; Shri Vithya Ramraj – 400m Mixed Relay and 4x400m Relay Athletics player; Ms. Jyothi Yarraji- 100m Hurdles; Ms. Prachi-4x400m Relay; Shri Mithun Manjunath & Shri Sai Pratheek K – Men Badminton team player; Bronze Medal are Ms. Sutirtha Mukherjee – Women Doubles Table Tennis player; Shri Aman – Wrestler; Ms. Kiran – Wrestler; Shri Sunil – Wrestler; Shri Vithya Ramraj – 400m Hurdles; Ms. Priti – 3000m SC; Ms. P. Sushila Chanu, Ms. Deep Grace Ekka, Ms. Neha, Ms. Nisha, Ms. Novneet Kaur, Ms. Nikki Pradhan, Ms. Monika, Ms. Lalremsiami, Ms. Sangita Kumari, Ms. Vandana Katariya, Ms. Salima Tete – Women Hockey team players;

- The following Indian Railway Hockey (Women) players represented the country in the Women's Asian Champion Trophy held at Ranchi (Jharkhand) from 27th to 05th November, 2023 and won Gold Medal.
- Indian Railway shooting player Shri Akhil Sheoran (NR) won Gold medal in the Asian Championship Rifle / Shooting Championship held at Jakarta from 05th to 18th January, 2024.
- Indian Railway Gymnastic player Ms. Pranati Nayak (CLW) won Bronze medal in the FIG Apparatus World Cup 2024 held at Cairo (Egypt) from 15th to 18th February, 2024.

- Indian Railway Grand Master Chess player Shri Deepan Chakkaravarthy (ICF) won Bronze medal in the Commonwealth Chess Championship held at Malaysia from 20th to 27th February, 2024.
- Indian Railway Weightlifter Ms. Bindiyanani Devi (NFR) won Bronze medal in the IWF World Cup 2024 held at Phuket (Thailand) from 28th March to 11th April, 2024.

## **II. At National Level**

During 1st April, 2023 to 31st March, 2024, Indian Railways teams participated in total 56 National Championships. Out of which IR was 3rd Position in 03 Championships, Runners-up in 14 Championships and Winners in 22 Championships.

## **III. Following Railway players have been honored with National Sports Awards during 2023-24:**

<b>S. No.</b>	<b>Name</b>	<b>Game</b>	<b>Award</b>	<b>Rly.</b>
(i)	Ms. Parul Chaudhary	Athletics	Arjuna Award	WR
(ii)	Shri Sunil Kumar	Wrestling	Arjuna Award	NWR
(iii)	Ms. Ritu Negi	Kabaddi	Arjuna Award	SCR
(iv)	Ms. P. Sushila Chanu	Hockey	Arjuna Award	CR



International Womens Day Celebration by SWR

## Welfare, Development and Empowerment of Women

### Activities focussing on welfare of women on Indian Railways

Indian Railways is unquestionably the largest civil employer in the country. As on 31st March, 2024, IR has a workforce of 12,52,180 employees out of which 99,809 are women employees. A wide range of women oriented welfare measures including regular conduct of Seminars, Camps and Training Programmes with specific financial assistance from SBF, have been undertaken on Indian Railways. A number of Creches, Changing Rooms, Tiffin Rooms and separate Rest Rooms have been made available at workplaces/offices for the children of employees. SBF Committees have a policy of rewarding meritorious women employees by giving Cash Award during celebration of International Women's Day at Headquarters as well as Divisions. In addition, Handicraft Centres are being operated to impart vocational skills like stitching, weaving, beauty culture and making stationery items, etc., as a Welfare measure for female members of Railway employees' families; with a view to help them get wider career opportunities or self-employment. A specific outlay of ₹3.26 crore was earmarked for "Women Empowerment Activities" under SBF in the Budget for FY 2023-24, in addition to the residual amount of ₹8.62 crore already at the disposal of ZRs/PUs as on 01.04.2023.

To improve work environment for women employees, Internal Complaint committees (ICC) have been formed at various levels to address complaints relating to sexual harassment. Further, a centralized platform namely, "SHE-BOX" portal has been launched under the aegis of The Ministry of Women and Child Development with the details off ICC for monitoring complaints of sexual harassment of women at workplace.

### Facilities to Female Passengers

- A reservation quota of six berths in sleeper class in long distance Mail/ Express Trains and a reservation quota of six berths in 3AC class of all Rajdhani/Duronto/Fully Air Conditioned / Express Trains have been earmarked for female passengers irrespective of their age, travelling alone or in a group of female passengers.
- Accommodation is also earmarked for female passengers in the unreserved coaches of Mail/Express trains.
- Separate compartments / coaches have been earmarked in suburban trains for exclusive use of female passengers.
- Ladies special services are operated on the suburban sections of Mumbai, Kolkata, Secunderabad and Chennai as well as on the Delhi-National Capital Region (NCR) sections.

## Safety and Security to Women Passengers

To provide safety and security of women passengers in trains, an initiative has been taken by Railway Protection Force (RPF) in South Eastern Railway launching a Pilot Project “Meri Saheli”. Considering its success in instilling a sense of security among women passengers, this initiative was rolled over across the Indian Railways network.

Dedicated teams of lady RPF personnel have been formed for its implementation. Presently, 230 RPF teams are being deployed for this purpose covering more than 400 trains’ average daily over the Indian Railways network. The RPF posts falling enroute are also informed well in advance about the movement of lady passengers travelling alone and are kept on high alert to attend to any situation. TABs are being provided to them for quick response & ease of doing from Nirbhaya Fund.

Additionally, to enhance and ensure security of women, frequent Drives are conducted against entry of male passengers into the compartments reserved for ladies under operation **Mahila Suraksha**. With an aim to improve it further, feedback from the lady passengers are also taken to analyse the achievements & shortcomings of this initiative.



*Women's Day Celebrations, NR*





Lifts as Passenger Amenities

## Facilities to Divyangjan

The Right of Person with Disabilities Act, 2016, was promulgated by Government of India to ensure equal opportunities to Divyangjan and their full participation in nation building. The implementation of the provisions of the Act requires a multi sectoral collaborative approach of all Ministries of the Central/State Government including the Ministry of Railways.

### Reservation in trains

- A reservation quota of four berths in sleeper class, four berths in 3AC or 3E (The class out of these two i.e. 3E/3A in which quota is to be earmarked can be decided by Zonal Railway concerned keeping in view the number of coaches of that class available in the train), four seats in reserved Second Sitting (2S) & air-conditioned Chair Car (CC) (in those trains which have more than two coaches of those classes) and four berths in SLRD coach of Garib Rath Express trains has been earmarked in all trains running on non-suburban sections for Persons with Disabilities (PwDs) irrespective of the fact that concessional facilities are available or not for PwDs. The person accompanying the PwDs as escort is also allotted the berth out of this quota. Instructions have also been issued to earmark four berths in LSLRD coaches being attached in fully reserved trains like Durgam Express trains for PwDs.

### Separate Reservation Counters

Separate counters are earmarked at various Passenger Reservation System (PRS) centers for dealing with the reservation requisitions received from Persons with Disabilities (Divyangjan), Female Passengers, Senior Citizens, Ex. M.Ps, MLAs, accredited journalists and freedom fighters, if the average demand per shift is not less than 120 tickets. In case there is no justification for earmarking of an exclusive counter for any of these categories of persons including Persons with Disabilities (Divyangjan) or senior citizens, one or two counters depending upon the total demand are earmarked for dealing with the reservation requests for all these categories of persons.

### Concession in Rail fare to Persons with Disabilities (Divyangjan) passengers

- |   |   |
|---|---|
| <ol style="list-style-type: none"> <li>1. Orthopedically Handicapped /Paraplegic persons who cannot travel without escort – for any purpose. However, can book ticket with or without escort.</li> <li>2. Mentally retarded persons who cannot travel without escort – for any purpose. However, can book ticket with or without escort.</li> <li>3. Persons with visual impairment with total absence of sight travelling alone or with an escort for any purpose.</li> <li>4. Persons with hearing and speech impairment totally (both afflictions together in the same person), travelling alone or with an escort – for any purpose.</li> </ol> | <ul style="list-style-type: none"> <li>• 75% in 2nd, SL, 1st Class, 3AC, AC Chair Car.</li> <li>• 50% in 1st AC and 2AC.</li> <li>• 25% in 3AC and AC Chair Car of Rajdhani/Shatabdi trains</li> <li>• 50% in MST* and QST**.</li> <li>• One escort is also eligible for same element of concession.</li> <li>• 50% in 2nd, SL and 1st Class</li> <li>• 50% in MST and QST.</li> <li>• One escort is also eligible for same element of concession.</li> </ul> |
|---|---|

\*Monthly Season Ticket    \*\*Quarterly Season Ticket

## Additional Facilities

- Instructions already exist for provision of Wheel Chair for the use of Persons with Disabilities (Divyangjan), old aged people, etc. at stations. The Wheelchairs are provided by Railways on its own cost and are given to attendants of the Persons with Disabilities (Divyangjan), old aged people absolutely 'free of cost' to escort them from and to the trains. However, whenever attendants are not willing or available, porters (Sahayaks) can be hired on pre-fixed nominal rate to escort the Persons with Disabilities (Divyangjan) etc. Information in this regard are displayed at prominent places in railway station premises. Porterage charges for carriage of Persons with Disabilities (Divyangjan), old aged people, sick persons etc. on wheel chair varies from station to station as fixed by Zonal Railways.
- Battery operated cars have been provided at some stations to help Divyangjans and senior citizens.
- In allotment of STD/PCO booths at Railway Stations, 25% booths have been reserved for Persons with Disabilities (Divyangjan) (including blind) with disability of 40% and above.
- RPF is consistently working on providing hassle-free atmosphere to specially abled (Divyangjan) persons in their journey through railways. 'Operation Sewa' is a dedicated initiative undertaken for this purpose, where RPF personnel assist the elderly citizens, women, Divyangjan and sick/injured persons in their travel through trains and provide all possible help to them in boarding and de-boarding trains, met their emergent needs like Wheel Chairs, Stretcher, Medical Help, providing Ambulance, Medicine etc.
- During the FY 2023-24, more than 43,800 Divyangjan Persons were provided assistance by RPF and further during the Financial Year 2023-24, 67,318 cases have been registered with the arrest of 68,057 persons and 35,787 cases were registered with arrest of 36,241 persons in FY 2024-25 (April-July, 2024) found travelling unauthorized in coaches reserved for Divyangjan .
- Train Passengers in need (including Divyanjgjan) can seek assistance by making calls/complaints on Rail Madad portal directly or through Helpline Number 139 (Integrated with Emergency Response Support System no. 112). Their concern is addressed on an urgent basis and necessary action/assistance is provided to them.
- RPF is also available on social media platform i.e. Twitter, Facebook, Instagram, Koo etc. round the clock to receive and resolve security related complaints and other grievances of the passengers.
- In order to ensure safe and secure journey of Divyangjan, RPF takes action against persons found unauthorizedly traveling in the compartment reserved for Divyangjan under 'Operation Uplabdh'.



*Escalators as Passenger Amenities*

## **Special Coach Design**

Indian Railway facilitate a separate compartment earmarked for Persons with Disabilities (Divyangjan) in last vehicle LSLRD/SLRD (Second Class cum Luggage cum Guard Van & Disabled Friendly compartment) marshaled in almost all Mail / Express trains operating with both Linke Hofmann Busch (LHB) & Integral Coach Factory (ICF) coaches. These coaches have wider entrance door, wider berths, wider compartments, larger lavatory with wider door, wheel chair parking area, etc. Inside the toilets, additional grab rails on the side walls for support and wash basin and mirror at suitable height are also available. It is also endeavored to have at least one such coach in each Mail/Express train.

Additionally, for facilitating the visually impaired travelers, integrated Braille signage, i.e. Signage superimposed with Braille scripts have also been provided in all the newly manufactured coaches. Further, retro-fitment of the same in existing coaches is also continuing in a phased manner.

The State-of-art Vande Bharat Trainsets have also been designed keeping in view the needs of Divyangjans. The first and last coaches (DTCs) of Vande Bharat trainsets have special provisions for Wheel Chair with wider entrance, parking arrangement & space for easy maneuvering. The toilets in these coaches are also Divyangjans friendly with additional grab handles, wider space etc. All the important instructions and seat numbers in Vande Bharat trainsets have also been provided with Braille Signage.

To further facilitate the ease of access into the coaches provision of light-weight modular ramps is also under progress. It is the endeavor of the Indian Railways to provide best in class facilities to make the travel experience of each and every passenger a memorable one.

## **Amenities at Railway Stations**

Indian Railways is committed to make its stations and trains accessible for Person with Disabilities (Divyangjan) as part of “Sugmya Bharat Abhiyan” or “Accessible India Campaign” of Government of India to fulfill the mandate as outlined under Rights for Persons with Disabilities (RPWD) Act,2016. Improvement/augmentation of amenities including those for differently abled passengers (Divyangjan) at railway stations is a continuous and ongoing process.

In this connection, “Guidelines on accessibility of Indian Railway stations and facilities at stations for differently abled persons (Divyangjan) and passengers with reduced mobility” has been circulated in 2020 for implementation over Indian Railways and notified in the Gazette of India on 13.11.2023. The comprehensive accessibility guidelines are composed of the following sections:

## **I. Information System Accessibility**

- (a) Webpage/websites of Railway/IRCTC
- (b) Mobile App
- (c) Public Announcement Systems
- (d) Station Signage System Design

## **II. Station Accessibility**

- (a) Accessible Parking
- (b) Ticket and Enquiry Counters
- (c) Help Booths-Assistance point for Divyangjan
- (d) Security Check

## **III. Platform Accessibility**

- (a) Toilets
- (b) Drinking water booths
- (c) Eateries and Cafeteria

## **IV. Inter-Platform Transfer**

- (a) Subway
- (b) Foot Over Bridges(FOB)
- (c) Elevators

## **V. Train/Coach Accessibility**

- (a) Train Coach and Platform Interface
- (b) Coach Exteriors
- (c) Coach Interiors and Seating
- (d) Coach Amenities, Accessible Toilets, Divyang Friendly Coaches
- (e) Emergency Evacuation

## **VI. Monitoring & Feedback Mechanism**

- (a) Monitoring Mechanism
- (b) Feedback Mechanism

## **Recruitment on IR**

As regards direct recruitment from open market for non-gazetted posts is concerned, Railway complies with the RPwD Act, 2016 which provides for reservation of four percent of the total number of vacancies in cadre strength in each group of posts i.e. C and D for persons with benchmark disabilities (PwBD) of which, one percent each shall be reserved for PwBD



under clauses (a), (b), (c) and one percent, for PwBD under clauses (d) to (e), that is;

- (a) Blindness and low vision (1%).
- (b) Deaf and hard of hearing (1%).
- (c) Locomotor Disability (OA, OL, OAL, BL, BA) including leprosy cured, cerebral palsy, dwarfism, acid attack victims and muscular dystrophy (1%).
- (d) Autism, Intellectual Disability, specific learning disability and mental illness; and
- (e) Multiple Disability from amongst (a) to (d) including deaf-blindness (1%).

For open market recruitment in non-gazetted posts on Railways, following exemptions/relaxations are also provided to PwBD candidates:

- (i) Candidates belonging to PwBDs are charged ₹250 only as exam fee (compared to ₹500 from non-exempted category) and that too is refunded if they appear in the written exam.
- (ii) When vacancies are reserved for PwBDs and full panel for PwBDs cannot be made with the minimum qualifying percentage marks of each category, viz, UR, SC, ST, OBC-NCL, a relaxation of upto 2 marks in the minimum qualifying marks prescribed for the community will be allowed.
- (iii) Upper age limit relaxation of 10 years is given to PwBD candidates in addition to community-wise age relaxation.
- (iv) PwBD candidates are exempted from appearing in Physical Efficiency Test (PET) conducted for Level-1 recruitment exam.
- (v) PwBD candidates of several disability categories are also provided assistance of Scribes for appearing in recruitment examinations.
- (vi) Special attention is paid to making the examination centre divyangjan friendly such as ramps, seating arrangement in the ground floor etc. Visually impaired candidates are allowed to use Tailor frame, Braille slate with paper.

Consequent upon implementation of Right of Persons with Disabilities Act, 2016 raising the reservation from 3% to 4% and expanding the scope of Functional Classification of disabilities for provision of reservation, Ministry of Railways has suitably implemented the same with approval of competent authority. Reservation for new categories of Leprosy Cured and Acid Attack victims as identified by RPwD Act, 2016 is also being provided for Direct Recruitments to Group 'A' posts.

# Security

The Railway Protection Force (RPF) has been constituted under the RPF Act, 1957 (as amended in the year 1985 and 2003) for better protection and security of railway property, passenger area, passengers and matters connected therewith. RPF is headed by an officer of the rank of Director General, who functions under the Ministry of Railways.

RPF is empowered under the 'Railway Property (Unlawful Possession) Act, 1966' to deal with cases of theft, dishonest misappropriation and unlawful possession of railway property. RPF is also empowered under the Railways Act, 1989 to deal with offences related to roof traveling, touting, unauthorized entry into coaches earmarked for ladies, unauthorized vending, trespassing, etc. Further ambit of powers of RPF has been enhanced by the Central Government to exercise the powers and perform the specified duties under sections 42 and 67 of "The Narcotic Drugs and Psychotropic Substances Act, 1985" and under section 25 of "The Cigarettes and other Tobacco Products (Prohibition of Advertisement and Regulation of Trade and Commerce, Production, Supply and Distribution) Act, 2003" within the areas of their respective jurisdiction respectively.

The administrative set-up of the Railway Protection Force is in sync with the administrative set-up of the Indian Railways. In addition, a special formation called Railway Protection Special Force (RPSF), which is organized on Battalion pattern, provides specialized service to assist the RPF in zonal railways. At present, there are 15 battalions of RPSF located in various parts of the country, including one Mahila Battalion and one Commando battalion (CORAS).

Separate specialized intelligence units, viz. Special Intelligence Branch (SIB) and Crime Intelligence Branch (CIB) also function at Divisional as well as Zonal Railways for collection of special and criminal intelligence respectively. Besides above, Stores, Dog Squad and Band are other specialized units of the Force and located at Divisional, Battalion and Zonal levels, as per requirements of the Force.

On 14.08.2019, Hon'ble Minister of Railways inducted the first Commando force for railways: CORAS (Commandos for Railway Security). Comprising RPF and RPSF personnel, the CORAS in distinctive uniform is armed with bullet-proof jackets, helmets, sophisticated arms etc. CORAS commandos have undergone training programmes, including basic and advanced commando courses with specialization in handling landmines and improvised explosive devices, hostage rescue, sniping and breaching. The unit is being envisaged as a responder for any situation pertaining to damage, disturbance, disruption of train operations, attack/hostage/hijack, and disaster situations in railway areas. Though 'Police' and 'Public Order' are State subjects under the Seventh Schedule to the Constitution of India and, therefore, State Governments are responsible for prevention, detection, registration and investigation of crime and maintenance of law and order on Railways through their law enforcement agencies viz. Government Railway Police (GRP)/District Police. Railway Protection Force (RPF) supplements the efforts of GRP/District Police to provide better protection and security to railway property, passenger area and passengers and for matters connected therewith. Cases of damage, destruction of government property including railway property are registered and investigated by the concerned GRP/State



Children rescued, RPF



Under the Meri Saheli campaign

Police under IPC & others Acts. Also, the administrative expenses incurred on GRP are shared by Central Government and State Government.

### Round the clock security related assistance to passengers by RPF

- **Railway Helpline-** Train Passengers can seek assistance by making calls/complaints on Rail Madad Portal directly or through Helpline Number 139 (integrated with Emergency Response Support System no. 112). Their concern is addressed on an urgent basis and necessary action/assistance is provided to them.
- **Twitter-** Complaints/suggestions, relating to Security, received through MR Twitter handle @RailMinIndia and @RailwaySeva, are swiftly attended and necessary follow-up action is initiated.

### Details of complaints attended over Twitter and Helpline No.:

Year	No. of complaints attended on Twitter	No. of complaints attended on Helpline No.
<b>FY 2023-24</b>	<b>25,782</b>	<b>3,09,952</b>
<b>FY 2024-25 (upto Aug.)</b>	<b>11,304</b>	<b>1,99,633</b>

### Efforts made to strengthen Railway Security

In order to provide safe and secure journey to train passengers, surveillance is kept through CCTV cameras provided at a number of coaches and at stations. To provide security & facilitation to Railway passengers, various initiatives have been undertaken to boost the confidence & sense of security among all stake holders of Indian Railways including passengers by Team RPF. RPF is performing duties and responsibilities entrusted to them with full dedication and commitment all over India.

- a) **Operation “Nanhe Faristey” (Rescue of children):-** RPF undertakes the noble cause of identifying and rescuing children in need of care & protection who are lost/separated from their family due to various reasons.

Year	No. of children’s rescued by RPF
<b>FY 2023-24</b>	<b>11,040</b>
<b>FY 2024-25 (upto Aug.)</b>	<b>7,791</b>

- b) **Operation ‘Yatri Suraksha’:-** RPF provides special attention towards the security and safe travel of passengers through the railways. RPF is also available on call (Railway helpline 139 and other social media forums i.e. Twitter, facebook, Instagram etc.) round the clock to receive and resolve security and other grievances of passengers. RPF has arrested criminals and handed over them to concerned GRPs for further legal action.

Year	No of IPC Cases detected	No. of persons arrested
<b>FY 2023-24</b>	<b>2,901</b>	<b>3,197</b>
<b>FY 2024 –25 (upto Aug.)</b>	<b>1,911</b>	<b>2,194</b>

- c) **Operation “Amanat”**:- RPF personnel helps in securing of passengers’ belongings, which are left behind by passengers in rush to board the train or forgotten by them in train/station. RPF has detected cases of left behind passengers’ luggage and handed over them to the right person under operation Amanat.

Year	Retrieval of left behind luggage	Value of recovered property (₹ in crore)
FY 2023-24	35,776	58.2
FY 2024-25 (upto Aug.)	16,909	29



Operation Meri Saheli

- d) **Operation “Jeevan Raksha”**:- Life of passengers were saved due to alertness and swift action by RPF at platforms, railway track and trains under operation Jeevan Raksha wherein passenger in hurry tried to board/de-board a moving train and slip/fall with the risk of coming under the wheels of train or tried to commit suicide deliberately coming in front of a running train.

Year	Saving life to reduce deaths on track		
	Male	Female	Total
FY 2023-24	2,545	1,086	3,631
FY 2024-25 (upto Aug.)	1,300	519	1,819

- e) **Operation “Sewa”**:- RPF personnel assists the elderly citizens, women, divyangjan and sick/injured persons in their travel through trains and services associated therewith i.e boarding & de-boarding trains, providing emergent needs like Wheel Chairs, Stretcher, medical help, providing ambulance, medicine and infant food etc.

Year	No. of persons (Elderly/Women/Divyangjan/ Sick/Injured/Infants) assisted by RPF
FY 2023-24	43,887
FY 2024-25 (upto Aug.)	8,303

- f) **Operation “Matrishakti”**:- RPF personnel, especially ladies RPF personnel, who are currently 9% (highest among uniform forces) of the total strength of RPF, goes out of the way to help pregnant women who go into labor during their train journeys, in childbirth under operation Matrishakti.

Year	No. of cases attended and assistance provided in child birth		
	In Train	In premises	Total
FY 2023-24	119	76	195
FY 2024-25 (upto Aug)	50	36	86

- g) **Operation “AAHT” (Action Against Human Trafficking)**:- RPF, being the sentinels on the national carrier with a pan India reach, has its task cut out in nation’s fight against Human Trafficking. In order to curb Human Trafficking through Railways, RPF has launched “Operation AAHT” an PAN India drive in coordination with other stakeholders. In order to have an effective mechanism to avert endeavours of the Human traffickers, as per Circular issued in 2022, Anti Human Trafficking Units





Making Rail Travel Secure

(AHTU) of RPF are operational at the post level (Thana level) at more than 750 locations over the Indian Railways. These AHTUs are in regular touch with agencies involved in preventing human trafficking and have assisted them in rescue of children being trafficked.

RPF has signed an MoU with Association of Voluntary Action (a foundation of Nobel Laureate Sri Kailash Satyarthi) also known as Bachpan Bachao Andolan on 06.05.2022 for association in capacity building of RPF & Railway men raid, rescue and sharing of information on Human Trafficking. On 19.03.2024, RPF has also signed a MoU with National Commission for Women (NCW) for Preventing and Combating Human Trafficking through providing capacity building training organizing workshops for RPF personnel.

Year	No. of Trafficked Persons rescued					No. of traffickers arrested
	Juvenile		Adult		Total	
	Boys	Girls	Male	Female		
FY 2023-24	892	72	13	13	990	260
FY 2024-25 (upto Aug)	482	34	39	3	558	177

- h) Operation “Uplabdh”:-** Procurement of railway tickets for reserved accommodation has been a very tough task for the common man as touts were cornering confirmed railway reservations online which has adversely affected the availability of confirmed tickets to the common man. RPF has been undertaking intensive and continuous action against persons involved in toutting (unauthorized carrying of business of procuring & supply of railway tickets). Similarly in an endeavor to enhance the feeling of security to travelling passengers, action is taken against towel spreaders preventing entry of authorized passengers and unauthorized entry into compartment reserved to physical challenged persons under operation Uplabdh. Regular drives are conducted by RPF against touts over Indian Railway and action is taken against persons found involved in as per extant legal provisions. Actions under relevant legal provisions were taken by Team RPF in such cases.

**A. Action against towel spreaders/Unauthorized entry/Resisting entry of authorized passengers.**

Year	Cases registered u/s 155 Rly. Act	Persons arrested	Amount of fine released(₹)
<b>FY 2023-24</b>	<b>31,413</b>	<b>31,522</b>	<b>62,24,750</b>
<b>FY 2024-25 (upto Aug)</b>	<b>16,779</b>	<b>168,07</b>	<b>33,63,085</b>

**B. Action for procuring of illegal tickets.**

Year	No. of cases registered	No. of persons arrested	No. of ticket seized		Value of ticket seized (₹ in cr.)		No. of IRCTC user IDs blocked
			Future journey	Past journey	Future journey	Past journey	
<b>FY 2023- 24</b>	<b>5,204</b>	<b>5,525</b>	<b>21,653</b>	<b>1,28,069</b>	<b>5.1</b>	<b>19.2</b>	<b>31,054</b>
<b>FY 2024 -25 (upto Aug.)</b>	<b>2,256</b>	<b>2,394</b>	<b>8,467</b>	<b>63,385</b>	<b>9</b>	<b>33.8</b>	<b>11,852</b>

**C. Action against persons unauthorized occupied travel space in coaches reserved for passengers with disabilities.**

Year	No. of cases registered	No. of persons arrested
FY 2023-24	67,318	68,057
FY 2024-25 (upto Aug.)	43,903	44,439

- i) **Operation “Rail Suraksha”** :- RPF has been mandated for protection & security of Railway Property. RPF prosecutes offenders involved in theft, misappropriations of railway property under relevant provisions of the ‘Railway Property (Unlawful Possession) Act, 1966’.

**Booked consignment + Railway Material**

Year	No. of cases registered	Value of Property recovered (₹ in cr.)	No. of persons arrested
FY 2023-24	6,116	11.9	11,538
FY 2024-25 (upto Aug)	2,663	2.5	3,225



RPF Personnel on duty at Station Premises

- j) **Operation Satark:-** Transportation of contrabands items through trains has become a major conduit for tax evaders/law breakers. This operation is aimed to assist other LEAs in their work under which RPF makes/assist them in recovery of Tobacco product, liquor product, recovery of FICN/Unaccounted gold/unaccounted cash/Unaccounted other precious metal/smuggled goods/ Arms & Ammunitions/ explosives and recovery of banned medicines.

Year	Tobacco Product			Liquor Product			Recovery of FICN/ Unaccounted gold /Cash / Other Smuggled Goods etc.		
	Cases detected	Value (₹ in cr.)	Persons arrested	Cases detected	Value (₹ in cr.)	Persons arrested	Cases detected	Value (₹ in cr.)	Persons arrested
FY 2023-24	71	1.7	29	1,415	1.7	957	78	21.1	65
FY 2024-25 (upto Aug)	52	1.6	33	891	1	567	35	11	27

- k) **Operation ‘Dusra’:-** Railway premises at remote location and trains are vulnerable to activity of unauthorized vending/hawking through selling of eatables by unauthorized persons. This poses high risk of food adulteration and poor quality of food to passengers. This operation is launched for acting against the menace of unauthorized hawking and vending in Railway premises and in trains.

Year	No. of cases registered	No. of persons arrested
FY 2023-24	2,57,207	2,58,692
FY 2024-25 (upto Aug)	1,22,489	1,22,661

- l) **Operation “NARCOS”** :- Narcotics do not only destroy the health of the youth, but they also damage the economy and wellbeing of the nation too. RPF has been empowered to conduct search, seizure, and arrest under Narcotic Drugs and Psychotropic Substance Act since 2019. In order to give focused attention to drive against smuggling of Narcotics through rail, RPF has launched operation NARCOS.

## Recovery of NDPS

Year	No. of cases detected	Value of NDPS recovered (₹ in crore)	No. of persons arrested
FY 2023-24	1,059	59.2	1,017
FY 2024-25 (upto Aug)	688	2.5	605

- m) Operation 'WILEP':-** Smuggling of Wildlife, animal organs and forest product is crime against nature. Team RPF has been alive to the issue and has taken stringent action under this operation against the smuggler involved in illegal trade of wildlife through railways under operation WILEP.

Year	No. of cases detected Fauna	No. of cases detected Floara	No. of persons arrested
FY 2023 -24	11	10	12
FY 2024-25 (upto Aug)	19	1	10

- n) Operation 'Janaadesh':-** RPF contingents deployed for ensuring free and fair elections and to stop any unfortunate incidents during assembly/parliamentary elections.

Year	No. of RPF personnel deployed in Election Duty	Any conspicuous achievements of RPF in Election duty
FY 2023-24	7,435	4
FY 2024-25 (upto Aug)	17,007	74

- **During the General Parliamentary Election- 2024, RPF seized unaccounted Cash, Drugs/NDPS (Ganja/Charas, Tobacco), Contraband (Liquor), Bullion (Gold, Silver etc.), Illegal Arms/ Ammunition, Others (Cigarettes, Pan Masala etc.) of valued ₹ 39 crore.**
- o) Operation 'Bhoomi':-** RPF assists the sister departments of Railways in clearing the railway land from illegal encroachment under "Operation Bhoomi".

Year	No. of drives conducted	Area cleaned from encroachments with location
FY 2023-24	1,490	6,626
FY 2024-25 (upto Aug)	556	8,631

- p) Meri Saheli Initiative:-** 'Meri Saheli' initiative was launched as Pilot Project by Railway Protection Force (RPF) in South Eastern Railway for security of women passengers travelling alone in trains originating in that zone. Considering its success in instilling a sense of security among women passengers, this initiative was rolled over across the Indian Railways network on 17.10.2020 with the objective to provide enhanced safety and security to lady passengers travelling alone by trains for their entire journey i.e. from the originating station to destination station in long distance trains.

Dedicated teams of lady RPF personnel have been formed for its implementation. Presently, 230 RPF teams are being deployed for this purpose covering more than 400 trains average daily over the Indian Railways network. Team members brief the target passengers about the security measures to be adopted during the journey and the details of the channels available for seeking the help in distress. The RPF posts falling enroute are also informed well in advance about the movement of lady passengers travelling alone and are kept on high alert to attend to any situation without any loss of time. TABs are being provided to them for quick response & ease of doing from Nirbhaya Fund.

Feedback from the lady passengers are also taken to analyse the achievements & shortcomings of this initiative with an aim to improve it further.

**Special efforts made to enhance women security under operation Mahila Suraksha are as under :**

- After Frequent Drives are conducted against entry of male passengers into the compartments reserved for ladies under operation 'Mahila Suraksha'.

**Action taken u/s 162 of the Railways Act (Entering carriage or other place reserved for females)**

Year	No. of cases registered	No. of persons arrested
<b>FY 2023-24</b>	<b>79,228</b>	<b>83,251</b>
<b>FY 2024-25 (upto Aug.)</b>	<b>48,671</b>	<b>49,926</b>

**q) Train escorting**

- RPF is escorting 1800 trains on an average daily in addition to the 1,450 trains being escorted by GRP.
- Zonal Railways have been instructed for deployment of proper combined strength of male and female RPF/RPSF personnel in train escort parties, to the extent possible
- Ladies Special trains running in Metropolitan cities are being escorted by lady RPF personnel. In other trains, where escorts are provided, the train escorting parties have been briefed to keep extra vigil on the lady passengers travelling alone, ladies coaches en-route and at halting stations.



# Vigilance

Vigilance Organization plays a very important role in the administration of the Railways. It investigates complaints, conducts sample checks in respect of managerial decisions, with a view to determine their conformity to objectivity, transparency and concordance with extant rules and procedures.

Vigilance working has three facets: (i) Preventive Vigilance (ii) Participative Vigilance and (iii) Punitive Vigilance.

## Preventive Vigilance

The main aim here is to disseminate knowledge across a wide cross section of Railway officials, suggest system rationalization measures for imparting greater transparency and predictability, catalyze use of technology in decision making and create greater awareness amongst the public on issues relating to corruption mitigation.

### Some of the steps taken in this direction were:

- ❖ In 2023-24, a total of 13,711 preventive checks were conducted throughout the Railways.
- ❖ In 2023-24, All major Railway Units released E-magazines/Bulletins for circulation. These bulletins contain case studies, dos & don't etc. related to various departments.
- ❖ Electronic media was extensively utilized by all Zonal Railways, Production Units and Public Sector for conducting extensive public campaigns during Vigilance Awareness Week, 2023.

## Participative Vigilance

- **24 Hours Vigilance Helpline:** 24 hour vigilance helpline (Helpline No. 139) of the Railways. In addition to this, the email addresses of vigilance officers are posted on the website.
- **Vigilance Awareness Week** is celebrated every year during the last week of October or first week of November to educate the general public regarding the facilities available in the department and also ways and means to lodge complaints. The same was observed between 30th October and 5th November in the year 2023.
- **Counselling:** As many as 83 Workshops/webinars/ interactive sessions were conducted on topical issues by Vigilance in 2023 in which Officers, senior supervisors and other railway personnel representing various levels and disciplines participated; the primary focus was to

inculcate greater awareness of rules, procedures and, most importantly, the pitfalls that need to be steered clear of.

**Punitive Vigilance:** A statement showing number of officials against whom disciplinary action in vigilance-investigated cases was initiated / finalized during April, 2023 to March, 2024 are given below:

<b>Vigilance investigated cases</b>	<b>2023-24</b>
Number of officials against whom disciplinary proceedings were initiated.	<b>3,126</b>
Number of officials against whom disciplinary proceedings resulted in imposition of major penalty.	<b>1,668</b>
Number of officials against whom disciplinary proceedings resulted in imposition of minor penalty.	<b>4,427</b>



# Promoting Hindi

## Rajbhasha Kirti Puraskar

The Ministry of Railways was awarded “Rajbhasha Kirti Puraskar” by the Hon’ble Minister of State for Home Affairs for the best implementation of Official Language Policy during the year 2023-24 in the Hindi Diwas Celebration -2024 and the Fourth All India Official Language Conference organized by the Department of Official Language, Ministry of Home Affairs at ‘Bharat Mandapam’ New Delhi on 14th and 15th September, 2024.

Accordance with the provisions of the Official Languages Act, 1963 and the Official Language Rules, 1976, promotion of usage of Hindi is a continuing endeavour on Indian Railways. Till the end of 31st March, 2024, the total number of notified Railway Offices is 3,681. In these Railway offices, employees proficient in Hindi have already been given directions to transact cent-percent work in Hindi in the subjects specified under Official Language Rules.

Besides this, Official Language officers of Railway Board office and Zonal Railways regularly inspect the Railway Offices to monitor the implementation of Hindi.

In the year 2023-24 a total number of 91 inspections have been carried out by the second Sub-Committee of Parliamentary Committee on Official Language and has appreciated the use of Hindi in these Offices during inspections by Parliamentary Committee. In addition to this Grih-Patrika ‘Rail Rajbhasha’ in Hindi is also published by Railway Board Office. Till now 136 editions of the patrika have been published and circulated to all the Railway offices. About 151 Hindi Grih-Patrika are also being published by Zonal Railways/Divisions etc. at their level.

## Training in Hindi Typewriting, Hindi Stenography and Hindi Language

In addition to the Training Centres set up by the Ministry of Home Affairs, arrangements are also made by Indian Railways to provide in-service training in Hindi language, Hindi Typing and Hindi stenography. The number of employees trained up to the year 2023-24 is as follows:-

Working knowledge/Proficient in Hindi	8,20,458
Hindi Typing	8,487
Hindi Stenography	2,793

## Other activities

The existing policy of purchasing bilingual electronic equipments, like computers etc. is being followed. During 2023-24, 69,236 bilingual personal computers are available in various offices of Indian Railways. Websites of the Zonal Railways including Railway Board are also available in bilingual form. In order to promote usage of Hindi in Railway Offices, 850 Codes/Manual and 6,469 Station-Working Rules have been published bilingually. Besides this, 24,184 Local, Statutory and Standard Forms have been made available in bilingual form in Zonal Railways and Production Units including Railway Board. Presently, more than 17 Lacs books in Hindi are available in 961 Hindi

libraries on Indian Railways and most of the libraries have been named after the names of famous litterateurs of Hindi.

### **Official Language Implementation Committees**

To review the progress of the use of Hindi, total 998 Official Language Implementation Committees are constituted on the Zonal Railways, Production Units etc and meetings of these committees are being organized regularly. Besides this, Railway Board Official Language Implementation Committee has also been constituted at Railway Board level and its meetings were conducted regularly.

### **Railway Hindi Salahakar Samiti**

In order to propagate the usage of Hindi in Ministry of Railways and Zonal Railways, Railway Hindi Salahakar Samiti is constituted under the Chairmanship of Hon'ble Minister of Railways, whose main objective is to give valuable suggestions to increase the use of Hindi.

### **Incentive Schemes for the use of Hindi**

Various incentive schemes have been implemented to encourage railway personnel to work in Hindi. Prominent among them are Kamlapati Tripathi Rajbhasha Swarna Padak Puraskar Yojna, Rail Mantri Rajbhasha Rajat Padak Puraskar Yojna, Rail Mantri Rajbhasha Shield/Trophy and other Running Shield Puraskar Yojna, Individual Cash Award Scheme, Rail Mantri Hindi Nibandh Puraskar Yojna, Premchand Puraskar Yojna, Maithili sharan Gupta Puraskar Yojna, Lal Bahadur Shastri Takniki Maulik Lekhan Puraskar Yojna, Rail Yatra Vritant Puraskar Yojna, Zonal Railway/All India Level Hindi Essay, Hindi Elocution and Hindi Noting & Drafting Competition and Akhil Rail Hindi Natyotsav Competition.

All Indian Railway Hindi Essay, Hindi Elocution and Hindi Noting and Drafting competitions were successfully organized at Indian Railway Institute of Mechanical & Electrical Engineer (IRIMEE), Eastern Railway, Jamalpur from 21th to 23th June, 2023.

On July 06, 2023, officers of the Directorate of Official Language and Senior Translation Officers participated in the online seminar on the topic 'Artificial Intelligence and Translation Tools' organized by the Indian Railway National Academy, Vadodara.

On the occasion of the meeting of the Railway Board Official Language Implementation Committee held on August 28, 2023, 01 gold medal and 29 silver medals were awarded by the Honorable Chairman and Chief Executive Officer, Railway Board to the officers awarded Kamalapati Tripathi Official Language Gold Medal and Railway Minister Official Language Silver Medal.

In order to promote Rajbhasha, 'Hindi Pakhwara' was organized from 14th to 27th September, 2023 in the Ministry of Railways. In inaugural function, message of Hon'ble Home Minister and Hon'ble Railway Minister was read. Hindi Essay Competition, Hindi Elocution Competition, Hindi Noting and Drafting Competition, Antakshari Competition, Rajbhasha Seminar, Kavya-Sangeet Sandhya etc were organized during the Hindi Pakhwada.

Besides this, All Indian Railways Hindi Natyotsav-2023 was also organized at Zonal Railway Training Institute, Udaipur, North Western Railway from 12th to 15th March, 2024.



## North Eastern Region

North Eastern Region comprising 8 States, viz., Assam, Arunachal Pradesh, Meghalaya, Manipur, Mizoram, Nagaland, Tripura and Sikkim is being served by Northeast Frontier Railway. Development of rail infrastructure in North Eastern Region is one of the priority areas of the Ministry of Railways. The endeavor of the Government is to provide rail connectivity to all the sister states in the region and thereafter, extend the same to the capital cities. Out of 8 States of North Eastern Region, rail network connectivity now exists in 7 States. Sikkim is being connected with the new line project Sivok-Rangpo (44 km).

Presently, 18 Railway infrastructure projects (13 New Line and 5 Doubling), of total length of 1,368 km length costing ₹74,972 crore, falling fully/partly in North Eastern Region are in planning/approval/construction stages.

Present status of these projects is as under:-

### NEW LINES

(₹ in Crore)

S. No.	Name of Project	Length	Anti-cipated Cost	Expenditure upto 31.03.2024	Outlay 2024-25	Status as on 31.03.2024
1	Bhairabi-Sairang	51 km	9,362	7,111	1,120	Work has been taken up on this project.
2	Agartala (India) - Akhaura (Bangladesh)	12.03 km (5.46 km in India + 6.57 km in Bangladesh)	865 (Indian Portion)	863	10	The Project has been commissioned.
3	Byrnihat-Shillong	108 km	8,324	270	0.0001	Land acquisition is held up in Meghalaya portion due to protest by Khasi Students Union (KSU).
4	Dimapur (Dhansiri) - Kohima (Zubza)	82 km	6,663	3,258	1,200	16 km section has been commissioned and work has been taken up in remaining length.
5	Jiribam-Imphal	111 km	14,322	14,423	1,200	55 km section has been commissioned and work has been taken up in remaining length.

S. No.	Name of Project	Length	Anti-cipated Cost	Expenditure upto 31.03.2024	Outlay 2024-25	Status as on 31.03.2024
6	Sivok-Rangpo	44 km	7,877	7,032	2,330	Work has been taken up on this project.
7	Tetelia-Byrnihat	22 km	1,305	1,157	52	Tetelia-Kamalajari (10 km) section has been completed and commissioned. Work has been taken up in balance section in Assam. Work in Meghalaya State is stopped due to law and order problem.
8	Murkongselek-Pasighat	27 km	1,187	473	300	Work has been taken up on this project.
9	Dimapur-Tizit	257 km	4,274	0	0.0001	The work has been included in Budget 2013-14 subject to requisite approvals.
10	Salona-Khumtai	99 km	6,542	0	0.0001	The work has been included in Budget 2017-18 subject to requisite approvals.
11	Sibsagar-Jorhat	62 km	1,832	0	0.0001	The work has been included in Budget 2017-18 subject to requisite approvals.
12	Tezpur-Silghat	25 km	2,280	0	0.0001	The work has been included in Budget 2017-18 subject to requisite approvals.
13	Maishashan (India) - Zero Point (Bangladesh)	3 km	39	30	15	The project has been sanctioned in 2020-21. Work has been taken up.

## DOUBLING

(₹ in Crore)

S. No.	Name of Project	Length	Anti-cipated Cost	Expenditure upto 31.03.2024	Outlay 2024-25	Status as on 31.03.2024
1	New Bongaigaon - Kamakhya via Rangiya	143 km	2,048	2,657	750	82 km section has been commissioned and work has been taken up in balance section.
2	New Bongaigaon - Kamakhya via Goalpara	176 km	4,060	3,265	297	150 km Section has been completed. Work has been taken up in remaining portion.
3	3rd line between Kamakhya-Guwahati	6 km	395	4	10	The project has been sanctioned on in place of Kamakhya-New Guwahati Quadrupling.
4	Saraighat Bridge (doubling)	7 km	1,474	1	50	The work has been included in Budget 2017-18 subject to requisite approvals.
5	Lumding - Furkating Section	140 km	2,124	5	300	The work has been included in Budget 2019-20 subject to requisite approvals.

## Passenger Service Improvement

08 New train (single) services were introduced and 08 trains (single) services were extended serving the NE region, during the year 2023-24. In addition, frequencies of 04 trains (single), serving the NE region, were increased.

## Computerised Passenger Reservation System

The facility of computerised Passenger Reservation System (PRS) is available at about 139 locations in the North Eastern Region. All State Capitals of North Eastern Region are on PRS network. Some of the above locations are unified Passenger Reservation System-cum Unreserved Ticketing Systems.

# Public Relations

The Public Relations Directorate is responsible for disseminating information of various policy initiatives, services, concessions, projects, performances and developmental activities undertaken by the Railways. Publicity campaigns are also launched to educate the rail users on various aspects of railway working including safety and security norms in order to create awareness among them. Interaction with the rail users through print, electronic and digital media is a continuous process for the PR Department.

During the year 2023-2024 (from 01.04.2023 to 31.03.2024), Public Relations Directorate of Railway Board played an important role in building both the corporate and social image of Indian Railways.

Social Media Handles of Ministry of Railways as well as Zonal Railways have seen a high surge in number of followers and likes on various posts & tweets. Social media services like Twitter, Facebook, Instagram, YouTube etc. are now utilized for not only disseminating information about various policy initiatives/passenger amenities, but also it is acting as a real time passenger grievance redressal medium. Social media handles across Indian Railways witnessed a huge spike in the number of followers during FY 23-24. With a cumulative increase of more than 50 lakhs followers across Social Media i.e addition of around 13.67 lakh followers on 'X', around 13.53 lakh on Facebook page, around 3.52 lakhs subscribers on YouTube Channel and around 19.95 lakh followers on Instagram, Ministry of Railways has become one of the best performing Ministries under Govt. of India. A common man (rail user or otherwise) can easily file rail related grievances on 'X' and get prompt redressal. Information in the form of small videos and other rail documentaries showcasing new initiatives, innovation and other railway related information on day to day basis are uploaded on YouTube. All functions/events where the railways launch new trains/passenger amenities are broadcast through YouTube Live, thus, enabling the public at large to get information on real time basis. During FY 2023-24, Ministry of Railways for the first time got placed in the Limca Book of Records for the "Most People at a Public Service Event- Multiple venues" & also in Guinness World Records for record title of "Most Photos of Bridges uploaded to a bespoke platform in 01 hour".

During Financial Year 2023-24, Zonal Railways/Production Units have also undertaken a number of publicity campaigns on various themes



such as awareness campaign about Swachchhta Pakhwara, International Yoga Day, Rashtriya Ekta Diwas, Partition Horrors Remembrance Day, Har Ghar Tiranga, Constitution Day, International Year of Millets, etc. During the year 33,304 press releases were issued; 780 press conferences were organized; 421 publicity brochures were brought out. About 10,742 Radio/TV Spots were produced and broadcasted/telecasted by the Indian Railways on different Radio/TV channels. 142 press tours were conducted by the Railways to highlight the benefits to be accrued to rail users due to introduction of new facilities/initiatives/new national projects in their region. Indian Railways had also participated in 93 exhibitions across the country.

The in-house monthly magazines viz., 'Indian Railways' in English and 'Bharatiya Rail' in Hindi, are brought out by PR Directorate of the Ministry of Railways to provide effective link between the Railways in India and the rail users. Annual issues of both the Magazines were brought out. Now subscribers can pay subscription charges of these two magazines on-line through IRCTC Portal and e-version is also available on Indian Railways' website.

### **Commercial Advertising**

Commercial publicity on railway assets is allowed by Indian Railways by utilizing the available assets like vinyl wrapping on mobile assets. Digital advertisements, content on demand through audio and video, display of advertisements through hoardings at station premises, circulating areas, road over bridges, road under bridges, level crossing gates, railway colonies, railway workshops, railway production units, land along the tracks, Zonal headquarters, production units, training institutes (CTIs/ ZRTIs etc.), RDSO and allowing innovative ideas/concepts/themes/schemes, etc. PRS/ UTS tickets and reservation charts/forms are also utilized for commercial publicity.

## Undertakings and other Organizations

As many as 14 Public Sector Undertakings and other Organizations are functioning under the Ministry of Railways, as detailed below:-

S. No.	Name	Year of Incorporation/ Inception	Core competence
1	BITES	1974	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.
2	IRCON	1976	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.
3	CRIS	1986	CRIS is the IT arm of Indian Railways. It designs, develops, implements and maintains centralized IT system for all departments of Indian Railways.
4	IRFC	1986	To raise funds from the market to part finance the Plan Outlay of IR.
5	CONCOR	1988	To develop multi-modal logistics support for India's international and domestic containerized cargo and trade.
6	KRCL	1990	To construct and operate railway lines, construct Road Over Bridges and rail line projects.
7	RCIL (RailTel)	2000	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.
8	IRCTC	2001	To undertake catering and tourism activities of the Railways. Also facilitates internet ticketing through its website.
9	KMRCL	2008	To implement East-West Metro Corridor connecting the twin Cities Kolkata and howrah from Salt lake to Esplanade.
10	RVNL	2003	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.
11	RLDA	2005	To develop vacant railway land for commercial use for the purpose of generating revenue by non-tariff measures for IR.
12	DFCCIL	2006	To plan and construct Dedicated Rail Freight Corridors (DFCs) for movement of freight trains on the corridors.
13	MRVC	1999	To plan and implement rail projects in the Mumbai Metropolitan Region.
14	BCL	1976 (In MOR from 2010)	To manufacture wagons, undertake structural fabrication jobs and manufacturing, retrofitting of EOT crane.



Consultancy for Shivamogga, Karnataka  
by RITES

## Rail India Technical and Economic Services Limited (RITES)

### Enabling Mobility, Accelerating Growth

RITES Limited, a Navratna Central Public Sector Enterprise under the Ministry of Railways, has followed a trajectory uniquely rooted in India's growth story. Since its inception in 1974, RITES, a multidisciplinary consultancy organization, has been taking on challenges with foresight and fortitude. A future-ready organization, RITES is providing customized, diversified, comprehensive, and concept to commissioning services and integrated solutions in the transport infrastructure sector in India and abroad.

RITES is uniquely placed in terms of geographical reach and consultancy services in sectors such as railways, highways, airports, ports, ropeways, metros, bridges & tunnels, urban engineering, sustainability and green mobility, inland waterways, and renewable energy. Equipped with sophisticated software (including for designs) and modern equipment, RITES is also a unique inspection organization with in-house material-testing laboratories with national/international accreditation/certification. With the Independent Safety Assessor (ISA) certificate, RITES has become the second company to have this certification in India.

Delivering smart and sustainable solutions and adding value through its technical expertise, and a talent pool of over 2,000 professionals, RITES has served clients in more than 55 countries across Asia, Africa, Latin America, South America, and Middle East region.

As RITES go beyond 'Marking the Gold', RITES' 50th anniversary, they are accentuating who they are as an organization, how they operate and how they are planning to grow, illustrating as one of the contributors to #ViksitBharat.

### On Growth Track

The Financial Year 2024 was a momentous year for RITES with two incredible milestones: its 50th anniversary and being honoured with the Navratna status. On the business front, the company strategically leveraged its core strength to achieve the highest-ever consolidated consultancy revenue of ₹1,289 crore this year despite facing significant headwinds. Turnkey and leasing segments also recorded the highest-ever revenue of ₹903 crore and ₹138 crore, respectively.

In the last FY, RITES achieved a consolidated revenue of ₹2,539 crore against ₹2,730 crore in FY23. The operating revenue, excluding other income, stood at ₹2,453 crore against ₹2,628 crore in FY 2023. Profit before Tax stood at ₹670 crore as against ₹774 crore in FY 2023, and Profit After Tax at ₹495 crore as against ₹571 crore in FY 2023.

The net worth has grown to ₹2,507 crore and RITES has remained debt-free. Also, the company has spent ₹13.31 crore towards corporate social responsibilities in FY 2024.



Structural Health Monitoring for India's  
longest Rail-cum-road bridge-Bogibeel  
Bridge by RITES

Continuous satisfactory performance to win clients' confidence and efforts on business development have contributed to close FY24 with an order book of ₹5,690 crore with orders worth ₹2,300 crore secured in FY 2024 only.

### Select Projects Executed (FY 2024)

- Redevelopment of Ayodhya Dham Jn Railway Station
- Consultancy services for the Gwalior Airport
- Consultancy services for New Umbergaon-Sachin stretch on Western Dedicated Freight Corridor
- Railway Electrification of about 512 RKM
- Critical Railway sidings at coal, power and steel plants
- New Y-Curve, a first-mile connectivity project of Coal India between Brajrajnagar&Lajkura stations on the Howrah-Mumbai trunk route
- DPR for tunnels between Abu Road and Taranga Hill
- DPR for rail bridge across the Ganga at Farakka Barrage
- Consultancy for Nagpur Metro Phase-I
- DPR for a Multi Modal Logistic Park at Kalinganagar in Odisha
- Comprehensive Mobility Plan for Chandigarh Tricity



*DEMU trainsets supplied to Mozambique, RITES*

### Green Touch

Building on the vision for 'Green' Consultancy, the Sustainability Unit expanded its horizon into becoming the 'Sustainability & Green Mobility Unit,' focusing on seizing opportunities in this emerging domain.

RITES' subsidiary REMC Ltd is involved in power management and generation and has a mandate to handle the entire power procurement under open access for Indian Railways, besides handling renewable energy and energy-efficiency projects.

### Awards & Recognition

RITES has received several awards and accolades, some of these are:

- **SCOPE Eminence Award** for 'Institutional Excellence'
- **SCOPE Eminence Award** for Corporate Governance
- **EEPC India Regional Award (Northern)** for Export Excellence
- **CEAI National Award** (Consultancy for Bogibeel Bridge)
- **Safety Innovation Award** by the Institution of Engineers
- **ICAI Award for Excellence in Financial Reporting**
- **SAFA Silver Award for Best Presented Annual Report**
- **Rail Mantri Rajbhasha Award**





*IRCON Headquarter, Gurugram*

## **IRCON International Limited (IRCON)**

IRCON International Limited (a Navratna PSU), formally known as Indian Railway Construction Company Limited was incorporated on 28th April, 1976, mainly for the purpose of construction and development of Railway Infrastructure in India and abroad with the expertise from Indian Railways.

During its operation of 48 years the company has diversified and developed core competence in other areas also like Highways, Tunnels, Bridges, Flyovers, ROBS, Airport Hangar & Runways, Metro rail and Buildings (Industrial, Commercial & Residential complexes), EHV Transmission Line & Grid Sub-stations, Industrial Electrification, Signaling and Telecom Systems, High Speed Rail, Dedicated Freight Corridor etc. 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 emerged as front ranking construction company of international repute having executed prestigious projects during the last 48 years of its operations. It has so far completed more than 401 infrastructure projects in India and 128 projects across the globe in more than 25 countries.

IRCON is actively engaged in infrastructure development in several Asian and African countries. IRCON’s expertise coupled with its experience has helped in successful completion and commissioning of a mega project valuing over USD 1 billion in Malaysia, the largest ever Transportation project completed by any Indian company abroad. Also, IRCON is executing Railway projects in Sri Lanka, Bangladesh, Algeria, Nepal and road project in Myanmar.

In India, IRCON has undertaken various prestigious projects which are emblematic to the country’s rise on global infrastructural map. The Company is involved in the biggest Railway construction project in Jammu & Kashmir. IRCON is also constructing a new Broad-Gauge railway line from Sivok in North Bengal to Rangpo in Sikkim to provide rail connectivity to Sikkim.

- During the FY 2023-24, IRCON has successfully commissioned a total of 128.45 Km of Rail lines out of which 54 Km is of New Line and Doubling of 74.45 Km for the targeted sections.
- IRCON has successfully commissioned 1015 RKM including 7 substations and 38 Km 132 KV transmission line of Railway Electrification works and 137 RKM of Railway electrification for new line/Double line/NCRTC etc aggregating to 1152 RKM which is the highest electrification work in a year.
- IRCON has commissioned highest Signalling works of 62 stations in the year 2023-24.



*Tunnel work at Sivok Rangpo, IRCON*

**Major achievements of ongoing projects in FY 2023-24 are as follows:**

1. In USBRL Project, J&K, Banihal – Sangaldan section was Completed and opened in February 2024.
2. In connection with the Doubling of the Katni - Singrauli, one section from Mahroi to Vijaysota (19.13 Km) was successfully commissioned on 27.06.2023.
3. In connection with Kiul-Gaya Doubling Project, ECR, the Section from Sheikhpura to Kashichak (15.4 Km) was commissioned on 01.09.2023 with a speed of 90 Kmph. Further, Section from Kashichak to Warisaliganj has been commissioned on 23.01.2024.
4. Nischintapur (India) to Gangasagar (In Bangladesh) of Agartala - Akhaura New Rail Line has been inaugurated on 1st November, 2023 for Goods Services.
5. Khulna to Mongla New Port Rail Line in Bangladesh has been inaugurated on 1st November, 2023 for Goods Services.
6. Hajipur- Bachwada Doubling project was commissioned on 24.11.2023 and handed over to ECR.
7. 38.6 KM Rigid Overhead Catenary (ROC) system in Tunnels of USBRL Project has already been commissioned. This ROC system was implemented for the 1st time in Indian Railways.



*Jaynagar Bardibas Rail Link Project, IRCON*

**Awards & Accolades (2023-24)**

IRCON has been awarded several prestigious awards during the year. Some of the significant awards and accolades won during the year 2023-24 are mentioned below:

- CE&CR Annual award for “Outstanding Tunnel Structure” for the project “Udhampur-Srinagar-Baramulla New BG Rail line – Construction of Tunnel T-49 on Dharam – Qazigund Section”.
- Governance Now 10th PSU Award - CSR Commitment
- Governance Now 10th PSU Award - Nation Building
- Dun & Bradstreet award – ESG Champions of India 2024 in the Engineering & Construction services sector
- Excellence in Civil Engineering, Testing and Commissioning of Rail Projects by Rail Analysis India
- Top Challenger 2022-23 award by Construction World
- Safety Innovation Award 2023 for implementing Innovative Safety Management Systems.
- IRCON has secured 232th rank in the list of Top 250 International Contractors and 207th rank in the list of Top 250 Global Contractors published by ENR Survey 2024.

## Financial Performance

In the year 2023-24, the Company has registered total income of ₹12,388 crore. The Profit before Tax achieved by the company is ₹1,156 crore and the Profit after Tax is ₹863 crore. The Net Worth of the company is ₹5,772 crore.



## Centre for Railway Information Systems (CRIS)

The Centre for Railway Information Systems (CRIS), was established in 1986 under the Ministry of Railways. It is the IT arm of the Indian Railways, headquartered in New Delhi with five regional offices in five major cities across India. CRIS develops, operates, and maintains IT solutions for the Indian Railways. It plays a crucial role in enhancing the efficiency and effectiveness of railway operations through technology. CRIS designs and implements software solutions for various aspects of Indian Railways, including Business Development and Operations, Fixed Infrastructure, Rolling Infrastructure, Core Backbone, and other areas and provides ongoing support and maintenance for these systems. It is also involved in the continuous upgradation of railway IT infrastructure and operational efficiency, incorporating new technologies to improve services like Mobile apps, Cloud Computing, AI/ML and Internet of things (IoT). The Centre manages a vast amount of data related to railway operations and uses them to support decision-making processes. CRIS works closely with railway divisions and stakeholders to integrate different IT systems, ensuring seamless communication across the network. Following are some of CRIS Achievements and Highlights in key areas of the Indian Railways during the FY 2023-24.

### 1. Passenger Business

**1.1 Enhanced e-ticketing system for Indian Railways:** Android IRCTC Rail Connect version 4.2.15 was released on 15th November, 2023, featuring several major functionalities. Similarly, Rail Saarthi version 5.2.15 of IRCTC Rail Connect was also made available on the Google Play Store on the same date. Multiple updates were carried out across mobile apps, introducing various enhancements to improve user experience. The IRCTC Rail Connect app was upgraded to include an Enhanced Station Search feature on the Journey Planner, allowing searches by station city, state, and keywords (e.g., Kedarnath), as well as providing smart search options. New payment methods, including PayIO, SBI ePay, Cashfree, Easebuzz, and Bajaj Finance EMI options, were added to offer more flexibility for ticket bookings.

**1.2 Modernisation of CONCERT (Phase-I), MIS on RDBMS and open platform enablement:** The PRIMES (Passenger Reservation Information Management Enhanced System) website has been updated to include several new reports. Under the Special Report section, two new reports have been added to track passenger lists traveling on a section of a train in the event of an untoward incident. These reports, sourced from HHT and PRS-Charting, provide detailed boarding and deboarding information

for specific sections. The Report Builder (Self-reporting utility) has been modified to enhance user-friendliness of data sources. Various reports for IRCTC related to passenger meal planning have also been made available on PRIMES.

### **1.3 Passenger Reservation System (PRS) Modernisation (Phase-II):**

The modernization of the Passenger Reservation System has been initiated, with the new application set to feature several enhancements. These include the ability to choose seats or berths, a fare calendar, a multilingual interface, a user-friendly enquiry and booking interface, and the capability to book tickets for an increased number of trains.

**1.4 PRS Data Warehousing Project:** A new utility was created for IRCTC Direct Catering advance payment transfers through IREPS, with catering data and static reports being shared by the PRS team. Various reports were prepared for Railway Board analysis, including those on WL discontinuation, Flexi fare performance, refund rule analysis, and Vande Bharat performance. Reports were also generated to address questions raised during Parliamentary sessions.

**1.5 Concert, RTR and Routers Maintenance:** Several changes were implemented in the system to enhance functionality and user experience. Firstly, the system was updated to allow the transportation of cats and dogs in 1st AC class on current bookings with a single PNR where a cabin or coupe is allotted. Secondly, modifications were made to convey vacancy information to the HHT for optimal utilization of RAC quota berths. Thirdly, the system now supports bookings via QR code scan-based payments. Lastly, updates were made to enable bookings against duty passes for vacant accommodations on Rajdhani, Shatabdi, and Duronto train types from remote locations, following the preparation of the first chart at the train's starting station.

**1.6 Unreserved ticketing system:** In line with the Digital India initiatives to promote cashless transactions, a new cashless payment option using SBI-UPI QR codes was added at UTS counters for ticket issuance. Payments were realized through any UPI-enabled mobile application by scanning the dynamic QR code generated at UTS counters.

**1.7 Hand Held Terminals (HHT):** A new application for free duty and station duty staff was successfully developed and implemented. Digital payment via QR code was integrated into the HHT Client Application onboard trains, and dog/cat functionality was added to the HHT Chart page to enhance usability and efficiency for staff members. A total of 18,240 HHT devices were procured and deployed across all trains in the Indian Railways network.

**1.8 All Indian Railway Protection Force Security help line:** The Meri Saheli module was automated at the Zonal level to enhance operational efficiency. The Rail Prahari and Rail Suraksha mobile apps were redeveloped using Flutter, significantly improving their performance and user experience. Integration of the RS2 Meri Saheli module with NTES was allowed for real-time updates on train running status, including cancellations and station diversions.



*Singalling Maintenance management System by CRIS*



### **1.9 Networking system of security control rooms over IR RPF**

**Security Management System:** The National Offenders Data Bank for Railway Criminals module was developed to provide a comprehensive system for tracking railway-related offenders. The capability to view The Railway Property (Unlawful Possession) Act, and their dependent registers was extended to DFCR, improving data accessibility.

**1.10 Refund coaching over all Indian Railways:** The automation and end-to-end digitization of the refund process have significantly improved the efficiency of refund handling for applications filed through the TDR process in reserved e-tickets. A new module was developed within the Web Enabled Coaching Refund application and integrated with several systems, including HHT (Hand Held Terminals) for onboard passenger status checking, NTES (National Train Enquiry System) for train running status, PRS for PNR verification, refund amount, and accounting, and NGeT e-ticketing for refund processing. The system now enables refunds to be credited to customer accounts within approximately 2-4 days, depending on the mode of payment and payment gateway.

**1.11 National Train Enquiry System:** Enhanced the functionalities of the system by introducing the option to view Coach Position Information across all interfaces. Integrated with BDTS and implemented a cloud-based Coach Water Level Indicator, which streamlined water filing for 50 coaches. NTES was also integrated with IRCTC e-Catering and IRCTC 139 call centers to provide real-time train running position updates. Integration with the WECRS (Web Enabled Coaching Refund System) enabled refunds for current dates, while running positions for Aastha Trains were provided through integration with the IRCTC call center. Average delay features were added to the "Spot Your Train" functionality on both the website and mobile app. Compulsory capturing of Train service details (Train number, Start Date) when marking an Asset Failure, with a focus on the detention of trains and train service counts were enabled.

## **2 Freight & Parcel Management**

**2.1 Parcel Management System:** An additional 349 parcel stations were implemented across Indian Railways, bringing the total to 575 parcel booking stations. An online portal was developed for cargo customers on the Dedicated Freight Corridor (DFC), enabling integrated online payment, loading, unloading, and delivery services. A new Dog/Cat booking module was integrated with the Passenger Reservation System (PRS), accompanied by a Management Information System (MIS) for viewing online booking history, thereby enhancing efficiency and customer experience.

**2.2 Near Site Disaster Recovery setup for FOIS:** The work was delivered as part of the "3 Way DR of FOIS," which included a Near Site located in NCR and a Far Site at Secunderabad.

**2.3 Coaching Maintenance Management:** In Phase I, the CMM application reached 75% completion of the work as per the Memorandum of Understanding (MOU) and was implemented to improve across all 65 coaching depots. Additionally, a PDF file containing the complete Coach

master and transactional detail reports was made available for download. During the year, a Coaching Warranty Complaint amounting to ` 7,785 crore was generated from 22,510 complaints, and ` 7,397 crore was successfully settled. In Phase II, the CMM application was completed to 60% of the work as per the Memorandum of Understanding (MOU) and was successfully implemented to enhance across all 24 coaching depot locations.

**2.4 Freight Maintenance Management module (FMM):** In accordance with periodic advice from the Railway Board and continuing efforts towards further digitization, the FMM application was enhanced with numerous features. All features of the Weigh Bridge module were incorporated, and users gained the ability to upload supporting documents or images for official documentation. A comprehensive PDF file containing the Weigh Bridge master and transactional details reports was made available for download. The Yard module, related to end-to-end freight rake examination, was updated to include options for capturing the condition of various items, such as ATL locks in container wagons, bolsters, center pivots, and the number and height of doors in BOXN-type wagons.

### **3. Train Operation**

**3.1 Real-Time Train Information System (RTIS):** Approximately 4,000 additional electric locomotives were equipped with RTIS, facilitating 61% control chart plotting for passenger trains and achieving an overall 48% automation rate. Statutory clearances were obtained from DoT/WPC/SACFA/NOCC, and the RTIS system operations were migrated from ISRO's Delhi Earth Station at SP Marg, New Delhi, to the RTIS Satcom hub co-located with CRIS DC in Chanakyapuri, New Delhi. Revised RTIS device specifications for future phases were finalized in collaboration with ISRO and endorsed by RDSO. A mobile application for RTIS device monitoring was launched on the Android Play Store for loco shed and trip shed personnel.

**3.2 Computerised Control Charting (COA):** The FOIS-COA integration was enhanced and successfully implemented, including integration with TMS for block details. Aastha trains were introduced and continuously monitored. GPS updates increased significantly from 1.8 lakhs to 3.1 lakhs, with more locomotives contributing to the data. The Long Haul Train Module underwent a redesign, and crew duty hour tracking was improved. COA was integrated with DFIS for EDFC, and data sharing with various applications, such as the IR Dashboard, Digital Twin, and Lumding division, was facilitated through APIs. Additionally, use cases for COA data transfer via ESB for route optimization were developed.

**3.3 Software aided train scheduling system:** Successfully calculated the Charted Capacity for all sections across Indian Railways using the Freight Charting module, and compared these results against actual runs to assess section utilization. Efficiently distributed approximately 10,000 train profiles across various CRIS ICT systems during the annual timetabling process. Completed integration with GOAL (Auto-generation of Optimised Loco Link) and HHT using a pull-based REST API for Timetable Data, effectively managing incremental changes. Data analysis also facilitated the identification of non-stop long runs exceeding 400 kilometers or 4 hours.

### **3.4 Route Optimisation modeling using Operation Research**

**Tools:** Milestone M1, which involved the preparation and approval of a Detailed Project Plan, was successfully completed.

**3.5 Computerised Crew Management for Indian Railways:** A new module has been added to the CHALAKDAL app to facilitate the capture of images for analysing Onboard Housekeeping Service (OBHS). Integration has been successfully completed with Konkan Railway for the transfer of crew Mileage. The app now also captures real-time, location-based LI movement entries. Additionally, FOIS-CMS integration has been implemented, allowing CMS users to create Traffic Advice (TA) directly from FOIS. Moreover, mapping in the CMS application for HRMS Id to CMS Id has been completed, enabling the implementation of a Single Sign-On feature.

**3.6 TTE Lobbies:** Out of 740 TTE lobbies, 532 were successfully implemented in 2023-24, bringing the total number of operational lobbies to 731. The Single Sign-On functionality using HRMS IDs was successfully introduced, enhancing user convenience. Additionally, the migration of applications to CRIS Cloud was completed, improving accessibility and reliability.

**3.7 System for Locomotive Asset Management (SLAM):** Rolled out in seven newly commissioned or converted Electric Loco Sheds. SLAM was also implemented in 35 Diesel sheds housing Electric locomotives with enhanced application and access provided to sheds. Traffic Loco Controller (TLC) and Trip shed module was developed in house and access of the same were given to Railway users. An Inward/Outward module for Diesel Locos was developed, with login credentials provided to 40 sheds maintaining diesel locos. Headquarters introduced a TLC module for asset failure tracking and enhancement. SLAM application was released to Production Units, including CLW, BLW, and PLW. New dashboards, like RB Tree View and Divisional TLC Dashboard, were introduced, along with integration with other projects like RTIS, FOIS, ICMS, and MDMS for enhanced functionality.

**3.8 Safety Information Management System (SIMS):** In the SIMS Project, several key developments and implementations were completed. Single Sign-On functionality was integrated using HRMS user IDs. The system was also integrated with Rail Madad to provide accident details via IVRS -139. Additionally, integration with the UCCC Dashboard was established to provide data for accident, inquiry, and DAR (Departmental Action Report) inquiries. An Accident Inquiry Recommendation module was also developed and implemented.

**3.9 Crew Voice and Video Recording System:** Mandated by the Railway Board on 07th November, 2023, CRIS was tasked with providing CCTV Cameras with RDAS in 14359 locomotives, alongside setting up of a Central Video Management System (CVMS) for IP-based surveillance.

## **4 Asset Management & Rolling Stock**

### **4.1 Automated rolling stock track and trace system using radio frequency identification:**

The RFID Fixed Reader Dashboard Version 1.2 and the corresponding Android app version has been released, featuring integrated Single Sign-On with HRMS. Installation of fixed reader assets has been completed, and new versions of the PortRead app, including feedback and complaint features, has been launched. The Timeline Module for the RFID Fixed Reader Dashboard has also been introduced. Site surveys were conducted at Jagadhri, Jaipur, Durg, Katni, Paradeep, and Vishakhapatnam.

**4.2 GPS sets for freight Wagon:** The WGPS Dashboard had been released, along with the WGPS Android App, which supports GPS device installation and monitoring.

## **5. Asset Management and Fixed Infrastructure**

### **5.1 Track Machines Maintenance and Management System (TMMMS):**

Completed the launch of 45 out of 88 versions of Track Machines on Indian Railways, following extensive testing. The application now covers 11 out of 20 types of Track Machines. Support and guidance were provided to Track Machine users to facilitate the adaptation of the application. Modifications were implemented and new features were added to the application based on user feedback.

**5.2 Track Management System (TMS):** CRIS successfully launched the “TMS-Nirikshan app” across all 68 divisions of Indian Railways. This mobile app was designed to streamline the inspection of track assets based on their geo-location and was integrated with the TMS. Available on both Android and iOS platforms, the app includes five types of track assets: Point & Crossing, Level Crossing, and Curves & LWR.

**5.3 GIS map and geospatial database Assets:** Significant advancements were made in GIS mapping and the geospatial database for Indian Railways assets. Data cleaning activities were completed for several key assets, including level crossings (LC) and bridges, yards, stations, buildings, and structures, with the aid of newly developed editor applications. A new Land Boundary Editor application was introduced, featuring an image/PDF uploader. Training for end-users was conducted for 68 divisions via video conference. A user management module was deployed/ developed, incorporating a Maker, Checker, Approver system for asset editing, as outlined in the SOP for the PM Gati-Shakti National Master Plan Platform. A proof of concept (POC) for the real-time tracking of Patrol Men and Key Men, integrating their movements into the IR-GIS portal, was also completed.

**5.4 Land Management Information System:** The Annual Bill Raising functionality was implemented to accommodate cases with an annual payment option.

**5.5 Bridge Management System:** The Bridge Inspection module was enhanced to include pre-monsoon inspections conducted, post-monsoon inspections, and technical inspections by the concerned Railway Officials.

An Underwater Inspection module was introduced to address the challenges associated with submerged structures. Additionally, the Inspection Note module facilitated detailed documentation of inspection findings. The Flood Report module provides comprehensive analysis of flood-related impacts, and the Monsoon Booklet offers crucial information, guidelines, and preparedness measures for the monsoon season.

## **6. Resource Management, Finance & Accounts**

**6.1 Rail Kaushal Vikas Yojana (RKVY):** The 98 Railway Institutes conducted a 21-day skill development program across India, offering 16 short-term courses. A total of 11,609 candidates successfully completed the training out of the 14,636 who had enrolled.

**6.2 Traffic Accounts Management System (TAMS):** Successfully developed and implemented the Accounts Office Balance Sheet Module, enabling users to reconcile billable and non-billable vouchers, generate bills, and subsequently to create Journal Vouchers (JVs) for realization from concerned parties and government bodies. Also developed and implemented Traffic Book Part C, which consolidated traffic earnings of zones from audited balance sheets, including adjustments related to accounts of other zones and deposits from private companies. Additionally, the server migration activity to the JBOSS HCI environment was successfully completed.

**6.3 Human Resources Management System (HRMS):** Several key modules and enhancements were implemented. These include the introduction of the Leave Management module, Leave Encashment, and the Auto credit of Half Yearly Leave Balance. Additionally, an option to apply for leave through the mobile app was provided. The MPP module was launched, along with features allowing employees to express willingness for postings in Railway Board, RDSO, CRIS, and the option to apply for IRMS empanelment for entitled employees.

**6.4 Payroll and Accounting System (IPAS):** Achieved significant advancements by developing and migrating the RESS 2.0 mobile app for both Android and iOS platforms, implementing the Payment to Third Party Inspection (TPI) process, and creating a new ARPAN Module for Pension Reconciliation and Revisions. Additionally, successfully integrated the HMIS with IPAS and automated the transfer of NPS contributions through NSDL integration across 148 units, significantly enhancing efficiency and accuracy in payroll and accounting processes.

## **7. Dashboard Integration & Analytics**

**7.1 e-Drishti:** e-Drishti played a crucial role in the planning, data collection, and decision-making processes for the successful execution of the Amrit Bharat Prime Minister Inauguration event, with the aim of setting records in the Guinness Book and Limca Book of Records. The system facilitated live monitoring of Aastha Special Trains through the Railway Board War Room and streamlined the daily and monthly sharing of Railway KPIs with the PRAYAS dashboard of the Prime Minister's Office. Additionally, e-Drishti



enabled the auto-generation of booklets showcasing constituency-wise achievements and the work done by Railways.

**7.2 MIS for VIP and Parliamentary References:** A portal for processing Parliament questions was developed and implemented, and the application was used in the last two parliamentary sessions.

**7.3 Shramik Kalyan Portal:** The Indian Railways Shramik Kalyan Portal was designed to manage wage payments to labourers employed by contractors on sanctioned IR works. It ensured compliance with the Minimum Wages Act, guaranteeing that contractual workers received their entitled wages. The platform requires contractors to regularly upload wage payment data, enabling the Railways to monitor contractor disbursements to workers. Since its inception, the portal has registered over 23,800 contractors, 1,10,900 Letters of Authorization (LOAs), 9,79,600 workers, with wages amounting to ₹15,470 crore and recording 23.2 crore man-days.

### **Indian Railway Finance Corporation Limited (IRFC)**

Set up as a public limited company in December, 1986 with the objective of raising money from the market to part-finance the plan outlay of Ministry of Railways and for meeting their development needs. IRFC has been successfully meeting the borrowing targets set for it year after year. Funds are raised through issue of tax free/taxable bonds, 54EC Capital Gain Bonds, Term loans from banks/financial institutions and through external commercial borrowings etc. The Department of Public Enterprises has rated the company as “Excellent” since 2016-17 for its performance vis-à-vis the parameters set out in the MoU.

The Company has leased rolling stock assets worth ₹3,00,267 crore to the Railways up to 31st March 2024. 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. IRFC has also funded Railway projects through Institutional Finance to the extent of ₹1,70,039.98 crore till 31st March, 2024. Besides, earlier IRFC has also funded Railway Projects under EBR-S worth ₹55,991.91 crore up to 31st March, 2024.

Rolling stock/Project assets funded by IRFC are leased to Ministry of Railways. The Ministry has been making lease payments to IRFC regularly.

IRFC has consistent profit earning track record. It has so far paid ₹10,383.51 crore as dividend to the Government of India. Based on its strong financial strength and credit standing, it has got the highest possible rating from three prominent domestic Credit Rating Agencies and investment rating at par with ‘Sovereign’ from four major International Credit Ratings Agencies.

IRFC has also become the first Central Public Sector Enterprise (CPSE) to list its USD 500 million green offshore bonds exclusively at NSEIFSC and India INX in the GIFT City (Gujarat International Finance Tech City), Gandhinagar.

## **Container Corporation of India Ltd. (CONCOR)**

Container Corporation of India Limited, a Navratna CPSE under the aegis of Ministry of Railways, Government of India was incorporated in March 1988 and commenced operation from November 1989. The company was set up with the core objective to facilitate Trade & Industry Stakeholders by developing modern and state-of-the-art Logistics facilities and Multi Modal Logistics Parks on PAN India basis.

CONCOR is a Market Leader having widespread network of 66 Terminals (4 Exim, 24 Domestic, 35 Combined & 3 Strategic Tie-Ups) of Inland Container Depots (ICDs)/Container Freight Stations (CFSs) in India starting its journey from 7 ICDs taken from Indian Railways. The company has developed Multi Modal Logistics Parks (MMLPs) at various strategic locations to support India's International and Domestic containerisation and Trade.

### **SPECIAL ACHIEVEMENTS**

The Company has positioned itself as a competitive, customer-friendly and development-oriented organization amidst emerging global challenges to reciprocate the trust with long-term thinking and fair conduct with its Stakeholders.

- CONCOR was awarded Letter of Award (LoA) for Operations & Maintenance of MMLP Jalna.
- CONCOR's Multi Modal Logistics Parks (MMLP) were inaugurated at Kadakola at Mysuru and Jajpur & Paradip at Odisha during the year.
- A Gati Shakti Cargo Terminal was commissioned at Dahej through GICON, a Joint initiative of GIDC & CONCOR.
- Customs activities at CONCOR JV ICD at Ahmedgarh (PLIL) were inaugurated.
- CONCOR pioneered LNG Fuel by deploying a batch of 100 LNG Container Trucks and procurement process of 200 LNG Container Trucks is underway.
- Green Logistics- LNG Trucks: In order to promote sustainable logistics solutions and considering limited availability of LNG, CONCOR has taken initiative to setup LNG station at their MMLPs at Khatuwas and Dadri.
- CONCOR's cutting edge Artificial Intelligence Command Centre based on the Global Navigation Satellite System, tracking of 3D stack location of container in Real Time commissioned.
- Introduction of e-Forwarding Note for Ease of doing Business for Stakeholders, marking a new era of efficiency and transparency.

### **It Initiatives: Integration of Automation**

- Artificial Intelligence/Machine Learning based Container Terminal Management System (CTMS), based on the Global Navigation Satellite System, tracking of 3D stack location of container in real time was commissioned by CONCOR on 31st August, 2023 at ICD TKD with the following key features:
  - Improved accuracy in Data collection
  - Enabled swift, informed decisions.
  - Improved customer service level.
  - Continuous Cargo visibility.
  - Increased safety and security.
  - Improved transparency.
  - AI Data analysis.

### **Strategy to meet the challenges**

The company has formulated a strategy for further growth with profitability in the growing Logistics sector. The strategy includes:

- Setting up of Multimodal Logistics Parks at strategic locations along the Dedicated Freight Corridors (DFC) and at major industrial estates.
- Diversifying service offering Freight Forwarding, Distribution, Customs Clearance by forming Strategic Tie-up and alliance with shipping line, port terminals.
- Setting up of Private Freight Terminals (PFTs)/ Gati Shakti Multi Modal Cargo Terminal with road bridging solutions.
- Promoting Double Stack Long Haul Trains and development of Rail Transshipment Hubs (RTH).
- Setting-up a facility for Storage and Transportation of Liquid & Gas Cargo at CONCOR Terminal Dahej through a Logistics Associate.
- Exploring the possibility of setting-up Grade A Warehousing at CONCOR Terminals through PPP Mode.

### **Konkan Railway Corporation Limited (KRCL)**

The Company was established in the year 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. At present the equity participation of Ministry of Railways is 59.89%, while the remaining states has 18.36%, 12.52%, 5.01% and 4.23% equity participation respectively.

## Key Financial Highlights:

		(₹ in crore)
PARTICULARS	2022-23	2023-24
Total Income	5,152.25	4,677.53
Operating Margin	632.67	736.30
Profit After Tax	278.93	301.73#
Net Worth	1,792.44	2,021.82
#This is the highest ever profit achieved by the Corporation since its inception.		

## Train Operating Performance:

- a. On an average, Forty Nine (49) pairs of Mail/Express trains and Four (04) pairs of passenger trains per day were run over Konkan Railway during the year 2023-24. In addition to this, 667nos. of special trains were run during Summer, Ganpati, Diwali, Winter, Anganewadiyatra & Holi festival to clear extra rush of passengers during the year 2023-24. Besides this, 1,721 nos. of other special trains were run during the year including FTR special, Election special, Military special etc. Highest ever Coaching earnings of ₹1,029.99 crore (Passenger and other coaching revenue) was achieved during the year which is 5.6% more than previous year's ₹975.10 crore.
- b. On the freight front, on an average, eighteen (18) freight trains were run per day including Roll on - Roll off (RORO) services during the financial year 2023-24. The freight revenue during the financial year was ₹700.62 crore, which is 6.1% less than that of previous year's ₹746.41 crore.
- c. **Operationalization of Indo-Nepal Cross Border Railway:** Nepal Railway Company Limited continued to engage Konkan Railway Corporation Limited for Operations & Maintenance support till December 2024. As part of this agreement, Konkan Railway carried out operations & maintenance of DEMU trainsets, supplied expert manpower and minimum equipment, created basic systems for railway operations and provided technical support for maintenance of track and signalling systems. This is the first ever International Project of KRCL in Railway Operation & Maintenance. The operationalization of Indo-Nepal Cross Border Railway between Jaynagar and Kurtha stations of Nepal Railway was started by KRCL w.e.f. 03rd April, 2022. Since then, Konkan Railway has operated a minimum of two up and two down train services every day with 100% punctuality.

## Project Performance:

- a. **Udhampur-Srinagar-Baramulla Rail Link (USBRL PROJECT, J&K):** Corporation has completed excavation of all 16 tunnels. Total Tunnel excavation of Main tunnel is 44.59 Km. Tunnel T1 (length 3159m) passing through Main Boundary Thrust with heavy ingress of water has made a breakthrough during this financial year. The construction of Anji Bridge is completed including track linking work in

this financial year. On 20.02.2024, new rail line between Banihal-Khari-Sumber-Sangaldan Section and Electrification of Baramulla-Srinagar-Banihal-Sangaldan Section was dedicated to the nation. A turnover of ₹2,522.37 crore (excluding GST) was achieved as compared to ₹3,135.14 crore (excluding GST) of financial year 2022-23.

**b. Anakkampoyil – Kalladi – Meppadi Tunnel Road Project:**

Government of Kerala has assigned KRCL as Special Purpose Vehicle (SPV) for the execution of the AKM Tunnel Road Project. A Tripartite Agreement has been signed between Konkan Railway, Public Works (H) Department and Kerala Infrastructure Investment Fund Board (KIIFB) to implement the project. Corporation has prepared DPR for Twin Tube unidirectional Tunnel with 4 lane approach road and two parallel major bridges at southern end at an estimated cost of ₹2,043.74 crore. Administrative sanction for DPR from Government of Kerala has been received.

**c. Rail connectivity to Vizhinjam International Seaport, Kerala:**

MOU has been signed between the Corporation and VISL to link the Vizhinjam Seaport, Balaramapuram railway station. The Detailed Project Report with an estimated cost of ₹1,200.38 crore has been approved by Southern Railway under NGR model. Land acquisition for the project is in progress.

**d. Route Electrification for other Zonal Railways:**

Corporation is bidding for Railway Electrification Projects in a big way to increase its project earnings. In this regard, Corporation has received 09 nos. of LOA with the project cost of ₹338.67 crore, for route electrification work of other Zonal Railways and the works are in progress.

**e. Final Location Survey for Raxaul – Kathmandu new Electrified BG Line:**

East Central Railway has awarded Final Location Survey for new BG Line (136 km) between Raxaul (India) and Kathmandu (Nepal) and is being executed by Konkan Railway. Traverse Survey, Topographic Survey, Geological Mapping & Field Survey are completed for full stretch.

**f. Tata Chemical Project, Kenya:**

Konkan Railway had signed a contract with M/s. Tata Chemicals Limited, Magadi, Kenya for Rehabilitation of Railway Systems including Track, Locomotives and Rolling stock in March, 2023, and work on this project had already been started. The Phase I of this project was completed in July, 2023. The value of the project is ₹1.14 crore.

**RailTel Corporation of India Limited (RailTel)**

RailTel Corporation of India Ltd is a “Mini Ratna (Category-I)” CPSE formed in the year 2000 as a ‘Schedule A’ CPSE, under the Ministry of Railways with the aim of modernizing the existing telecom system for train control, operation, and safety of Indian Railways. RailTel has seamless Right of Way (RoW) along 67,956 KM of Railway Track passing through 7,325 stations across the country.



Over the years, it has grown from a telecom infrastructure provider to one of the largest secure Neutral Telecom Service provider in the country and a leading IT & ICT services provider. RailTel is one of the largest neutral telecom infrastructure providers in the country owning a Pan-India optic fiber network. RailTel is having an Optical Fiber Cable network of 62,000+ RKM spread across the country. The access network of RailTel in cities and towns spans to another 21000+ kms, including North Eastern states and helps deliver high speed reliable connectivity to important towns & cities of the country and several rural areas. RailTel has two UPTIME USA certified TIER-III Data Centres, MeitY empanelled cloud i.e. 'Railcloud,' a state-of-the-art Security Operation Centre, Network Operation Centres, and a workforce of over 800 skilled professionals. RailTel occupies a proud place with its unparalleled networking high bandwidth backbone segment. The network has the ability to provide mission critical customised connectivity platform for enhanced efficiency and growth.

RailTel, a Pan India Telecom Network has a capability of Service delivery from 2Mbps to 800 Gbps links. RailTel Network comprises various technologies viz. Synchronous Digital Hierarchy (SDH), Packet Transport Network (PTN), Dense Wavelength Division Multiplexing (DWDM), Internet Protocol- Multi Protocol Label Switching (IP-MPLS) which are maintained by round the clock Network Operation Centres and trained field manpower. Total 11000+ Backbone & Access PoPs are available. All the equipment provided on the network are of State-of-the-Art Technology and are as per International Telecom Standards. RailTel is building new assets in Data Centre space and is planning for 102 Edge data centres Pan India in coming years and is also actively considering establishing another state-of-the-art data center in Noida by inviting private investment partnership.

### **Financial Performance**

Despite extremely competitive market scenario, RailTel has achieved a record-breaking total income of ₹2622 for FY 2023-24 marking a remarkable 31% increase in both turnover & profit from the previous financial year. During the year, the company's operating revenue experienced a significant surge of 31%, reaching a turnover of ₹2,568 crore as compared to ₹1,957 crore in the preceding financial year. RailTel has paid ₹43 crore as revenue share to Indian Railways and ₹82 crore to the Department of Telecommunications (DoT) for license fees.

The company has also paid an Interim Dividend of ₹1.00/- per share which is 10% of the paid-up equity share capital to shareholders. With a revamped approach and focused efforts, the company is confident in achieving improved financial results further strengthening its position in the industry.

### **Focus Areas**

#### **Hospital Management Information System (HMIS)**

RailTel has implemented the work of HMIS over 710 health units including 129 hospitals and 581 Health units of Indian Railways (IR). This is

an integrated clinical information system for improved hospital administration and patient health care for providing an accurate, electronically stored medical records.

The features of the software extend from customizing clinical data according to the departments and laboratories, multi hospital features that provide cross consultation, seamless interface with medical and other equipments and the patients will have the benefit of accessing all their medical records on their mobile device. There are about 34 modules of HMIS. Railway HMIS has also been integrated with Ayushman Bharat Digital Mission (ABDM).

The HMIS platform is linked to the unique medical ID of employees for which about 50 lacs UMID cards have been issued to the regular employees, pensioners and family members of Indian Railways. IR HMIS has achieved a remarkable milestone of successfully reaching 1 crore prescriptions, collaborating with 710 health units in 18 months. With an average of 50,000 prescriptions per day, HMIS is making a significant impact on patient care, streamlining processes, and ensuring efficient healthcare delivery. RailTel's innovative system is empowering hospitals to provide top-notch medical services, while also enabling seamless collaboration among healthcare providers.

### **Modernization of Railway Control and Command Signalling System**

RailTel Corporation of India Limited has been awarded the work of replacement of old mechanical signalling equipment with state-of-the-art electronic interlocking system at 26 stations of Northern Railway. The existing mechanical signalling systems are using lever frames to both lower the signal and change the tracks. The new Electronic Interlocking signalling system will now enable lowering the signal and changing of tracks by click of a mouse and will enhance safety and improve efficiency of train operation. RailTel has also received work order from South Central Railway for comprehensive signalling and telecommunication works for provision of automatic block signalling system.

### **Tunnel Communication**

RailTel has been actively involved in implementing tunnel communication systems to enhance safety and connectivity in challenging railway tunnels. RailTel has undertaken several tunnel communication projects, including: Castle Rock-Kulem Section of Hubli division in South Western Railway, Panvel- Karjat, Karjat-Lonawala and Kasara-Igatpuri section of Mumbai Division in Central Railway, Bairabi- Sairang section of Lumding Division of Northeast Frontier Railway, Dharam-Banihal Section- installing an Integrated Tunnel Communication System in this section of the Jammu and Kashmir Rail Link project. Katra-Dharam Section-same system in this section from Konkan Railway Corporation and Katra-Banihal Section- where, RailTel is implementing tunnel communication for the entire section.

### **Video Surveillance System (VSS)**

RailTel is executing provision of IP camera-based Video Surveillance System at 5102 railway stations. This will go a long way in enhancing the safety and security of the passengers travelling over the IR network. RailTel is also integrating the various standalone video surveillance systems installed at various stations by respective zonal railways so that the video recordings can be seen and monitored at the Divisional and Zonal head quarter level centrally. Under the project, all cameras to be provided in station premises will be networked on optical fiber cable and brought to a centralized place (CCTV control room) from where they shall be viewed on multiple LCD monitors by Railways security personnel. The system shall provide high capacity storage devices at stations to store recording of CCTV footage for a defined period.

### **NIC's e-office application**

RailTel has completed the work of implementing NIC's e-office system for Indian Railways. NIC's e-office project is a Mission Mode Project (MMP) under the National e-Governance Programme of the Government of India. The project aims to usher in more efficient, effective and transparent inter-government and intra-government transactions and processes. NIC's e-office has been implemented in all 250+ Units of Indian Railways. More than 1.50+ lakh users of Indian Railways are using e-Office application, 30+ Lakh e-files have been created and 3.45 crore receipts have been generated. E-office has proven to be boon in a crisis time and part of Railway workforce was able to WORK FROM HOME, which would have been impossible in case of manual filing system. With the success of implementing NIC's e-office in Railways, RailTel has rolled out NIC's e-office in 85+ organizations.

### **Railway Station Wi-Fi Services**

RailTel is transforming Railway stations into Digital hubs by providing public Wi-Fi at all Railway Stations. 6112 stations are live with RailTel's RailWire Wi-Fi. This is one of the largest and fastest public Wi-Fi networks of the world being accessed by close to average 50 lakh unique logins per month. Passengers use this facility for streaming High Definition (HD) Videos, download of movies, songs, games, and do their office work online.

The Station Wi-Fi was so popular with Railway users and the community around Railway stations that it generated global and domestic media attention.

### **RailWire – Retail Broadband Service**

RailTel's retail broadband service RailWire- RailTel's Home Internet serves 5.70 Lakh subscribers through successful partnerships with more than 10,500 partners. RailWire broadband services have registered net growth of 56,692 new subscribers in the FY 23-24. Local Cable Operators have partnered to provide last mile connectivity to end consumers. With its collaborative RailWire retail broadband platform, RailTel is able to extend its offering of reliable broadband services to a number of retail and enterprise customers across the country.

### **Centre of Excellence – Training Centre for Railway Signalling, Communication and Cyber Security.**

In order to ensure the availability of competent and skilled manpower in the field of Railway Signalling, RailTel has launched a Centre of Excellence (CoE) for Railway Signalling, Telecommunication and Cyber Security training. In collaboration with esteemed institutions such as IITs, the CoE will offer a spectrum of certifications and courses covering pivotal areas like KAVACH (Automatic Train Protection) and Cyber Security. Additionally, the CoE intends to serve as the assessment agency for the globally recognized competency certification of IRSE License, catering to both seasoned Railway professionals and young engineers.

### **Corporate Social Responsibility**

Corporate Social Responsibility (CSR) is the corner stone of RailTel's commitment to positively impact society while achieving business success. RailTel is actively involved in meeting its social obligations through the Corporate Social Responsibility programme and is actively supporting programmes for Digital Literacy, Promoting Education, and Health & Nutrition as per DPE guidelines from time to time. RailTel contributed an amount of ₹484.49 Lakh in the FY 2023-24 towards various CSR projects. These initiatives include their flagship program of Super-30, Operating Sehat Centre, donating fully equipped ambulance, providing health and nutrition to children of sex workers, poor women in weaver's village and other needy orphaned children.

### **Indian Railway Catering And Tourism Corporation Limited (IRCTC)**

Indian Railway Catering and Tourism Corporation Ltd. (IRCTC) is a "Mini Ratna (Category-I)" Central Public Sector Enterprise under Ministry of Railways, Government of India. IRCTC was incorporated on 27th September, 1999 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.

On 19th July, 2024, the Ministry of Railways announced IRCTC's upgrade from 'Schedule B' to 'Schedule A' category among Central Public Sector Enterprises.

### **The core activities of the Company are detailed below:**

1. Catering & Hospitality;
2. Internet Ticketing;
3. Travel & Tourism (including State Teertha);
4. Packaged Drinking Water (Rail Neer).

## **Catering & Hospitality services**

IRCTC offers a wide range of catering services designed to meet the diverse needs of travelers across the Indian Railways network. These services are categorized into three main segments: Mobile Catering Services, Static Catering Services, and E-Catering Services.

### **Mobile Catering Services**

Mobile Catering Services are specifically designed to serve passengers on moving trains. This segment includes premium trains such as Rajdhani, Shatabdi, Duronto. Modern trains with advanced facilities and catering services such as Gatimaan, Tejas & Vande Bharat Express.

**Train Side Vending:** Services that offer snacks and beverages to passengers on trains without pantry cars.

With a staggering presence in over 474 trains equipped with pantry cars and 713 trains under Train side vending (TSV), as on 31st March, 2024. IRCTC's catering services are provided in accordance with the Catering Policy 2017. The policy aims to ensure that passengers receive high-quality, hygienic, and affordable meals and beverages on trains and at stations.

### **Static Catering Services**

- Static Catering Services are provided at railway stations and other fixed locations. These services ensure that passengers have access to a variety of food options before, during, and after their journeys. This segment includes Food Plazas, Fast Food Units, Refreshment Rooms (141), Jan Ahaars (40), Cell Kitchens, Base Kitchens, Executive Lounges (9), Retiring Rooms (36).
- As of March, 2024 the company managed 40 Jan Ahaars, 141 Refreshment Rooms, 9 Base Kitchens and 305 Food Plaza/ Fast Food units.

### **E-Catering Services**

- Passengers traveling on reserved tickets now have the luxury of choosing from a variety of delectable dishes through IRCTC's e-catering service, accessible via website or mobile app. This innovative service allows passengers to select meals tailored to their preferences, with menus curated by service-providing restaurants and customizable for bulk orders.
- Currently operational at approximately 428 stations across the country, IRCTC's e-catering service has been a hit, averaging around 55,118 meals booked per day. This widespread availability ensures that passengers can enjoy quality meals during their train journeys, enhancing overall travel comfort.
- **New Culinary Offerings:** IRCTC has launched two premium food products to enhance passenger convenience: the nostalgic 'Railway Cutlet' and 'Bowl Meal - The Good Bowl.'



- The 'Railway cutlet' will be offered in two 60-gram pieces with ingredients like peanuts and beetroot with unique packaging artwork. Priced at Rs.50 (inclusive of all taxes).
- 'Bowl Meal - The Good Bowl,' offers passengers a nutritious and satisfying dining option. Crafted for travelers, these meals feature innovative packaging to maintain freshness and quality. The Good Bowl comes in two options. (1) Roast Vegetable Rice Bowl for vegetarians (2) Chicken Kofta Rice Bowl for non-vegetarians.

### **Convenient Payment Options**

- IRCTC offers flexible payment methods to suit passenger preferences. Payment for meals can be made conveniently through 'pay-on-delivery' (POD) or online prepaid options, ensuring a hassle-free transaction experience for travelers.

### **Feedback and Improvement**

- Passenger satisfaction is paramount to IRCTC. After receiving their meals, passengers can provide valuable feedback directly on the e-catering website, enabling continuous improvement in service quality and menu offerings based on customer preferences.

### **Rail Neer Packaged Drinking Water**

Rail Neer packaged drinking water is one of the most trust brands of drinking water in the country today. Rail Neer is exclusively sold in trains and stalls on Railway Stations. Till the end of FY 2023-24, the company had 19 Rail Neer plants across the country and recorded a production of 39.49 Crore bottles. One more Rail neer plant at Mallavalli ( Vijayawada) is under advance stage of construction.

### **Travel and Tourism**

IRCTC is one of the leading travel and tourism companies in the country and is also a major player in the field of Online Travel Agency (OTA) business with its presence in almost all forms of tourism activities. IRCTC specializes in mass tourism business with its Special Tourist Trains in budget segment being patronized by a large number of domestic tourists annually. Besides, the company also operates luxury tourist trains such as Maharajas' Express and Golden Chariot for the upscale market and Deluxe Tourist Trains for the mid-segment tourists.

### **Bharat Gaurav Tourist Trains**

Indian Railways introduced the concept of operating tourist trains on theme based circuits under the banner of Bharat Gaurav Tourist Trains. 182 Train journeys undertaken in the FY 2023-24 on diverse circuits which are offered in the form of tour packages wherein services like off-board travel and excursions by buses, stay at hotels, tour guides, meals, travel insurance etc are provided along with comfortable train journey and allied onboard services.

### **Commencement of "Bharat-Nepal Yatra"**

On 20th September, 2024, IRCTC launched the "Bharat-Nepal Yatra," a 9-night, 10-day pilgrimage tour covering spiritual destinations in India and Nepal. The journey includes travel on the Bharat Gaurav Deluxe AC Train, offering modern amenities and cultural enrichment for travelers.

### **Internet Ticketing**

IRCTC has emerged as a pioneer in the e-ticketing landscape since its inception in 2002. Over the years, IRCTC has transformed the way Indians book railway tickets, evolving into one of the largest e-commerce platforms in the country and the Asia-Pacific region.

### **One India – One Ticket' Initiative**

In collaboration with DMRC and CRIS, IRCTC has enhanced the travel experience for passengers in the Delhi NCR region. The "Beta Version" of the Delhi Metro Rail QR Code-based ticket was launched on 10th July, 2024 allowing mainline Railway passengers to book DMRC QR Code tickets via the IRCTC website and mobile app.

### **MoU with NCRTC**

On 12th August, 2024, IRCTC signed a Memorandum of Understanding with the National Capital Region Transport Corporation (NCRTC) to further the 'One India – One Ticket' initiative. This partnership will allow seamless travel solutions for passengers booking online through IRCTC, facilitating the purchase of NCRTC QR code-based tickets alongside rail, air or bus tickets.

### **Next Generation E-Ticketing System (NGeT)**

To cater to the growing demand and ensure seamless service, IRCTC established the Next Generation E-Ticketing (NGeT) System. This advanced system is supported by high-capacity servers capable of booking more than 28,000 tickets per minute, reflecting the platform's robust technological infrastructure.

### **International Yoga Day Celebration**

IRCTC proudly celebrated the 10th International Yoga Day on 21st June, 2024, organizing a rejuvenating yoga session at the Railway Club, State Entry Road, New Delhi. Over 200 IRCTC employees and their families participated, promoting wellness and mindfulness. Similar sessions were conducted in zonal and regional offices, including Mumbai, Kolkata, Chennai, Secunderabad, and Chandigarh.

### **Kolkata Metro Rail Corporation Limited (KMRCL)**

Kolkata, with its rich history and vibrant culture, has long faced challenges related to traffic congestion and inadequate public transport. The East-West Metro Project was sanctioned in July, 2008 by Government of India to address these issues, aiming to provide a seamless and efficient mode of transportation across the city. Kolkata Metro Rail Corporation

Limited (KMRCCL), a CPSE under Ministry of Railways is entrusted with construction of East West Metro Corridor of Kolkata which connects twin cities of Howrah & Kolkata across river Hooghly. It is a Central Government owned project with 74% equity share of Ministry of Railways and 26% equity share of MoHUA.

### Project Features

The East West Metro corridor is aligned from Salt Lake Sector –V, an IT Hub in East to Howrah Maidan in West. The East-West Metro corridor spans 16.55 kilometers out of which 5.75 Kms are elevated section & 10.80 Km are underground section. It consists of 12 stations of which 06 stations are elevated stations and 06 stations are underground stations. The corridor passes below the perennial river Ganga (Hooghly) between Mahakaran and Howrah Metro Station. This key feature makes it the first underwater (Subaqueous tunnel) rail system under major river in India.

### Physical Progress

Presently, out of 16.55 KM of the corridor, 14.10 Km from Salt Lake Sector-V to Sealdah [9.30 Km] & Howrah Maidan to Esplanade (4.80 Km) has already been opened for the public. The completion of balance 2.45 Km of Underground Section between Esplanade & Sealdah is impacted by water ingress incidences at Bowbazar area & it is likely to be commissioned in the month of March, 2025.

The most prestigious & iconic section of the project connecting the twin cities of Howrah & Kolkata through tunnel under the river Hooghly which was inaugurated on 06.03.2024, was a major landmark. It is an engineering marvel as for the first time in our country; Metro train is plying under mighty river Ganga since 15.03.2024.

### Key Financial Highlights

Particulars	(₹ in crore)
Latest Sanctioned Cost	8,574.98
Proposed Revised Cost Estimate	10,442.41
Expenditure for the year 2024-25 [up to October, 2024]	238.15
Expenditure since inception of Project	9,253.27

### Initiatives Taken

- Rehabilitation and re-settlement initiatives.
- Green initiatives.
- Passenger safety initiative.
- Safety audit of the signaling system.
- Passenger friendly initiatives.
- Public comfort initiative.
- Artwork and murals with local motifs.



Flagged off the Kolkata Metro's Taratal-Majerhat Metro, RVNL

### Benefits of project

- This corridor connects two major railway terminuses at Howrah & Sealdah and also connects existing North South Metro and Joka-BBD Bag metro project at Esplanade station.
- It is estimated that about 7.5 lakhs people will use this system daily in the year 2025 [RITES Report- 2017]
- Boost up the mass transport scenario of the region providing a fast train communication across river Hooghly for the twin cities of Howrah and Kolkata.
- Traffic Congestion Mitigation & Reduction in travel time
- Improved Air Quality and reducing sound pollutions
- Improved Quality of Life, Safety and Security
- Promote regional economic growth
- Reduction in Carbon footprints

### Rail Vikas Nigam Limited (RVNL)

Rail Vikas Nigam Limited (RVNL), a Navratna CPSE under the Ministry of Railways, has created state-of-the-art rail transport capacity and has been a key player in India's infrastructure development since its inception in 2003. RVNL is executing projects on a fast-track basis by adopting international project execution, construction, management practices and standards. RVNL has completed over 152 projects, contributing significantly to the nation's railway network and economic growth.

Starting operations in 2005, RVNL has established itself as a leader in the rail infrastructure sector. Its innovative approach has enabled RVNL to create transport capacity for Indian Railway network. These measures include the creation of Project Specific Special Purpose Vehicles (SPVs) enabling seamless rail connectivity to ports and industrial clusters. RVNL's operational efficiency earned it "Mini Ratna" status in 2013 and, it was elevated to "Navratna," in 2023, recognizing its vital role in India's infrastructure development.

### Financial Performance

The financial performance of RVNL in 2023-24 was remarkable, with an increase in profit before tax (PBT) from ₹1,644.38 crore to ₹1,939.40 crore, and profit after tax (PAT) from ₹1,462.95 crore to ₹1,881.02 crore. This represents a growth of 15.38% in PAT over the previous year.

The company's expenditure on project execution increased from ₹20,281.57 crore to ₹21,732.58 crore, excluding ₹3,911.93 crore towards GST.

### Physical Performance

#### Doubling / New Line / Gauge Conversion

During FY 2023-24, the company commissioned a total of 666.04 km of railway lines. This included 70.19 km of New Line (NL), 24.53 km

of Gauge Conversion (GC), 560.08 km of Doubling (DL), and 11.3 km of Kolkata Metro projects under the Metropolitan Transport Project (MTP) plan head.

Since its inception and up to March 2024, the company has commissioned a cumulative total of 15,658.85 km length of project. This includes 626.22 km of New Line, 5,843.06 km of Doubling, 2,125.51 km of Gauge Conversion, 7,000.73 km of Railway Electrification, and 63.33 km under the MTP plan head.



Kolkata Metro Railway Project, RVNL

## Railway Electrification

With the Ministry of Railways' emphasis on the commissioning of Railway Electrification projects, the company successfully commissioned 239.38 route km (309.70 track km) of dedicated Railway Electrification works on key routes during FY 2023-24. In addition to these pure electrification projects, 571.32 km of electrification was also completed alongside doubling projects, resulting in a total of 810.7 km of electrified sections commissioned in 2023-24.

### The following electrification projects were fully commissioned:

- Kasganj-Bareilly-Bhojipura-Daliganj Electrification (401 km)
- Electrification of Dhasa-Jetalsar (104.44 km).

## Signalling & Telecommunications (S&T)

RVNL's S&T division excels in delivering advanced signalling solutions for Indian Railways, utilizing cutting-edge technologies like Electronic Interlocking (EI), Digital Axle Counters, and Fibre Optic Networks to enhance capacity and safety.

In 2023-24, RVNL played a key role in commissioning of 119 Non-Interlocking (NI) stations, 53 Intermediate Block Signals (IBS), and 85 km of Automatic Signalling. Additionally, 69 mid-section level crossing gates were interlocked with signals, and 4,090 km of Fibre Optic Network was deployed.

RVNL also secured Automatic Signalling contracts worth ₹262.04 crore, with significant progress made on the Gwalior-Jhansi project and other works across SCR, NWR, and NCR.

## Workshops:

RVNL has consistently demonstrated its expertise in planning and delivering state-of-the-art railway workshops and enhancing the capacity of production units. By the end of 2022-23, RVNL had successfully completed 17 workshop projects. During 2023-24, the following two workshop projects were fully completed:

- **Khurda Road:** Construction of the mainline electrical multiple unit car shed (Phase-2), completed in September, 2023.
- **Vadodara:** Establishment of a new PoH Shop for Electrical Locos, completed in December, 2023.



## **Metro Projects**

The Kolkata Metro project has faced ongoing challenges related to land acquisition, clearances, and the removal of obstacles by local authorities. However, with proactive support from the Ministry of Railways and the Government of West Bengal, the project has received the necessary momentum.

During the year, two significant sections were commissioned: the Majerhat-Taratala (2.5 km) section of the Joka-Binoy Badal Dinesh Bagh line, and the Hemanta Mukhopadhyay-Beliaghata (8.80 km) section of the New Garia-Biman Bandar line.

## **Special Purpose Vehicles**

RVNL takes pride in having successfully established five Special Purpose Vehicles (SPVs) in collaboration with various stakeholders, including ports, mines, and state governments, to implement rail connectivity projects. RVNL has contributed equity of ₹1,485.74 crore, enabling the implementation of projects worth ₹12,948 crore, with additional equity contributions from project partners and funds raised through financial institutions.

It is significant that all five projects have been successfully commissioned. These SPVs have generated ₹1,13,705.74 crore in revenue for Indian Railways, without any investment risk to Indian Railways. In 2023-24, these SPVs handled 42,857 loaded rakes and achieved a freight transportation of 121.09 MT.

## **Corporate Social Responsibility**

In 2023-24, the RVNL spent ₹29.71 crore in CSR initiatives. The company's primary focus areas are education, health, and sanitation.

## **MOU Performance**

The company received a score of 96.0 out of 100 based on overall performance. The company retained an 'Excellent' rating from the Department of Public Enterprises for the financial year 2022-23, marking the 13th consecutive year of this distinction. This achievement places the company with the second-highest grading among Railway CPSEs.

## **Awards & Accolades**

- RVNL has been conferred with Greentech Construction Safety Award at the 21st Greentech Safety Awards 2023.
- SKOCH 2023 conferred Gold Award to RVNL under the 'Performance' category for Excellent Physical and Financial Performance.
- Quality Innovation Award 2023 at the 2nd Quality Convention 2023 organised by Safety and Quality Forum.
- Dun and Bradstreet PSU Award 2023.
- Environment Leadership Award and Award under Innovative

Technology Adoption category for Indore Metro Project at the 23rd Greentech Environment Awards 2023.

- India's Best Company of the Year Award 2023 by Berkshire Media.
- Rail Business Leader of the Year Award at the 3rd Urban Infra Business Leadership Award 2023.

## **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 Railways 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.

### **Functions of RLDA**

In terms of Section 4(D), RLDA has to discharge functions & exercise such powers of the Central Government. in relation to the development of Railway land as are specifically assigned to it by the Railway Board. In terms of section 4E of the Act, specifically subject to such directions as may be given to it by Central Government, RLDA has been empowered to enter into agreement on behalf of Central Government and execute contracts.

In terms of section 24 of RLDA (Constitution) Rule 2007, the Authority may set up any special purpose vehicle, joint venture or other legal entities for the performance of all or any of its functions under the Act with the approval of Central Government.

### **Business of the Authority**

#### **Commercial Development of Vacant Railway Land**

During the year 2023-24 total earning of RLDA is ₹959.57 crore. RLDA is mandated to earn non-tariff revenue from surplus railway land entrusted to it under section 4 D 2(ii) of Railway Act.

Total 142 commercial sites are entrusted to RLDA for Commercial Development till 2023-24 by the Ministry of Railways.

Besides commercial sites, 18 stadiums and 4 Railway line (Darjeeling Himalayan Railway, Kalka Shimla Railway, Neral-Matheran Railway & Nilgiri Mountain Railway) were also entrusted to RLDA for Commercial Development, which have been de-entrusted during 2023-24.

#### **Redevelopment of Railway Colony**

Till the beginning of 2023-24, net 104 sites were entrusted. During 2023-24, 5 new colony sites were entrusted, making a net total 109 colony redevelopment sites available to RLDA for colony redevelopment till 2023-24.

### **Construction of Multi-Functional Complexes (MFCs)**

Land for MFCs is leased to PSUs on 30 to 45 years lease on revenue sharing model. However, RLDA adopted combination model (upfront Lease Premium and fixed Annual Lease Rent model) for development through private developers for which bidders are selected through open competitive and transparent bidding process. In all, 40 MFCs were assigned to PSUs for development [IRCON (24), RITES (14), and RVNL (02)]. Out of these 40 MFCs, 24 MFCs have been commissioned by IRCON. However, as per the directions of the Railway Board, 14 MFC Buildings completed by RITES have been handed over back to Railways without any cost. RVNL has also handed over 02 nos MFCs to concerned Zonal Railways. IRCON has also handed over 01 no. MFCs to concerned Zonal Railways due to poor financial viability.

### **Redevelopment of Stations**

104 stations have been entrusted to RLDA for redevelopment out of which work of 02 stations have been completed, work is in progress at 13, DPR prepared and handed over to Zonal Railways in 49 stations, tenders have been invited/to be invited at 04 stations and planning of 32 stations is in progress. Further, 04 stations have been proposed for dropping.

### **Dedicated Freight Corridor Corporation of India Limited (DFCCIL)**

Dedicated Freight Corridor Corporation of India Limited (DFCCIL) is a public sector undertaking under the administrative control of the Government of India (Ministry of Railways). The golden quadrilateral and the diagonal linking the four major metropolitan cities of Delhi, Mumbai, Chennai and Kolkata are strategically crucial to Indian Railways. This route comprises 16% of the total route but, carries 52% of passenger traffic and 58% of freight traffic. The Eastern corridor (Kolkata-Delhi) and the Western corridor (Mumbai-Delhi) were highly saturated. To ease congestion on these routes, a Dedicated Freight Corridor (DFC) was developed. DFC was formed to decongest the saturated road network and promote rail freight transport while ensuring efficiency and enabling significant reduction of Green House Gas (GHG) emissions. The total scope of Dedicated Freight Corridors is 2,843 km route passing through 9 states.

As one of the fastest-growing major economies in the world, India's sustained growth has triggered an unprecedented surge in demand for freight transport. Addressing this challenge head-on, DFCCIL is pivotal in strengthening India's infrastructure backbone.



*Dedicated Freight Corridor*

### **Advantages of DFCCIL**

- The unit cost of transport is expected to reduce significantly.
- DFC routes are constructed with double lines and are also provided with automatic signalling; thereby more than 120 trains can be run in each direction.

- Modal shift from Road to Rail. Initially, it is planned to divert 70% of the freight traffic running on the parallel routes of Indian Railways and during the course of time, the road traffic will also get diverted to rail as DFCs will provide a very efficient, economical, safe and faster mode of transport.
- Industrial corridors are also coming up along the Eastern DFC and Western DFC.
- Savings of 457 million tonnes of CO2 emission over a 30-year period. It will help in achieving net zero carbon emissions by 2070.



*Double Stack Container Train passing through Sohna tunnel in WDFC, DFCCIL*

### **Significant Achievements of the Year 2023-24**

DFCCIL successfully commissioned 2,741 Route km of DFC Network out of the planned 2,843 Route km. This milestone significantly enhances the connectivity between the ports of Gujarat and Northern India through the vital feeder routes of Indian Railways.

### **Highlights**

Following section of DFC were dedicated to the nation:-

DDU-Sonnagar section (137 km) of EDFC on 07.07.2023, the New Bhaupur-New DDU section (402 Km) of EDFC on 18.12.2023, New Khurja-New Rewari (173 Km) section on 25.01.2024, New Khurja-Sahnewal (401 km), New Makarpura-Gholvad (242 km) and Operation Control Centre Ahmedabad on 12.03.2024. Commissioning of this sections will eliminate congestion/detention of freight trains. It will also connect industries of eastern and northern India with parts of western Indian.

652 km (23%) of DFC section were completed and commissioning during FY 2023-24. Important sections are as mentioned below:-

- New Sahnewal-Sambhu section (80 Rkm) of EDFC.
- Sambhu-New Khatauli section (187 Rkm) of EDFC.
- New Makarpura-Bhestan section (130 Rkm) of WDFC.
- New Ahruara Road-DDU section (27 Rkm) of EDFC.
- Gholvad-Vaitarna section (90 Rkm) of WDFC.
- Sanand North-New Makarpura section (138 Rkm) of WDFC.

## Progress of Works

- In the FY 2023-24, 12 Rail Fly Overs (RFO) & 40 Rail Over Bridges (ROB) were completed.
- Track linking with modern New Track Construction (NTC) machine of 615 Tkm was done during the FY 2023-24 taking the cumulative linking to 5,766 Tkm.
- OHE wiring of 1,125 Tkm was completed by Mechanized Wiring Train in the FY 2023-24. Cumulative 5,579 Tkm OHE wiring has been completed till 31.03.2024.
- DFCCIL achieved CAPEX of ₹11,203 crore (including land) during FY 2023-24 and a capex of ₹1,14,490 crore as on 31.03.2024.

## Operations

In FY 2023-24, the Company successfully operated an average of 241 trains per day. The number of trains per day witnessed a significant increase. In FY 2023-24, the Company achieved a substantial 119 billion gross tonne-kilometers (GTKM) & 66.7 billion Net tonne-kilometers (NTKM).

**DFC Speeds:** DFC has achieved impressive average speeds, with the highest recorded at 99.82 kmph. In the fiscal year 2023-24, the EDFC maintained an average speed of 46 kmph, while the WDFC closely followed with an average speed of 55 kmph. These speeds exemplify the efficiency and effectiveness of the DFC in facilitating freight transportation.

**Improved Freight Speed and Congestion Alleviation:** DFC significantly enhances freight traffic's average speed while concurrently relieving congestion on IR tracks. This translates into more Passenger trains & improved train punctuality, particularly on highly congested routes.

**Higher carrying capacity:** The existing track structure of Indian Railways allows trains with 20.32 / 22.9 Tonnes axle load. The track structure of DFC is designed for carrying axle load of 25T, which can be further upgraded to 32.5 tonnes axle load. The maximum moving dimension on DFC is also greater than that on Indian Railways. Therefore, bigger wagons with higher carrying capacity can be run over DFC. The DFC is also capable of running long haul trains with rake lengths of 1,500 meters over its network. The increased freight carrying capacity and higher average speed increase the through put of freight movement.

**Development of industrial hubs:** Delhi-Mumbai Industrial Corridor along WDFC, connection to inland waterways & Amritsar-Kolkata Industrial Corridor along the EDFC.

**Environmentally friendly mode of transport:** Carbon emission by train transportation is 28 gm. per NTKM, significantly less than 64 gm. per NTKM for road transportation. This makes rail transportation an eco-friendly option. In this process, DFC contributes significantly to the environment by saving 457 million tons of CO2 emissions in 30 years.



Trucks on Train (ToT) loading: Iconic Trucks on Train (ToT) service is operational on the Rewari Palanpur section of WDFC - 238 rakes carrying 4,845 Trucks with total earning of INR 14.91 Crore (approx.), saving 11.62 lakh liters of Diesel (approx.), thereby saving the nation's foreign currency and reducing approx. 3,075 tonnes of CO<sub>2</sub> emission. The carrying of loaded and empty trucks on flat rail wagons will enable door to door service piggybacking on fast and safe movement on tracks. The benefits of the Trucks on train service are reduced carbon emission: (28gm vs 64 gm CO<sub>2</sub> Emission/NTKM), less congestion on roads. Each ToT rake eliminates 45 trucks off road in one go. Less wear & tear of trucks resulting in reduced expenditure on maintenance, generation of new mandays of work, savings on diesel import bills are other benefits.

### **Business Development**

DFCCIL is focusing on the expansion of new terminals in alignment with the Gati Shakti Multi Modal Cargo Terminal (GCT) Policy of the Indian Railways, as part of the DFC network. This initiative involves the integration of multiple rail connectivity projects from various organizations into the DFCCIL network. Notably, there are two rail connectivity projects from the National Industrial Corridor Development Corporation (NICDC), four from the Container Corporation of India Limited (CONCOR), and 1 each from Pristine Logistics and Navkar. All these projects are seamlessly being incorporated into the DFC network.

DFCCIL has played a stellar role in adding 2089 RKm of Dedicated Freight Track to the total routes of kms of Indian Railways, boosting its freight loading capacity and augmenting the passenger network by taking over a major share of goods trains earlier running over IR network. It is expected to play a pivotal role in improving freight transport within the country, minimising transit time coupled with lower logistics costs and contributing towards "Atma Nirbhar Bharat."

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

#### **Mumbai Urban Transport Project – I**

1.1 Mumbai Railway Vikas Corporation Ltd (MRVC Ltd), is a PSU of Government. of India under Ministry of Railways (MOR), executing the Rail Component of the MUTP.

#### **1.2 Mumbai Urban Transport Project – I**

MUTP I was sanctioned in Railway Budget 2003-04. It was successfully completed in 2012 and its completion cost was ₹ 4452 cr.

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

- Addition of 93 track Kms. (5th and 6th lines Kurla-Thane, 3rd and 4th lines Borivali-Virar)
- Induction of 101 new 9-car rakes (909 coaches)
- Resettlement & Rehabilitation of 15,857 Project affected households.

- Running of 12-car rakes on all lines (excluding Harbour Line) by extending the length of all platforms
- 1,500 V DC to 25k V AC conversion on Central & Western Railway – Traction conversion work on entire Western Railway.

### 1.3 Mumbai Urban Transport Project – II

Cost of the project is ₹8,087 crore. The project is bifurcated into MUTP 2A and 2B as follows:

#### 1.3.1 MUTP 2A – Completed. Cost ₹4,803 crore Loan from World Bank- ₹1,727 crore.

S.No.	Name of Work	Executing Agency	Status
1	EMU Procurement/Manufacture (ICF)	MRVC/RDSO/ICF	Completed
2	1500v DC to 25kV AC Conversion	CR, MRVC	Completed
3	EMU Maintenance Facilities & Stabling Lines	CR, WR, MRVC	Completed
4	Trespass Control measures	MRVC	Completed

#### 1.3.2 MUTP 2B – In progress. cost- ₹3,284 crore.

S.No.	Name of Work	Executing Agency	Completion Target / Status
1	Extension of Harbour Line between Andheri-Goregaon	MRVC	Completed in December, 2017
2	5th and 6th lines between Thane-Diva	MRVC	Completed in February, 2022
3	5th and 6th lines between CSTM-Kurla	CR	March, 2025 (Phase I)
4	6th Line between BCT-Borivali	WR	March, 2027
5	Resettlement and Rehabilitation	MMRDA	Along with project

#### 1.4 MUTP 2C – Running of 12 car on Harbour line – Completed. Cost - ₹714 crore.

All infrastructure works were completed in March, 2016. 13/12 car EMU rakes under the project were received in February, 2018. The project has led to increase in capacity by 33% on harbour line.

#### 1.5 MUTP III – In progress. Cost - ₹10,947 crore. Loan from AIIB-USD 500 million

S.N.	Name of the work	Cost (₹in crore)
1	New Suburban Railway Corridor Panvel-Karjat (double line) (29.6 Kms)	2,782
2	New Suburban corridor link between Airoli-Kalwa (elevated) on Central Railway (3.3 Kms)	476
3	Quadrupling of the Virar-Dahanu Road on Western Railway (64 Kms)	3,578
4	Procurement of Rolling Stock (565 coaches)	3,491
5	Trespass Control on mid-section	551

1.6 **MUTP IIIA** - In progress. Cost ₹33,690 cr. Sanctioned loan-USD 1,000 million

S.No.	Name of the work	Cost (₹in crore)	Executing Agency
1.	Extension of Harbour Line between Goregaon-Borivali (7.08 rkm)	826	Western Railway
2.	5th & 6th line between Borivali-Virar (26 rkm)	2,184	MRVC
3.	4th line between Kalyan-Asangaon (32.22 rkm)	1,759	Central Railway
4.	3rd & 4th line between Kalyan-Badlapur (14.05 rkm)	1,510	MRVC
5.	Kalyan Yard - Segregation of Long distance and Suburban Traffic	866	Central Railway
6.	a) CBTC on CSMT-Panvel on Harbour Line and Trans Harbour	1,391	MRVC
	b) CBTC on CSMT-Kalyan on Central Railway	2,166	MRVC
	c) CBTC on CCG-VR on Western Railway	2,371	MRVC
7.	Station Improvement – at 17 stations	947	MRVC
8.	Procurement of Rolling Stock - 191 AC EMU rakes	15,802	MRVC/ICF/MCF
9	Maintenance facilities for Rolling Stock	2,353	MRVC
10	Stabling Lines	557	CR & WR
11	Augmentation of Power Supply Arrangement	708	CR & WR
12	Technical Assistance	250	MRVC
	<b>Grand Total</b>	<b>33,690</b>	

### Braithwaite & Co. Limited

Braithwaite & Co. Limited (BCL) is a Schedule – B, ‘Mini Ratna –I’ Heavy Engineering CPSE under Ministry of Railways. It is headquartered in Kolkata, has set-ups at Delhi & Mumbai, 2 manufacturing units in and around Kolkata and project sites across India. BCL has been a dominant player in Railway Rolling Stock Industry in India, especially wagon manufacturing, since decades. Its other major products & services include repairing of wagons, civil construction & structural steel fabrication of bridges, container manufacturing, operation & maintenance of Railway workshop, manufacturing of cranes and their maintenance, steel castings, wagon sub-assemblies etc.

The Company has extended support to Indian Railways for repair & revamp of old & unusable wagons at sites, ROH/POH attention of wagons, manufacturing of new wagons at Railway workshop. In the infrastructural front, Company has been continuously updating its facilities & technological developments, to cater future growth momentum based on its potentialities.

Being recognized as a Prototype Hub in association with RDSO for Wagons of new design, Company has been continually developing new wagons for IR, having its Dedicated & well-developed Design & Drawing House and ERP enabled business processes.

The Performance highlights of the Company, w.r.t. physicals & financials are:

<b>Particulars</b>	<b>2022-23</b>	<b>2023-24</b>
Revenue from Operations (₹ in crore.)	1,043.30	<b>1,103.37</b>
Net Worth (₹ in crore)	200.32	<b>216.79</b>
Newly Built Wagon (Nos)	1,800.00	<b>1,585.00</b>
Repair Wagon including POH Wagon (Nos)	5,585.00	<b>8,916.00</b>
Bogie (Nos)	2,230.00	<b>2,232.00</b>

### **Major Achievements during 2023-24**

- Company registered highest ever Sales of ₹1,103.37 crore in 2023-24, which is 5.75% Growth over the previous year.
- Achieved highest turnout w.r.t POH of wagons in VDPD workshop of 2,866 nos., improving consistently since commencement of operations w.e.f. October, 2021, registering a growth of 42.94% over the previous Financial Year.
- Maintaining the previous trend, achieved highest manufacture of 2,232 nos. bogies.
- Emphasizing diversification drives by the Company, executed solar projects to the tune of ₹58.19 crore in the operations of first year itself.
- Executed substantial enhancement of Crane Services & AMC business, post resumption of the legacy business; enhanced from ₹2.26 crore in 2022-23 to ₹20.48 crore in current Financial Year.
- The following new orders were received, after diversification into new business verticals –
  - Provision of OTM Accommodation, Panagarh, Military Engineering Service.
  - Construction of Building for SLDC/PTCUL.
  - Solar Powered Water purification system.
- Company received Certificate of Registration of Design from Patent office, Government of India for Non-pressurized Bulk cum general purpose container with multi discharge port.
- BCL has received the PSE Excellence Awards, organized by XIII Indian Chamber of Commerce in collaboration with Ernst & Young in the categories- “Operational performance Excellence”, “CSR Sustainability” & “Contribution of Women & differently abled in PSE’s.

# Advisory Boards

## Railways Users' Consultative Committee

Railway Users' Consultative Committees, at different levels, provide opportunities for formal consultations between the management and the rail users with a view to improve services for rail users. Divisional Railway Users' Consultative Committees (DRUCCs), Zonal Railway Users' Consultative Committees (ZRUCCs), Konkan Railway Users' Consultative Committee (KRUCC), Metro Railway Users' Consultative Committee (MRUCC), Suburban Railway Users' Consultative Committees (SRUCCs), National Railway Users' Consultative Council (NRUCC) and Station Consultative Committees (SCCs) provide useful inputs to Railway administration.

DRUCCs have been reconstituted for a two year term from 16.08.2024 to 15.08.2026. ZRUCCs, KRUCC & MRUCC have been reconstituted for a two year term from 01.10.2024 to 30.09.2026. SRUCCs & SCCs are constituted by zonal Railways themselves.

## Central Board of Railway Research

Central Board of Railway Research comprises Director-General, RDSO as Chairman, concerned senior officers of Railway Board as Members and Additional DG, RDSO as Member Secretary. Representation is also given to non-Railway members from the IITs, eminent scientists, engineers, other Government Departments, Industry, etc. The Board recommends and reviews Railways' research programmes and also ensures coordination and assistance from other research laboratories.

## Railway Hindi Salahakar Samiti

In order to propagate the use of Hindi in Ministry of Railways and Zonal Railways, Railway Hindi Salahakar Samiti is constituted under the Chairmanship of Hon'ble Minister of Railways, whose main objective is to give valuable suggestions to increase the use of Hindi.



# Important Events

## 2023-24

01.04.2023	Flagging off of Vande Bharat Express from Rani Kamlapati to New Delhi. Flagging off of new daily train between Balurghat and Sealdah.
08.04.2023	Flagging off of two Vande Bharat Express and new train service:- <ul style="list-style-type: none"> <li>• Secunderabad-Tirupati</li> <li>• Chennai-Coimbatore</li> </ul> Flagging off of new train between Tambaram and Sengottai. Inauguration of 37 Km. gauge conversion section between Agastiyampalli and Tiruturaipundi.
12.04.2023	Inauguration of Ajmer-Delhi Cantt Vande Bharat Express train.
13.04.2023	Inauguration of Rozgar Mela-4 'Historic Mega Recruitment Drive' handing over appointment letter to more than 71,000 successful candidates over 45 centers of the country.
13.04.2023	Inauguration of 'Rojgar Mela-4' programme under 'Mission Recruitment' through video link. It was organized on 45 centres of the country including Indira Pratisthan, Gomati Nagar, Lucknow and Maitri Community Centre, Izzatnagar (Bareilly) of NER.
14.04.2023	Dedication of the following projects to the nation: <ul style="list-style-type: none"> <li>• Doubling of Digaru-Lumding</li> <li>• New Bongaigaon-Dhupdhara</li> <li>• New line Gauripur-Abhyapuri</li> <li>• Electrification of Raninagar Jalpaiguri-Guwahati</li> <li>• Electrification of Chaparmukh-Senchoa-Silghat Town &amp; Senchoa-Mairabari.</li> </ul>
24.04.2023	Laying of foundation stone and dedication of various projects in Reva. Dedication of Chhindwara-Nainpur-Mandla Fort electrification gauge conversion.
25.04.2023	Flagging off of Vande Bharat Express train from Thiruvananthapuram to Kasaragod, Laying of foundation stone and dedication of the projects to the Nation.

10.05.2023	Laying of Foundation stone for three significant rail projects in Nathdwara.
18.05.2023	Flagging off of Vande Bharat Express train from Puri to Howrah.
23.05.2023	Handing over Locomotives to Bangladesh.
25.05.2023	Dedication of 100% electrification of six railway sections of NER.
29.05.2023	Dedication of 91.03 route Kms long New Bongaigaon-Dudhnoi-Mendipathar and 91 Kms long Guwahati - Chaparmukh newly electrified section to the Nation and Inauguration of Assam's first Vande Bharat Express from Guwahati to New Jalpaiguri and DEMU/MEMU Shed Lumding.
01.06.2023	Flagging off of Inaugural run of Indian Railway Cargo train from Bathnaha (India) to Nepal Customs Yard (Nepal) between India and Nepal.
19.06.2023	Inspection at Puri Railway station.
21.06.2023	Visiting the progress of East-West Metro project work and newly built Metro tunnel under Hooghly river.
27.06.2023	Inauguration of Patna-Ranchi Vande Bharat Express.
27.06.2023	Flagging off of Vande Bharat Express between Dharwad – KSR Bengaluru from Dharwad Railway station. This is the 2nd Vande Bharat Express of Karnataka and it enhances connectivity between Northern and Central Karnataka.
07.07.2023	Flagging off of two Vande Bharat Express trains from Gorakhpur and laying foundation stone of the redevelopment of Gorakhpur Jn. railway station.
07.07.2023	Dedication of Ghazipur City-Aunrihar & Aunrihar-Jaunpur doubling, Bhatni-Aunrihar Electrification, 100% electrification of rail network in Uttar Pradesh, Dedicated Freight Corridor DDU-Sonnagar New Line to the Nation and laying foundation stone for rail flyover between Vyasnagar-DDU stations.
07.07.2023	Flagging off of Jodhpur-Ahmedabad (Sabarmati) Inaugural Special Vande Bharat Express.

08.07.2023	Laying of foundation stone of Redevelopment of Bikaner Station and the Doubling Railway Line in Bikaner.
08.07.2023	Laying of Foundation stone of Railway Manufacturing Unit, Kazipet.
06.08.2023	Laying of foundation stone for the redevelopment of 508 railway stations under Amrit Bharat Station Scheme (ABSS) and local functions were organized at all 508 stations across Indian Railways.
24.09.2023	Flagging off of the inaugural specials of the following two Vande Bharat trains in SR:- <ul style="list-style-type: none"> <li>• 20666/20665 Tirunelveli-Chennai Egmore Vande Bharat Express</li> <li>• 20631/20632 Kasasagod – Thiruvananthapuram Central Vande Bharat Express</li> </ul>
24.09.2023	Inauguration of the semi high-speed Vande Bharat Express between Udaipur-Jaipur.
24.09.2023	Flagging off of Kacheguda – Yesvantpur & Vijayawada – Chennai Vande Bharat Express Trains.
24.09.2023	Flagging off of 9 Vande Bharat Express:-Hyderabad (Kacheguda) - Bengaluru (Yesvantpur) Vijayawada - MGR Chennai Tirunelveli - Madurai - MGR Chennai Kasaragod – Thiruvananthapuram Jamnagar – Ahmedabad Ranchi – Howrah Udaipur – Jaipur Patna - Howrah Rourkela – Puri.
01.10.2023	Dedication of Jaklair – Krishna New Railway Line.
02.10.2023	Dedication of following development projects in Rajasthan:- <ul style="list-style-type: none"> <li>• Doubling of Chittaurgarh-Nimach Railway line</li> <li>• Kota-Chittaurgarh Electrified railway line</li> </ul> Laying of Foundation stone for Construction & Widening of Road Over Bridge at Km. 76 of NH-52 E in Sawai Madhopur City
03.10.2023	Dedication of Manoharabad – Siddipet New Railway Line
03.10.2023	Laying of foundation stone of Jagdalpur station redevelopment under ABSS. Flagging off of Toraki- Raipur DEMU train service.
28.10.2023	Inauguration of the 10th tranche of Rozgar Mela from New Delhi. Appointment letters were issued to more than 51,000 candidates across the country in this session of Rozgar Mela.

30.10.2023	<p>Dedication of several infrastructure rail projects to the Nation worth ₹ 5,000 crore in Gujarat:</p> <ul style="list-style-type: none"> <li>• Doubling of Viramgam-Samakhiali Line</li> <li>• Gauge Conversion of Katosan Raod-Becharji line</li> <li>• New Bhandu to New Sanand (North) section of WDFC &amp; 24 Km connecting line.</li> </ul>
31.10.2023	Flagging off of Ekta Nagar-Ahmedabad Steam Heritage Special Train.
16.12.2023	Conferment of 'Ati Vishisht Rail Seva Puraskar' (AVRSP) on 100 Railway Employees from various Zones/Divisions, Production Units & Railway PSUs all over the country for their outstanding services. The Awards/Shields were presented at the 68th Railway Week Central Function, organised at Bharat Mandapam at Pragati Maidan in New Delhi.
17.12.2023	Flagging off of Train no. 06367 Kanyakumari-Banaras inaugural special train.
17.12.2023	Flagging off of Kanyakumari – Banaras 'Kashi Tamil Sangamam Express'.
18.12.2023	Laying of foundation stone, inauguration & dedication of various projects to the Nation worth ₹19,150 crore including inauguration of gauge converted section of Indara-Dohrighat & dedication of doubling of Ballia-Ghazipur City and flagging off of MEMU train service between Dohrighat-Mau and other trains.
18.12.2023	Flagging off of the second Vande Bharat Express train between Varanasi-New Delhi.
31.12.2023	Flagging off of Amrit Bharat Train from Ayodhya Dham Junction.
02.01.2024	<p>Dedication of five railway projects (2 DL + 3 Electrification) to the Nation worth ₹2,917 crores benefiting the state of Tamil Nadu.</p> <p>(1) Doubling of 41.4 Km Salem–Magnesite Jn–Omalur–Mettur Dam section</p> <p>(2) Doubling project, ₹1,890 crore Madurai - Tuticorin Doubling project (160 Km)</p> <p>Dedication of three Electrification projects:-</p> <ul style="list-style-type: none"> <li>• Tiruchchirappalli- Manamadurai- Virudhunagar,</li> <li>• Virudhunagar – Tenkasi Jn.</li> <li>• Sengottai – Tenkasi Jn - Tirunelveli- Tiruchendur.</li> </ul>

16.02.2024	Laying of foundation stone and dedication of eight railway projects for Rajasthan.
26.02.2024	Laying of foundation stone, inauguration & dedication of 554 Railway Stations to the Nation under the Amrit Bharat Station Scheme and 1,500 Road Over Bridges/Underpasses across the country.
26.02.2024	Inauguration of Sangaldeen Section of USBRL.
02.03.2024	Laying of Foundation stone for doubling of Mukuria-Katihar-Kumedpur railway line Inauguration of Electrification project of Katihar- Jogbani rail section Flagging off of four express trains:- <ul style="list-style-type: none"> <li>• Danapur-Jogbani Express (via Darbhanga-Sakri)</li> <li>• Jogbani-Saharsa Express</li> <li>• Sonpur-Vaishali Express</li> <li>• Jogbani-Siliguri Express</li> </ul>
06.03.2024	Flagging off Express of train service between Raxaul Jn. – Jogbani.
08.03.2024	Flagging off following Trains at Kishanganj, Azamnagar Road and Barsoi Jn. :- <ul style="list-style-type: none"> <li>• Train No. 04653/04654,</li> <li>• Train No. 15933/15934,</li> <li>• Train No. 13147/13148,</li> <li>• Train No. 12551/12552</li> </ul>
09.03.2024	Dedication of following electrification projects to the Nation:- (1) Eklakhi – Balurghat section; (2) Barsoi – Radhikapur section; (3) RaninagarJalpaiguri – Haldibari section; (5) Siliguri – Aluabari section via Baghdogra; (6) Siliguri – Sivok – Alipurduar Jn. – Samuktala (including Alipurduar Jn. – New Coochbehar) section; (7) Automatic block signaling in Ambari Falakata – Aluabari including electronic Interlocking in New Jalpaiguri. Flagging off of a new passenger train service between Siliguri and Radhikapur, Siliguri.
12.03.2024	Inauguration of various railway projects of Ahmedabad Division and flagging off of Ahmedabad Mumbai Central Vande Bharat Express and Extension of Ahmedabad-Jamnagar Vande Bharat Express upto Okha.



12.03.2024	<p>Flagging off of:-</p> <ol style="list-style-type: none"> <li>1. Chennai – Mysuru Vande Bharat Express &amp; Kollam – Tirupati Express</li> <li>2. Thiruvananthapuram – Kasaragod Vande Bharat Express extended upto Mangaluru Central.</li> <li>3. Express Train service between Kollam – Tirupati (T.No.17241/17242)</li> </ol> <p>Dedication of the following facilities to the Nation in Southern Railway:</p> <ol style="list-style-type: none"> <li>1. Pitline at Basin Bridge, Chennai (24-LHB coach CAMTECH Standard Pitline)</li> <li>2. 06 Goods Sheds (Singaperumal Koil Goods Shed, Gangaikondan Goods Shed, Teni Goods Shed, Pattukottai Goods Shed, Tiruchchirappalli Goods Shed and Valliyur Goods Shed)</li> <li>3. 04 Jan Aushadi Kendras (Dindigul, Erode, Tiruchchirappalli, Palakkad)</li> <li>4. One Station One Product stalls at 205 stations</li> </ol>
12.03.2024	Laying of foundation stone and dedication to the Nation of various Railway projects worth more than ₹85 thousand crore across the country and flagging off of 10 Vande Bharat Express trains and other Rail services on 12.03.2024
25.03.2024	Laying of foundation stone, inauguration and dedication of around 2000 railway infrastructure projects to the Nation worth more than ₹ 41,000 crores.

# Glossary

## ACCOUNTS

Capital Investment

Book value of the capital assets of Railways.

Gross Revenue

The true earnings in an accounting period whether actually realized or not

Gross Receipts

Earnings actually realized in an accounting period.

Net Revenue

Gross traffic receipts minus total working expenses.

Operating Ratio

Ratio of working expenses to gross revenue.

Suspense

Unrealised earnings, liabilities not discharged in an accounting period.

Working Expenses

Expenditure on administration, operation, maintenance and repairs, contribution to Depreciation Reserve Fund and Pension Fund.

## STATISTICAL

Density

The volume of traffic moving between any two points on the Railway expressed in terms of passenger kilometers or net tonne kilometres per route kilometre/running track kilometre or train kilometres per running track kilometre.

Engine Kilometre

Movement of an engine under its own power over the length of one kilometre.

Gross Tonne Kilometre

Gross tonnage comprising payload and tare weight hauled by a train over one kilometre.

Lead

Average haul of a passenger or a tonne of freight

Loaded Wagon Kilometre

Movement of a wagon loaded with goods over one kilometre.

Net Load or Net Tonnage

Payload of passengers, luggage or goods carried by a vehicle or a train.

Net Tonne Kilometre

Payload of one tonne carried over one kilometre.

Non-Revenue Traffic

Traffic conveyed free for working the Railways.

Passenger Kilometre

A passenger transported over one kilometre.

Revenue Earning Traffic

Traffic which is paid for by the consignor or the consignee.

Route Kilometre	The distance between two points on the Railway irrespective of the number of lines connecting them, whether single line, double line etc.
Running Track Kilometre	The length of all running tracks excluding tracks in sidings, yards and crossings.
Track Kilometre	The length of all running tracks including tracks in sidings, yards and crossings.
Train Kilometre	Movement of a train over one kilometre.
Vehicle/Wagon Kilometre	Movement of a vehicle/wagon over one kilometre.
Wagon Turn-Round	Interval of time between two successive loadings of a wagon.

## **TRAFFIC**

Rate	Price fixed by the tariff for the conveyance of a unit of parcels, luggage and goods.
Fare	Money realized by the Railways from transportation of persons excluding the 'penalty' realized.

## **OTHERS**

Number of Staff	All employees paid directly by the Railway administration.
Stores	Materials or parts either purchased by the Railway or manufactured in Railway workshops for working the Railways.
Tractive Effort	Load-hauling capability of a locomotive expressed in terms of the tractive force exerted by the locomotive at wheel.

# **Summary of important audit observations from the Report of the Comptroller and Auditor General of India - Union Government (Railways) and Status Report on Pending Action Taken Notes**

## **Audit Report No. 4 of 2024 (Compliance Audit).**

The Audit Report for the year ending March 2022-23 individual paragraphs involving money value of ₹2,604.40 crore. A brief overview of the important audit findings and conclusions is given below.

### **Para 2.1 Loss of ₹834.72 crore on account of payment of interest on loan taken by IRCON due to improper decision of the Ministry of Railways to generate Non-Fare Revenue in**

#### **2017-18: Railway Board**

Ministry of Railways (MoR) suffered a loss of ₹834.72 crore on interest paid on a loan of ₹3,200 crore taken by IRCON for development of a land parcel. The loan along with interest was repaid without any development of the land parcel.

### **Para 2.2 Non-levy of Shunting Charges: East Coast Railway**

Non-levy of Shunting charges for shunting activity by using Railway engines resulted in loss of revenue of ₹149.12 crore during the period from 2018 to 2022 in East Coast Railway.

### **Para 2.3 Non-recovery of Goods and Services Tax from Siding owners: South East Central Railway and Western Railway**

Non-compliance to Goods and Services Tax (GST) provisions regarding levying of GST on services provided by the Railways to Siding owners resulted in non-collection of ₹13.43 crore from Siding owners.

### **Para 3.1 Undue favour in award of contract: IRCON International Limited**

IRCON International Limited awarded a contract at ₹1,110.80 crore to an ineligible bidder ignoring the essential qualifying criteria for the evaluation of tenders.

### **Para 3.2 Idling of assets due to inordinate delay in opening of section for Goods traffic led to loss of potential earnings: Western Railway**

Delay in opening of the section for Goods traffic after its Gauge conversion led to loss of earning capacity to the tune of ₹126 crore during the period from 2018-19 to 2020-21, in addition to idling of the investment of ₹121 crore incurred on the Project for more than three years.

### **Para 3.3 Blockade of capital due to non-completion of approach road: West Central Railway**

Non-completion of approach road to the Road Over Bridges resulted in blocking of Railway's capital of ₹43.59 crore and recurring expenditure of ₹1.35 crore due to non-closure of the Level Crossings.

### **Para 3.4 Non-recovery of Mobilization Advance paid to the Contractor and interest thereon: South East Central Railway**

South East Central Railway failed to safeguard its financial interest which resulted in loss of ₹28.95 crore due to non-recovery of Mobilization Advance paid to the Contractor and interest thereon.

### **Para 3.5 Non-closure of Level Crossings despite incurring cost of ₹28.03 crore on the construction of Road Over Bridges and recurring cost on continued operation of LCs: South Central Railway**

Non-Compliance of Ministry of Railways instructions regarding inclusion of Limited Height Subway (LHS)/Light Foot Over Bridge (FOB) at the time of framing of proposal for construction of Road Over Bridge/Road Under Bridge by South Central Railway resulted in non-closure of Level Crossings.

### **Para 3.6 Non-realization of leasing charges amounting to ₹26.59 crore from State Government of Uttar Pradesh: North Central Railway**

Violation of Ministry of Railway's instructions regarding leasing of Railway land to Government of Uttar Pradesh (GoUP) by North Central Railway Administration resulted in non-execution of land lease agreement with GoUP. Further, Railway Administration could not realize the land leasing charges from GoUP which resulted in a loss of revenue amounting to ₹26.59 crore.

### **Para 3.8 Unfruitful expenditure on construction of washing pit: North Eastern Railway**

Sanction of unwarranted washing pits and subsequent decision to stop the work resulted in unfruitful expenditure of ₹10.72 crore.



### **Para 3.13 Negligible utilization of the asset despite assurance by Ministry of Railways: North Western Railway**

Ajmer-Pushkar Broad Gauge line could not be operated due to inability of Railway Administration to optimally utilize the infrastructure created with investment of ₹133.69 crore even after passage of 11 years of the commencement of train services. This resulted in loss of ₹6.78 crore on train operations in Ajmer-Pushkar section for the period 2017-18 to 2019-20.

### **Para 4.1 Idling of expenditure incurred on manufacture of trainsets for Train-18: Integral Coach Factory**

Decision of MoR to change the traction system after approving the production program for 240 coaches over two years resulted in idling of six unusable coach shells for Train-18 manufacture against earlier specification at a cost of ₹8.57 crore and idling of materials worth ₹46 crore.

### **Para 4.2 Avoidable payment towards haulage charges: South Eastern Railway**

Due to supply of sick/unloadable wagons, Railways had to incur an avoidable payment of ₹12.54 crore towards haulage charges to Haldia Dock Complex system at Haldia for the period from December 2015 to December 2021.

### **Para 4.5 Failure of Railway Administration in heeding to Vigilance Department's suggestion to ban business with a contractor resulted in undue award of contract: East Coast Railway**

East Coast Railway awarded cleaning contract worth ₹7.26 crore without giving due recognition to Vigilance Departments instructions.

### **Audit Report No. 05 of 2024 (Compliance Audit)**

A brief overview of the important audit findings and recommendations of the two Chapters is given below:

### **Chapter 1: Management of Health Services in Indian Railways**

Indian Railways (IR) provide medical and health services to about one crore railway beneficiaries, through 129 hospitals and 586 Health Units. The review on "Management of Health Services in Indian Railways" covered the issues for assessing the adequacy and quality of health services provided by IR during the period 2017-18 to 2021-22. Audit examined the implementation of various policies and guidelines framed by the IR in relation to resources and their utilization, availability of required infrastructure, management of resources during COVID pandemic, procurement of medicines/equipment, etc.

Audit observed that the share of expenditure on healthcare services to total expenditure of IR had shown an increasing trend but there was a sharp drop in 2021-22. There were several instances of patients leaving hospitals against medical advice. IRs incurred substantial expenditure towards referral of patients to non-railway recognized hospitals. Medical Audit of referral cases was not conducted in 7,38,297 (98.72 per cent) cases and this expenditure is showing increasing trend. Medical treatment to the eligible beneficiaries of Ayushman Bharat Yojana were not implemented in many Railway Hospitals. Bed Occupancy Ratio (BOR), which is an indicator of the productivity of the hospital services, was found less than the standard norms in many hospitals.

Audit also observed the shortage of medical and para medical staff in test checked hospitals of the Zonal Railways. There was also shortage in availability of machines/medical equipment with reference to IPHS norms. Even the minimum requirement of machines/medical equipment as per clinical Establishment (Registration and Regulation) Act 2010 was not being met.

There is a scope for strengthening the monitoring and internal control mechanism to ensure conduct of medical audit, procurement of quality drugs, timely receipt of test reports and implementation of Hospital Management Information System (HMIS).

## **Chapter 2: Management of Parcel Services in Indian Railways**

As per Section 2(27) of the Railways Act 1989, 'Parcel' is defined as 'goods entrusted to the Railway Administration for carriage by a passenger or parcel train'. Articles, such as personal effects, general merchandise, perishables are accepted as parcels for booking and carriage by Railways. The report focuses on the performance of Indian Railways (IR) in providing the Parcel Services through booking of parcels, leasing of Parcel Vans and Parcel Express trains. The scope of audit covered issues relating to plan/policies framed by the Indian Railways and their implementation during the period 2017-18 to 2021-22.

Audit observed that the business development efforts by Indian Railways did not show the levels of initiative as envisaged in the IR Vision Document, 2020. The Parcel Tariff has not been revised since October 2013. There was lack of adequate infrastructure facilities, such as, approach roads, covered sheds, drinking water, stacking area, merchant rooms, etc. The infrastructure capacity of the rolling stock, parcel offices and Parcel Management System Terminal was not augmented for an efficient transit of Parcel Cargo. There was adverse impact on Parcel earnings due to non-supply of VPs. In all 16 Zonal Railways, the Parcel sector was not opened to Parcel Cargo Express Trains (PCET).

## **Audit Report No. 06 of 2024**

### **{Performance Audit on ‘Energy Management in Train Operations and Renewable Energy Initiatives in Indian Railways’ (Year ended March 2022)}**

The Performance Audit on “Energy Management in Train Operations and Renewable Energy Initiatives in Indian Railways” was conducted to assess whether IR’s major initiatives with regard to energy management, development of renewable energy resources and conservation of energy were meeting the outcomes envisaged.

### **Summary of Recommendations**

IR needs to:

- Examine and reduce the fuel costs in six Zones, which show high figures of fuel cost to working expenditure/increasing trend despite the progressive change over to the cheaper electric traction.
- Automate the system for calculating SFC and SEC to effectively optimize fuel and energy consumption.
- Compile and issue all the measures for energy conservation in a single policy document/ master circular for clarity and focus in implementation at Zonal level.
- Rectify the low increase in electric GTKM in four Zones, as compared to increase in electrified route KM due to non-utilization of electric traction in the electrified routes.
- Prepare timelines for conversion to 100 per cent three phase electric locomotives with due consideration of the life of the existing conventional locomotives, production capacity for three phase locos etc.
- Evolve mechanism for automated capture of regenerated energy data from engine of three phase locomotives and EMUs.
- Replicate across all Zones the method adopted by WCR to get credit for the regenerated power fed back to the grid.
- Ensure conducting Energy Audits regularly for monitoring and to optimize energy consumption.
- Issue a comprehensive policy circular detailing the new measures and targets for different areas of renewable energy that is proposed to be tapped.

**Status Report on Pending Action Taken Notes (ATNs) as on 14.10.2024.**

Sl. No.	No. & Year of the Report	No. of paras/ C&AG report on which ATNs have been submitted	Details of the Paras/C&AG report on which ATNs are pending			
			No. of ATNs not sent by the Ministry even for the first time	No. of ATNs sent but returned with observations and Audit is awaiting their re-submission by the Ministry	No. of ATNs which have been finally vetted by audit but have not been submitted by the Ministry to PAC	Audit
1	13, 14, 32 & 37 of 2016	45/44	0	0	1	0
2	13, 14, 22, 36 & 45 of 2017	43/43	0	0	0	0
3	1, 5, 17 & 19 of 2018	44/43	0	0	1	0
4	10 & 19 of 2019	50/50	0	0	0	0
5	2 & 8 of 2020	4/4	0	0	0	0
6	5, 13 & 22 of 2021	68/44	0	0	2	2
7	16, 22, 23, 25 & 35 of 2022	44/37	0	3	2	2
8	13 of 2023	4/3	0	0	1	0
9	4, 5 & 6 of 2024	39/0	20	1	1	17
	<b>Total</b>	<b>341/288</b>	<b>20</b>	<b>4</b>	<b>8</b>	<b>21</b>





# Financial Statements & Operating Statistics

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### Statistical Summary—Indian Railways

## Financial Statements

I

### Consolidated Profit and Loss Account: 2023-24

2022-23 (₹ in crore)	Supporting Statement		2023-24 (₹ in crore)	Supporting Statement
2,39,982.56	IA	<b>Gross Traffic Receipts</b>	<b>2,55,272.63</b>	<b>IA</b>
		<b>Ordinary Working Expenses</b>		
1,80,255.78	IB	(including Payment to Worked Lines)	<b>1,91,093.61</b>	<b>IB</b>
		<b>Contribution to Reserve Funds</b>		
55,400.00	IC	(Depreciation Reserve Fund and Pension Fund)	<b>59,800.00</b>	<b>IC</b>
2,35,655.78		Total Working Expenses	<b>250,893.61</b>	
4,326.78		Net Traffic Receipts (Operating Profit)	<b>4,379.02</b>	
(-)-1,809.40		Miscellaneous Transactions (Net)	<b>(-) 1,119.34</b>	
2,517.38		<b>Net Revenue (Gross Profit)</b>	<b>3,259.68</b>	
		<b>Less</b>		
—	ID	<b>(a) Dividend and other Payments to General Revenues</b>	—	<b>ID</b>
—		<b>(b) Payment to Deferred Dividend Liability</b>	—	
@@2,517.38		<b>Excess (+)/Shortfall (-)</b>	<b>@3,259.68</b>	
@@The excess was appropriated to Development Fund (DF) and Rashtriya Rail Suraksha Kosh (RRSK).			@The excess was appropriated to Development Fund (DF) and Rashtriya Rail Suraksha Kosh (RRSK).	

### Statements Supplementary to Profit and Loss Account

2022-23 (₹ in crore)	IA		2023-24 (₹ in crore)	IA
		<b>Gross Traffic Receipts</b>		
		<b>Coaching Earnings</b>		
		<b>Passenger Traffic</b>		
# —		Full fares	#—	
# —	63,416.85	Less than full fares	#—	<b>70,693.32</b>
		<b>Parcels and other coaching traffic</b>		
1,975.10		Parcels	<b>2,009.30</b>	
105.63		Luggage	<b>112.76</b>	
3,877.59	5,958.32	Others	<b>4,605.19</b>	<b>6,727.25</b>
		<b>Goods Earnings</b>		
86,456.54		Coal, Coke etc.	<b>91,247.46</b>	
74,782.81		General Merchandise	<b>76,412.63</b>	
811.71		Other Traffic	<b>1,262.10</b>	
1,713.12		Wharfage and Demurrage	<b>1,507.39</b>	
(-)-1,501.28	1,62,262.90	Less refunds	<b>(-)-2,136.29</b>	<b>1,68,293.29</b>
	8,498.60	<b>Miscellaneous (Sundry) other earnings</b>		<b>9,652.44</b>
	2,40,136.67	<b>Total Gross Earnings</b>		<b>2,55,366.30</b>
	154.11	Suspense (Bills receivable)		<b>93.67</b>
		<b>Gross Traffic Receipts</b>		
	2,39,982.56	(Actually realised)		<b>2,55,272.63</b>

# Figures not available

2022-23 (₹in crore)	Percentage to total		2023-24 (₹in crore)	Percentage to total
	I B	<b>Ordinary Working Expenses</b>		I B
8,992.67	4.99	General Superintendence and Services	<b>9,584.23</b>	<b>5.02</b>
17,856.23	9.91	Repairs and Maintenance of Permanent Way and Works	<b>20,049.85</b>	<b>10.49</b>
6,709.42	3.72	Repairs and Maintenance of Motive Power	<b>7,751.48</b>	<b>4.06</b>
19,733.39	10.95	Repairs and Maintenance of Carriages and Wagons	<b>22,309.01</b>	<b>11.67</b>
9,631.38	5.34	Repairs and Maintenance of Plant and Equipment	<b>10,493.14</b>	<b>5.49</b>
20,056.04	11.13	Operating Expenses—Rolling Stock and Equipment	<b>22,062.12</b>	<b>11.55</b>
37,074.57	20.57	Operating Expenses—Traffic	<b>39,430.17</b>	<b>20.63</b>
37,899.73	21.03	Operating Expenses—Fuel	<b>34,788.22</b>	<b>18.20</b>
8,486.33	4.71	Staff Welfare and Amenities	<b>9,473.47</b>	<b>4.96</b>
8,260.64	4.58	Miscellaneous Working Expenses	<b>9,413.43</b>	<b>4.93</b>
5,472.43	3.04	Provident Fund, Pension and other Retirement Benefits	<b>6,213.33</b>	<b>3.25</b>
<u>180,172.82</u>		Gross Expenditure	<u><b>1,91,568.45</b></u>	
82.95	0.05	Suspense (Bills payable)	<b>(-) 474.84</b>	<b>-0.25</b>
180,255.78	100.00	Ordinary Working Expenses (Actually disbursed)	<b>1,91,093.61</b>	<b>100.00</b>
				IC
	IC	<b>Contribution to Reserve Funds</b>		
700.00		Depreciation Reserve Fund	<b>800.00</b>	
54,700.00		Pension Fund	<b>59,000.00</b>	
55,400.00		Total Contribution to Fund	<b>59,800.00</b>	
235,655.78		<b>Total Working Expenses</b>	<b>250,893.61</b>	<b>ID</b>
	ID	<b>Dividend and Other Payments to General Revenue</b>		
	—	Dividend Payable (Current)		—
—		Payments in lieu of tax on Passanger Fares	—	
—	—	On account of assistance to Railway Safety Fund	—	—
	—	<b>Total Dividend payable</b>		—
	—	Deferred Dividend paid		—
	—	Net Dividend paid		—

## Balance Sheet

As on March 31,  
2023 (₹ in crore)

#6,17,614.79	<b>A. Loan Capital</b> (advanced by General Exchequer)
53,449.91	<b>B. Investment Financed from</b>
66,813.65	Railway Capital Fund
42,122.10	Depreciation Reserve Fund
77,158.48	Development Fund
15,756.05	Railway Safety Fund
1,252.31	Special Railway Safety Fund
85,973.17	Revenue
10,239.00	Rashtriya Rail Sanraksha Kosh
2,354.72	Sovereign Green Fund
3,55,119.39	Miscellaneous other sources
	<b>Total</b>
428.14	<b>C. Reserves</b>
15.52	Depreciation Reserve Fund
360.90	Development Fund
442.16	Pension Fund
3.38	Railway Capital Fund
—	Railway Safety Fund
864.89	Special Railway Safety Fund
237.15	Rashtriya Rail Sanraksha Kosh
2,352.14	Railway Debt Service Fund
	<b>Total</b>
39,570.32	<b>D. Deposits</b>
30,974.90	(i) State Railway Provident Fund
71.48	(ii) Miscellaneous Deposits
70,616.70	(iii) F. Loan & Advances
	<b>Total</b>
6,389.80	<b>E. Current Liabilities</b>
3.25	(i) Undischarged (Demands payable)
	(ii) Outstanding dues payable to other
	Government Departments
6,393.05	<b>Total</b>
10,52,096.07	<b>Grand Total</b>

As on March 31,  
2024 (₹ in crore)

<b>@7,92,657.45</b>
<b>53,449.91</b>
<b>67,380.32</b>
<b>43,074.76</b>
<b>1,22,158.81</b>
<b>15,756.05</b>
<b>1,252.31</b>
<b>97,295.34</b>
<b>22,717.99</b>
<b>2,515.88</b>
<b>4,25,601.38</b>
<b>780.10</b>
<b>572.54</b>
<b>1,961.39</b>
<b>456.97</b>
<b>3.06</b>
<b>—</b>
<b>1,302.40</b>
<b>245.09</b>
<b>5,321.55</b>
<b>38,689.13</b>
<b>41,465.42</b>
<b>73.39</b>
<b>80,227.94</b>
<b>7,373.30</b>
<b>3.25</b>
<b>7,376.55</b>
<b>13,11,184.87</b>

@ Excludes ₹11,954.00 crore appropriation to SRSF, ₹90,000.00 crore appropriation to RRSK, ₹1,07,957.03 crore appropriation to RSF and ₹22,717.99 crore appropriation to SGF.

# Excludes ₹11,954.00 crore appropriation to SRSF, ₹80,000.00 crore appropriation to RRSK, ₹62,957.03 crore appropriation to RSF and ₹10,239.00 crore appropriation to SGF.

II  
As on March 31,  
2023 (₹ in crore)

	<b>ASSETS</b>	
<b>F.</b>	<b>Block Assets</b>	
	<b>(i) Fixed Assets</b>	
50,178.86	Land	
4,34,975.54	Buildings and track	
2,38,853.12	Rolling stock	
83,040.33	Plant and equipment	
—	Miscellaneous assets	
<u>8,07,047.85</u>	<b>Total</b>	
	<b>(ii) Investments</b>	
2,082.32	Inventory	
3,799.70	Works in progress (WMS)	
17,869.17	Miscellaneous Advance (Capital)	
<u>23,751.19</u>	<b>Total</b>	
	<b>(iii) Investment in other undertakings</b>	
—	Shares in road transport undertakings	
1,41,935.14	Other Government undertakings	
<u>9,72,734.18</u>	<b>Total Block Assets</b>	
<b>G.</b>	<b>Funds lying with Central Government</b>	
72,968.84	(Contra-items C and D)	
<b>H.</b>	<b>Current Assets</b>	
1,786.87	Sundry Debtors	
	Outstanding dues from other Government	
1,534.04	Departments	
1,971.09	Outstanding Traffic Earnings	
446.47	Cash in hand	
654.58	Demands Recoverable	
<u>10,52,096.07</u>	<b>Grand Total</b>	

II  
As on March 31,  
2024 (₹ in crore)

<b>60,342.15</b>
<b>5,38,782.07</b>
<b>3,13,604.86</b>
<b>1,05,587.50</b>
<u>—</u>
<b>10,18,316.58</b>
<b>3,600.95</b>
<b>5,125.64</b>
<b>18,092.47</b>
<u>26,819.07</u>
<b>—</b>
<b>1,73,123.17</b>
<u>12,18,258.82</u>
<b>85,549.49</b>
<b>2,295.55</b>
<b>1,437.06</b>
<b>2,461.15</b>
<b>337.58</b>
<b>845.22</b>
<u>13,11,184.87</u>



Gross book value as on 31<sup>st</sup> March, 2023

(₹ in crore)

	Capital at-charge (Comprising loan/ account)	Capital Fund	DRF& DF including Improve- ment element	OLWR	U.S. Ma- chinery and other Misc. Tools	Railway Safety Fund	RRSK	Special Railway Safety Fund	SGF	Total
<b>Land</b>	<b>48,535.35</b>	<b>441.51</b>	<b>378.79</b>	<b>3.83</b>	<b>-</b>	<b>568.88</b>	<b>221.01</b>	<b>29.48</b>	<b>-</b>	<b>50,178.86</b>
<b>Structural Engineering Works</b>										
Stations and offices	1,16,822.65	11,861.27	26,883.05	405.74	0.27	11,155.99	11,387.67	561.84	-	1,79,078.49
Workshops and stores buildings	16,010.95	466.82	4,937.49	126.29	-	901.61	1,048.11	38.79	-	23,530.05
Residential buildings	8,097.38	330.50	4,638.46	75.80	-	1,390.76	211.36	45.27	-	14,789.53
<b>Track</b>										
Formation	54,407.74	6,684.08	8,918.74	55.60	0.01	24,737.75	11,679.69	1,558.79	-	1,08,042.41
Permanent way materials	41,960.07	4,598.24	21,398.76	146.39	-	16,070.50	37,816.49	6,570.15	-	1,28,560.60
Bridges	19,694.97	1,555.91	5,310.01	36.09	-	10,381.61	6,556.50	1,494.41	-	45,029.50
<b>Rolling Stock</b>										
Locomotives and spare boilers	49,613.34	8,876.75	8,737.52	3.80	-	18.58	3,680.33	1,086.84	10,239.00	82,256.17
Carriages including Rail Cars and E.M.U. Stock	29,149.94	5,110.67	4,919.33	0.64	-	4.39	1,925.05	686.02	-	41,796.04
Wagons	27,342.86	4,750.38	3,623.65	1.04	-	520.42	2,081.72	985.73	-	39,305.80
Ferries	231.72	15.46	9.98	0.01	-	3.15	116.62	-	-	376.94
Rail-cum-road services	3,238.82	9.11	1,115.36	21.56	0.23	2,422.30	1,150.38	63.09	-	8,020.85
Road motor cars and carriers for public traffic	-99.15	0.01	-70.02	-	-	3,256.18	-44.74	-	-	3,042.27
<b>Equipment (Machinery and Plants etc.) Other than Rolling Stock</b>	<b>43,610.93</b>	<b>4,640.04</b>	<b>18,102.71</b>	<b>375.51</b>	<b>3.01</b>	<b>5,726.30</b>	<b>7,946.23</b>	<b>2,635.64</b>	<b>-</b>	<b>83,040.35</b>
<b>Suspense (Floating Assets like inventories or stores holdings)@</b>										
Stores suspense	1,852.27	2.91	31.90	-	-	0.08	195.17	-	-	2,082.32
Manufacture suspense	3,799.70	-	-	-	-	-	-	-	-	3,799.70
Miscellaneous advances	15,496.06	20.53	0.01	-	2,351.19	-	1.37	-	-	17,869.17
<b>Investment in shares of Govt. &amp; Other Commercial Undertaking- Road service.</b>										
<b>Investment in shares of Govt. Commercial and Public Undertaking</b>	<b>30,811.02</b>	<b>1,101.33</b>	<b>-</b>	<b>0.01</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>31,912.35</b>
<b>Total</b>	<b>6,17,614.79</b>	<b>53,449.91</b>	<b>1,08,935.75</b>	<b>1,252.31</b>	<b>2,354.72</b>	<b>77,158.48</b>	<b>85,973.17</b>	<b>15,756.05</b>	<b>10,239.00</b>	<b>9,72,734.18</b>

Note: @ Excludes ₹11,954.00 crore of appropriation to SRSF.

## Gross book value as on 31<sup>st</sup> March, 2024

	Capital at-charge (Comprising loan/ account)	Capital Fund	DRF& DF including Improve- ment element	OLWR	U.S. Ma- chinery and other Misc. Tools	Railway Safety Fund	RRSK	Special Railway Safety Fund	SGF	Total
<b>Land</b>	<b>58,597.70</b>	<b>441.51</b>	<b>379.40</b>	<b>3.83</b>	<b>-</b>	<b>596.50</b>	<b>293.74</b>	<b>29.48</b>	<b>-</b>	<b>60,342.15</b>
<b>Structural Engineering Works</b>										
Stations and offices	1,41,487.99	11,861.27	29,899.33	405.74	0.27	23,703.19	14,032.37	561.84	-	2,21,951.99
Workshops and stores buildings	18,321.50	466.82	4,925.30	126.29	-	1,156.57	1,207.79	38.79	-	26,243.06
Residential buildings	9,225.39	330.50	4,800.17	75.80	-	1,866.88	235.99	45.27	-	16,580.00
<b>Track</b>										
Formation	70,739.80	6,684.08	8,356.33	55.60	0.01	38,050.78	12,359.70	1,558.79	-	1,37,805.09
Permanent way materials	56,174.06	4,598.24	21,559.55	146.39	-	27,656.58	40,238.26	6,570.15	-	1,56,943.24
Bridges	24,836.85	1,555.91	5,347.09	36.09	-	12,405.71	8,514.37	1,494.41	-	54,190.45
<b>Rolling Stock</b>										
Locomotives and spare boilers	73,573.55	8,876.75	7,725.82	3.80	-	30.98	4,494.28	1,086.84	22,717.99	1,18,510.01
Carriages including Rail Cars and E.M.U. Stock	42,140.44	5,110.67	4,927.02	0.64	-	4.39	2,074.93	686.02	-	54,944.13
Wagons	39,089.86	4,750.38	3,614.60	1.04	-	1,217.06	2,296.02	985.73	-	51,954.69
Ferries	337.48	15.46	9.98	0.01	-	3.15	283.52	-	-	649.59
Rail-cum-road services	3,545.10	9.11	1,133.34	21.56	0.23	2,787.50	1,177.68	63.09	-	8,737.61
Road motor cars and carriers for public traffic	521.70	0.01	-42.26	-	-	3,386.11	11.53	-	-	3,877.08
<b>Equipment (Machinery and Plants etc.) Other than Rolling Stock</b>	<b>60,967.62</b>	<b>4,640.04</b>	<b>17,787.50</b>	<b>375.51</b>	<b>3.01</b>	<b>9,293.29</b>	<b>9,884.90</b>	<b>2,635.64</b>	<b>-</b>	<b>1,05,587.50</b>
<b>Suspense (Floating Assets like inventories or stores holdings)@</b>										
Stores suspense	3,377.42	2.91	31.90	-	-	0.04	188.68	-	-	3,600.95
Manufacture suspense	5,125.57	-	-	-	-	0.08	-	-	-	5,125.64
Miscellaneous advances	15,558.20	20.53	0.01	-	2,512.36	-	1.37	-	-	18,092.47
<b>Investment in shares of Govt. &amp; Other Commercial Undertaking- Road service.</b>	<b>1,06,443.66</b>	<b>2,984.39</b>	<b>0.01</b>	<b>0.01</b>	<b>-</b>	<b>-</b>	<b>0.20</b>	<b>-</b>	<b>-</b>	<b>1,09,428.27</b>
<b>Investment in shares of Govt. Commercial and Public Undertaking</b>	<b>62,593.56</b>	<b>1,101.33</b>	<b>-</b>	<b>0.01</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>63,694.90</b>
<b>Total</b>	<b>7,92,657.43</b>	<b>53,449.91</b>	<b>1,10,455.08</b>	<b>1,252.31</b>	<b>2,515.88</b>	<b>1,22,158.81</b>	<b>97,295.34</b>	<b>15,756.05</b>	<b>22,717.99</b>	<b>12,18,258.82</b>

Note: @ Excludes ₹11,954.00 crore of appropriation to SRSE.

**Railways' Contribution  
to the Plan:  
Sources/Application  
of Funds**

2022-23  
(₹ in crore)

2,517.38

900.00

0.00

0.00

266.00

0.00

0.00

38.97

3,722.35

109,017.15

-

30,000.00

10,000.00

10,239.00

0.00

0.00

0.00

-

-

-

-

159,256.15

162,978.50

**SOURCE OF FUNDS**

**Internal Resources Generation**

Excess(+) for the year

**Contribution from Revenues and  
Capital to Reserve Funds**

Depreciation Reserve Fund

Spl. Railway Safety Fund

Capital Fund

Pension Fund (Net)

Railway Safety Fund

RRSK

Interest on Fund Balances

Total Internal Cash Balances

**Budgetary support From General  
Revenues**

(a) On Capital account

(b) on account of SRSF

(c ) on account of RSF

(d) on account of RRSK

(e) on account of SGF

(f) As Temporary Loans:

(i) Reserve Fund

(ii) Development Fund

(iii) Capital Fund

**Contribution From General  
Revenues**

**(Non-interest bearing)**

(a) On account of SRSF

(b) On account of RSF

(c) On account of RRSK

(d) On account of SGF

Total contribution received from the  
General Revenues

**Total Source of Funds**

2023-24  
(₹ in crore)

3,259.68

1,000.00

0.00

0.00

1,562.24

0.00

0.00

90.59

5,912.51

1,75,169.48

-

45,000.00

10,000.00

12,478.99

0.00

0.00

0.00

-

-

-

-

2,42,648.47

2,48,560.98

2022-23 (₹ in crore)		IV 2023-24 (₹ in crore)
	<b>APPLICATION OF FUNDS</b>	
	<b>Acquisition of new assets and replacement of existing assets</b>	
	Acquisition Charged to:	
109,017.15	Capital	1,75,169.48
0.00	Railway Capital Fund	0.00
985.39	Development Fund	952.66
30,001.29	Railway Safety Fund	45,000.33
11,797.42	RRSK	11,322.17
10,239.00	SGF	12,478.99
0.00	Open Line Works (Revenue)	0.00
	Replacement Charged to Depreciation Reserve Fund	667.94
617.38		
<u>162,657.63</u>	<b>Total Investment</b>	<u>2,45,591.57</u>
	<b>Repayment of loans obtained for:</b>	
0.00	Development Fund	0.00
0.00	Railway Capital Fund	0.00
	<b>Interest paid on temporary loans</b>	
0.00	Development Fund	0.00
0.00	Railway Capital Fund	0.00
320.87	Increase(+)/Decrease(-) in Funds Balances	2,969.41
<u>162,978.50</u>	<b>Total Application of Funds</b>	<u>2,48,560.98</u>
	Note:	
2,031.27	Opening balance in all Funds as on 1 <sup>st</sup> April	2,352.14
2,352.14	Closing balance as on 31 <sup>st</sup> March	5,321.55
<u>320.87</u>	Increase(+)/Decrease (-) in balance comprised of:	<u>2,969.41</u>
291.92	Depreciation Reserve Fund	351.96
14.87	Development Fund	557.02
273.39	Pension Fund	1,600.50
14.33	Railway Capital Fund	14.81
(-)-1.29	Railway Safety Fund	-0.33
(-)-280.04	RRSK	437.51
7.69	Debt Service Fund	7.94
-	SGF	-
<u>320.87</u>	<b>Total</b>	<u>2,969.41</u>

## Operating Statistics Assets

VIA

2022-23			Route/Track-kms. (000) Route kms.	2023-24		
B.G.	M.G.	Total including N.G.		B.G.	M.G.	Total including N.G.
58.07	—	58.07	Electrified	62.25	—	62.25
65.98	1.34	68.58	Total	66.82	1.16	69.18
Running track kms						
92.36	—	92.36	Electrified	102.50	—	102.50
103.90	1.33	106.49	Total	107.35	1.19	109.75
Total track kms						
113.77	—	113.77	Electrified	125.39	—	125.39
129.51	1.41	132.31	Total	132.64	1.27	135.21
7,180	97	7,364	<b>Number of stations</b>	7,314	54	7,461
<b>Rolling Stock (in units)</b>						
Locomotives						
—	27	39	Steam	—	27	38
4	—	82*	Diesel Hydraulic & Mechanical	4	—	84
4,601*	45	4,648*	Diesel Electric	4,269	42	4,313
9,565	—	9,565	Electric	10,675	—	10,675
Passenger Carriages						
64,095*	263*	64,658*	Loco hauled	64,520	224	65,006
7,975*	—	7,975*	E.M.U. Trailers	8,125	—	8,125
3,938*	—	3,938*	E.M.U. Motor Coaches	4,104	—	4,104
1,711*	—	1,711*	DEMU / DHMU	1,681	—	1,681
7*	1*	13*	Rail Cars	5	0	10
<b>Seats/Berths(000)</b>						
1,169.48*	0.11	1,169.59*	Air-conditioned	1,339.13	0.11	1,339.24
109.62*	—	109.62*	Air-conditioned Chair Car	118.22	—	118.22
—	0.58*	0.58*	1 <sup>st</sup> Class	—	0.58	1.68
3,208.63*	11.01*	3,219.64*	2 <sup>nd</sup> Class	3,112.60	8.96	3,121.56
1,163.77*	—	1,163.77*	E.M.U. Trailers (all classes)	1,131.12	—	1,131.12
606.10*	—	606.10*	E.M.U.Motor Coaches(all classes)	659.65	—	659.65
182.75*	—	182.75*	DEMU / DHMU	178.96	—	178.96
0.36	0.13*	0.57*	Rail Cars (all classes)	0.36	—	0.57
9,110.00*	41.00	9,167*	Other Coaching Vehicles (in units) (including Brake Vans)	10,221.00	41.00	10,278.00
2,205*	31	2,252*	Railway Service Vehicles (in units)	2,691	28	2,744
<b>Goods wagons (000)</b>						
71.35*	0.58*	71.94*	Covered wagons	76.83	0.57	77.41
200.47*	0.07	200.56*	Open wagons	208.51	0.07	208.60
25.23*	0.02*	25.43*	Live-stock wagons, wagons for explosives, timber rail wagons, tank and misc. wagons	26.09	0.20	26.28
17.06*	0.09	17.17*	Departmental wagons (including brake vans)	15.59	0.09	15.69
<b>Ferry Stock</b>						
—	—	—	Power Vessel	—	—	—
—	—	—	Dump Craft	—	—	—



## Operation

Operation	2022-23		Total		2023-2024		Total
	B.G.	M.G.			B.G.	M.G.	
			<b>Train-kms.</b>				
			including Passenger and proportion of mixed				including
			N.G.				N.G.
—	0.02*	0.04*	Steam	—	0.02	0.04	0.04
134.00*	1.09*	135.18*	Diesel	102.81	0.91	103.80	103.80
471.49*	—	471.49*	Electric	537.70	—	537.70	537.70
89.09	—	89.09	Electric Multiple Units	91.68	—	91.68	91.68
35.57*	—	35.57*	#MEMU	48.39	—	48.39	48.39
—	—	—	DHMU	—	—	—	—
17.88	—	17.88	DEMU	17.95	—	17.95	17.95
—	—	0.07*	Rail Cars	—	—	0.02	0.02
—	0.01	0.01	Rail Bus	—	—	—	—
			Goods and proportion of mixed				
—	—	—	Steam	—	—	—	—
113.35	—	113.35	Diesel	98.75	—	98.75	98.75
439.72	—	439.72	Electric	414.06	—	414.06	414.06
			Departmental				
—	—	0.02*	Steam	—	—	0.01	0.01
1.79	—	1.79	Diesel	4.74	—	4.76	4.76
2.27	—	2.27	Electric	10.31	—	10.31	10.31
0.21	—	0.21	Electric Multiple Units	0.22	—	0.22	0.22
0.15	—	0.15	MEMU	0.13	—	0.13	0.13
			<b>Shunting and other engine kms.</b>				
			Shunting				
—	—	—	Steam	—	—	—	—
44.09*	0.09	44.19*	Diesel	40.96	0.02	40.99	40.99
27.50*	—	27.50*	Electric	28.13	—	28.13	28.13
			Light, assisting required, assisting not required, siding and departmental				
—	—	—	Steam	—	—	—	—
154.75	0.02	154.77	Diesel	117.87	—	117.89	117.89
359.42*	—	359.43	Electric	301.40	—	301.40	301.40
			<b>Engine kms. (excl. EMUs &amp; Rail Cars)</b>				
			Passenger and proportion of mixed				
—	0.02	0.04*	Steam	—	0.02	0.04	0.04
174.11*	1.20*	175.41*	Diesel	142.98	0.93	144.01	144.01
530.11*	—	530.13*	Electric	615.62	—	615.64	615.64
			Goods and proportion of mixed				
—	—	—	Steam	—	—	—	—
272.88	—	272.88	Diesel	218.49	—	218.49	218.49
771.76*	—	771.79*	Electric	669.85	—	669.85	669.85
			Departmental				
—	0.01	0.01	Steam	—	0.01	0.01	0.01
2.84*	—	2.85*	Diesel	6.08	—	6.10	6.10
6.30*	—	6.30*	Electric	14.98	—	14.98	14.98
			Total				
—	0.03*	0.04	Steam	—	0.03	0.05	0.05
448.77*	1.20*	450.07*	Diesel	366.21	0.95	367.26	367.26
1,304.14*	—	1,304.16*	Electric	1,295.28	—	1,295.80	1,295.80
			<b>Vehicle kms.</b>				
20,364.27*	10.46	20,387.51	Coaching Vehicles	21,848.31	8.95	21,864.15	21,864.15
2,160.37	—	2,160.37	Electric Multiple Units Coaches	2,233.78	—	2,233.78	2,233.78
908.80*	—	1,748.46	#MEMU	1,216.94	—	1,216.94	1,216.94
—	—	—	DHMU	—	—	—	—
393.80	—	393.80	DEMU	398.86	—	398.86	398.86
—	—	—	Rail Cars	—	—	—	—
—	—	—	Rail Bus	—	—	—	—
			<b>Wagon kms.</b>				
15,964.38*	—	15,964.38*	Loaded	15,091.20	—	15,091.20	15,091.20
25,525.60*	—	25,525.60*	Total	23,977.41	—	23,977.41	23,977.41
62.54*	—	62.54*	% age of loaded to total	62.94	—	62.94	62.94

\*revised

#Inclusive Vande Bharat

## Traffic and Earnings

2022-23			2023-24			VIC
B.G.	M.G.	Total including N.G.	Passenger Traffic Passengers originating (millions)	B.G.	M.G.	Total including N.G.
264.27	0.00	264.27	Suburban	303.50	0.00	303.50
3,527.93	0.00	3,527.93	1 <sup>st</sup> Class	3,678.02	0.00	3,678.02
3,792.20	0.00	3,792.20	2 <sup>nd</sup> Class	3,981.52	0.00	3,981.52
			Total Suburban			
6.25	0.00	6.25	Non-suburban			
39.47	0.00	39.47	A.C. First Class	8.38	0.00	8.38
180.36	0.00	180.36	A.C. Sleeper	44.47	0.00	44.47
1.03	0.21	1.52	A.C. 3-Tier	211.03	0.00	211.03
40.32	0.07	40.45	1 <sup>st</sup> Class	1.23	0.22	1.76
			A.C. Chair Car	53.15	0.00	53.24
			Sleeper Class			
382.49	0.00	382.49	Mail/Express	370.35	0.00	370.35
0.49	0.00	0.49	Ordinary	0.49	0.00	0.50
			2 <sup>nd</sup> Class			
1,310.18	1.37	1,312.29	Mail/Express	1,497.99	1.42	1,499.79
637.36	2.33	640.23	Ordinary	731.47	2.35	734.30
2,597.95	3.98	2,603.55	Total Non-suburban	2,918.57	3.99	2,923.82
6,390.15	3.98	6,395.75	Total Suburban and Non-suburban	6,900.09	3.99	6,905.34
			Passenger kms. (millions)			
			Suburban			
8,421.70	0.00	8,421.70	1 <sup>st</sup> Class	9,591.32	0.00	9,591.32
1,05,928.04	0.00	1,05,928.04	2 <sup>nd</sup> Class	1,08,915.01	0.00	1,08,915.01
1,14,349.74	0.00	1,14,349.74	Total Suburban	1,18,506.33	0.00	1,18,506.33
			Non-suburban			
3,657.59	0.00	3,657.67	A.C. First Class	4,740.60	0.00	4,740.60
31,471.96	0.00	31,471.96	A.C. Sleeper	35,387.90	0.00	35,387.91
1,55,765.16	0.00	1,55,765.16	A.C. 3-Tier	1,79,822.28	0.00	1,79,822.28
99.01	4.98	116.98	1 <sup>st</sup> Class	119.55	6.62	139.91
12,280.59	0.43	12,286.39	A.C. Chair Car	16,672.33	0.05	16,679.99
			Sleeper Class			
2,80,259.76	0.00	2,80,259.76	Mail/Express	2,67,530.11	0.00	2,67,530.11
93.58	0.00	93.58	Ordinary	91.98	0.00	91.98
			2 <sup>nd</sup> Class			
3,23,506.36	82.17	3,23,628.41	Mail/Express	3,98,102.06	98.65	3,98,222.20
37,036.57	239.09	37,289.71	Ordinary	43,289.91	271.70	43,578.37
8,44,170.58	326.67	8,44,569.62	Total Non-suburban	9,45,756.72	377.02	9,46,193.35
9,58,520.32	326.67	9,58,919.36	Total Suburban and Non-suburban	10,64,263.05	377.02	10,64,699.68
			Average lead (kms.)			
			Suburban			
31.90	0.00	31.90	1 <sup>st</sup> Class	31.60	0.00	31.60
30.00	0.00	30.00	2 <sup>nd</sup> Class	29.60	0.00	29.60
30.20	0.00	30.20	Total Suburban	29.80	0.00	29.80
			Non-suburban			
585.20	0.00	585.10	A.C. First Class	565.50	0.00	565.50
797.30	—	797.30	A.C. Sleeper	795.70	—	795.70
863.60	0.00	863.60	A.C. 3-Tier	852.10	0.00	852.10
96.30	23.90	77.10	1 <sup>st</sup> Class	97.60	3.30	79.50
304.60	0.00	303.70	A.C. Chair Car	313.70	0.00	313.30
			Sleeper Class			
732.70	—	732.70	Mail/Express	720.50	—	720.50
190.20	—	190.20	Ordinary	185.90	—	185.90
			2 <sup>nd</sup> Class			
246.90	60.10	246.60	Mail/Express	284.90	69.40	284.70
58.10	102.40	58.20	Ordinary	59.20	102.90	59.30
324.90	82.00	324.40	Total Non-suburban	335.50	88.00	335.10
150.00	82.00	149.90	Total Suburban & Non-suburban	156.50	88.00	156.40

## Traffic and Earnings

2022-23			2023-24			VIC
B.G.	M.G.	Total including N.G.	Passenger Earnings (₹crore)	B.G.	M.G.	Total including N.G.
			Suburban			
475.24	—	475.24	1 <sup>st</sup> Class	600.31	—	600.31
2,163.84	—	2,163.84	2 <sup>nd</sup> Class	2,261.24	—	2,261.24
2,639.08	—	2,639.08	Total Suburban	2,861.55	—	2,861.55
			Non-suburban			
1,213.19	—	1,213.26	A.C. First Class	1,628.19	—	1,628.19
5,857.79	—	5,857.79	A.C. Sleeper	6,670.82	—	6,670.82
21,344.52	—	21,344.52	A.C. 3-Tier	25,015.15	—	25,015.15
4.83	6.89	33.07	1 <sup>st</sup> Class	4.82	7.59	37.09
2,293.00	0.69	2,296.01	A.C. Chair Car	3,323.44	0.13	3,326.45
			Sleeper Class			
15,928.74	0.00	15,928.74	Mail/Express	15,113.05	0.00	15,113.05
6.08	0.00	6.08	Ordinary	6.43	0.00	6.43
			2 <sup>nd</sup> Class			
13,523.00	6.73	13,532.60	Mail/Express	15,202.30	9.43	15,213.24
552.46	11.14	565.69	Ordinary	807.05	12.08	821.36
60,723.61	25.45	60,777.76	Total Non-suburban	67,771.25	29.23	67,831.78
63,362.69	25.45	63,416.84	Total Suburban and Non-suburban	70,632.80	29.23	70,693.33
			<b>Average rate/passenger km. (paise)</b>			
			Suburban			
56.4	—	56.4	1 <sup>st</sup> Class	62.6	—	62.6
20.4	—	20.4	2 <sup>nd</sup> Class	20.8	—	20.8
23.1	—	23.1	All Classes (suburban)	24.1	—	24.1
			Non-Suburban			
331.7	—	331.7	A.C. First Class	343.5	—	343.5
186.1	—	186.1	A.C. Sleeper	188.5	—	188.5
137.0	—	137.0	A.C. 3-Tier	139.1	—	139.1
48.8	1,382.90	282.7	1 <sup>st</sup> Class	40.3	1,147.60	265.1
186.7	—	186.9	A.C. Chair Car	199.3	—	199.4
			Sleeper Class			
56.8	—	56.8	Mail/Express	56.5	—	56.5
65.0	—	65.0	Ordinary	69.9	—	69.9
			2 <sup>nd</sup> Class			
41.8	81.9	41.8	Mail/Express	38.2	95.6	38.2
14.9	46.6	15.2	Ordinary	18.6	44.5	18.8
71.9	77.9	72.0	All Classes (Non-suburban)	71.7	77.5	71.7
66.1	77.9	66.1	Total Suburban and Non-suburban	66.4	77.5	66.4
			<b>Freight Traffic</b>			
		Total BG	Tonnes originating (000's)			Total BG
15,09,103.00	—	15,09,103.00	Revenue earning	15,88,061.00	—	15,88,061.00
1,657.00	—	1,657.00	Non-revenue	1,887.00	—	1,887.00
15,10,760.00	—	15,10,760.00	Total	15,89,948.00	—	15,89,948.00
			Net tonne kms. (millions)			
9,59,566.00	—	9,59,566.00	Revenue-earning	9,73,968.00	—	9,73,968.00
322.00	—	322.00	Non-revenue	501.00	—	501.00
9,59,888.00	—	9,59,888.00	Total	9,74,469.00	—	9,74,469.00
1,60,158.00		1,60,158.00	Earnings from carriage of goods traffic (₹in crore)	1,65,880.00		1,65,880.00
			Average lead (kms.)			
636.00	—	636.00	Revenue-earning	613.00	—	613.00
195.00	—	195.00	Non-revenue	266.00	—	266.00
635.00	—	635.00	Total	613.00	—	613.00
166.91	—	166.91	Average rate/tonne km. (paise)	170.31	—	170.31

## Utilisation of Rolling Stock

2022-23				2023-24			VID
B.G.	M.G.	N.G.	Vehicle and Wagon usage	B.G.	M.G.	N.G.	
			Vehicle kms./Vehicle day				
470	27*	77*	Passenger vehicles	492	48	58	
404	35*	2*	Other coaching vehicles	399	11	14	
223	—	—	Wagon kms./wagon day	192.00	—	—	
4.70	—	—	Wagon turn-round (days)	5.11	—	—	
8,670.00	—	—	Net tonne kms./wagon day	7,851.00	—	—	
60.00	—	—	Average wagon load during the run (tonnes) (in terms of 8-wheelers)	65.00	—	—	
			<b>Average speed of goods trains</b> (kms. per hour)				
			Through goods trains				
—	—	—	Steam	—	—	—	
31.60*	—	—	Diesel	27.70	—	—	
29.50*	—	—	Electric	23.80	—	—	
30.00*	—	—	All Traction	24.90	—	—	
			All goods trains				
—	—	—	Steam	—	—	—	
31.10	—	—	Diesel	27.30	—	—	
30.07*	—	—	Electric	24.10	—	—	
30.38*	—	—	All Traction	25.00	—	—	
			<b>Engine usage</b>				
			Engine kms./day/engine on line				
—	9	6*	Steam	—	5	6	
316*	89*	44*	Diesel	261	72	37	
419*	—	—	Electric	360	—	—	
			Net tonne kms./goods loco day on line				
—	—	—	Steam	—	—	—	
1,36,952*	—	—	Diesel	1,19,068	—	—	
2,08,663*	—	—	Electric	2,23,604	—	—	
			Net tonne kms./goods loco day in use				
—	—	—	Steam	—	—	—	
3,56,998*	—	—	Diesel	3,44,624	—	—	
4,15,808*	—	—	Electric	3,72,647	—	—	
			Net tonne kms./goods engine hour (All traction)				
13,650*	—	—		14,256	—	—	
			<b>Average load of goods trains</b> (tonnes)				
1,738*	—	—	Net Load	1,899	—	—	
2,918*	—	—	Gross load (incl. weight of engine)	3,085	—	—	

\*revised

## General

				VIE				
2022-23		Total including N.G.	Density- Train kms./running track kms./day Passenger train kms./ running track kms./day Goods train kms./ running track kms./day	2023-24		Total including N.G.		
B.G.	M.G.			B.G.	M.G.			
34.46*	2.30	33.67*		33.85	2.20	33.16		
22.34*	2.30	21.80*		21.73	2.13	21.28		
16.42*	0.02	15.98		13.70	0.06	13.41		
Repair of Rolling Stock (ineffective %age)								
6.70*	7.35*	6.79*	Locomotives	7.15	32.24	7.26		
5.11*	11.60*	5.16*	Passenger Carriages	4.84	2.16	4.84		
7.38	—	7.33	Other Coaching Vehicles	7.36	—	7.36		
7.41*	—	7.41*	E.M.U. Coaches	8.48	—	8.48		
2.73*	0.00	2.73*	Wagons	2.46	0.00	2.46		
Fuel consumption by locos								
—	—	—	Coal (000 tonnes)	—	—	—		
1,433.53*	2.32	1,438.42	Diesel oil (000 kilolitres)	1,208.74	1.73	1,212.28		
22,086.40*	—	22,086.40*	Electricity (million kwt. hrs.)	23,221.11	—	23,221.11		
			Electricity consumed by E.M.U.					
1,915.66	—	1,915.66	suburban services (million kwt. hrs.)	1,929.03	—	1,929.03		
Consumption/1,000 gross tonne km.								
—	—	—	Passenger and proportion of mixed Coal (kg.)	—	—	—		
3.57*	6.09	3.60	Diesel oil (litres)	6.47	3.88	3.34		
20.20*	—	18.70	Electricity (kwt. hrs.)	19.10	—	19.10		
—	—	—	Goods and proportion of mixed Coal (kg.)	—	—	—		
1.61*	—	1.61*	Diesel oil (litres)	1.98	—	1.98		
6.30*	—	6.30*	Electricity (kwt. hrs.)	6.19	—	6.19		
Groups A&B	Group C	Group D	Total	Personnel	Groups A&B	Group C	Group D	Total
Number (000)								
13.66	1,114.72	—	1,128.38	Open line	12.94	1,179.23	—	1,192.17
1.61	12.26	—	13.87	Construction	1.64	12.51	—	14.15
0.953	39.00	—	39.95	Production Units	0.94	38.00	—	38.94
1.59	5.82	—	7.42	Railway Board and other Railway offices	1.52	5.40	—	6.92
17.813	1,171.80	—	1,189.62	Total	17.04	1,235.14	—	1,252.18
6,483.70	1,54,935.18	—	1,61,418.87	Total wage (₹ in crore)	5,874.91	1,67,765.08	—	1,73,639.99
3,639.46	1,322.20	—	1,356.90	Average annual wage/employee (₹ in '000)	3,449.54	1,358.30	—	1,386.70
Stores purchases (₹ in crore)								
	64,317			Indigenous		75,354		
				Imported				
	588			Direct		347		
	51			Purchased in India		92		
	64,956			Total		75,793		

\*revised







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