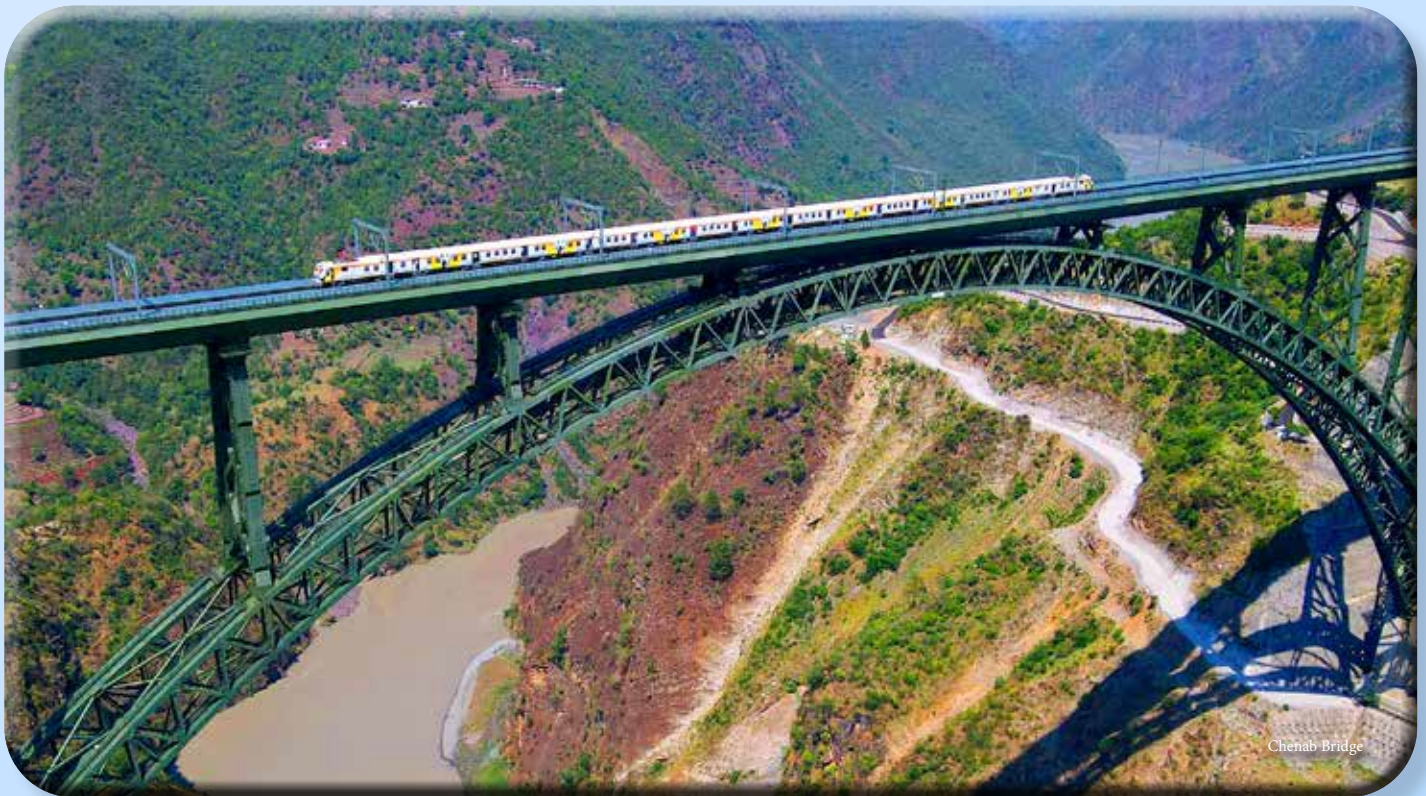




INDIAN RAILWAYS ANNUAL REPORT & ACCOUNTS 2024-25

(With highlights of the performance for 2025-26)



INDIAN RAILWAYS

ANNUAL REPORT & ACCOUNTS

2024-25

(With highlights of the performance for 2025-26)



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)*
- CENTRAL ORGANIZATION FOR MODERNISATION OF WORKSHOPS (COFMOW)@
- DIRECTOR GENERAL /CTIS
3. DG & EX-OFFICIO GM RDSO, LUCKNOW
4. IRIMEE, JAMALPUR
5. IRICEN, PUNE
6. IRIEEN, NASIK
7. IRITM, LUCKNOW
8. IRISSET, SECUNDREBAD
9. IRIFM, SECUNDREBAD
10. JR RPF ACADEMY, 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)

HEADED BY DIRECTOR

Apex Management

Minister of Railways	Ashwini Vaishnaw
Minister of State for Railways(S)	V. Somanna
Minister of State for Railways(R)	Ravneet Singh
Members, Railway Board	
Chairman & Chief Executive Officer (CEO)	Satish Kumar
Member (Finance)	Aparna Garg*
Member (Operation and Business Development)	Hitendra Malhotra
Member (Traction & Rolling Stock)	R. Rajagopal
Member (Infrastructure)	Satish Kumar*
Secretary	Aruna Nayar
Directors-General	
DG/RPF	Sonali Mishra
DG/RHS	Dr. Jagdish Chandra
DG/HR	Aruna Nayar*
DG(Safety)	Hari Shankar Verma
General Managers, Zonal Railways	
Central	Vivek Kumar Gupta*
Eastern	Milind K. Deouskar
East Central	Chhatrasal Singh
East Coast	Parmeshwar Funkwal
**Metro	S. S. Mishra
Northern	Ashok Kumar Verma
North Central	Naresh Pal Singh
North Eastern	Uday Borwankar
Northeast Frontier	Chetan Kumar Shrivastava
North Western	Amitabh
Southern	R. N. Singh
South Central	Sanjay Kumar Srivastava
@South Coast	Sandeep Mathur
South Eastern	Anil Kumar Mishra
South East Central	Tarun Prakash
South Western	Mukul Saran Mathur
Western	Vivek Kumar Gupta
West Central	Shobhana Bandopadhyaya
General Managers, Production Units	
Chittaranjan Locomotive Works	Anil Kumar Gupta*
Banaras Locomotive Works	Somesh Kumar*
Integral Coach Factory	U. Subba Rao
Rail Wheel Factory	U. Subba Rao*
Rail Coach Factory, Kapurthala	P. K. Mishra*
Modern Coach Factory, Rae Bareilly	P. K. Mishra
General Managers, Construction Units	
Northeast Frontier Railway (Construction)	Anjani Kumar*
Central Organization for Railway Electrification	Ramendra Kumar Tewari*
Director-General	
Research, Designs and Standards Organization	Uday Borwankar*
IRIEEN / Nasik	Ishaq Khan
IRICEN / Pune	Vijay Kumar Panjiar
IRISET / Secunderabad	Sharad Kumar Srivastava
IRITM / LKO	Ranjan Prakash Thakur
IRIFM / Secunderabad	Aparna Garg
IRIMEE / Jamalpur	Animesh Kumar Sinha
Chief Administrative Officers (Railways)	
Central Organization for Modernization of Workshops	Happy Walia*
Patiala Loco Works , Patiala	Rajesh Mohan #
Rail Wheel Plant, Bela	Anil Kumar Gupta#

*Looking after.

**Metro Railway, Kolkata.

#Principal CAO

@not yet operational

(As on 1st January, 2026)



Review-Prospects

Results: 2024-25

Financial Performance

The year 2024-25 ended with the Net Revenue Receipts of ₹2,660.28 crore.

Freight Operation

	2023-24	2024-25	Absolute Variation	% age Variation
Revenue Originating Tonnes (million)	1,588.06	1,614.91	26.85	1.69
Revenue Net Tonne Kms. (billion)	973.97	971.08	-2.89	-0.30
Goods Earnings @ (₹ in crore)	1,65,880.58	1,68,323.61	2,443.03	1.47
@Excludes 'other goods earnings' such as wharfage, demurrage, etc.				

Passenger Business

	2023-24	2024-25	Absolute Variation	% age Variation
Number of Passengers carried (million)	6,905	7,293	388	5.62
Passenger Kilometers (billion)	1,065	1,133	68	6.38
Passenger Earnings (₹ in crore)	70,693.33	75,367.52	4,674.19	6.61

Engineering Works

During the year 2024-25 the following Engineering Works were accomplished:

	2024-25 (in km.)
Construction of New Lines	1,105
Conversion to Broad Gauge	166
Track Renewal	6,851

Electrification

2,701 kms. of IR's route was electrified during 2024-25.

Safety, Signal and Telecom

Details of consequential train accidents and train accidents per million train kilometres (an important index of Safety) during 2024-25 as compared to 2023-24 are given below:

	2023-24	2024-25
Consequential Train Accidents*	40	31
Train Accidents Per Million Train Kilometres	0.03	0.03
*including Konkan Railway		



Deshnoke Railway Station



New Vande Bharat Express Train Inauguration, Rampur Jn.



Hotel Holiday Inn at Katra



The newly introduced AC EMU in Chennai Suburban network

Following steps were taken for improving passenger amenities:

Provision	2024-25 (No. of Stations)
Public Address System	6,159
Train Display Board	1,398
Coach Guidance System	932

Operating Efficiency

Some important efficiency indices for 2024-25 compared to 2023-24 were as follows:

Efficiency Index	Broad Gauge		Metre Gauge	
	2023-24	2024-25	2023-24	2024-25
Net tonne kms. per wagon per day	7,851	7,292	-	-
Speed (kmph) of all goods trains (all traction)	25.0	23.4	-	-
Percentage of loaded to total wagon km	65	68	-	-
Net load per goods train (tonnes)	1,899	1,869	-	-
Net tonne km per engine hour	14,007*	12,779	-	-
Passenger vehicle km per vehicle per day	458*	454	45*	61
*revised				

Materials Management

Materials Management on IR is being progressively revamped with a view to reduce costs, storage, handling, and insurance and dividend charges. Turn over Ratio in terms of value of inventories to value of materials consumed was 19% (without fuel) and 19% (with fuel) during 2024-25 as compared to 17% (without fuel) and 17% (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.



Hotel Le-Roi at Deheradun

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, 2025, IR had 12,28,992 regular employees as against 12,52,180 as on 31st March, 2024 a decrease by 23,188.

Industrial Relation remained cordial during 2024-25. Productivity Linked Bonus equivalent to 78 days' wages was paid to all non-gazetted employees (excluding RPF/RPSF personnel) for 2024-25. 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: 2025 (1st January, 2025 - 31st December, 2025)

Passenger Business

During January-December, 2025, the number of originating passengers in IR was 7,575.69 million vis-à-vis 7,276.18 million during the corresponding period of last year, registering an increase of 299.38 million (4.11%). The passenger earning during this period was ₹78,257.68 crore showing an increase by ₹4,228.12 crore (5.79%) compared to the earnings during the corresponding period of the last year.

Freight Operation

Loading of revenue-earning traffic for the year 2025 (January-December, 2025) compared to the corresponding period of last year, was as under:

Commodity	Jan. to Dec., 2024	(Million tonnes)
		Jan. to Dec., 2025
Coal	819.21	821.85
Raw material for steel plants Except Iron Ore	29.50*	31.43
Pig iron and finished steel	67.65	75.25
Iron ore	180.20	185.12
Cement	146.84*	150.36
Food grains	50.63	49.32
Fertilizers	59.16	66.19
P.O.L (Mineral Oil)	51.02	51.31
Balance other goods	210.27*	224.81
Total revenue earning traffic	1,614.48*	1,655.64

*revised

Estimation for the period January-March, 2026

Freight Operation

Anticipated freight volume likely to be carried by the Railways for the three months period from January to March, 2026 is 427.87 million tonnes excluding KRCL and DFCCIL.

Passenger Business

The total no. of anticipated originating for the passengers for three ensuing months from January to March, 2026 will be 1,736.25 million approximately.



Escalator at Railway Stations for Passengers



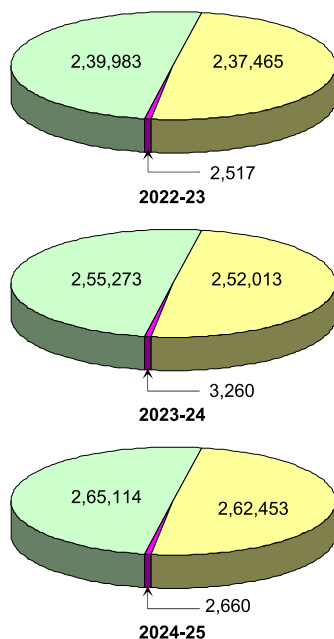
Vande Bharat Express passing through Chenab Bridge



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

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

■ GROSS REVENUE RECEIPTS
■ TOTAL WORKING EXPENSES
■ NET REVENUE



Finance

Results for 2024-25

Gross Traffic Receipts of the Railways went up from ₹2,55,272.63 crore in 2023-24 to ₹2,65,113.61 crore in 2024-25. Total Working Expenses increased from ₹2,50,893.61 crore in 2023-24 to ₹2,60,768.89 crore in 2024-25. After taking into account the miscellaneous transactions, the Net Revenue Receipts were ₹2,660.28 crore.

There was no dividend payment during 2024-25 as per RCC recommendations. The year ended with a net Revenue of ₹2,660.28 crore.

The Financial Results for 2024-25 compared to 2023-24 are summarized as below:

	2023-24	2024-25	(₹in crore) Variation
Capital Investment (excluding MTPs and Circular Railway, Udhampur-Baramula project and appropriation to SRSF)	6,94,142.62	8,74,743.81	1,80,601.19
Investment from Capital Fund	53,449.91	53,449.91	-
Total	7,47,592.53	9,28,193.72	1,80,601.19
Gross Traffic Receipts	2,55,272.63	2,65,113.61	9,840.98
Total Working Expenses	2,50,893.61	2,60,768.89	9,875.28
Net Traffic Receipts	4,379.02	4,344.72	(-)34.30
Miscellaneous Receipts(Net)	(-)1,119.34	(-)1,684.44	(-)565.10
Net Revenue Receipts	3,259.68	2,660.28	(-)599.40
Dividend Payable to General Revenues	-	-	-
Excess(+)/Shortfall(-)	3,259.68	2,660.28	(-)599.40
Percentage of	-	-	-
(a)Working Expenses to Gross Earnings	98.43	98.22	(-)0.21
(b)Net Revenue to Capital Investment and investment from Capital Fund	0.44	0.29	(-)0.15
Capital Investment*(in paise) per NTKM	704	871	167

*Includes investment from Capital Fund

Revenue

The Gross Traffic Receipts went up by ₹9,840.98 crore (3.86%) 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 2024-25 were ₹2,60,769.89 crore – an increase of ₹9,875.28 crore over 2023-24. 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, 2025 and variation over 2023-24 is as follows:

	(₹ in crore)	
Assets	As on March 31, 2025	Variation over Previous year
Block Assets	14,72,668.33	2,54,409.51
Funds with Central Government:		
(i) Reserve funds	7,033.31	
(ii) Banking accounts	82,747.77	
	89,781.08	4,231.59
Sundry Debtors, etc.	7,422.36	383.38
Cash in hand	328.06	(-)9.52
Total	15,70,199.83	2,59,014.95
Liabilities		
Represented by:		
Capital-at-charge*	9,74,985.35	
Investment financed from internal sources, etc.	4,97,682.98	
Total	14,72,668.33	2,54,409.50
Reserve Funds	7,033.31	1,711.76
Banking Accounts:		
(i) Provident Fund	39,003.74	
(ii) Misc. Deposits	43,668.89	
(iii) F. Loans and Advances	75.14	
Total	82,747.77	2,519.83
Sundry Creditors, etc.	7,750.42	373.87
Total	15,70,199.83	2,59,014.95

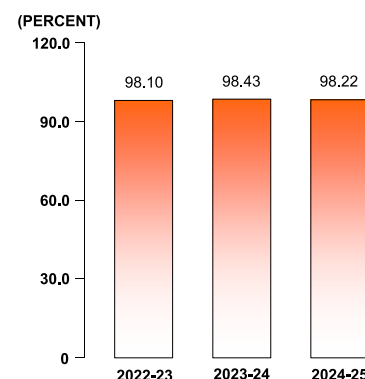
*Excludes ₹11,954.00 crore Appropriation to SRSF, ₹1,00,000.00 crore Appropriation to Rashtriya Rail Sanraksha Kosh (RRSK), ₹1,52,956.76 crore Appropriation to Railway Safety Fund (RSF) and ₹37,714.27 crore Appropriation to SGF.

*Deferred Dividend Liability

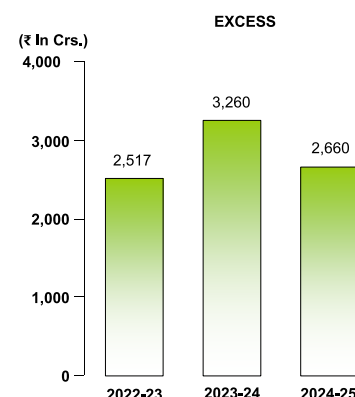
This is a Contingent Liability and does not appear in the balance sheet.

*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)





Combined Terminal Building of
Muzaffarpur Station under ABSS

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 2024-25 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, 2025 compared to 31st March, 2024 is as follows:

Name of the Fund	Balance as on 1.4.2024	Contribution to Fund during 2024-25	Withdrawals during 2024-25	(₹in crore)
				Balance as on 31.3.2025
DRF*	780.10	1,033.83	540.67	1,273.25
DF*	572.54	562.13	447.53	687.14
CF*	456.97	15.31	0.00	472.29
Pension Fund*	1,961.39	60,163.99	60,202.76	1,922.62
RSF	3.06	44,999.73	44,999.73	3.13
DSF*	245.09	8.21	0.00	253.30
RRSK	1,302.40	12,118.89	10,999.71	2,421.58
SGF	0.00	14,996.29	14,996.29	0.00
Total	5,321.55	1,33,899.38	1,32,186.69	7,033.31

*Includes interest under DRF ₹33.83 crore, DF ₹20.74 crore, CF ₹15.31 crore, Pension Fund ₹63.99 crore and DSF ₹8.21 crore for the year 2024-25.

The total balance in the Reserve Funds as on 31st March, 2025 was ₹7,033.31 crore, representing a increase of ₹1,711.76 crore over the previous year.

Cash Flow

Finance generated through IR's internal resources provided ₹2,56,023.47 crore during the year 2024-25.

The details of internal resource generation and utilisation of funds for financing the Plan outlay are shown in Statement IV of Financial Statements. During 2024-25, the total Plan investment was ₹2,56,023.47 crore (including MTPs, Circular Railways & National Projects). This was financed from Budgetary Support to the extent of ₹2,52,323.87 crore.



Dedicated Western Freight Corridor

The corresponding position during 2023-24 was that out of a total Plan investment was ₹2,48,560.98 crore (including MTPs, Circular Railways and National Project). This was financed from Budgetary Support to the extent of ₹2,42,648.47 crore. The balance of the Plan investment was met from internal and extra-budgetary resources. During the year 2024-25, an increase of the fund balance was to the tune of ₹1,711.69 crore to finance the Plan expenditure.

Audit Objections

IR had a total of 1,909 Audit Notes Part 1,678 Special Letters and 5,147 Audit Inspection Reports Part-I as on 31st March, 2025 as compared to 1,692, 688 and 5,095 outstanding respectively at the end of 31st March, 2024.

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 151.

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 appropriated 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 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 MOR. The target for market borrowing through IRFC for FY 2024-25 was 'NIL' due to higher Gross Budgetary Support (GBS) received from MoF (GoI).



Saharsa Station under Amrit Bharat Station Scheme (ABSS)



Redevelopment of Gaya Station Under ABSS



Pir Panjal Tunnel, Jammu & Kashmir

Details of Rolling Stock under lease from IRFC at the end of Financial Year 2024-25 are as under:-

Category of Assets	Rolling stock under lease at the end of 2024-25	
	Nos.	Value (₹ in crore)
Elec. Locos	7,971	83,420.89
Diesel Locos	4,695	50,807.37
Total Locos	12,666	1,34,228.26
Wagons	2,08,778	51,008.14
Coaches	71,678	1,07,408.11
Track Machines	81	342.33
Other Misc. Items	-	1,034.38
	Total	2,94,021.22

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 2024-25 was ₹29,722.48 crore, of which ₹18,417.48 crore constituted capital component and ₹11,305.00 crore interest component.

IRFC also provided funding to the tune of ₹2078.49 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 ₹297.48 crore as lease rentals in 2024-25 (₹181.13 crore capital component and ₹116.35 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/S funds made available by IRFC to Railways till end of 2024-25 is ₹2,20,518.76 crore. MOR paid an amount of ₹14,188.73 crore as lease rentals in 2024-25 (₹5,338.68 crore capital component and ₹8,850.05 crore interest component) for the Project Assets financed by IRFC from FY 2015-16 onwards.



Vande Bharat Train, ICF

Selected Financial Ratio

S.No.	Item	Unit	2023-24	2024-25
(A) Financial Ratios				
1.	Operating ratio	% age	98.43	98.22
2.	Rate of return on Capital	% age	0.44	0.29
3.	Working ratio of IR	% age	91.31	91.60
4.	Operating ratio with subsidy (Cost recovery)	% age	81.10	81.70
5.	Operating ratio for Coaching (Passenger) & Goods (Freight)	% age		
	i. Goods	% age	67.55	71.29
	ii. Coaching	% age	177.69	171.53
6.	Debt Servicing as percentage of OWE and as a percentage of Gross receipts.	% age		
	i. Debt servicing as percentage of OWE	% age	19.70	20.40
	ii. Debt servicing as percentage of Gross Receipts	% age	14.70	15.40
7.	Capex to Revenue ratio - Capex (from internal generation)/Revenue	% age	1.20	0.80
(B) Earning/ Yield Ratios (Based on Apportion Earning)				
1.	Passenger yield/PKMs	In Paise	66.40	66.55
2.	Freight yield/NTKMs	In Paise	170.31	173.34
(C) Productivity index				
	i. Employee Productivity		8,48,391	8,66,631
	ii. Infrastructure Productivity		78,57,124	77,44,801
(D) Asset Utilization				
1.	Utilization of Assets			
	i. NTKMs per wagon per day -(BG)	KMs	7,851	7,292
	ii. Wagon KMs per Wagon day -(BG)	KMs	192.00	176.00
	iii. Wagon turn around -(BG)	In days	5.11	5.48
	iv. Average Load per Wagon -(BG)	Tonnes	65.00	68.00
(E) Operating Indices				
1.	Average speed of Goods Train – (BG) – All traction	Km/hour	25.00	23.40
2..	Infective percentage of Rolling Stock – (BG)			
	i. Diesel Locos	% age	11.90*	10.32
	ii. Electric Locos	% age	5.34*	5.99
	iii. EMU Coaches	% age	8.48	9.37
	iv. Passenger Carriages	% age	5.11*	5.42
	v. Other Coaching Vehicles	% age	7.47*	7.94
	vi. Wagons	% age	2.45*	2.88
3.	Specific Fuel Consumption (Consumption per 1000 GTKMs) – (BG)			
	i. Passenger service Diesel	Liters	3.42	1.88
	ii. Goods services Diesel	Liters	1.98	1.46
4..	Specific Energy Consumption (Consumption per 1000 GTKMs) – (BG)			
	i. Passenger service- Electricity	K.Wt. Hrs.	18.80*	18.70
	ii. Goods services -Electricity	K.Wt. Hrs.	6.22*	6.50
5.	Punctuality Index – Punctuality (M/Exp. Trains) –(BG)	%age	73.62	77.12
6.	Accident per Million train Kilometers		0.03	0.03

*revised



Freight Performance CR

Freight Operation

In 2024-25, IR loaded 1,617.30 million tonnes of freight traffic of which 1,614.91 million tonnes was revenue-earning and 2.39 million tonnes of non-revenue earning and achieved total net tonne kilometers (NTKMs) of 971 billion as against 974 billion in 2023-24. The freight earnings went up from ₹1,68,293.29 crore in 2023-24 to ₹1,71,163.15 crore in 2024-25, registering an increase of 1.7%.

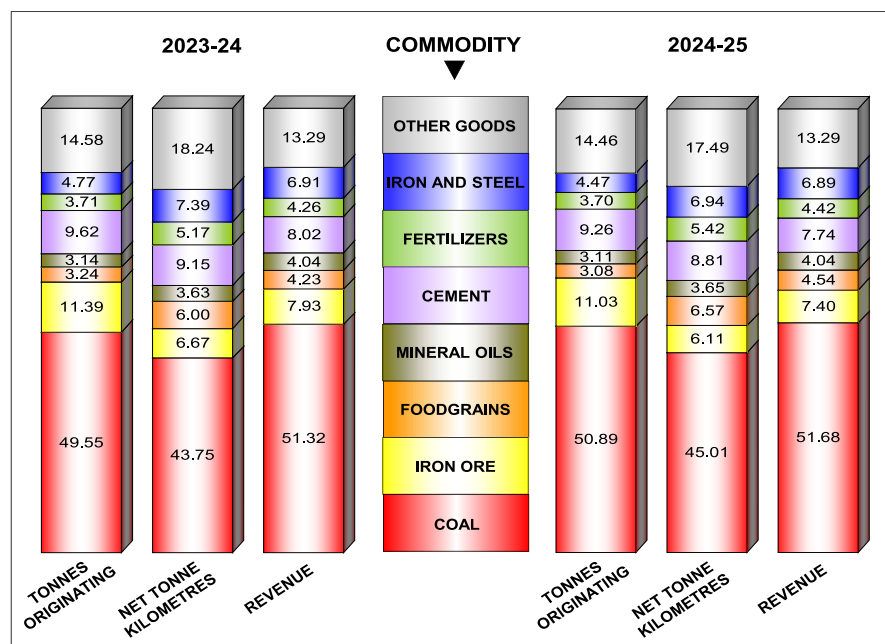
Commodity wise loading of revenue-earning traffic in 2024-25 as compared to 2023-24 was as follows:-

Commodity	Tonnes carried (in millions)	
	2023-24	2024-25
Coal		
(i) for Steel Plants	62.75	62.40
(ii) for Washeries	0.00	0.00
(iii) for Power House	606.52	627.31
(iv) for public use	117.57	132.18
Total	786.84	821.89
Raw material for steel plants except iron ore	29.17	29.14
Pig iron and finished steel		
(i) from steel plants	34.75	33.28
(ii) from other points	41.01	38.98
Total	75.76	72.26
Iron ore		
(i) for export	17.93	10.35
(ii) for steel plants	88.81	90.43
(iii) for other domestic users	74.20	77.35
Total	180.94	178.12
Cement	152.72	149.53
Foodgrains	51.44	49.77
Fertilizers	58.92	59.71
Mineral oil (POL)	49.88	50.27
Container Service		
i) Domestic containers	20.98	25.10
ii) EXIM containers	63.78	63.32
Total	84.76	88.42
Balance other goods	117.63	115.80
Total Revenue earning traffic	1,588.06	1,614.91



Freight transport

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



Coal Loading

Revenue-earning freight traffic for major bulk commodities/commodity groups in 2024-25 compared with 2023-24 was as follows:

S. No.	Commodity/Commodity group	Tonnes originating (in million)		Net tonne kilometers (in million)		Earnings @ (₹ in crore)	
		2023-24	2024-25	2023-24	2024-25	2023-24	2024-25
1	Coal	786.84	821.89	4,26,075	4,37,099	85,130.55	86,989.28
2	Raw material for steel plants except iron ore	29.17	29.14	16,689	16,667	2,589.42	2,733.14
3	Pig Iron & finished steel	75.76	72.26	71,968	67,434	11,464.47	11,591.22
4	Iron ore	180.94	178.12	64,955	59,338	13,155.77	12,455.71
5	Cement	152.72	149.53	89,112	85,540	13,302.60	13,020.52
6	Foodgrains	51.44	49.77	58,415	63,800	7,024.03	7,646.79
7	Fertilizers	58.92	59.71	50,360	52,665	7,068.11	7,436.50
8	Mineral oil (POL)	49.88	50.27	35,394	35,413	67,06.71	6,791.93
9	Container Services	84.76	88.42	76,894	78,221	8,117.24	8,789.59
10	Balance other goods	117.63	115.80	84,106	74,908	11,321.69	10,898.93
11	Total revenue earning traffic	1,588.06	1,614.91	9,73,968	9,71,085	1,65,880.58	1,68,323.61

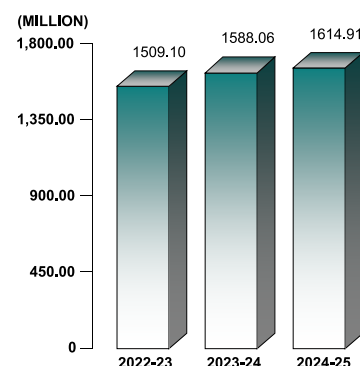
@ Excludes 'other goods earnings' such as wharfage, demurrage, etc.

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

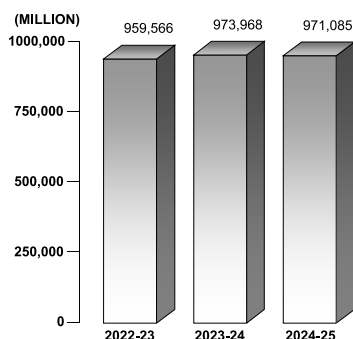
	2022-23	2023-24	2024-25
Tonnes originating (million)	1,509.10	1,588.06	1,614.91
Net tonne kms. (million)	9,59,566	9,73,968	9,71,085
Average lead (kms.)	636	613	601
Goods earnings (₹ in crore) @	1,60,158.48	1,65,880.58	1,68,323.61

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

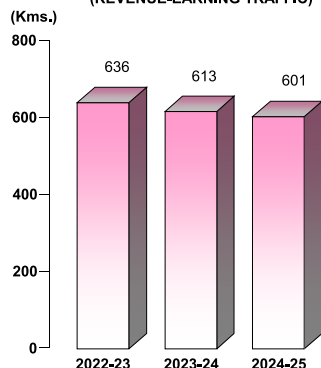
TONNES ORIGINATING (REVENUE-EARNING)



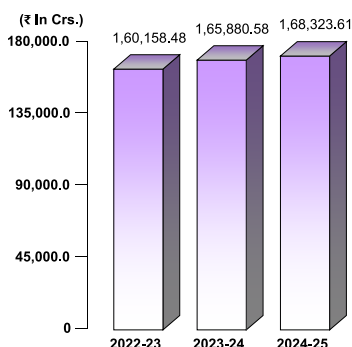
**NET TONNE KILOMETRES
(REVENUE-EARNING)**



**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 2024-25.

2. New incentive schemes

- Rail sea-Rail (RSR) Policy have been issued for granting telescopic rate benefit to domestic coal transported through Rail – Sea – Rail mode by treating both separate legs of rail movement as one.
- De-notification of Stainless Steel in Coil form for transportation in container.

3. Addition of new commodities in the Goods Tariff

- Phosphogypsum
- Polyhalite (all types)
- Sulphur coated Urea
- Plastic Waste
- RUF Pitch
- Ammonium Bicarbonate Food Grade
- Potassium Sulphate, etc.

4. Sectoral Initiatives for enhancing Modal Share of Railway

- Freight incentive for Containerized Tiles traffic- 50% discount shall be applicable on the empty haulage charges of the empty containers laden flat wagons which are returning to originating Morbi cluster from the destination. The rakes are permitted to return either in empty or mixed composition.
- Promotion of Bamboo Traffic in NER- Bamboo traffic in Covered wagons originating from North Frontier Railways has been granted exemption from levy of Busy Season Charges (BSC).

5. The validity of various incentive schemes have been extended which includes Traditional Empty Flow Directions (TEFD)

for traffic loaded in traditional empty flow direction, Discount to bagged consignment loaded in Open and flat wagons, Graded concession to Salt traffic, 6% Concession to traffic booked to / from North Eastern States, Shrot lead concession, Station to station Rates policy, Special Haulage Rate for Bulk Cement (Cement in loose form) when transported in normal containers, Special rates for Ro-Ro Traffic in the new weight slab of 0-25T on DFCCIL, Merry-Go-Round (MGR) system, Cargo Aggregator Transportation Product policy, Transportation product for smaller cargo size such as Mini Rake, Two point/Multi point Rake at Trainload class rate, Concession on Fly Ash Traffic, etc.

Freight Marketing

1. **Gati Shakti Multi Modal Cargo Terminal (GCT)-** Indian Railways has launched a new '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. **Exclusive Container Terminals (ECRTs)**- To incentivize container operators to increase traffic, policy guidelines have been issued for 'Exclusive Container Terminals (ECRT)' under which zones are authorized to declare an existing Goods shed/ any new terminal as ECRT. At such terminal Container Storage Charges will be levied on per TEU per day basis. Hub and spoke operations will be allowed for such terminals with the objective of promoting aggregation.
3. **'Joint Parcel Product – Rapid Cargo Service (JPP-RCS)'**-The policy focuses one-Commerce and FMCG products with benefits of door-to-door delivery of consignments with real-time tracking facilities. Under the scheme, provision has been made for online booking of parcel space in the JPP-RCS services through a 'Virtual Aggregation Platform (VAP)'. During 2024-25, four pairs of JPP-RCS services were operational between Surat-Narayanpur Anant, Renigunta-Nizamuddin, Tughlakabad-Yeshwantpur and Bhivandi-Sankrail.
4. **BCN Wagons as deemed VPs**- In order to achieve the twin objectives of meeting the demand of customers and of gainfully utilizing the covered stock of idle BCN and BCNA wagons (as Deemed VPs), a new policy has been introduced on 16.12.2024, to enable loading of parcel traffic especially FMCG/ FMCD and other White Goods (which are generally volumetric in nature), in these stocks (when there is shortage of VPs) at reduced carrying capacity (14 tonnes) at P-scale. This is expected to bring in additional parcel traffic in form of white goods.
5. **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**- The objective of the scheme 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 endusers to optimally utilize their rolling stock by transporting their commodities as well as commodities of third party.



Container Train



Transforming Transportation, Building the Nation, DFCCIL



Under Construction Annad Bullet train Station in Gujarat.

- 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.
- 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 approved under the above mentioned schemes and wagons for containers movements through PPP route.
- v. **Wagon Investment Scheme for Oil Sectors-** In order to encourage petroleum industry for investing into BTPN wagons a policy on Wagon Investment Scheme for Oil Sectors has been formulated on 07.03.2025. The objective of the policy is to encourage petroleum industry to investment into BTPN wagons in line with Government of India policy of encouraging industry partnership in Railway Infrastructure, and to develop a long term relationship of Indian Railways with stakeholders.

The information on claims for financial year 2024-25 is as under-

A. Claims (2024-25)

The number of claims registered by Railways was 3,401 during 2021-22, 3,584 in 2022-23, 3,102 in 2023-24 and 3,732 in 2024-25.

B. Claims (April-September, 2025)

The number of claims registered by Railways was 1,717 during the period of April to September, 2022, 1,584 during the period of April to September, 2023, 1,940 during the period of April to September, 2024 and 2,022 during the period of April to September, 2025.

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. Sending copy of ORRS/PRRS to the destination station before arrival of the consignments, to facilitate connection and delivery of the consignments.
4. Weighment of rakes through electronic in-motion-weighbridges and weighment of parcels at destination before delivery.
5. Escorting of rakes.
6. Instructions regarding Monsoon Precautions are issued to all concerned in advance every year in order to prevent damage of the consignment by wet.
7. Proper closing, bolting and securing the doors of wagons.
8. 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.
9. Arranging sufficient CCTVs in all major Parcel Offices.
10. Adequate lighting facility with high mast at Goods Sheds.



Coal Loading, SER

Passenger Business

The profile of passenger traffic in 2024-25 as compared to 2023-24 is outlined below:

	Suburban		Non-suburban	
	2023-24	2024-25	2023-24	2024-25
Passengers originating (millions)	3,981	4,112	2,924	3,181
Passenger kilometers (millions)	1,18,506	1,21,686	9,46,193	10,10,813
Average lead (kilometres)	29.8	29.6	323.6	317.8
Earnings (₹ in crore)	2,861.55	3,027.42	67,831.78	72,340.10
Average rate per passenger kilometer (paise)	24.15	24.88	71.69	71.57

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

	Total suburban and Non-suburban		
	2022-23	2023-24	2024-25
Passenger earnings (₹ in crore)	63,416.85	70,693.33	75,367.52
Passenger journeys (millions)	6,396	6,905	7,293
Passenger kilometres (millions)	9,58,919	10,64,700	11,32,500
Average lead (kilometres)	149.9	154.2	155.3

Fare Structure

- There was no increase in passenger fares in 2024-25.
- The fare of newly introduced fully air-conditioned unreserved services over Non-Suburban sections “Namo Bharat Rapid Rail” has been fixed as ₹1.20 per km and minimum chargeable fare shall be ₹30 inclusive of GST

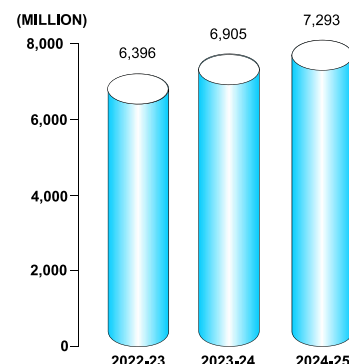
Ticketless Travel

During 2024-25, 5.09 lakh checks were conducted against ticketless/irregular travel (including carriage of unbooked luggage). About 310.27 lakh cases of ticketless/irregular travel/unbooked luggage were detected and ₹1,780.76 crore were realized on this account.

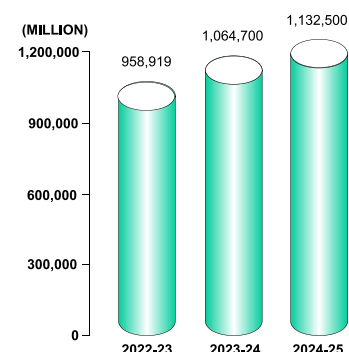
Punctuality

The punctuality of Mail / Express trains (arriving at destination on right time) during the year 2024-25 was 77.12% as per Integrating Coaching Management System (ICMS). This computer based on-line system was adopted from January, 2009 for analyzing Punctuality performance.

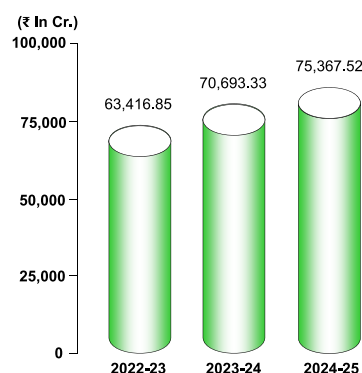
PASSENGER JOURNEYS
(NUMBER)



PASSENGER KILOMETRES



PASSENGER REVENUE





Train Guidance Display System Introduced at Railway Stations



One Station One Product

Unit Revenue

The average rate per passenger kilometer was 66.50 paise in 2024-25 as against 66.40 paise in 2023-24. Average revenue for different classes, was as follows:

	Earnings per passenger kilometer (paise)		Earnings per passenger journey (in ₹)	
	2023-24	2024-25	2023-24	2024-25
Suburban(all classes)	24.1	24.9	7.2	7.4
Non-Suburban:				
AC Ist Class	343.5	347.1	1,942.2	1,928.5
AC Sleeper	188.5	190.8	1,500.0	1,512.4
AC 3-Tier	139.1	138.7	1,185.4	1,160.8
Ist class	265.1	373.1	210.8	275.8
AC Chair Car	199.4	205.1	624.8	652.8
Sleeper Class:				
(i) Mail/Express	56.5	56.7	408.1	403.9
(ii) Ordinary	69.9	70.7	129.9	127.4
Second Class:				
(i) Mail/Express	38.2	36.7	101.4	118.8
(ii) Ordinary	18.8	20.0	11.2	13.3
Total Non-suburban	71.7	71.6	232.0	227.4

During the year 2024-25, Indian Railways introduced new trains, extended the runs and increased the frequency of existing trains, as given below:

	Trains introduced	Train Runs extended	Frequency of trains increased	Total
Non-suburban	121	78	16	215
Suburban	13	42	06	61
Total	134	120	22	276

(Trains in singles)

Catering Services

Catering services are provided to travelling passengers in trains and at stations, as per the Catering Policy issued by Railway Board from time to time. Indian Railways continuously Endeavour to make available good quality & hygienic food to passengers. Necessary steps are taken accordingly to improve these services.

Catering services to travelling passengers are provided through Pantry Cars (574 pairs of trains), Train Side Vending (701 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 424 stations.

Static Catering Units include 548 Major Static Units (Food Plazas, Fast Food Units, Jan Ahaars, Cell Kitchens, Base Kitchens, Refreshment Rooms and Automatic Vending Machines) and 9,213 Minor Static Units (all stalls & trolleys) on Indian Railways. In addition, there are 2,881 Water Vending



Bharat Gaurav Train

Machines, 1,870 Multi Purpose Stalls, 18 Bookstalls, 28 Miscellaneous/ Curio Stalls and 03 exclusive Chemist Stalls at stations to ensure availability of items of travelling needs of passengers.

In order to bring about noticeable improvement in catering services on Indian Railways, a number of initiatives have been undertaken during 2024-25, which are as under:

- Third party audit under catering services at regular intervals and discussion on their findings with contractors.
- Supply of meals from designated Base Kitchens.
- Commissioning of modern Base Kitchens at identified locations.
- Installation of CCTV Cameras in Base Kitchens for better monitoring of food preparation.
- Shortlisting and use of popular and branded raw materials, like cooking oil, atta, rice, pulses, masala items, paneer, dairy products etc. for food production.
- Deployment of Food Safety Supervisors at Base Kitchens to monitor food safety and hygienic practices.
- Deployment of on-board IRCTC supervisors on trains.
- Introduction of QR codes on food packets, enabling display of details like name of kitchen, date of packaging etc.
- Regular deep cleaning and periodical pest control in Base Kitchens and Pantry Cars.
- In order to ensure compliance with 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.
- Regular food sampling as a part of the inspection and monitoring mechanism to ensure good quality of food on trains.
- Regular and surprise inspections by Railway/ IRCTC officials, including Food Safety Officers.

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 information about various tourist destinations as well as tour packages through Tourism Information & Facilitation Centres, 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. Palace



Neral-Matheran



Introduction of New Amrit Bharat Train ER



Glimpse of inauguration of New Vande Bharat Express Train



Free Wi-Fi facilities at railway station

on Wheels, Deccan Odyssey, Golden Chariot & Maharajas' Express, (iii) Buddhist Circuit Special Train (iv) Rail Tour Packages and (v) Online Chartered Trains/Coaches.

(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 generates a multiplier effect to increase employment opportunities. Indian Railways retain ownership of the coaches and provide operational assistance, including coach maintenance and stabling facilities.

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 Railways. 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.

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/>.

In FY 2024-25, total 214 trips of Bharat Gaurav trains covering various tourist destinations across the country were operated by different service providers carrying 1,36,113 passengers.

In FY 2025-26 (Apr-Sept, 2025), total 98 trips of Bharat Gaurav Trains were operated having 60,335 passengers on board.

(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.



Vande Bharat Train Sets Equipped with world class rolling stock technology.

In FY 2024-25, total 73 trips of luxury tourist trains were operated having 2,992 passengers on board, covering various important tourist destinations across the country.

In FY 2025-26 (Apr-Sept, 2025), total 07 trips of luxury tourist trains were operated having 228 passengers on board.

a) 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.

b) 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, Orchha, 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 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



The Tourist Special (T-special) train, SR



Water Vending Machine



Rail Soudha HQ of SWR

insurance facility, foot massager, Mini library, etc. The itineraries have been uploaded with departure dates on the website of the train www.irctcbuddhisttrain.com.

In FY 2024- 25, total 05 trips of Buddhist Special Train Tours were operated having 198 tourists on board.

(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 2024-25, 21,859 tourists have availed the facility of Rail Tour packages. In FY 2025-26 (Apr-Sept, 2025), 2,557 tourists have availed the facility of Rail Tour packages.

(v) Online Chartering of Trains/Coaches

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. IRCTC also provides a list of trains where coaches can be added to facilitate the customer, which is updated on regular basis.

In FY 2024-25, 286 (113 trains and 173 coaches) charter trains/coaches were booked through IRCTC. In FY 2025-26 (Apr-Sept, 2025), 91 (42 trains, 42 coaches & 07 Saloon Cars) were booked through IRCTC.

Passenger Amenities

The allocation under the Plan Head-3 "Customer Amenities" during the Financial Year 2024-25 was ₹12,994 crore (Revised Estimate).

Ministry of Railways has launched Amrit Bharat Station Scheme for 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, circulating areas, waiting halls, toilets, lift/escalators as necessary, platform surfacing and cover over platform, 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 and amenities for Divyangjans, sustainable and environment friendly solutions, provision of ballastless tracks, etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1337 stations have been identified for development under this scheme. Development works at railway stations under Amrit Bharat Station Scheme have been taken up at a good pace. Up to 31.03.2025, works of 105 stations have been completed.



Indian Railways Institute of Transport Management (IRITM)



Escalator Service for Passengers at Stations

During the Year 2024-25, 291 Foot over Bridges were constructed over Indian Railways. 233 stations were provided with water coolers, 67 stations were electrified and 367 passenger lifts and 191 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.



Digital adoption through UTS app & ATVMs

(a) Passenger Reservation System (PRS)

Passenger Reservation System (PRS) is running at about 3,692 locations and handles more than 5,000 trains. Over 86% of tickets are procured through the 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												
FY	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24-25
No of locations	3,146	3,201	3,350	3,422	3,384	3,443	3,445	3,274	3,456	3,465	3,531	3,692

(b) Unreserved Ticketing System (UTS)

The Unreserved Ticketing System (UTS) in 2002-03 is now functioning at about 7,932 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												
FY	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24-25
No of locations	5,778	5,835	5,860	6,083	6,070	6,259	6,329	4,218*	6,120	6,331	6,556	7,932

*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 of Mumbai. The latest enhancement is the M-UTS that enables UTS tickets to be booked via a mobile device connected to a portable printer.



Cashless Counter at Railway Station



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

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

Presently, more than 4,661 ATVMs and 5 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 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 87.5% of the total reserved tickets booked during 2024-25.

(b) Unreserved ticket booking through mobile phone

RailOne app has been launched as a single platform that integrates various passenger services like ticket booking, live train tracking, PNR status, food ordering, and complaint filing etc. One of the features provided in RailOne app is booking of unreserved tickets which 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. The user can avail all these services in integrated manner through single login. Payment can be made through either Railway wallet (R-Wallet) or through other digital modes like debit card, credit card, net banking, UPI through payment aggregators. The RailOne App can be downloaded from Android Play Store and Apple App store and registration is user friendly.

(c) Information on Status of Booking

First reservation chart is prepared by Zonal Railways preferably at least 8 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 30 minutes to 15 minutes before the scheduled/rescheduled train departure. Remaining berths after preparation of second reservation charts, if any, are transferred to the next remote location.

(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 has been 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 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.



Glimpse of inauguration of New Vande Bharat Express Train at Nagapur



Inside view of Amrit Bharat Train Rake



Environment and Housekeeping
Management, ECR

(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 2024-25 approximately 22.02% of unreserved tickets were issued through ATVMs.

Coaching Vehicle

1. Induction of semi-high speed Vande Bharat Trainsets:-

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. IR has planned to induct Vande-Bharat Trainsets in phases.

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

- a. Two Vande Bharat trains 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.
- d. Twenty Three new Vande Bharat trains with enhanced safety features, better ride index and passenger amenities have been manufactured in 2024-25.

2. Vande Bharat Sleeper Trains

- Indian Railway has undertaken manufacturing of Vande Bharat sleeper trains, which have been conceptualized for long and medium journey.
- Presently, 10 Vande Bharat Sleeper trains (16-Car) are planned to be manufactured from IR Production Unit (i.e., ICF). First Prototype rake has been manufactured and is under commissioning.
- 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



Vista Dome Coach inside view

3. Amrit Bharat Trains

- Indian Railways (IR) has introduced fully non-AC Amrit Bharat trains, presently comprising 11 General Class coaches, 8 Sleeper Class coaches, 1 Pantry car and 02 Second class Luggage cum Divyangjan Coach. These trains have been designed and manufactured to cater to the needs of general public by providing World-class modern and comfortable rail travel experience to passengers of Non-AC segment.
- Two rakes of Non AC Amrit Bharat Express have been introduced in regular service since 30.12.2023.
- Production of 100 more Amrit Bharat Trains has been envisaged with additional features for further improving the aesthetics and passenger experience.
- High Speed and enhanced Safety standards are the hallmarks of these trains with following enhanced features and amenities:-
 - Better aesthetics of seat and berths with enhanced look & feel on the lines of Vande Bharat Sleeper.
 - Jerk Free Semi-Automatic Couplers.
 - Improved Crashworthiness in coaches by provision of crash tube.
 - Provision of CCTV system in all coaches and Luggage room.
 - Improved designs of toilets.
 - Improved design of Ladder for ease of climbing on to the berth.
 - Improved LED Light fitting & Charging Sockets.
 - Provision of EP assisted braking system.
 - Aerosol based fire suppression system in toilets and electrical cubicles.
 - USB Type-A and Type-C mobile charging sockets.
 - Emergency Talk Back system for two-way communication between Passenger and Guard/Train Manager.
 - Non-AC pantry with enhanced heating capacity.
 - Fully sealed gangways with quick release mechanism for easy attachment and detachment.
- Indian Railways has also envisaged production of Amrit Bharat rakes with Mixed AC/Non-AC coaches.

4. Namo Bharat Rapid Rail

- Namo Bharat Rapid Rail has been introduced to enhance the travelling experience of suburban and regional commuters for inter-city short distance movement by harnessing the features of Vande Bharat Trains.
- The prominent features of Namo Bharat Rapid Rail are as follows:
 - Centrally controlled Double Leaf Automatic Sliding Doors.
 - CCTVs for safety and passenger surveillance.
 - Modular interior with Cushioned Seats and Sealed Flexible Gangway.



Bhartiya Jan Aushidhi Kendra (PMBJK) at Railway Station



Amrit Bharat Train

- Emergency Talk System.
- Continuous LED lighting with Energy Efficient Lighting system.
- FRP Modular Toilets with vacuum evacuation.
- Fully Air-Conditioned trains with Driver cab AC.
- Presently, 04 services of Namo Bharat Rapid Rails are running in Indian Railways network.

5. 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 31.03.2025, 124 VISTADOME coaches are available over Indian Railways.

6. Hydrogen Trainset

A project for development of Hydrogen power train using Hydrogen Fuel Cell has been taken up on pilot basis. This train, indigenously developed by Indian Railways, will be the world's most powerful hydrogen train, with power of 2400 kW and having a 10 coaches' configuration. This train will demonstrate the use of Hydrogen Technology in Indian Railways.

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 31.03.2025, total no. of around 1496 rakes are with LHB coaches. In FY 2024-25, 111 ICF rakes have been converted into LHB rakes.

8. Bio-Toilets in coaches

As a part of "Swachh Bharat Mission" Indian Railways 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 274000 liters per day of waste water and 3980 tons per day of excreta on tracks is avoided.

The provision of Bio-toilets fitted have been increased from 9,587 in year 2004-2014 to 3,33,191 in year 2014-2025 (Up to 30.06.2025). All newly manufactured coaches being turned from Production Units are being provided with bio-toilets.



Biotoilet aircraft UtenteJollyroger Federico Cantoni Wiki commons

9. Focus on improving safety in coaches

Indian Railways is taking following steps to further strengthen the safety and reliability of passengers:-

- i. **Provision of Fire and Smoke Detection Systems (FSDS) in 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, Retro-fitment is under progress for the existing coaches in operation. All AC coaches have been fitted with FSDS system.

- ii. **Provision of Fire Extinguishers in All coaches:-** Fire Extinguishers have been provided in all the AC& Non-AC coaches and are being provided in the newly manufactured coaches as well.
- iii. **Provision of Fire Detection and Suppression Systems (FDSS) in Pantry Cars and Power Cars:-** All Pantry Cars and Power Cars have been equipped with Fire Detection and Suppression systems and same is also being fitted in new coaches being tuned out from Production Units.
- iv. **Provision of Fire and Smoke Detection Systems (FSDS) in DEMU:-** DPC coaches of DEMU rakes operational in Indian Railway's fleet are being equipped with Fire and Smoke Detection Systems (FSDS). 268 DPC coaches of DEMU have been fitted with FSDS system.

10. 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, provision of NMG/NMGH/NMGHS coaches has been done.

Further, NMGH/NMGHS coaches with higher speed potential of 110 kmph and NMGHS coaches with provision of side entry have also been introduced to facilitate quicker transportation and ease in loading.

11. Other initiatives

- Quick watering facilities are being provided for faster watering in trains within stipulated halts. These facilities are essential to ensure availability of adequate water in coaches throughout the journey. At present, this facility has been identified for installation at nearly 287 locations and made functional at 145 locations and more locations are under installation/planning.
- Automatic Coach Washing Plants have been installed over Zonal Railways to clean exterior of coaches more effectively and efficiently. In addition to benefits of mechanized cleaning, the direct water consumption also gets reduced by avoiding wastage and recycling of water through an integrated plant. These Automatic Coach Washing Plants are functional at 82 locations.
- IoT based Water Level Indicator in coaches enhances comfort to the Passengers by monitoring the water level of running coaches and also to mitigate the passenger inconvenience on account of non-availability of water in tanks in coaches. These systems enable the next watering station to plan in advance for watering coaches with low water level and thus mitigate the passenger complaints. At present, 1518 systems (in 1314 coaches) have been installed over IR & sanction for 40,000 coaches has been given to facilitate installation.
- An Integrated Command and Control Center has been developed for real-time monitoring and troubleshooting of enroute faults and reported issues in Vande Bharat trains over Indian Railways. This centre is functional at ICF Chennai.



Patalpani - Kalakund Section Scenic View



LHB Coaches – for Comfort and Safety of Passengers

- Wheel Profile Measurement Systems (WPMS) are being installed to measure various wheel parameters like flange wear, tread wear, wheel diameter etc. while the train is moving. These systems would analyze the captured data, and provide real-time feedback to the maintenance staff through a suitable interface. This would ensure that proper planning for maintenance prior to the placement of the coach/wagon on the pitline is done, which helps increase reliability levels.

Cleanliness and Hygiene

- Cleanliness and housekeeping of trains is a continuous process and Indian Railways make every endeavor to keep trains & stations in properly maintained and clean condition.
- Mechanized Cleaning of Coaches is being carried out through professional agencies in around 215 coaching depots. Machines like high pressure jet cleaners, floor scrubbers, wet and dry vacuum cleaners etc. are deployed.
- At present, all passenger carrying mainline coaches equipped with toilets have been provisioned 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 1350 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 42 Clean Train Stations (CTS) are provided on IR for limited mechanized cleaning attention to identified trains including cleaning of toilets during their scheduled stoppages en-route at nominated stations. Recently, 20 more stations have been nominated for cleaning of trains under revamped CTS scheme, through which 683 more trains will be covered for cleaning under CTS scheme.
- 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.
- 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.
- Provision of liquid hand wash has been made in all Non-AC sleeper coaches in OBHS trains.
- Infrastructure like Sewage treatment plants (STPS). Effluent Treatment plants (ETPS), Material Recovery Facility (MRF) has been installed and commissioned, on need basis, at a number of locations over Indian Railway

Planning

In the year 2024-25, the following assets were acquired:-

S.No.	Heads	In Numbers
1.	Wagons (BLC+ Private Wagons)	41,929
2.	Locomotives	1,681
3.	Coaches including	7,237
	(i) EMUs	600
	(ii) MEMUs	316



New Line, doubling and tripling

In addition, the following works were accomplished:-

S.No.	Heads	In Kms.
1.	New lines	1,105
2.	Gauge Conversion to BG from MG/NG	166
3.	Double/Multiple lines	1,977
4.	Route Electrification	2,701
5.	Track renewals (both primary & secondary renewal)	6,851

The Plan allocation (Revised Estimates) and Actual Net Expenditure for 2024-25 compared with 2023-24, were as follows:-

S.No. Plan Head		(₹ in crore)			
		2023-24		2024-25	
		Allocation (R.E.)	Actual Net Expenditure	Allocation (R.E.)	Actual Net Expenditure
Civil Engineering					
1	New Lines (Construction)	34,410.00	33,575.45	31,458.83	33,304.67
2	Gauge Conversion	4,278.54	4,356.95	4,536.45	5,101.60
3	Doubling	35,046.03	36,714.88	31,031.86	32,658.02
4	Traffic Facilities- Yard Remodeling and Others	7,808.62	7,372.77	8,598.50	7,329.87
5	Road Safety Works - Level Crossings	551.53	564.54	710.00	598.76
6	Road Safety Works - Road Over/Under Bridges	6,297.42	6,096.25	7,474.27	7,047.88
7	Track Renewals	16,826.36	15,907.60	22,669.05	21,060.95
8	Bridge Works	1,999.63	1,902.16	2,129.54	2,155.86
9	Staff Welfare	732.62	667.76	737.04	722.52
	Total	1,07,950.75	1,07,158.36	1,09,345.54	1,09,980.13
Mechanical					
1	Rolling Stock	50,324.87	53,443.04	5,8851.70	59,989.27
2	Leased Assets- Payment of Capital Component	21,300.00	20,741.37	24,920.00	22,699.42
3	Machinery and Plant	467.71	514.37	436.29	435.07
4	Workshops including Production Units	3,457.80	4,513.70	4,546.00	3,988.57
	Total	75,550.38	79,212.48	88,753.99	87,112.33



WAG HC Twin loco.



Construction of Coaching Terminal

Electrical Engineering					
1	Electrification Projects	8,360.72	5,720.96	6072.30	4,225.83
2	Other Electrical Works including Traction Distribution Works excl. TRD	1545.20	1,428.43	1632.92	1,555.41
	Total	9,905.92	7,149.39	7,705.22	5,781.24
Signal and Telecommunication					
1	S and T Works	3,580.85	3,748.38	6,006.05	5,562.21
	Total	3,580.85	3,748.38	6,006.05	5,562.21
Others					
1	Computerization	690.48	480.89	308.62	360.99
2	Railway Research	66.52	28.34	63.64	42.44
3	User's Amenities	9,618.21	8,120.49	12,993.97	13,024.11
4	Investment in PSUs/ JVs/SPV etc. (Govt. & Non-Govt.)	32,869.83	31,909.37	27,948.07	25,740.82
5	Other Specified Works	850.97	794.36	1,135.61	1,150.68
6	Training/HRD	242.12	101.93	197.42	152.76
7	Inventories	250.00	2,406.77	250.00	1,759.45
8	M.T.Ps.	4,600.88	4,480.81	3,940.12	3,644.62
9	EBR (Partnership)	17,000.00	-	10,000.00	-
10	Credits or recoveries	(-)2,976.91	-	(-)3,448.25	-
	Total	63,212.10	48,322.96	56,837.45	45,875.87
	Grand Total	2,60,200.00	##2,45,591.57	2,65,200.00	*2,54,311.78

Actual Net Expenditure

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

* Excluding actual expenditure of ₹15,048.85 crore under EBR(PPP) during 2024-25.



Namo Bharat

Engineering

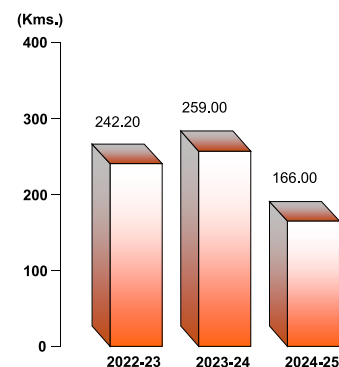
During 2024-25, 1,105 Km New Lines were constructed, track of 166 Km was converted from MG/NG to BG, and 1,977 Km of double/multi-tracking line commissioned. The details of the same are given below:

New Lines

During 2024-25, 1,105 Km of new lines have been completed on the following sections:

S N	Rly	Project	Section Commissioned	Km
1	NCR	Ghatampur NUPPL	Ghatampur siding	8
2	SER	Shifting of Y curve	Shifting of Y curve	8.5
3	SECR	Gevra Laxman railway siding	Gevra Laxman railway siding	2.8
4	SECR	NTPC Lara STPP	NTPC Lara STPP	22
5	NCR	Jawaharpur TPP, JVU NL, Etah Part-1	Jawaharpur TPP, JVU NL, Etah Part-2	20.4
6	ECR	North Urimari Railway siding (from takeoff to Silo)	North Urimari Railway siding (from takeoff to Silo)	8
7	SECR	Chhal siding	Chhal siding	1.2
8	ER	Mejia DVC Priority-1	Mejia DVC Priority-2	12.4
9	NR	NTPC Unchahar	NTPC Unchahar	2.2
10	ECR	Siding for HURL Barauni	Siding for HURL Barauni	2.4
11	CR	Track remodeling work at Uran BPCL, LPG Plant, Urn, Navi Mumbai	Track remodeling work at Uran BPCL, LPG Plant, Urn, Navi Mumbai	1
12	SCR	Const. of siding at BPCL, Krishnapatnam Nellore	Const. of siding at BPCL, Krishnapatnam Nellore	1.2
13	ECR	Hajipur-Sagauli new line	Vaisahali-Parukhas	16
14	SECR	NTPC Lara STPP	NTPC Lara STPP	46
15	NCR	Jawaharpur TPP JVUNL Etah	Jawaharpur TPP JVUNL Etah	4
16	SECR	Dipika silo siding	Dipika silo siding	2.7
17	SECR	Sipat silo siding	Sipat silo siding	0.78
18	NCR	Obra C siding	Obra C siding	2.1
19	ECR	BRBCL Nabenagar	BRBCL Nabenagar	9.1
20	SECR	NTPC Mauda Stage II	NTPC Mauda Stage II	3
21	NCR	Harduaganj TPP siding	Harduaganj TPP siding	3.5
22	WCR	Ramganj mandi-Bhopal new line	Ghatoli-Nayagaon	15
23	ECOR	Talcher Bimlagarh new line	Sunakhani- Samal section	10
24	ECR	Hajipur-Sagauli	Parukhas-Deoria	13
25	DFC	WDFC	Sanand-Makarpura	276
26	DFC	WDFC	Palghar-Vaitarna	78

GAUGE CONVERSIONS





Railway doubling works, IR

S N	Rly	Project	Section Commissioned	Km
27	NWR	Dedicated Test Track	Jabdinagar- Nawa and Gudha loop	7
28	NFR	Araria Galgalia New Line	Thakurganj-Pawakhali	22
29	NFR	Agartala Akhaura new line	Nischintapur Yard - Agartala	4
30	ECoR	Khurda Balangir new line	Sonepur-Purunapani-Jharmunda	30
31	NFR	Bairabi-Sairang	Bairabi-Hortoki	16.25
32	SWR	Bagalkot - Kudachi new line	Khajjidoni-Lokapur	7.3
33	NR	USBRL	Sangaldan-Reasi	46
34	CR	Ahmednagar – Beed Parli New Line	Amalner-Eganwadi	32.93
35	ECR	Banadag Rapid loading siding	Banadag Rapid loading siding	2.8
36	ECoR	Khurda Balangir new line	Jharmunda-Boudh	16.27
37	NWR	Suratgarh Thermal Power Plant	10 lines in STPS	14.5
38	NR	Deoband-Roorkee new line	Deoband-Banhera Khas	10
39	ECoR	Khurda Road - Bolangir New Line	Boudh-Champapur-Puranakatak	27.14
40	WCR	Lalitpur Singrauli new line	Satna Barethiya	19
41	SR	Pamban Bridge	Pamban Bridge	3.96
42	NFR	Arariya Galgalia New Line	Y connection from Arariya court to Rahamatpur & Arariya RS to Rahamatpur	8.24
43	SECR	Kusmunda Connectivity	Kusmunda Connectivity	1.67
44	SECR	Gevra Laxman Railway Siding Ph-II	Gevra Laxman Railway Siding Ph-II	2.12
45	NCR	Jawaharpur TPP, JVUNL, Etah Part-II(Awagarh Station)	Jawaharpur TPP, JVUNL, Etah Part-II(Awagarh Station)	2
46	ECR	Nigahi ROR	Nigahi ROR	0.77
47	SER	Rail Logistic Package of New Hot Strip Mill of Rourkela Steel Plant (RSP)	Rail Logistic Package of New Hot Strip Mill of Rourkela Steel Plant (RSP)	5.3
48	ECoR	Sarla Project (Freight Maintenance Facility)	Sarla Project (Freight Maintenance Facility)	2.4
49	SECR	NTPC Lara - Kotarlia Station Connectivity with Tallapalli Mines	NTPC Lara - Kotarlia Station Connectivity with Tallapalli Mines	6.5
50	ECR	Jayant Phase-II SILO Siding	Jayant Phase-II SILO Siding	1.3
51	ECR	3rd SILO Dudhichua Siding	3rd SILO Dudhichua Siding	1.14
52	NCR	Panki TPP Siding	Panki TPP Siding	3
53	SER	Sardega RLS Connectivity	Sardega RLS Connectivity	2.58
54	ECoR	Tata Steel - Expansion of Rail Connectivity Network at Kalinganagar	Tata Steel - Expansion of Rail Connectivity Network at Kalinganagar	5
55	SCR	Yadadri Thermal Power Station (YTPS) Stage-I	Yadadri Thermal Power Station (YTPS) Stage-I	10.68



Weldable CMS Crossings (WCMSC)

S N	Rly	Project	Section Commissioned	Km
56	NCR	Khurja STPP	Khurja STPP	6.48
57	ER	Tarakeswar - Bishnupur New Line	Maynapur - Baro Gopinathpur	7.7
58	CR	Ahmednagar – Beed Parli New Line	Eganwadi - Rajuri	25
59	SCR	Nadikudi - Srikalahasti (NL)	Darsi - Mallavaram	15.71
60	NWR	Dedicated Test Track	Dedicated Test Track	12
61	ECOR	Railway siding at Banspani	Railway siding at Banspani	2.2
62	WR	DFC Connectivity at MMLP Vadodara	DFC Connectivity at MMLP Vadodara	1.3
63	SECR	Railway siding at Nava Raipur	Railway siding at Nava Raipur	2.78
64	NR	USBRL	Katra-Reasi	17
65	CR	Ahmednagar – Beed Parli New Line	Rajuri - Beed	10
66	WCR	Ramganjmandi-Bhopal new line	Nayagaon-Khilchipur	22.328
67	WCR	Ramganjmandi-Bhopal new line	Sant Hirdaram Nagar and Jharkhera	20.5
68	NR	Bhanupali - Bilaspur - Beri	Sh Anandpur Sahib-Nangal Dam	3.2
69	WCR	Lalitpur Singrauli new line	Govindgarh - Bhagwar	14
70	ER	Tarakeswar - Bishnupur New Line	BaroGopinathpur - Jayrambati	7.159
71	SWR	Gadag Wadi New Line	Linganbandi - Kushtagi	9.938
72	NFR	Dimapur-Kohima New Line	Shokhuvi-Molvom	15.4
73	SWR	Kadur - Chikkamagaluru - Beluru New Line	Chikkamagaluru - Hadihalli	9.07
74	ECR	Araria – Supaul NL	Supaul- Pipra	22
Total				1,105



Railway doubling works

Doubling

During 2024-25, 1,977 Kms of double/multiple lines track were completed.

Gauge Conversion

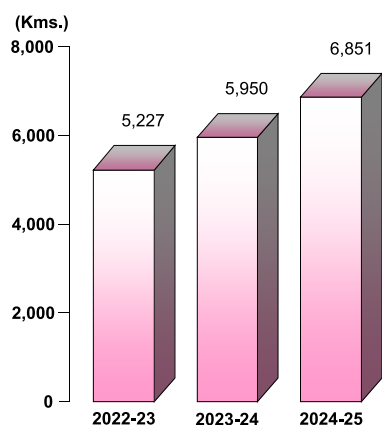
During 2024-25, 166 Kms of track was converted from MG/NG to BG as detailed below:

S. N.	Rly	Project	Section Commissioned	Km
1	WR	Bhuj Naliya Gauge Conversion	Deshalpur - Sanosara	25.5
2	WR	Bhuj Naliya GC	Sanosara-Kothara	30.1
3	WR	Bhuj-Naliya	Kothara-Naliya	17.5
4	WR	Kalol-Kadi-Katosan	Kalol-Kadi	26.3
5	WR	Kalol-Kadi-Katosan GC	Kalol-Anakhhol	11
6	WR	Ratlam-Mhow-Khandwa-Akola	DADN-Patapani	5.5
7	WR	Mhow-Khandwa - Akola GC	Sanawad-Omkareshwar	5
8	SECR	Kendri - Dhamtari GC	Abhanpur - Rajim	16.6
9	NCR	Gwalior Sheopurkalan GC	Kailaras - Sabalgarh	28.66
Total				166



Newly constructed double line rail bridge over river Ganga in Prayagraj

TRACK RENEWALS



Track Renewal and Maintenance

During 2024-25, 6,851 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:-

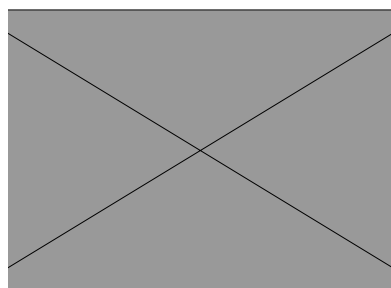
Year	Gross expenditure (₹ in crore)	Track Renewal carried out (in kms)
2023-24	17,850	5,950
2024-25	23,433	6,851

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 to carry railway traffic and provides continuous, safe & smooth path for movement of Railway Vehicles. Indians Railways are moving ahead with ever increasing traffic of higher speed and heavy axle load necessitating continuous upgradation of the track structure.

Several measures have been taken by Indian Railways to upgrade railway tracks which include use of modern track components consisting of 60 kg, 90 Ultimate Tensile Strength (UTS) rails, Wider base Pre-stressed Concrete Sleeper (PSC) with modern elastic fastenings etc. Fan-shaped turnouts on PSC Sleepers with Thick Web Switches and Weldable CMS Crossings are being laid. Steel Channel and H-beam Sleepers are provided on girder bridges, and 260 m long rail panels are used for rail renewals to minimize weld-joints. To strengthen the key areas of track infrastructure, Thick Web Switch Expansion Joint (TWSEJ) in place of conventional Switch Expansion Joint (SEJ), mobile Flash Buti Welding in place of conventional Thermit welds, advanced USFD testing technique of rail and welds by Phased Array technology etc. are being proliferated. Mechanization in track renewal/ replacement is done using Track Relaying Trains, Points & Crossing Changing machines, Track Laying Equipment etc. Deployment of Integrated Track Monitoring Systems (ITMS) and Oscillation System (OMS) is another area for comprehensive health assessment to ascertain optimal maintenance requirements. Induction of advance modern machines for track maintenance i.e., high output tampers, high output Ballast Cleaning Machines and Rail Grinding Machines etc. is done for enhanced output and enhancement of safety and mobility. Adoption of Self-propelled Ultrasonic Rail Testing Car (SPURT) and Rail-Cum-Road Vehicle (RCRV) based USFD system for testing of rails/ welds is done for advance safety measures. In order to enable precise maintenance inputs and regular monitoring, web enabled Track Management System (TMS) has been adopted for integration and data analytics of the track related records.



Replacement of the Steel Third Rail with Aluminium Third Rail, Kolkata Metro



Track maintainace work

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 2024-25 are as below:

- (a) **Rail Milling Machine (RMM):** RMM is a special purpose machine, which is deployed at locations which require removal of more material from rail head at isolated locations e.g. scabbing locations, locations in rear of reception signals, stretches with low welds etc. This helps in continuation of the rail in service, which otherwise would have to be replaced. RMM has been inducted for the first time on IR network to improve rail surface on above locations.



Rail Milling Machine (RMM)

(ii) During 2025-26 (April to September, 2025)

- (a) One tamping machine (HOT-3X) has been modified and updated to high output 3X-Dynamic (HOT-S-3X) machine with integrated functions of 3 sleeper packing of ballast with track stabilization. This will improve utilization of traffic block as well as saving in manpower due to integration of tamping and stabilization function in one machine. Further, more machine are being planned for modification.
- (b) During 2025-26 (upto September, 2025), 35 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 01.04.2025 is as under:

Total number of level crossings	:	16,940
Number of manned level crossings	:	16,499 (97%)
Number of unmanned level crossings	:	441 (3%)

Indian Railway has decided to progressively eliminate the level crossings for the safety of road users and train passengers. During the year 2024-25, 808 Nos. of manned level crossings have been eliminated. All unmanned level crossings on Broad 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.



Mobile Rail Grinding Machine



ROB

During the year 2024-25, 299 ROB and 964 RUBs/subways have been constructed under cost sharing, railway cost/accommodation works, Deposit/BOT term and by NHAI over Indian Railways

Bridges

As on 01.04.2025, Indian Railways has a total number of 1,68,845 Bridges out of which 756 bridges are important, 13,815 bridges are major and 1,54,274 bridges are minor Bridges.

During the year 2024-25, a total number of 2,643 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 31.03.2025, Indian Railways (IR) owns about 4.99 lakh hectares of land, About 85% 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:

S. No.	Description	Area (in lakh hectares)
1	Track and structures including Stations, colonies, etc.	3.86
2	Afforestation	0.24
3	'Grow More Food' scheme	0.010
4	Commercial licensing	0.039
5	Other uses like pisciculture	0.12
6	Encroachment	0.01
7	Vacant land	0.71
Total		4.99



Road under Bridge at level crossing between Jhusi-Ramanathpur Stations.

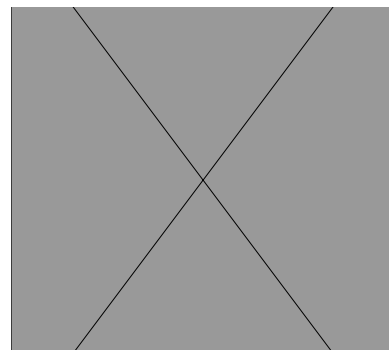
Creation of various infrastructure facilities for development of future rail network largely depends on the availability of land. Therefore, preservation and meaningful interim use of railway land is the main objective of IR's land-use policy. Vacant railway land is also permitted to utilize for cargo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

During 2024-25, Railways carried out mass plantation of 78.32 lakh trees are making all efforts to plant more and more trees.

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

Railways have also taken up commercial use land not required by the Railways for their use in the immediate future. 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. Thus about 156 sites for Commercial development and 118 sites for Colony redevelopment measuring total of 1,397.66 hectares (approx.) (660.53 Ha for commercial and 737.13 Ha for colony redevelopment) were entrusted to RLDA as on 31.03.2025. Accordingly, RLDA is in the process of developing these sites.

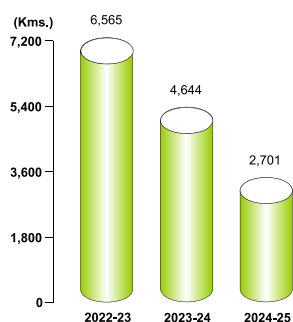
Besides commercial development of vacant Railway land, RLDA has also been assigned the task of development of Multi-Functional Complexes (MFCs). As on 31.03.2025, a total number of 64 sites has already been successfully completed and commissioned. In addition to this, IRCON is currently managing 24 MFC.



UTV track machine is utilized for lifting and collecting the heavy track material like rail sleepers



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. Railway Electrification will provide the country with an environment friendly, green and clean mode of transport and will reduce the carbon footprint.

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, 2025, electrification on Indian Railways has been extended to 65,510 RKms. excluding Konkan Railway. This constitutes 97.24% of the total BG Railway Network.

II. Progress of Railway Electrification

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

Year	Cumulative Electrified (RKms.)
1951	388
1961	748
1971	3,706
1981	5,345
1991	9,968
2001	14,856
2011	19,607
2021	45,772
2023	58,074
2024	62,253
2025	65,510



Electrification Work under the Mission Electrification

- (b) During year 2024-25, a total of 2,701 RKms. has been electrified

III. Sections Electrified in (2024-25)

S.No.	Section	Railway	State(s)	RKms.
1	Wardha - Deoli - Kalamb NL	CR	Maharashtra	40
2	Ashti - Amalner	CR	Maharashtra	33
3	Harlatanr - Hansdiha	ER	Jharkhand	19
4	Krishnanagar - Amghata	ER	West Bengal	8
5	Maynapur - Baragopinathpur NL	ER	West Bengal	8
6	Sonepur - Puranakatak NL	ECOR	Odisha	74
7	Talcher Road - Kamalanga NL	ECOR	Odisha	5
8	Samal - Parabil NL	ECOR	Odisha	6
9	Vaishali - Deoria NL	ECR	Bihar	29
10	Karnauti - Bakhtiyarpur NL	ECR	Bihar	5
11	Shisho - Kakarghatti	ECR	Bihar	10
12	Jhanjharpur - Laukaha	ECR	Bihar	43
13	Khagaria - Alauli	ECR	Bihar	19
14	Palwal - New Prithala	NR	Haryana	11
15	Sangaldan - Shri Mata Vaishno Devi Katra	NR	J&K	63
16	Deoband - Roorkee NL	NR	Uttarakhand	31
17	Jora Alapur - Kailaras GC	NCR	Madhya Pradesh	13
18	Dailwara - New Lalitpur Town	NCR	Madhya Pradesh	8
19	Aishbagh - Manaknagar NL	NER	Uttar Pradesh	5
20	Katakhal - Bairabi	NFR	Assam & Mizoram	86
21	Furkating - Simaluguri - Dibrugarh & Mariani - Chinnamara - Jorhat Town	NFR	Assam	227
22	Maibong - New Haflong	NFR	Assam	34
23	Simaluguri - Duliajan	NFR	Assam	86
24	Balipara - Bhalukpong	NFR	Assam	34
25	Dhekiajuli - Rangapara - Dekargaon	NFR	Assam	46
26	Rangapara - Harmuti - Naharlagun&Harmuti - North Lakhimpur - Dhamalgaon	NFR	Assam & Arunachal Pradesh	304
27	New Tinsukia - Dibrugarh	NFR	Assam	42
28	Nischintapur - Agartala - Sabroom	NFR	Tripura	118
29	New coochbehar - Golakganj - Dhubri & New Coochbehar - Bamanhat	NFR	Assam & West Bengal	173
30	Maynaguri - New Mal	NFR	West Bengal	41
31	Bechhiwar - Himmatnagar	NWR	Gujarat & Rajasthan	70
32	Sarupsar - Anupgarh	NWR	Rajasthan	56
33	Jaisalmer - AshapuraGomat	NWR	Rajasthan	104
34	Phulera - Makrana	NWR	Rajasthan	64
35	Thaiyat Hamira - Sanu	NWR	Rajasthan	56



A view of Virudhunagar – Tenkasi section



Railway electrification works



100% electrification works completed by South Eastern Railway

S.No.	Section	Railway	State(s)	RKms.
36	Thiruvapur - Agastiyampalli	SR	Tamil Nadu	63
37	Walajah Road - Ranipettai NL	SR	Tamil Nadu	5
38	Khanapur - Taj Sultanpur	SCR	Karnataka	97
39	Akanapet - Medak	SCR	Telangana	17
40	Bhanupratappur -Tadoki - Antagarh	SECR	Chhattisgarh	44
41	Abhanpur - Rajim GC	SECR	Chhattisgarh	16
42	Castlerock - Caranzol	SWR	Goa	7
43	Miraj - Kudachi	SWR	Karnataka	30
44	Sakaleshpur - Donigal	SWR	Karnataka	9
45	Subrahmanya Road - Shrivagilu	SWR	Karnataka	14
46	Bhestan - Vaitarna	WR	Gujarat & Maharashtra	197
47	Veraval - Somnath	WR	Gujarat	2
48	Asarva - Himmatnagar	WR	Gujarat	86
49	Moraiya - Bhimnath	WR	Gujarat	105
50	Rewa - Govindgarh NL	WCR	Madhya Pradesh	20
51	Satna - Barethiya NL	WCR	Madhya Pradesh	18
Total				2,701

IV Important Railway Electrification Projects Completed during 2024-25

SN	Project	RLY	State (s)	RKms.
1	Rangiya Jn. - Rangapara - Harmuti -Naharlagun including branch lines	NFR	Arunachal Pradesh & Assam	339
2	New Jalpaiguri - New Mal Jn. - Alipurduar -Samuktala and Alipurduar - New Coochbehar incl. New Mal Jn. - Changrabandha, New Changrabandha - New Coochbehar, New Coochbehar - Bamanhat, New Coochbehar -Fakiragram - Dhubri	NFR	Assam & West Bengal	506
3	Hanumangarh - Sriganganagar - Sarupsar -Suratgarh incl. Sarupsar - Anupgarh	NWR	Rajasthan	281
4	Suratgarh - Phalodi - Bhildi incl. Phalodi -Jaisalmer	NWR	Rajasthan & Gujarat	902
5	Bikaner- Merta - Jodhpur and Merta - Phulera	NWR	Rajasthan	424
6	Udaipur City - Himmat Nagar	NWR	Gujarat	210
7	Thaiyat Hamira - Sanu incl. Pipar Road - Bilara, Makrana - Parbatsar and Merta Rd. - Merta city	NWR	Rajasthan	136
8	Tiruturaipundi - Agastiyampalli	SR	Tamil Nadu	37
9	Miraj - Londa	SWR	Karnataka	189
10	Rajkot - Jetalsar - Veraval - Somnath with Jetalsar - Wansjaliya	WR	Gujarat	278



Accomplished 100% Electrification work of Broad Gauge Network, WR.

Signal and Telecom

Signalling

To enhance safety in train operations and make it efficient, Modern Signaling Systems comprising of Panel Interlocking/ Route Relay interlocking /Electronic Interlocking (PI/RR/I/EI) with Multi Aspect Colour Light Signals (MACLS) are being progressively provided. So far 6,628 stations (covering about 99.7% of interlocked Broad Gauge stations) on Indian Railways have been provided with such systems, replacing the obsolete Multi Cabin Mechanical Signaling 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 6,649 interlocked stations including 21 Mechanical Signaling stations, 3,691 stations have been provided with Electronic Interlocking System as on 31.03.2025.

Complete Track Circuiting:- To ensure track occupation verification, Track Circuiting has been completed at about 35,909 locations up to 31.03.2025 covering A, B, C, D Special and E Special route. Total 6,635 stations (99.78%) 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 31.03.2025, Block Proving by Axle Counters (BPAC) has been provided on 6,127 block sections.

Automatic Train Protection System:- Kavach is indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order. 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 has so far been deployed on 1,548 Route km (RKm) on South Central Railway and North Central Railway. Kavach works are in progress for Delhi – Mumbai & Delhi – Howrah corridors (approximately 3,000 Route km).

Next phase of Kavach implementation is planned as under:-

- Project for equipping 10,000 Locomotives has been finalized.
- Bids for track side Works of Kavach for approximately 15,000 RKm have been invited covering all GQ, GD, HDN and identified sections of Indian Railways.



Signalling System over Indian Railways



Train Management System at Khurda Road of East Coast Railway



Centerlised Traffic Control System of Tundla, NCR

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 409 Route km of Double line section with 47 stations on Aligarh - Kanpur Route has been operationalized. Work for interfacing of CTC with 'COA' is ongoing on Tundla –CTC on North Central Railway. CTC is planned for further proliferation on three more divisions based on the use cases from Tundla CTC.

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 11,094 Level Crossing Gates as on 31.03.2025, to enhance the safety at Level Crossings.

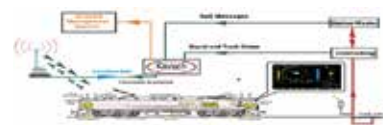


Electrical Operating Lifting Barrier with Sliding Boom

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. 8155 Nos. of busy interlocked gates has been provided with Sliding Booms as on 31.03.2025 in addition to lifting barriers and further busy gates are also being progressively covered.

Growth of deployment of Signaling on Indian Railways (As on 31.03.2025)

Item	March, 21	March, 22	March, 23	March, 24	March, 25
Panel Interlocking (Stations)	3,747	3,438	3,134	2,950	2,751
Route Relay Interlocking (Stations)	247	226	217	201	186
Electronic Interlocking (Stations)	2206	2572	3045	3424	3691
PI/RRI/EI (Stations)	6,200	6,236	6,396	6,575	6,628
Block Proving by Axle Counter (Block sections)	5,805	6,003	6,364	6,058	6,127
Automatic Signaling (Route Km)	3,447	3,549	3,908	4,431	5,525
Intermediate Block Signaling (Block sections)	628	666	727	756	780
Interlocked level Crossing Gates (Nos.)	11,710	10,854	11,079	11,062	11,094



Planned next phase of Kavach implementation

Self-Sufficiency

Signaling Workshop:- Railway Signaling installations use a number of specialized equipment for smooth & safe running of trains. With upgradation of technology and shift towards electrical/electronic system of Signaling, 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 is as under:

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

Year	Out Turn (₹in crore)
2020-21	250.41
2021-22	313.00
2022-23	340.33
2023-24	457.71
2024-25	367.69

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 2025, Indian Railways has about 66,858 Route Kilometers of Optical Fibre Cable (OFC) which is carrying Gigabits of traffic. Railways Control Communication which is quintessential for train operation



free Wi-Fi Internet facility at Railway Stations



Automatic Control System
DMI (Drivers Machine Interface)

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 6,115 stations. Indian Railways is also using 1.63 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 stations 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 1,113 stations till 31.03.2025. In addition, CCTV is 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. It results in train derailments causing loss to wild life, human fatalities, disruption in train operations and huge loss to Indian Railways. 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 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).

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.

Telecom also plays a major role in ensuring passengers comfort. For the convenience of passengers, Train Information Boards have been provided at 1,398 Stations, Public Address (PA) Systems at 6,159 stations and Coach Guidance System at 932.

As part of digital initiative of Government of India and to bridge digital divide, Wi-Fi facility has been provided at 6,115 stations as on 31.03.2025. Indian Railways have progressively been implementing e-Office application for paperless working in the office besides improving transparency and efficiency in the system. Till 31.03.2025, 236 locations including all zonal & divisional headquarters have been connected through e-Office & approx. 1.47 Lakhs user accounts have been created over Indian Railways.



Digital India” Indian Railways

Important Telecom assets are tabulated below:

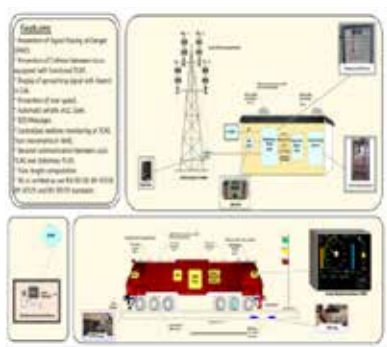
S N.	Installation	Units	As on 31.03.2024	As on 31.03.2025
1	Optical Fibre Cable	RKms	66,179	66,858
2	Quad Cable	RKms	65,943	66,522
3	Railway Telephone Subscribers Lines	Nos.	3,45,374	3,45,374
4	No. of Control Sections provided with Dual Tone Multiple Frequency (DTMF) control equipment	Nos.	325	325
5	Mobile Train Radio communication System (Route kms.):-			
a.	GSM ® based	RKms	2,340	2,340
b.	TETRA based	RKms	75.38	135.85
6	Public Address System	Nos. of STNs	5,980	6,159
7	Train Display Boards	Nos. of STNs	1,274	1,398
8	Coach Guidance System	Nos. of STNs	756	932
9	VHF Sets			
a.	5 Watt sets (Hand held)	Nos.	1,41,726	1,63,988
b.	25 Watt sets (At Stations)	Nos.	7,335	9,345
10	V SAT	Nos.	324	296
11	Railnet Connections	Nos.	1,70,189	1,72,383
12	UTS/PRS Circuits	Nos.	10,409	10,447
13	FOIS Circuits	Nos.	3,003	3,184
14	Exchange Circuits	Nos.	1,600	1,564
15	Wi-Fi at Stations	Nos. of STNs	6,112	6,115
16	CCTV at Stations	Nos. of STNs	1,001	1,113
17	E-Office (No. of Locations)	Nos. of Locations	236	236



Traffic Accounts Management System



Elimination of Mechanical Signalling

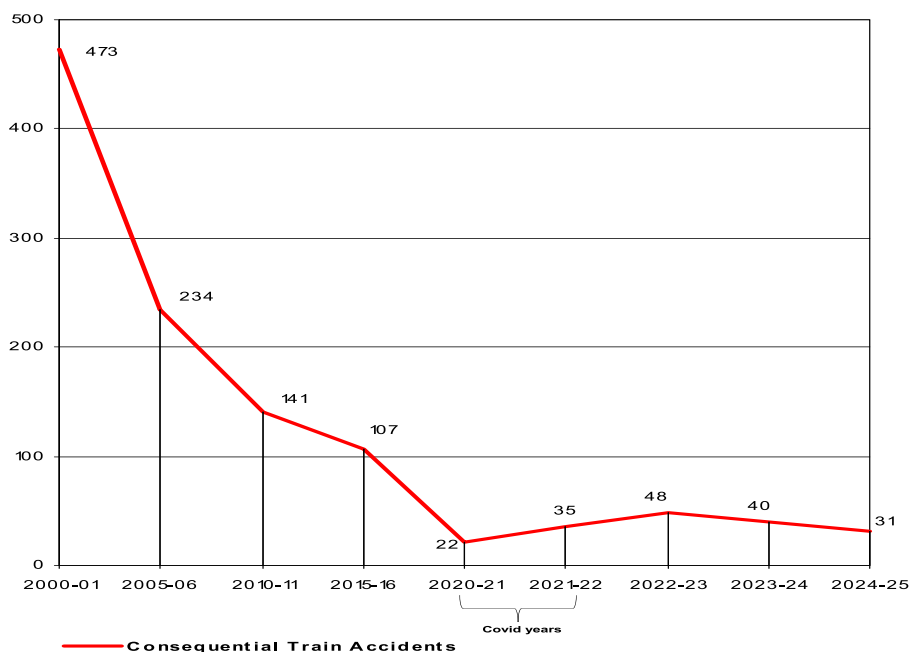


Automatic Train Protection System
KAVACH 4.0, RDSO

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:-



Damage to Railway Property

The cost of damage to railway property and duration of interruption to through communication caused by consequential train accidents during 2024-25 and 2023-24 are as under:

Year	Cost of Damage (in Lakh)		Interruption to through communication (Hours)
	Rolling Stock	Permanent Way	
2023-24	14,430.87	569.90	486.16
2024-25	10,533.43	5,170.34	484.40



Full Scale Disaster Management Exercise
Jointly with NDRF

Compensation

A sum of ₹1,008.61* 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 2024-25 as compared to ₹2,711.36* Lakh (approximately) paid in 2023-24. 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.)

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, *LHB Coaches* 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 FY 2022-23, ₹12,805.69 crore was incurred under RRSK in FY 2023-24 and ₹12,728.35 crore in FY 2024-25 respectively. In Budget Estimates 2025-26, 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 are conducted on regular basis. During the year 2024-25, 95 Internal Safety Audits (INTRA) and 36 Inter-Railway Safety Audits were carried out.
- **Training facilities** – Refresher training was imparted to 1,88,723 Non-Gazetted employees during the year 2024-25.

II. Measures to Avoid Collisions

To avoid collisions, Provision of technological aid pertaining to Signalling is briefly enumerated under the sub-heading 'Automatic Train Protection System' in the chapter "Signal and Telecom" under "Signalling" section at page no. 45 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.



Hydraulic Railway Lifting Level Crossing Gate



Road Over Bridge to enhance Safety



Signalling system, NWR



Vande Bharat Sleeper Trains
Coaches View-1

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

1. Induction of semi-high speed Vande Bharat Trainsets:-

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.

Indian Railway has planned to induct Vande-Bharat Trainsets in phases. Eighty Eight Vande Bharat Chair car trains are presently running in service over Indian Railways as below:-

- a. Two Vande Bharat trains 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.
- d. Twenty Three new Vande Bharat trains with enhanced safety features, better ride index and passenger amenities have been manufactured in 2024-25.

(2) Vande Bharat Sleeper Trains

- a. Indian Railway has undertaken manufacturing of Vande Bharat sleeper trains, which have been conceptualized for long and medium journey.
- b. Presently, 10 Vande Bharat Sleeper trains (16-Car) are planned to be manufactured from IR Production Unit (i.e., ICF). First Prototype rake has been manufactured and is under commissioning.
- c. Further, 50 rakes of Vande Bharat Sleeper in 24-Car configuration have been envisaged for manufacturing at ICF Chennai.
- d. 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.



Vande Bharat Sleeper Trains
Coaches View -2

3. Amrit Bharat Trains

- a. Indian Railways (IR) has introduced fully non-AC Amrit Bharat trains, presently comprising 11 General Class coaches, 8 Sleeper Class coaches, 1 Pantry car and 02 Second class Luggage cum Divyangjan Coach. These trains have been designed and manufactured to cater to the needs of general public by providing World-class modern and comfortable rail travel experience to passengers of Non-AC segment.
- b. Two rakes of Non AC Amrit Bharat Express have been introduced in regular service since 30.12.2023.
- c. Production of 100 more Amrit Bharat Trains has been envisaged with additional features for further improving the aesthetics and passenger experience.
- d. High Speed and enhanced Safety standards are the hallmarks of these trains with following enhanced features and amenities:-
 - Better aesthetics of seat and berths with enhanced look & feel on the lines of Vande Bharat Sleeper.
 - Jerk Free Semi-Automatic Couplers.
 - Improved Crashworthiness in coaches by provision of crash tube.
 - Provision of CCTV system in all coaches and Luggage room.
 - Improved designs of toilets.
 - Improved design of Ladder for ease of climbing on to the berth.
 - Improved LED Light fitting & Charging Sockets.
 - Provision of EP assisted braking system.
 - Aerosol based fire suppression system in toilets and electrical cubicles.
 - USB Type-A and Type-C mobile charging sockets.
 - Emergency Talk Back system for two-way communication between Passenger and Guard/Train Manager.
 - Non-AC pantry with enhanced heating capacity.



Amrit Bharat Train Coaches

4. Nammo Bharat Rapid Rail

- a. Nammo Bharat Rapid Rail has been introduced to enhance the travelling experience of suburban and regional commuters for inter-city short distance movement by harnessing the features of Vande Bharat Trains.
- b. The prominent features of Nammo Bharat Rapid Rail are as follows:
 - Centrally controlled Double Leaf Automatic Sliding Doors.
 - CCTVs for safety and passenger surveillance.
 - Modular interior with Cushioned Seats and Sealed Flexible Gangway.
 - Emergency Talk System.
 - Continuous LED lighting with Energy Efficient Lighting system.



Amrit Bharat Train coaches designed and manufactured to cater to the needs of general public



Vistadome Coaches

- FRP Modular Toilets with vacuum evacuation.
 - Fully Air-Conditioned trains with Driver cab AC.
- c. Presently, 04 services of Namo Bharat Rapid Rails are running in Indian Railways network.

5. 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 31.03.2025, 124 VISTADOME coaches are available over IR.

6. Hydrogen Trainset

A project for development of Hydrogen power train using Hydrogen Fuel Cell has been taken up on pilot basis. This train, indigenously developed by Indian Railways, will be the world's most powerful hydrogen train, with power of 2400 kW and having a 10 coaches' configuration. This train will demonstrate the use of Hydrogen Technology in Indian Railways.

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 31.03.2025, total no. of around 1,496 rakes are with LHB coaches. In FY 2024-25, 111 ICF rakes have been converted into LHB rakes.



Complete Switchover to LHB Coaches

8. Bio-Toilets in coaches

As a part of "Swachh Bharat Mission" Indian Railways 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 liters per day of waste water and 3980 tons per day of excreta on tracks is avoided.

The provision of Bio-toilets fitted have been increased from 9,587 in year 2004-2014 to 3,33,191 in year 2014-2025 (Up to 30.06.2025). All newly manufactured coaches being turned from Production Units are being provided with bio-toilets.



Toilets Design of Amrit Bharat Train

9. Focus on improving safety in coaches

Indian Railways is taking following steps to further strengthen the safety and reliability of passengers:-

- a. **Provision of Fire and Smoke Detection Systems (FSDS) in 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, Retro-fitment is under progress for the existing coaches in operation. All AC coaches have been fitted with FSDS system.

- b. **Provision of Fire Extinguishers in All coaches:-** Fire Extinguishers have been provided in all the AC & Non-AC coaches and are being provided in the newly manufactured coaches as well.
- c. **Provision of Fire Detection and Suppression Systems (FDSS) in Pantry Cars and Power Cars:-** All Pantry Cars and Power Cars have been equipped with Fire Detection and Suppression systems and same is also being fitted in new coaches being tuned out from Production Units.
- d. **Provision of Fire and Smoke Detection Systems (FSDS) in DEMU:-** DPC coaches of DEMU rakes operational in Indian Railway's fleet are being equipped with Fire and Smoke Detection Systems (FSDS). 268 DPC coaches of DEMU have been fitted with FSDS system.

10. 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, provision of NMG/NMGH/NMGHS coaches has been done.

Further, NMGH/NMGHS coaches with higher speed potential of 110 kmph and NMGHS coaches with provision of side entry have also been introduced to facilitate quicker transportation and ease in loading.

11. Facilities for Divyangjan in passenger coaches

- a. 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.
- b. 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.



View of Vande Bharat Sleeper Coach



Amrit Bharat Train coaches designed for Persons with Disabilities (Divyangjan) in last vehicle LSLRD



Foot over Bridge at Hathras City Railway Station

- c. 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.

V. Measures Taken to prevent Fire in Coaches

- a. **Provision of Automatic Smoke and Fire detection system with alarm system in EMU, MEMU & Kolkata Metro:-** With a view to improve fire safety in EMU/EMU trains over IR, it has been decided to provide aerosol based fire suppression system in conventional EMUs/MEMUs and fire alarm and aerosol based fire suppression system in 3-phase EMUs/MEMUs. During 2024-25, 88 EMU rakes, 202 MEMU rakes have been made equipped with Automatic Smoke and Fire detection system over IR. 22 EMU & 97 MEMU rakes have also been provided with Aerosol based Fire suppression system. Sufficient enabling provisions have been made for carrying out the work over Indian Railways.
- b. **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.

VI. Measures to curb Accidents at Level Crossings

In addition, various measures taken by Indian Railways to prevent accidents at level crossing are enumerated briefly under section, Level Crossing, Road-Over Bridges in the Chapter “Engineering” at the page no. 39 of this book.

- (a) **Interlocking of Level Crossing Gates -** Indian Railways have provided interlocking with Signals at 11,094 Level Crossing Gates as on 31.03.2025, to enhance the safety at Level Crossings.
- (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. 8,155 Nos. of busy interlocked gates have been provided with Sliding Booms as on 31.03.2025 in addition to lifting barriers and further busy gates are also being progressively covered.

VII. 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 PHODs of Zonal Railways during their visits as well as through video conference.
- **Intensive Footplate Night Inspections** - Intensive Footplate inspections have been conducted at the level of SAG officers, branch officers and supervisors in the field.
- **Regular Safety Drives & Awareness Campaigns** - Safety drive 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.

VIII. Disaster Management Plan and Standard Operating Procedures (SOPs)

In accordance with the provisions of the Disaster Management Act, 2005, Ministry of Railways has formulated a comprehensive Disaster Management Plan. All Zonal Railways and Divisions have also developed their respective plans in alignment with this framework.

IX. Mock Drills and Field Exercises

During the financial year 2024-25, Indian Railways conducted full-scale disaster management exercises in collaboration with the National Disaster Response Force (NDRF) at 71 locations, covering every Division of all Zonal Railways as well as the Konkan Railway Corporation Limited.

X. Intensive Training on Rescue

The Indian Railways Institute of Disaster Management (IRIDM), Bengaluru, organized a specialized three-week course titled "Intensive Training on Rescue" for Railway Protection Force (RPF) personnel in September 2024. The programme was also attended by 19 NDRF personnel from various battalions, 32 RPF staff from different Zonal Railways, and four technicians from Northern Railway.



Motorised Truck Assembly (WAP7, WAG9)

Rolling Stock

New Rolling Stock placed on line during the year 2024-25 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	2023-24	-	-	-	100	-	-
	2024-25	-	-	-	100	-	-
Electric Locos	2023-24	155	-	-	1,225	-	-
	2024-25	121	-	-	1,336	-	-
Wagons@ (in vehicle units)	2023-24	37,650	-	-	-	-	-
	2024-25	41,929	-	-	-	-	-
Electric Multiple Units							
Motor Coaches	2023-24	92	-	-	8	-	-
	2024-25	200	-	-	-	-	-
Trailer Coaches	2023-24	184	-	-	16	-	-
	2024-25	400	-	-	-	-	-
Main line Electric Multiple Units							
Motor Coaches	2023-24	73	-	-	51	-	-
	2024-25	79	-	-	-	-	-
Trailer Coaches	2023-24	219	-	-	153	-	-
	2024-25	237	-	-	-	-	-

@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.	
	2023-24	2024-25	2023-24	2024-25	2023-24	2024-25
Diesel Locos	559	503	04	-	03	02
Electric Locos	155	121	-	-	-	-
Wagons (in Vehicle Units)	5,854	6,907	11	-	-	-
Electric Multiple Units						
Motor Coaches	84	29	-	-	-	-
Trailer Coaches	269	55	-	-	-	-

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, 2025, in comparison to the previous year, is as follows:

Locomotive	(in units)	
	As on March 31, 2024	As on March 31, 2025
Steam	38	34
Diesel	4,397	4,296
Electric	10,675	11,762
Total	15,110	16,092



Electric Locomotive WAP7 (Passenger)

Manufacturing of Rolling Stock

The performance of Production Units during 2024-25 was as under:

- Chittaranjan Locomotive Works (CLW), Chittaranjan manufactured 700 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 477 locomotives including 5 diesel locomotives for Non-Railway Customers (NRC). The total sale value for NRC/Exports was ₹69.07 crore.
- Integral Coach Factory (ICF), Chennai manufactured 3,007 coaches including 1,830 LHB coaches, 392 trainset coaches, 12 Namo Bharat Rapid Rail Coaches, 136 three phase MEMU, 600 EMUs, 18 high speed Self Propelled Accident Relief Trains (SPART) 4 Self Propelled inspection coaches, 7 nos tower car / inspection coaches and 8 Treasury Van Coaches.
- Rail Coach Factory (RCF), Kapurthala manufactured 2,102 coaches including 1,909 LHB coaches, 16 Namo Bharat Rapid Rail Coaches, 160 MEMU coaches and 17 Vistadome KSR coaches.
- Modern Coach Factory (MCF), Raebareli manufactured 2,025 coaches including 2,005 LHB coaches and 20 MEMU coaches.
- Rail Wheel Factory (RWF), Bengaluru assembled 98,350 wheel-sets, manufactured, 2,01,150 wheels and 93,880 axles. The Sale value for Non Railway Customers (NRC) was ₹39.41 crore.
- Rail Wheel Plant (RWP), Bela manufactured 53,091 wheels during 2024-25.
- Patiala Locomotive Works (PLW), Patiala manufactured 304 high Horse Power BG electric locomotives and 103 nos Tower cars.

The details of innovations and new initiatives of EMU, MEMU and Kolkata Metro rakes during 2024-25 are as under:-

- Provision of Automatic Smoke and Fire detection system with alarm system in EMU/MEMU & Kolkata Metro:-** With a view to improve fire safety in EMU/EMU trains over IR, it has been decided to provide smoke detection/ fire alarm and suppression system in conventional EMUs/MEMUs and 3-phase EMUs/MEMUs. During 2024-25, 52 EMU rakes, 72 MEMU rakes have been made equipped with Automatic Smoke and Fire detection system over IR. Sufficient enabling provisions have been made for carrying out the work over IR.
- Reforms in procurement policy of propulsion system for EMU/MEMU:-** 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.



3D Modelling of 1341 HP BG Locomotive



8-Wheeler Diesel Electric Tower Car (DETCIS)



Electric Locomotive, WR

(iii) Three-Phase Mainline Electric Multiple Unit (MEMU) trains:-

MEMU trains use higher acceleration and deceleration system. It propels with the three-phase AC propulsion system consisting of insulated-gate bipolar transistor and facilitates improved acceleration and braking. The energy-efficient electric traction propulsion system supported by regenerative braking can save up to 35% energy compared to conventional MEMUs. The electricity generated in this process is fed into the grid. The energy-efficient units require less maintenance.

EMUs/MEMUs are distributed power rolling stock having regenerative braking features. Due to distributive power EMUs/MEMUs have faster acceleration and deceleration. EMUs are used for sub-urban section while MEMUs are used for short distance mainline operation where frequent stoppages are required.

480 MEMU rakes of 8 car each have been manufactured in the period 2015-2025. The projected requirement of energy efficient 3-phase MEMU production from the year 2025 to 2030 is 500 rakes of 12 car each. These energy efficient EMU/MEMU rakes are expected to bring down CO₂ emission significantly.

(iv) Lithium Iron Phosphate batteries in SGAC 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 as 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.

(v) 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 Namo Bharat Rapid Rail. 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.

(vi) Provision of 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 fire suppression system in electric panels of coaches. Sufficient enabling provisions have been made for carrying out the work over Indian Railways. During 2024-25, almost 60% work has been completed in AC/non AC coaches.

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 2024-25 is furnished below:

	LOCOMOTIVES/COACHES	2023-24	2024-25
BLW	WAP-7	1.50	1.40
	WAG-9HC	0.47	0.34
RCF	EOG/LHB/ACCB-USBRL	1.27	1.29
	EOG/LHB/ACCW-USBRL	1.11	1.13
	EOG/LHB/FAC-USBRL	1.12	1.14
	EOG/LHB/ACCN-USBRL	1.11	1.13
	EOG/LHB/LRRM-USBRL	0.97	0.98
	LS DEEN DAYALU	0.93	1.90
	LWS AC	1.71	-
	CARGOLINER DOUBLE DECKER	0.95	0.94
	CARGOLINER PARCEL	1.07	-
	LWLRRM	0.93	1.00
	ZCZAC(VISTADOME)	2.76	2.70
	ZFCZAC(VISTADOME)	2.71	2.70
	ZGS(VISTADOME)	3.01	2.70
	ZLRM(VISTADOME)	2.72	2.70
	EOG/LHB/ACCN	1.38	1.50
	LSLRD(LC)	1.63	1.63
	LWSCN	1.66	1.93
	3 PH MEMU MC BHEL	-	0.00
	3 PH MEMU TC BHEL	-	0.00
	EOG/LHB/FAC	1.29	1.23
	RANAC	1.34	1.39
	VP PARCEL VAN	2.21	2.25
	LWACCNE (GARIB RATH)	1.5	1.51
CLW	WAG-9HC	0.40	0.51
	WAP-5	2.88	-
MCF	LWFAC	1.64	0.00
	LWCBAC/T	1.49	0.00
	LWFAC/T	1.38	0.00
	LWACCN/T	1.32	0.00
	LWACCW/T	1.32	0.00
	LWACCW	1.75	0.00
	LWFCWAC	1.63	0.00
	LWACCN	1.79	0.00
	LWACCNE	1.53	0.00
	LWCBAC	1.28	0.00
	LWSCZAC	1.70	0.00
	LSLRD	2.20	0.00
	LWS DEEN	2.10	0.00
	LWSCZ	2.25	0.00
	LWSCN	2.09	0.00



High Horse Power Electric Locomotive, BLW

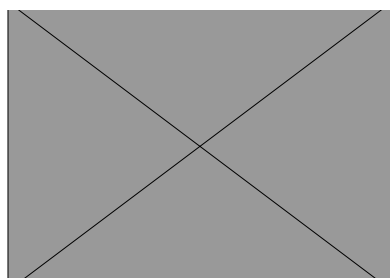


New Shield Body Assembly Section, ECR



Steel Plant, East Coast Railway

LOCOMOTIVES/COACHES		2023-24	2024-25
ICF	LWSCN(G)	-	0.00
	LWLRRM	-	0.00
	LWLRRM/T	1.14	0.00
	LWLRRM (PC)	1.13	-
	PARCEL VAN	2.72	0.00
	3PH, EMU/TC	0.90	-
	3PH, EMU/MC	2.58	-
	LSDD	3.83	-
	LACCN	3.26	5.03
	LACCN E	3.11	4.23
	LACCW	3.26	4.57
	LSCN	-	5.80
	LSCN PP	2.93	-
	LSLRD	3.32	4.65
	LSLRD PP	2.53	1.39
	LPV	2.62	-
	LRAAC 1 OW	1.49	-
	LRAAC 2 OW	1.44	-
	LRAAC MAC OW	1.47	-
	LRAAC	-	3.47
	LWCB AC	4.02	4.67
	LFAC	3.31	1.58
	LWLRRM	2.52	3.55
	MEMU DMC US	0.59	-
	MEMU TC US	1.80	-
	TS MC	0.76	0.58
	TS TC	0.85	-
	LWS	-	4.17
	LWSCZ	-	4.34
	LWSCZAC	-	5.42
	EMU DMC US	-	0.56
	EMU NDMC US	-	0.62
	EMU TC US	-	1.78
RWF	WHEELS(BOXN)	-	4.00
	AXLE (BOXN)	-	0.03
	BLC WHEELS	-	6.00
PLW	WAP7/WAG9HC	0.04	0.02



Non pressurized Bulk cum General Purpose Container

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 2024-25, 41,929 wagons were inducted in Indian Railways System. Out of these, 2,808 wagons (including 175 BLC wagons) were manufactured by Railway Workshops and the remaining 39,121 wagons (including 1,083 BLC wagons) were manufactured by wagon industry.

During 2025-26 (April-September, 2025), 16,209 wagons were inducted in Indian Railways System. Out of these, 1,414 wagons (including 120 BLC wagons) were manufactured by Railway Workshops and the remaining 14,795 wagons were manufactured by wagon industry.

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	
	2023-24	2024-25
Diesel Locos	53	33
Electric Locos	445	440
Coaches	29,270	30,370
Wagons	66,854	69,459

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.	
	2023-24	2024-25	2023-24	2024-25
Steam Locos	-	-	42.44	29.67
Diesel Locos	11.90*	10.32	4.69*	4.39
Electric Locos	5.34*	5.99	-	-
EMU Coaches	8.48	9.37	-	-
Passenger Carriages	5.11*	5.42	6.80*	8.83
Other Coaching Vehicles	7.47*	7.94	-	-
Wagons	2.45*	2.88	-	-
* revised				

Export Order

The total value of exports of rolling stock during 2024-25 was ₹35.50 crore in comparison to ₹126.68 crore (revised figure) for the last financial year 2023-24. The value of export of rolling stock/ spares during April-September, 2025 was ₹69.96 crore.

The export during 2024-25 includes Coaches, Locos, Supply of Spares and Incidental Service for Coaches, Locos and DEMUs to Sri Lanka, Bangladesh and Mozambique.



Electric Locomotive WAG9HC (Freight)



Casting works of steel products, CLW



Wheel Shop, CLW

Materials Management

Materials Management Department deals with planning, organizing, 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 goods supplied as part of works) during 2024-25 was ₹77,358.70 crore.

A broad classification of procurement of such goods is given below:

		(₹ in crore)
	2023-24	2024-25
Stores for operation, repairs and maintenance	20,376.62	23,074.24
Stores for construction	7,364.02	9,105.74
Fuel	16,732.42	10,170.90
Stores for manufacture of Rolling Stock and purchase of Complete units	31,319.94	35,007.82
Total	75,793.00	77,358.70

Stocking Depots

Warehouse management is an important aspect of materials management. Indian Railways has an 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 335 stocking depots spread all over the Railway Network. These depots stock over 1.33 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 2024-25, was ₹6,641.78 crore as against ₹5,773.63 crore during 2023-24.

Digitization

After successfully bringing together its core platforms—Indian Railways E-Procurement System (IREPS), Integrated Material Management System (IMMS), and User Depot Module (UDM)—Indian Railways is now moving towards a smarter and more predictive digital supply chain. With each passing year, IR identifies and implements key initiatives to further fine tune its digital supply chain.

Key initiatives during the year

- **Consignee-wise AAC:-** A system of maintaining consignee-wise break-up of AAC for stock items in IMMS has been implemented by CRIS. In this system, Depots have the facility to enter consignee-wise



Black Oil BTPN Wagon

proposed AAC in 'Advance Intimation Sheet'. Purchase Offices have the facility to approve the AACs, Depot-wise.

- **Auto Assignment of Non-Stock demands to respective purchase sections:-** A system of auto assignment of non-stock demands to purchase sections has been implemented for eliminating manual delays and improving supply chain efficiency. This is targeted to reduce errors and accelerate demand registration.
- **Digital placement of Rate Contracts/Price-Agreements:-** Functionality for placement of Rate contracts/Price-Agreements has been developed by CRIS for end-to-end digitization of Railway supply chain.

This digital transformation is, however, not just limited to moving from paper to online systems-it's about using the power of data to drive smarter decisions. With lakhs of tenders and tens of lakhs of transactions taking place every year through these platforms, Indian Railways generates an enormous amount of data across its vast supply chain. Now, with advancements in Artificial Intelligence (AI) combined with Big Data Analytics, this data can be processed in real time to uncover hidden patterns, detect inefficiencies, and use these to further improve the digital supply chain.

Agency of Procurement

Zonal Railways and Production Units mostly procure the materials required by them in a decentralized system, but for purchase of a few items which are centralized for procurement at Railway Board's level. Common use Goods and Services available on Government e-Marketplace (GeM) are reserved for procurement through GeM portal. Out of ₹77,358.70 crore worth of stores procured in 2024-25, 63.98% was done by Zonal Railways and Production Units, 0.95% through GeM and 35.07% by Railway Board. Stores worth ₹19,909.17 crore were bought from Small Scale Sector and Khadi and Village Industries in 2024-25. 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 ₹76,967.01 crore during 2024-25 constituted almost 99.49% of the total purchases by Indian Railways. Indian Railways has to depend on imports for high technology components for its locomotives, signal & telecom equipment 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 2024-25 was 19% (without fuel) and 19% (with fuel), as against 17% (without fuel) and 17% (with fuel) during 2023-24.

Wagons and Steel Procurement

During the year 2024-25, 41,929 wagons were inducted in Indian Railway System. Out of these, 2,808 wagons (including 175 BLC wagons) were manufactured by Railway Workshops and the remaining 39,121 wagons (including 1,083 BLC wagons) were manufactured by wagon industry. Procurement of iron and steel material, during 2024-25, was 1,38,733 MT (valued at ₹964.56 crore) as against 79,902 MT (valued at ₹643.08 crore) during 2023-24.



Hopper Wagon BOBSNS Wagon



Wheelset



Development of 2ND drives TWS with existing Electric Point Machine

Research & Development

RDSO under Ministry of Railways is the sole R&D organization of Indian Railways and functions as the technical advisor to Railway Board, Zonal Railways and Production Units. RDSO's major functions involve:

- Development, adoption, absorption and assimilation of new technology for use on Indian Railways.
- Development of new and improved designs of equipment and systems.
- Development and Setting standards for adoption on Indian Railways.
- Development of specifications for materials and products for Indian Railways.
- Inspection of critical and safety items of Rolling Stock (including Metro Stock), Locomotives, Signaling & Telecommunication equipment and Track components.
- Technical investigations to improve safety & reliability, statutory clearances, testing and providing consultancy services.

Important R&D activities performed during the year 2024-25

1. Development of KAVACH Phase-II

KAVACH is an indigenously developed ATP system by Research Designs and Standards Organization (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.

160kmph field trial is being carried out in Kota-Lakheri (WCR), ST-BRC (WR). Passenger trials are being carried out in ER, WR, SCR and WCR.



Waterproof Point Machine

2. Development of 2nd Drives TWS with existing Electric Point Machine

To maintain minimum gaps between the stock and switch rails and better setting of switch rail up to desired number of sleepers, development of 2nd drive/ pull replacing SSD for TWS with existing Electric Point Machine is in progress.

Railway Board has approved of trial of 24 sets in four railways i.e. NCR, NR, WCR & WR. out of which two sets have been installed at NCR. One set of each has been commissioned at Kitham station of Agra Division of NCR respectively.

3. Waterproof Point Machine

Conventional Point Machine is not suitable to operate in submerged condition and fails in waterlogged areas during monsoon. Specification for IP-67 Point Machine has been issued in January 2025. The salient features of this type of Point Machine are:

- IP-67 (Water Resistant and Dust Proof) protection level for Electric Point Machine
- Safe operation even under submerged conditions
- Crank handle operation under submerged condition
- Sealing arrangements provided for detector/ lock slides, cable entry points, various entry points, crank handle arrangement & machine cover

4. Development of Hydrogen Train of Power 2400 KW

RDSO is working on a project of National eminence for green energy. RDSO has prepared technical specification for 'Development of Hydrogen Fuel Cell based DPRS 2400 KW Trainset'. This train will operate between Sonipat-Jind section of Northern Railway. 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 peak power requirement. All the sub-assembly of the train are tested & train is being integrated at ICF/Chennai.

5. Development of Point Alarm Generation System through Data Logger

The purpose of this system is to give alerts to SM and S&T staff in case operation/detection of points occurs without fulfilling the essential relay circuits.

6. Development of Tablet-Based PC Type Fog Pilot Assistance System for Safety (Fog PASS)

The purpose of the Tablet PC Type Fog PASS is to enhance the



Development of Hydrogen Train of Power 2400 kW



Tablet-Based PC Type Fog Pilot Assistance System (FogPASS)



Improvement of high glare in based LED based twin Beam Headlights used in Electric Locomotives

safety of train operations during foggy conditions by providing real-time location guidance to the loco pilot using GPS.

The system helps in identifying landmarks, signals, level crossings, stations, and other key points along the route, even when visibility is severely reduced due to fog.

7. Construction of Dedicated Test Track

The Dedicated Test Track (DTT) is being built between Gudha and ThathanaMithri stations in the Phulera–Makrana section of NWR to conduct oscillation and performance trials for new and modified rolling stock without disruption from regular train operations. This project, developed under RDSO's technical guidance, will address delays caused by testing on open line sections.

The Key features of this project are as follows:

- Testing as per International Standard EN 14363:2016
- Testing for higher speeds upto 200 kmph
- CRS sanction for trials not required
- Reduced testing time: 8-12 days (Approx.) v/s. 20-30 days
- Accelerated testing facility for rolling stock and infrastructure components.

8. Introduction of 9000 HP (D9) M/s Siemens make Locomotives

An agreement has been signed between Indian Railways and M/s Siemens Limited for 1200, D9 electric locomotives of 7000 KW (9000 HP) through a manufacturing-cum-maintenance agreement at Government Rolling stock Workshop, Dahod and these locomotives will be maintained for 35 years at four nominated Government Maintenance Depots (Visakhapatnam, Raipur, Kharagpur & Pune) of Indian Railways.

9. Energy Efficiency through Auxiliary Load Optimization in Electric Locomotives

Regenerative braking in 3-phase electric freight locomotives has already been contributing to an energy saving of around 15%. Further energy savings have now been achieved by regulating the operation of auxiliary machines based on thermal demand.

A modified load distribution scheme has been introduced, wherein non-essential auxiliaries are switched off automatically when the freight locomotive is idle and ventilation is not required and the scheme has been implemented.

This modification can result in a saving up to 140.4 KWh per locomotive per idle hour, amounting to approximately 28 lakhs



Improvement of high glare in based LED based twin Beam Headlights used in Electric Locomotives

per locomotive per year. The total projected annual saving stands at around ₹1,600 crore.

10. Improvement of Led Based Twin Beam Headlights

Railways have reported issue of high glare in LED based twin beam Headlight used in Electric Locomotives and EMUs in dim mode, while crossing the train in opposite direction. To resolve the issue of high glare in dim mode, revised specification has been issued on 13.06.2024 with the following changes:

- Lux level in dim mode is reduced from 2500 lux (min) - 3000lux (max) to 900 lux (min) -1200 Lux (max).
- Verification of Junction temperature of LED and through current in the LED during prototype testing is added to have long life of LEDs.

11. IP Based Video Surveillance System for Rolling Stock of Indian Railways

Specification for 'IP Based Video Surveillance System for Rolling Stock of Indian Railways" has been revised. The key features of this system are as follows:

- Video Recorder Unit (VRU) specification is made industry standard.
- Self-Diagnostics feature included.
- Hand-Held Terminal/ Tablet specification added to retrieve data.
- Defogger feature for camera has been added.
- Standards of components i.e. SSD, USB port, Ingress Protection Level of cameras, Infra-Red Illuminator range, Operating Temperature improved for better reliability.
- Provision of watermarks, date & time, location, etc. in downloaded videos and user authentication to protect data integrity is added.
- Functional requirements for Railway Driver Assistance System (RDAS), is included for separate independent trials.

12. Integrated Communication System for Tunnels (RDSO/ SPN/TC/109/2023 Version 1.0)

The key features of this system are as follows:

- Provision of emergency call point inside the tunnel added.
- Ingress Protection level of housings (IP65 or better) included for better reliability.
- Optical Radio Unit (ORU) modified from Analog to Digital for better performance
- Leaky cable specification modified to "Fire Retardant Low Smoking Zero Halogen"
- Earthing arrangement of better than 1 ohm added.
- PA system modified to use Digital Speaker for better audio quality.



Energy Efficiency through Auxiliary machines based on thermal demand in Electric Locomotives



Flat Multi-purpose wagon for transport defence equipment: FMP

13. Design and Development of Amrit Bharat Express Series:

The Amrit Bharat Express is a modern train designed on the LHB platform for push-pull operation with locomotives at both ends. It consists of Non AC LHB coaches like Second Class Seating, Sleeper, and SLRD, with a speed potential of 130 km/h. For the first time in LHB coaches, it uses semi permanent couplers and wider sealed gangways similar to Tejas Express, enhancing passenger safety and comfort.

14. Operational Induction of Vande Bharat Express (Version 2.0)

The Vande Bharat Express (Version 2.0) was introduced after successful oscillation and performance trials, with RDSO completing design verification and testing of the new bogie propulsion system manufactured by ICF.

The salient features are as follow:

- Weight optimization of 12% over earlier version for Energy Efficient High Speed Bogie Design.
- Reduction in un-sprung mass of 8% over version 1.0 to improve riding behavior
- Guiding stiffness optimized for lower noise, lesser rail-wheel wear and improved curve negotiation.
- Suspension elements optimized for better riding behavior, achieving ride index of 2.8 in multi-body simulations. Upgraded potential: 200 kmph over IR track.
- 160 KN Air suspension & load weighing systems.
- Design exercise done with multi-body simulations, FEM and modal analysis, with validation testing through fatigue and endurance test of components.

15. Semi Automatic Coupler for LHB and Vande Bharat

The semi automatic coupler with crash tube enables slack free automatic coupling and quick manual uncoupling. It absorbs 208 kJ of crash energy, reducing jack knifing and jerks for smoother rides. It can be retrofitted in Vande Bharat and LHB coaches to improve safety and comfort.

16. Vande Metro – Next Gen Urban Rail

The Vande Metro is developed on the Vande Bharat platform for a 20.32ton axle load with a speed potential upgraded from 110km/h to 130km/h after RDSO trials. It has a 12 car formation with 50% powering, accommodating 3,208 passengers (1,150 seated + 2,058 standing). The design ensures high capacity, quick acceleration, and modern features for suburban and regional travel.

17. Vande Bharat Sleeper – Modern AC Sleeper Trainset

The Vande Bharat Sleeper is a 16 car AC sleeper train, designed on the Vande Bharat platform for 160 km/h operation with a 17 ton axle load. It uses a 4 car basic unit with 50% powering for quick acceleration and has all propulsion equipment under slung.

18. Modernization of Kalka–Shimla Vista Dome Coaches

The upgradation of NG Kalka–Shimla coaches is a prestigious project, retaining essential subsystems like bogies, brakes, and couplers. RCF has manufactured a new NG Vista Dome coach with modern amenities for tourist comfort. The stainless steel coach has a speed potential of 25 km/h and features larger side and roof windows for panoramic views. It includes IC doors between the passenger area and brakeman cabin, an emergency exit door, and wide opening windows for safe evacuation.

19. Freight Wagon Modernization under National Rail Plan

Indian Railways, under the National Rail Plan (NRP), has undertaken the indigenous development of modern freight wagons to cater to emerging traffic needs.

Taller height Auto-car Carrier (ACT1)

Taller height Auto-car Carrier (ACT2)

Flat Multipurpose Wagon (FMP)

Coil Multipurpose Wagon (CMP)

Operational Efficiency:- Project ‘Mission Raftaar’: Under the National Rail Plan, increasing freight train speed to 50km/h will boost rail’s traffic share. Indian Railways launched Mission Raftaar to standardize and raise wagon speeds.

20. Master Clock System for Indian Railways

Indian Railways is developing a GPS/NAVIC based Master Clock System to synchronize time across its operations, ensuring uniform time-keeping for improved efficiency and accurate accident investigations.

21. Testing & Field Trials of Rolling Stock

RDSO conducts extensive tests and field trials-such as oscillation, coupler force, emergency braking, performance, COCR, squeeze tests, and specialized trials like high cant deficiency, long haul, curve negotiability, and turnout trials-to ensure safety and reliability of rolling stock. These cover both new designs and major modifications, enabling faster speeds, certifying maintenance vehicles, and enhancing overall mobility on Indian Railways.



Solar Rooftop plants at Nayagarh Railway station

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

Indian Railways is committed for creating a sustainable energy system that minimizes environmental impact, with a strong focus on harnessing renewable energy sources. To make the energy sourcing greener, IR has made notable progress in harnessing solar energy yielding both environmental and economic benefits.

In line with this vision, IR has already commissioned 571 MW of solar plants (220 MW on Roof tops + 351 MW on land) and 103.4 MW of Wind plants upto March, 2025. The details of various renewable capacities installed/tied up across IR upto March, 2025 are as under:-

1. Solar Energy

Non-Traction Application

- Solar rooftop plants of 220 MW capacity have been provided on 3742 Railway Stations, Service buildings and Residential buildings.
- 3 MW land based solar plant commissioned at Modern Coach Factory (MCF), Raebareli, (Uttar Pradesh).

Traction Application

- 400 MW Solar Power tied up from Budelkhand Saur Urja Limited (BSUL) under Optimal Scheduling (equivalent to typical 800 MW Solar Power Plant) from its solar parks located at Madhogarh & Orai, in Jalun Distt. (U.P.).
- 500 MW (installed capacity) of solar power has been tied up from IRCON from its Solar Park located at Pavagada (Karnataka). Part power of about 30 MW (150 MW installed capacity) has started flowing.
- 195 MW Solar Power tied up from Rewa Ultra Mega Solar Ltd. (RUMSL) under Optimal Scheduling (equivalent to typical 400 MW Solar Power Plant) from its solar parks located at Agar, Shajapur & Neemuch (M.P.). Part power of about 144 MW already has started flowing.
- 50 MW (installed capacity) of solar capacity commissioned at Bhilai, Chhattisgarh
- 2 MW (installed capacity) of solar capacity commissioned at Diwana, Haryana
- 1.7 MW (installed capacity) of solar capacity commissioned at Bina, Madhya Pradesh.



Wind Energy Projects on Indian Railways

2. Wind Energy

Indian Railways has commissioned a total capacity of 103.4 MW of wind power plants, which are utilized for meeting both traction and non-traction power requirements, as detailed below:

Traction Application

- 50.4 MW (installed capacity) wind power tied up from NTPC Vidyut Vyapar Nigam Ltd from its plant located at Sangli, Maharashtra.
- 26 MW (installed capacity) wind power tied up from REMCL from its plant located at Jaisalmer, Rajasthan
- 10.5 MW (installed capacity) wind power plant commissioned at Madurai, Tamil Nadu
- 6 MW (installed capacity) wind power tied up from Sri Pawan Energy Pvt. Ltd from its plant located at Sangli, Maharashtra.
- 50 MW (installed capacity) wind power tied up from Green Infra Power Ltd. from its plant located at Hremanpur and Kushtagi in Koppal District, Karnataka.

Non-Traction Application

- 10.5 MW (installed capacity) wind power plant commissioned, Tirunelveli, Tamil Nadu

3. Renewable Energy- Round the Clock (RE-RTC)

RE-RTC refers to the hybrid solution for supply of renewable energy consisting of solar, wind and storage component to ensure 24x7 supply of renewable energy, overcoming the intermittent nature of solar and wind power. Progress under this green initiative by Indian Railways is as under:

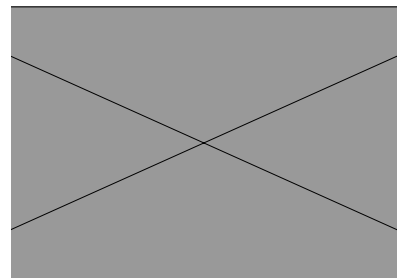
- IR has tied up 1600 MW Renewable Round-the-Clock (RE-RTC) power which includes solar, wind and energy storage component.
- Upto Mar'2025, 100 MW RE-RTC power has started flowing into Railways network through SECI (Solar Energy Corporation of India) located in Rajasthan, Karnataka & Maharashtra.

4. 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 conservation 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 11 National Energy Conservation Awards (NECA) in 2024-25.
- 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.



Rooftop Solar Plant



Afforestation Programmes within the RWF Premises under the Ek Ped Maa ke Naam



Rainwater harvesting center constructed by MCF

Auxiliary Power Unit (APU)- APU is a self-contained unit fitted in 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 diesel 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 Rs.20 lakhs/year on account of savings in fuel oil only. This unit has also fitted in all the new diesel locomotives being manufactured at Marhowra plant. An APU provides benefits in locomotives by reducing fuel consumption and emissions during idle periods, which in turn lowers operational costs and extends the main engine's life.

Wabtec Locomotive Emission- 757 (WDG4G & WDG6G) locomotives have been manufactured at the Wabtec locomotive facility, Marhowra till date. A total of 1000 locomotives are to be manufactured at this facility. The Wabtec locomotive is compliant with International Union of Railways (UIC-1) emission norms, making it the first diesel loco in India to meet these stringent international standards. This landmark compliance is achieved through its advanced GEVO engine, which is reported to be significantly more environment friendly and fuel-efficient than its predecessors. The locomotive also features an electronic fuel injection system, which contributes to improved fuel efficiency and reduced emissions.

Afforestation

During 2024-25, Railways carried out mass plantation of 78.32 lakh trees and are making all efforts to plant 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

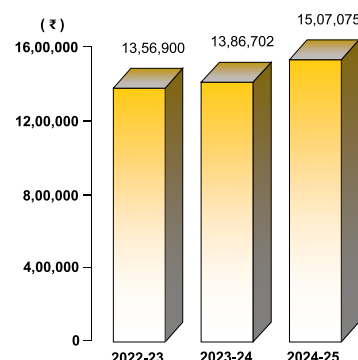
Industrial Relations on Indian Railways remained cordial throughout the year 2024-25. Recognized Federation/Unions have participated in all important meetings resulting in effective and meaningful involvement of Railway Servants in achieving the corporate objectives of Indian Railways. Secret Ballot Elections-2024 were conducted smoothly and peacefully for verification and recognition of Trade Unions in Zonal Railways, Chittaranjan Locomotive Works & Rail Coach Factory Kapurthala.

Number of personnel

Group-wise and Department-wise break-up of Railway employees (excluding MTP/Railways) as on 31-03-2025 vis-a-vis 31-03-2024 are as follows:

Group-wise break-up	As on 31-3-2024	As on 31-3-2025
Group A	9,983	10,025
Group B	7,048	7,165
Group C		
(i) Workshop & Artisan	1,22,917	1,19,520
(ii) Running	1,53,661	1,52,391
(iii) Others	9,58,571	9,39,891
Group D		
(i) Workshop & Artisan	\$	\$
(ii) Others	\$	\$
Total	12,52,180	12,28,992
\$ Erstwhile Group D is merged in Group C		
Department-wise break-up		
Administration	14,606	14,375
Personnel	21,298	21,350
Accounts	18,517	17,353
Engineering	3,02,643	2,96,825
Signal and Telecom	63,164	62,328
Transportation	1,64,213	1,62,094
Commercial	74,913	73,822
Mechanical Engineering	2,74,101	2,96,825
Stores	15,922	14,809
Electrical	2,10,247	2,12,769
Medical	27,808	26,194
R.P.F.	63,869	62,272
Construction	-	-
Gati Shakti	879	810
Total	12,52,180	12,28,992

AVERAGE ANNUAL WAGE PER EMPLOYEE



Under-construction Mumbai Bullet Train Station



Safety Awareness Campaign 'PRAYAS' at Bullet Train Construction Sites

Wage Bill

Wage bill including pension etc. at ₹1,85,218.32 crore increased by ₹11,578.33 crore registering a rise of 6.67% over the previous year. The average wage per employee was up by 8.7% from ₹13,86,702 per annum to ₹15,07,075 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 59%. The total number of personnel as on 31st March and the average annual wage per employee for the last two years are as follows:

	2023-24	2024-25
Total number of personnel (in thousands)	1,252	1,229
Average annual wage per employee (in ₹)	13,86,702	15,07,075

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 2024-25 as compared to the previous year is given below:

	Number of SC Employees		Number of ST Employees	
	As on 31-3-2024	As on 31-3-2025	As on 31-3-2024	As on 31-3-2025
Group A	1,493(14.96)	1,482(14.78)	809(8.10)	781(7.79)
Group B	1,235(17.52)	1,338(18.67)	536(7.60)	611(8.53)
Group C#	2,07,674(16.81)	2,07,133(17.09)	95,769(7.75)	94,955(7.84)
Grand Total	2,10,402(16.80)	2,09,953(17.08)	97,114(7.76)	96,347(7.84)
# 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 2024-25, 2,129 candidates have been empanelled against various Group 'C' posts (excluding Level 1). Further, for the year 2025-26 i.e. (01.04.2025 to 30.06.2025), 9,731 (provisional) candidates have been empanelled against various Group 'C' posts (excluding Level 1).

Productivity Linked Bonus

For the financial year 2024-25, 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 10,91,146 Railway employees. Further, about 60,773 Group 'C' RPF/RPSF Personnel have been sanctioned ad-hoc-bonus equivalent to 30 (thirty) days emoluments for the year 2024-25.

PLB and ad-hoc bonus both have been paid on ceiling of ₹7000/- p.m. The financial implications are approximately ₹1,865.68 crore for PLB and ₹41.98 crore for the ad-hoc bonus.

Human Resource Development (HRD) and Manpower Planning

Human Resource Development (HRD) in Indian Railways focuses on enhancing the skills, knowledge, and capabilities of its vast workforce to ensure efficiency, safety, and service excellence. Through structured training programs, leadership development, and continuous learning initiatives, HRD aims to build a future-ready and motivated workforce aligned with organizational goals.

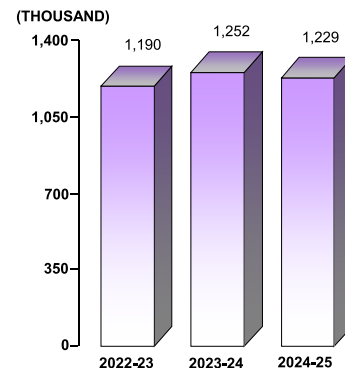
2. On Indian Railways, its 08 Centralized Training Institutes (CTIs), located across the country, cater to the training needs of Indian Railway Officers. These CTIs, apart from imparting probationary training also cater to the various specialized training needs of railway Officers. They conduct courses 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 organisations in India as well as trainees from abroad, which are widely 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 Centres 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. Multidisciplinary training centres have also been setup across IR, where cross-functional competencies are imparted to railway employees from different functional areas.

2.3. In addition to in-house training facilities, railwaymen 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.

NUMBER OF EMPLOYEES



Replacement of Steel Third Rail by Aluminium Third Rail



Aptitude Tests Conducted of Safety Category Staff in CBT Mode

2.4. 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 time to time. These training modules have been converted into online mode and the same have been uploaded and circulated to All Zonal Railways/PUs.

3. IR also conducts Apprenticeship training 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.

4. 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 the largest presence in terms of no. of on-boarded officials on the platform. i-GOT related various key railway statistics are as follows :-

- a) No. of on-boarded officials - 12,00,176
- b) Total learning hours - 55,39,068 hrs.
- c) No. of officials enrolled in min. 01 course - 5,77,493
- d) No. of officials completed min. 01 course - 5,39,521
- e) No. of officials completed Parambh - 50,379
- f) Total course enrolments - 51,76,362
- g) Total course completion - 35,61,328
- h) No. of railway courses on iGOT – 104

4.1. Further, under the Mission Karmayogi Mission, National Learning Week (NLW) was celebrated all across the IR. Statistics of NLW are as follows:

NLW (19-27.10.2024)

Performance Indicator	Before NLW	After NLW
No. of onboarded officials	11.21 lacs	11.80 lacs
No. of officials enrolled in min 01 course	2.57 lacs	4.81 lacs
Total course enrollments	18.60 lacs	37.04 lacs
Total course completion	11.98 lacs	25.06 lacs

- a) Number of railways' active users crossed 4.81 lacs, which was approx. 2.57 lacs before NLW.
- b) IR alone registered 15.52 lacs+ course enrollments and 11.02 lacs+ course completion during NLW .



Comprehensive Healthcare Facilities to all Serving and Retired employees

- c) Almost 33% of course enrollments and completions during NLW came from IR.
- d) Almost 40% of users, who surpassed the minimum 4 hours of learning mark during the NLW came from IR.
- e) Amongst top 05 MDOs, who completed Karmayogi Saptah target, 04 MDOs were from IR with NCR ranked no. 1, NWR ranked no. 3, ER ranked no. 4 and WR ranked no. 5.
- f) Amongst top 10 courses consumed during NLW, 02 courses were from IR.
- g) 60+ live Webinars/Seminars were conducted by railway CTIs/ZRTIs.



Comprehensive medical Facilities providing to the All Railway Employees

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 2,576 Medical Officers and 12,640 paramedical staff, it is the largest industrial health services in the world. It is running 24x7 round the year, with 128 hospitals & 582 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. Medical department has also been entrusted with monitoring the quality of the water supplied whereas the supply of safe drinking water is the responsibility of engineering department of Railways. It is highly desirable that Railway supply drinking water with the quality constituents at least within the cause for rejection limits as defined in Uniform Drinking Water Quality Monitoring Protocol issued by Ministry of Drinking Water and Sanitation. In order to monitor the quality and standards of food items being supplied to passengers at Railway stations and trains Food Safety Officers are there in Railways who monitor food quality as per Food Safety & Standard Authority of India (FSSAI) standards. A number of Railway stations have also been certified as "Eat Right Stations" by FSSAI. Till date, 187 stations have been granted the accreditation of "Eat Right" by FSSAI.

Hospital Management Information System (HMIS) has been rolled out over Indian Railway Hospitals for management of Hospital records and patient records. Digital medical records are now easily accessible to patients through their HMIS app.

Ministry of Railways by signing a Memorandum of Understanding (MoU) with National Health Authority (NHA) has empaneled 89 Railway hospitals for providing treatment to Ayushman Bharat Pradhan Mantri-Jan Arogya Yojna (AB PM-JAY) beneficiaries.



Inspection of Vaitarna-JNPT Section



Boot laundry at BBQ Chennai

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.

Jagjivan Ram Western Railway Zonal Hospital, Mumbai and Divisional Railway Hospital in Thiruvananthapuram have been accredited by National accreditation board for hospitals (NABH) entry level making these Indian Railway hospitals to obtain this coveted quality control accreditation. Very few Govt. Hospitals have achieved this accreditation. NABH accreditation is indicative of high level of patient care and safety being provided in hospitals conforming to highest Quality standards of NABH. Also, the Divisional Railway Hospital, Bengaluru has been awarded the Certificate of Merit in the Hospital Sector for the year 2024 at National Energy Conservation Award Ceremony. Presented by the Ministry of Power, it recognizes the efforts of the Hospital in Energy Conservation.

In NCR during Maha Kumbh Mela 2025 (11th January to 28th February) at Prayagraj, Medical Officers, Health Inspectors and Paramedics were deputed from all Indian Railways. Round the clock, many first-Aid booths at Prayagraj and Varanasi were operated at both the sites. Total 340569+ sick persons were attended during this period.

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.

Performance Statistics (2024-25)

Total OPD Cases attended	1,87,54,855
Total Indoor cases admitted	5,26,735
Total no. of surgeries performed	1,45,213
Percentage of man days lost due to sickness	1.26
No. of New Candidates examined for fitness	20,384
No. of employee examined under Periodical medical Examination (PME)	2,85,849
No. of food samples collected/ found faulty	4,660 / 99
Water sample for residual chlorine tested/ fit	12,69,533/11,45,025
Water sample for bacteriological tested/fit	82,882 / 79,105
No. of sick passengers attended by Railway Doctors	1,26,827
No. of Children immunized	10,617
Wellness assurance camp	14,947
Total no. of persons examined in the multipurpose health drives above	6,22,235



'Shishu Sadan' Creche for Working Parents, PLW

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 37.11% staffs have been provided with railway quarters, as on 31.03.25. In total, 3,493 staff quarters were electrified during 2024-25.

Cooperative Societies of various types are functioning on Indian Railways. These Cooperative Societies are either registered with either the Central Registrar of Cooperative Societies, 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 Societies. 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 52 Thrift and Credit Societies, 78 Railway Men's Consumer Cooperative Societies, 05 Labour Cooperative Societies and 01 Railwaymen's Housing Societies functioning in Indian Railways during 2024-25.

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 Adalats to examine & settle the grievances of pensioners. Every effort is made to settle these cases on the spot. A total number of 3,474 cases were taken up in the Pension Adalats held in the month of December, 2024.

Railway Minister's Welfare and Relief Fund

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

Railway Schools

Indian Railways runs and manages one (01) Degree College and sixty eight (68) Railways Schools. 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 needs of students residing in the vicinity of these schools.



Conduct the Examination in CBT Mode.



World Yoga Day Organized to educated all Importance of Yoga, RWF



89th All India Railway Athletic Championship Organised by MCF

The notable achievements of Indian Railways sports persons in the field of sports at International and National levels during 2024-25

I. At International Level

- Indian Railways Free Style Wrestler Shri Udit (NCR) won Silver Medal and women wrestler Ms. Anju (NWR) won Silver medal in the 2024 Senior Asian Free Style and women wrestling championship respectively, held at Bishkek (Kyrgyzstan) from 11th to 16th April, 2024.
- Indian Railways Boxers Ms. Anamika (ER) won Silver Medal and Shri Abhishek Yadav (SR) won Bronze Medal in the 2024 Elite Men and Women Elorda Cup International Boxing Tournament at Astana Kazakhstan from 13th to 18th May, 2024.
- Indian Railways Wrestler Shri Aman Sehrawat (NR), Hockey Player Shri Amit Rohidas, (ECoR) and Shooter Shri Swapnil Kusale (CR) contributed three medals in the XXXIII Summer Olympics held at Paris (France) from 26th July to 11th August, 2024.
- The Indian Railways Snooker player Shri Kamal Chawla (WCR) won Bronze Medal in the Asian 6 Red Snooker Championship held at Riyadh, Soudi Arabia from 26th June to 5th July, 2024.
- Indian Railways Cue Sports Players Shri Kamal Chawla (WCR) won Gold Medal and Shri Malkeet Singh (CR) won Bronze Medal in the IBSF World 6 Red Snooker Championship, 2024 held at Ullanbaatar (Mongolia) from 14th to 25th September, 2024.
- Indian Railways Table Tennis player Ms. Sutirtha Mukherjee (SER) won Bronze Medal in team event and Bronze medal in the Women Double Event of the Asian Table-Tennis Championship held at Astana (Kazakhstan) from 6th to 13th October, 2024.
- Indian Railways Shooting palyer Ms. Sonam Uttam Maskar (WR) won Silver Medal in the ISSF world Cup held at New Delhi from 13th to 17th October, 2024.
- The Indian Railways Badminton (Men & women) team won the USIC Championship (World Railway) held at Sechedonova, Poland from 1st to 5th October, 2024.
- Indian Railways Volleyball (Men) team won Gold Medal in USIC (World Railway) Volleyball Championship held at Schwerin (Germany) from 21st to 26th October, 2024.
- Indian Railway Hockey (Women) team won the Women's Asian champion trophy held at Rajgir (Bihar) from 11th to 20th November, 2024.
- Indian Railway Gymnastic player Ms. Pranati Nayak (CLW) won

Bronze Medal in Table Vault the FIF Apparatus world Cup, 2025 held at Antalya form 20th to 23rd March, 2025.

- Indian Railways Free Style Wrestler Shri Udit (NCR) won Silver Medal in Senior Asian Free Style Wrestling Championship, Greco Roman Wrestlers Shri Sunil Kumar (NWR) & Shri Nitesh (CR) in Asian Greco Roman wrestling Championship were won Bronze Medal and Women Wrestler Ms. Antim (WR) won Bronze Medal in the 2025 Asian Women Wrestling Championship held at Amman (Jordan) from 25th to 30th March, 2025.

II. At National Level

During 1st April, 2024 to 31st March, 2025, Indian Railways teams participated in total 55 National Championships. Out of which IR was 3rd Position in 05 Championships, Runners-up in 11 Championships and Winners in 24 Championships.

III. Following Railway players have been honored with National Sports Awards during 2024-25:-

S. No.	Name (Ms./Sh.)	Game	Award	Railway
(i)	Ms. Jyothi Yarraji	Athletics	Arjuna Award	SCR
(ii)	Ms. Annu Rani	Athletics	Arjuna Award	PLW
(iii)	Ms. Salima Tete	Hockey	Arjuna Award	SER
(iv)	Sh. Swapnil S. Kusale	Shooting	Arjuna Award	CR
(v)	Sh. Aman	Wrestling	Arjuna Award	NR



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, 2025, IR has a workforce of 12,28,992 employees out of which 98,956 are women employees. A wide range of women oriented welfare measures have been undertaken on Indian Railways, including regular conduct of Seminars, Camps and Training Programmes with specific financial assistance from Staff Benefit fund (SBF). A number of creches have been opened at workplace/offices for the children of employees. Changing Rooms, Tiffin Rooms and separate Rest Rooms have also been made available for women employees. SBF Committees reward meritorious women employees by giving Cash Award during celebration of International Women's Day at Headquarters as well as Divisions.

In addition, towards the welfare of female members 'Railway employees' families Handicraft Centres are operated to imparting vocational skills like stitching, weaving, beauty culture and making stationery items, etc. to help them get wider career opportunities or self-employment.

A specific outlay of ₹3.88 crore was earmarked for "Women Empowerment Activities" under SBF in the Budget for FY 2024-25, in addition to the residual amount of ₹9.19 crore already at the disposal of ZRs/PUs as on 01.04.2024.

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

‘Meri Saheli’ initiative was launched on 17.10.2020 with an 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, approx. 250 RPF teams are being deployed for this purpose covering approx. 500 trains on an average daily over the Indian Railways network. Meri Saheli 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 en-route are also informed well in advance about the movement of lady passengers travelling alone and are kept on high alert to respond to any situation without any loss of time. TABs are being provided to the team for quick response & ease of working. During 2024-25, on an average 13,000 such passengers were attended to daily. Feedback from the lady passengers is also taken to analyze the achievements & shortcomings of this initiative with an aim to improve it further.

Further, Drives are conducted against entry of male passengers into the compartments reserved for ladies.





Escalators and 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.

1. 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 Duronto Express trains for PwDs.

2. 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

S.No.	Category Of Persons Person with Disabilities (Divyangjan)	Percentage of Concession
1.	Orthopedically Handicapped Paraplegic persons who cannot travel without escort-for any purpose.	75% in 2nd, SL, 1st Class, 3AC, AC Chair Car.
2.	Persons with Intellectual Disability who cannot travel without an escort for any purpose.	50% in 1st AC and 2nd AC.
3.	Persons with Blindness travelling alone or with an escort - for any purpose, where "Blindness" means a condition where a person has any of the following conditions, after best correction - Total absence of sight; or Visual acuity less than 3/60 (or less than 10/200) by Snellen's chart in better eye with best possible corrections; or Limitation of field of vision subtending an angle of less than 10 degree in better eye. Equivalent to visual impairment of 90% and above.	25% in 3rd AC & AC Chair Car of Rajdhani/Shatabdi trains. 50% in MST* & QST**.
4.	Person with hearing and speech impairment totally (both afflictions together in the same person) travelling alone or with an escort - for any purpose.	One escort is also eligible for same element of concession.
		50% in 2nd, SL and 1st Class. 50% in MST* & QST**.
		One escort is also eligible for same element of concession

*Monthly Season Ticket

**Quarterly Season Ticket



Escalators Passenger Amenities

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 provided all possible help to them in boarding and de-boarding trains, met their emergent needs like Wheel Chairs, Strecher, Medical Help, provding ambulance, medicine etc. During the FY 2024-25, RPF provided assistance to 6,439 needy persons. In the period from April to September 2025 of the financial year 2025-26, assistance was extended to 5,789 individuals.
- Train Passengers (including Divyangjan) can seek assistance by making calls on Helpline Number 139 (integrated with Emergency Response Support System no. 112). They may also use Rail Madad Portal, Mobile App and Whatsapp no. 7982139139 for making complaints. 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 round the clock to receive and resolve security related complaints and other grievances of the passengers.
- CCTV Monitoring: In order to provide safe and secure journey to train passengers, surveillance is kept through CCTV cameras provided in coaches and at stations.
- 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'. Further, during the FY 2024-2025, 94,326 cases have been registered with the arrest of 95,298 persons and 60,242 cases were registered with arrest of 61,214 persons in FY 2025-26 (April - Sept. 2025) found travelling unauthorizedly in coaches reserved for Divyangjan.



Indian Railways Design Special Coaches to facilitate Person with Disabilities in Divyangjan Coach.

Special Coach Design

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 wide entrance 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. 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 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.

Amenities at Railway Stations

Ministry of Railways has launched Amrit Bharat Station scheme for 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, circulating areas, waiting halls, toilets, lift/escalators as necessary, platform surfacing and cover over platform, 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 schemes 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, etc. as per necessity phasing and feasibility and creation of city centre at the station in the long term.

So far, 1337 stations have been identified for development under this scheme. Development works at railway stations under amrit bharat station scheme have been taken up at a good pace. Up to 31.03.2025, works of 105 stations have been completed.

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.

Direct recruitment to various Group 'A' posts/ services in Indian Railways is done through the Union Public service Commission (UPSC). The provisions of the Rights of Persons with Disabilities (RPwD) Act, 2016, providing 4% reservation for Persons with Benchmark Disabilities (PwBD) in the categories/ sub categories that have been identified suitable for these posts/services, are duly complied with.



To Provide Safe & Secure journey to passanger surveillance is kept. through CCTV Cameras

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 areas, passengers and matters connected therewith.

RPF is empowered under the 'Railways Act, 1989' to deal with 29 offences related to alarm chain pulling, rooftop travelling, touting, ticketless travel, unauthorized entry into coaches earmarked for ladies, unauthorized vending, trespass etc. and under the 'Railway Property (Unlawful Possession) Act 1966' to deal with offences related to theft, dishonest misappropriation and unlawful possession of railway property. It is also empowered to conduct search, seizure and arrest under NDPS Act and impose fine under The Cigarettes and Other Tobacco Products Act, 2003.

Efforts made to strengthen Railway Security

(a) Round the clock security related assistance to passengers by RPF

- **Railway Helpline:** Train Passengers can seek assistance by making calls on Helpline Number 139 (integrated with Emergency Response Support System no. 112). They may also use Rail Madad Portal and Mobile App for making complaints. 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 related to security attended over Twitter and Helpline

Year	No. of complaints attended on Twitter	No. of complaints attended on Helpline No.
2024-25	49,322	3,47,452

(b) CCTV Monitoring:- In order to provide safe and secure journey to train passengers, surveillance is kept through CCTV cameras provided in 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.



CCTV Monitoring to provide security & facilitation by team RPF.

(c) Meri Saheli Initiative for Women Security:- 'Meri Saheli' initiative was launched on 17.10.2020 with an 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, approx. 250 RPF teams are being deployed for this purpose covering approx. 500 trains on an average daily over the Indian Railways network. Meri Saheli 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 en-route are also informed well in advance about the movement of lady passengers travelling alone and are kept on high alert to respond to any situation without any loss of time. TABs are being provided to the team for quick response & ease of working. During 2024-25, on an average 13,000 such passengers were attended to daily. Feedback from the lady passengers is also taken to analyze the achievements & shortcomings of this initiative with an aim to improve it further. Further, Drives are conducted against entry of male passengers into the compartments reserved for ladies.



RPF Personnel Providing Security to Passengers

Action taken against unauthorized passengers entering into carriage or other place reserved for females:

Year	No. of cases registered	No. of persons arrested
2024-25	96,536	98,941

(d) Operation “Nanhe Faristey” (Rescue of children): Ministry of Railways in collaboration with Ministry of Women and Child Development (MoWCD) issued Standard Operating Procedure (SOP) on 05/03/2015 for better care and protection of children in distress coming in contact with Railways. In order to include all the prevalent guidelines/provisions/instructions/directives etc. in the SOP, a ‘Revised SOP for the Railways’ has been issued on 25.10.2024.

RPF has played an important role in reuniting the children lost/separated due to several reasons from their family and rescued children in need of care & protection who came in contact with Indian Railways. In this regard, a massive and sustained Pan India Drive i.e. “Nanhe Faristey” has been launched on Indian Railways to rescue children in need of care and protection found in trains/railway stations which is showing remarkable results. These children may be a prospective victim of Human Trafficking if not rescued in time.

Details of children in need of care and protection rescued by RPF:-

Year	No. of children rescued by RPF
2024-25	15,781

(e) 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” a Pan India Drive in coordination with other stakeholders.

To have an effective mechanism to avert endeavors of the Human traffickers, a circular was issued in 2022, through which Anti Human



Making Rail Travel Secure



Operation Satark

Trafficking Units of RPF are made 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 assisting in rescue of victims of trafficking.

Further, to strengthen its effort, 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 & Railwaymen, raid & rescue of victim of Human Trafficking 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 by RPF					No. of traffickers arrested by RPF
	Juvenile		Adult		Total	
	Boys	Girls	Male	Female		
2024-25	996	68	42	8	1,114	348

- (f) **Operation “Jeevan Raksha”**:- Life of several 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 slipped/fell with the risk of coming under the wheels of train or tried to commit suicide deliberately by coming in front of a running train.

Year	Saving life on railways	
	Male	Female
2024-25	2,455	1,078

- (g) **Operation “Matrishakti”**:- RPF personnel, especially ladies RPF personnel, who are currently 9% (highest among uniform forces) of the total strength of RPF, go out of their 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 Railway Premises
2024-25	119	62



RPF Personnel help to Women under the Operation Matra Shakti

- (h) **Operation “Amanat”**:- RPF personnel help 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 luggage left behind by passengers’ and handed them over to the right person under Operation Amanat.

Year	No. of cases of retrieval of left behind luggage of passengers and its return	Value of recovered property (₹ in crore)
2024-25	3,02,824	73.43

(i) 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).



Meri Saheli Initiative for Women Security

Action against touts procuring and selling railway tickets illegally:

Year	No. of cases registered	No. of persons arrested	No. of Future journey ticket seized	Value of Future journey ticket seized (₹ in crore)	No. of IRCTC user IDs blocked
2024-25	5,387	5,937	20,700	4.33	35,954

Similarly in an endeavor to enhance the feeling of security to the travelling passengers, action is taken against towel spreaders preventing entry of authorized passengers and unauthorized entry into compartment reserved for physically challenged persons under Operation Uplabdh.

Action against persons unauthorizedly resisting entry of authorized passengers:

Year	Cases registered	Persons arrested	Amount of fine released (in ₹)
2024-25	39,429	39,486	74,08,635

Action against persons unauthorizedly occupying coaches reserved for passengers with disabilities:

Year	No. of cases registered	No. of persons arrested	Amount of fine released (₹ in crore)
2024-25	94,212	95,165	1.10

(j) 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’.

Year	No. of cases registered	Value of Property recovered (₹ in crore)	No. of persons arrested
2024-25	5,162	6.75	9,244

(k) Operation “NARCOS”:- Narcotics not only destroy the health of the youth, but they also damage the economy and wellbeing of the nation. RPF has been empowered to conduct search, seizure, and arrest under NDPS Act in 2019. In order to give focused attention to drive against smuggling of Narcotics through rail, RPF has launched “Operation NARCOS” and arrested criminals who were handed over to empowered agencies for further legal action.



RPF Launched Operation “NARCOS”

Recovery of NDPS Act

Year	No. of cases detected	Value of NDPS recovered (₹ in crore)	No. of persons arrested
2024-25	1,667	60.50	1,290

(l) Operation “Satark”:- Transportation of contraband 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/assists 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 crore)	Persons arrested	Cases detected	Value (₹ in crore)	Persons arrested	Cases detected	Value(₹ in crore)	Persons arrested
2024-25	100	6.52	55	2,551	3.21	1,735	92	40.44	64

(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		No. of persons arrested
	Fauna	Flora	
2024-25	43	22	25

(n) Train escorting

- RPF also escorts trains in addition to the trains being escorted by GRP. Presently, on an average, RPF is escorting 1,800 trains in vulnerable sections daily.
- Zonal Railways are deploying proper combined strength of male & female RPF/RPSF personnel in train escort parties, to the extent possible to address the concern of women.
- 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 Indian 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 mainly 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 the 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 2024-25, a total of 11,338 preventive checks were conducted throughout the Railways.
- ❖ In 2024-25, 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, 2024.

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 28th October and 03rd November in the year 2024.
- **Counseling:** As many as 246 Workshops/Seminars/interactive sessions were conducted on topical issues by Vigilance in 2024, 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, 2024 to March, 2025 is given below:

Vigilance investigated cases	2024-25
Number of officials against whom disciplinary proceedings were initiated.	3,320
Number of officials against whom disciplinary proceedings resulted in imposition of major penalty.	1,060
Number of officials against whom disciplinary proceedings resulted in imposition of minor penalty.	2,201



Promoting Hindi

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, 2025, the total number of notified Railway Offices is 3,707. 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. In the year 2024-25 a total number of 27 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.

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

Grih-Patrika 'Rail Rajbhasha' in Hindi is also published by Railway Board Office. Till March, 2025, 140 editions of the patrika have been published and circulated to all the Railway offices.

Other Activities

In order to promote usage of Hindi in Railway Offices, 281 Codes/Manual and 6,498 Station-Working Rules have been published bilingually. Besides this, 22,864 Local, Statutory and Standard Forms are 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 939 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 usage of Hindi, total 1,007 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 are 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 have been constituted under the Chairmanship of Hon'ble Minister of Railways, whose main objective is to give valuable suggestions to promote the usage 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, Maithilisharan 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.

On the occasion of the meeting of Railway Board Official Language Implementation Committee held on 20th March, 2025, Kamlapati Tripathi Rajbhasha Gold Medal, Rail Mantri Rajbhasha Silver Medal and Rail Mantri Rajbhasha Shield/Trophy and Running Shield were awarded to the officers by the Hon'ble Chairman & Chief Executive Officer, Railway Board.

All Indian Railway Hindi Essay, Hindi Elocution and Hindi Noting and Drafting competitions were successfully organized at Zonal Railway Training Institute, Bhusawal from 18th to 22nd June, 2024

Principal Executive Director, Industrial Relations, Executive Director, Establishment (Labour Laws) and Director, Official Language participated in the Hindi Diwas Celebration -2024 and Fourth All India Official Language Conference organized by the Department of Official Language, Ministry of Home Affairs at 'Bharat Mandapam', New Delhi on 14th-15th September, 2024, in which the Ministry of Railways was awarded the third prize of "Rajbhasha Kirti Puraskar" for the best implementation of Official Language Policy during the year 2023-24.

HINDI PAKHWADA was organized in the Ministry of Railways from 14th to 27th September, 2024 to promote the use of the official language. It was started by participating in the Fourth All India Official Language Conference, Bharat Mandapam, New Delhi on 14th and 15th September, 2024. Thereafter, Hindi essay competition, Hindi elocution competition, Hindi noting and drafting competition, Kavyakshari competition, Rajbhasha Seminar and Sangeet Sandhya were organized.



Suraimanpur Railway Station

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, 12 Railway infrastructure projects (08 New Line and 04 Doubling), of total length of 777 km length costing ₹69,342 crore, falling fully/partly in North Eastern Region are sanctioned.

Present status of these projects is as under:-

New Lines

S. No.	Name of Project	Length	Anticipated Cost	Expenditure upto 31.03.2025	Outlay 2025-26	(₹ in crore) Status
1	Bairabi-Sairang	51 km	8,601	7,781	400	The project has been commissioned and inaugurated on 13.09.2025.
2	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).
3	Dimapur (Dhansiri) - Kohima (Zubza)	82 km	6,663	4,483	1,674	32 km section has been commissioned and work has been taken up in remaining length.
4	Jiribam-Imphal	111 km	22,275	15,226	1,405	55 km section has been commissioned and work has been taken up in remaining length.
5	Sivok-Rangpo	44 km	11,973	8,358	2,940	Work has been taken up on this project.
6	Teteliya-Byrnihat	22 km	1,248	1,215	114	Teteliya-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.
7	Murkongselek-Pasighat	27 km	1,265	709	92	Work has been taken up on this project.
8	Maishashan (India) - Zero Point (Bangladesh)	3 km	39	36	5	The project has been sanctioned in 2020-21. Work has been taken up.



MCF Overview



Mannargudi Railway Station

Doubling

S. No.	Name of Project	Length	Anti-cipated Cost	Expenditure upto 31.03.2025	Outlay 2025-26	(₹ in crore) Status
1	New Bongaigaon-Kamakhya via Goalpara	176 km	4,961	3,575	435	165 km Section has been completed. Work has been taken up in remaining portion.
2	3rd line between Kamakhya-Guwahati	6 km	395	4	23	The project has been sanctioned on in place of Kamakhya-New Guwahati Quadrupling.
3	Saraighat Bridge (doubling)	7 km	1,474	1	329	The work has been included in Budget 2017-18 subject to requisite approvals.
4	Lumding – Furkating Section	140 km	2,124	17	492	The work has been included in Budget 2019-20 subject to requisite approvals.

Passenger Service Improvement

06 New train (single) services were introduced and 04 trains (single) services were extended serving the NE region, during the year 2024-25. In addition, frequencies of 04 trains (single) services, serving the NE region, were increased.

Computerised Passenger Reservation System

The facility of computerized Passenger Reservation system (PRS) is available at about 231 locations in the North Eastern Region (NFR Zone). All State Capital 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 2024-2025 (from 01.04.2024 to 31.03.2025), 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. Followers' base of social media handles of Indian Railways is around 9.25 million on Twitter, around 2.5 million on Facebook, around 6 lakh subscribers of YouTube Channel and around 1.1million followers on Instagram. Ministry of Railways is one of the best performing Ministries under Govt. of India. A common man (rail user or otherwise) can easily file rail related grievances on Twitter 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 broadcasted through YouTube Live, thus, enabling the public at large to get information on real time basis. Reach of such posts sometimes crosses more than 10 lakh.

During Financial Year 2024-2025 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, Fit India Campaign, Awareness Campaign for celebration of Constitution Day, activities. About 27,427 press releases were issued; 990 press conferences were organized; 5,592 publicity brochures were brought out. About 2,877 Radio/TV Spots were produced and broadcasted/telecasted by the Indian Railways on different Radio/TV channels. About 175 press party tours were conducted by the Railways

as well as PR Directorate of Railway Board 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 67 exhibitions across the country.

The Ministry of Railways has been publishing 'Indian Railways' (English) since 1956 and 'Bhartiya Rail' (Hindi) since 1960. These magazines highlight the continuous growth, achievements, and key developments of Indian Railways. The annual editions feature articles written by the Chairman and Chief Executive Officer of the Railway Board, other Board Members, heads of all Zonal Railways, Production Units, and various railway-related institutions.

Online subscription facilities are available for both magazines. Their e-magazines are also accessible on the IRCTC platform. PDF versions of all issues from 2019 onwards are available on the official website of Indian Railways.

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	rites	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.



Rail India Technical and Economic Services Limited (RITES)

RITES Limited, a Navratna Central Public Sector Enterprise under the Ministry of Railways, incorporated on April 26, 1974, is a multidisciplinary engineering and consultancy organization, providing a comprehensive range of services from concept to commissioning in all facets of transport infrastructure and related technologies.

RITES is a leading player in the transport consultancy and engineering sector in India and uniquely placed in terms of diversification of services and geographical reach in various sectors such as railways, highways, metros, airports, ports, ropeways, institutional buildings, bridges, tunnels, urban engineering, sustainability & green mobility, inland waterways, and renewable energy. The company is an export arm of Indian Railways for providing rolling stock. RITES' success story spans over 5 decades covering more than 55 countries across Asia, Africa, Latin America, and Middle East regions.

Strong Performance

In FY 2024–25, RITES continued to strengthen its position as a leading transport infrastructure consultancy and engineering company, delivering sustained financial performance and securing multi-sectoral projects in India and abroad.

In the year that went by, the company achieved a consolidated revenue of ₹2,324 crore against ₹2,539 crore in FY 2024. The operating revenue, excluding other income, stood at ₹2,218 crore against ₹2,453 crore in FY 2024. This decline, primarily due to reduced contributions from the two high-margin business segments - Quality Assurance and Export, impacted overall profitability. Profit before Tax stood at ₹565 crore as against ₹670 crore in FY 2024, while Profit after Tax was ₹424 crore, compared to ₹495 crore in FY 2024.

Project Consultancy emerged as a powerhouse, recording the revenue of ₹1,241 crore, while the Turnkey and Leasing verticals notched up revenue of ₹797 crore and ₹150 crore, respectively.

Select Projects Executed

Reaffirming RITES' unique strength in offering end-to-end expertise across nearly all domains of infrastructure consultancy, several key projects were completed this year:

- Final Location Survey (FLS) using Modern Survey Technologies for new broad-gauge line from Rangpo to Gangtok in Sikkim
- Establishment and maintenance of Continuously Operating Reference Station (CORS) network for Mumbai-Ahmedabad high speed corridor
- Feasibility study for developing direct rail connectivity via line no. 5 & 6 of Jakhapura railway station to steel plant

- Detailed project report (DPR) in connection with development of 3rd silo loading arrangement at Lalmatia loading yard at power plant
- Project Management Consultancy (PMC) for freight maintenance facility works at Sarla station
- PMC for railways siding work at Etah for power plant, connecting Awagarh station and Shivala Tehu station
- PMC for railway siding work with electrification at power plant in Khurja, U.P.
- PMC for railway siding project at Naya Raipur for oil refinery
- Design Consultancy and Technical Audit of bridges for the Udhampur-Srinagar-Baramulla Rail Link (USBRL)
- Construction Supervision of Tshesebe– Masunga Road Project in Botswana and Ogle-Eccles Phase-I road project in Guyana
- Consultancy for Gwalior Airport
- Consultancy of Kalighat Skywalk, Kolkata
- Feasible design of infrastructure to develop Duliajan as Mini Smart City
- Feasibility Reports for shipbuilding facilities near Dugarajapatnam and Paradip Ports
- DPR and GT investigations for tunnels along the Dungarpur-Ratlam stretch
- Transaction advisory for monetisation of road assets of around ₹24,300 crore for NHAI



Jaynagar Bardibas Rail Link Project, IRCON

Tech-First Approach

RITES is shaping the future of infrastructure with bold ambition and measured execution. The VISTAR (Visual Inspection System Through AI for Rails) initiative developed by RITES and deployed at SAIL–Bhilai Steel Plant is an AI-powered rail inspection system capturing 7,800 images per 130m rail using 6 industrial cameras–piloted with SAIL Bhilai. In addition to this, RITES has increased the use of Building Information Modelling (BIM), and digital mobility solutions to enhance project delivery.

Awards

- Excellence in station design and development for Ayodhya Dham Junction at ET Rail Show
- ICAI ‘Gold’ Award for Excellence in financial reporting
- SAFA ‘Certificate of Merit’ for Best Presented Annual Report
- Innovation in rail electrification for green railways (REMC Ltd) at ET Rail Show
- ‘India Climate Samman Award 2025’ in India Net Zero Leadership category (REMC Ltd)



IRCON, headquarters

- Excellence in Hindi Implementation by Town Official Language Implementation Committee (TOLIC)- Gurugram

IRCON International Limited (IRCON)

Ircon International Limited (IRCON), a “Navratna” Public Sector Enterprise, 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 49 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 49 years of its operations. It has so far completed 405 infrastructure projects in India and 130 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.

As close neighbours with common land boundaries, India shares a unique relationship of friendship and cooperation with Nepal and Bangladesh. Taking the bilateral relationship to new heights, IRCON is executing Rail connectivity projects to Nepal and Bangladesh. These projects are New Broad-Gauge Railway Line between Jogbani, India and Biratnagar, Nepal & Jayanagar, India and Bardiba, Nepal) besides the work of design and construction of Akhaura (Bangladesh) –Agartala (India) rail link.



Tunnel work at Sivok Rangpo, IRCON

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.

Achievements of IRCON in FY 2024-25

- In FY 2024-25, IRCON has successfully completed following Projects
 - Dedicated Freight Corridor Project (Vaitarna-Sachin Section of Western Dedicated Freight Corridor Phase-2), Civil, Building and Track Works, Package-CTP 12 in the state of Maharashtra & Gujarat, Route Length-186 Km, NTC Track Laying-386 TKM - ₹3,500 crore.
 - Up gradation of Railway Line from Maho to Omanthai Under Indian Line of Credit, Track Rehabilitation and Ancillary Works, Sri Lanka- ₹637.22 crore.
 - In Kiul Gaya Doubling Project, in FY 2024-25 Waris Aliganj-Nawada section (19.5 Km) commissioned on 02.07.2024 and Nawada- Tilaiyya section (17 Km) commissioned on 05.02.2025, with this Kiul Gaya Doubling Project (122.80 Km) has been successfully commissioned.
 - Replacement of Mechanical Signalling by EI at 20 stations of Moradabad Division of Northern Railway- ₹241.34 crore.
 - Railway Track (In-Plant) Package No. 50) for 3.0 MTPA integrated steel plant at Nagarnar- ₹52.95 crore.
- In FY 2024-25, IRCON has secured projects worth ₹2,592.41 crore.



Coal Transport

Some of the achievements in ongoing projects of IRCON in FY 2024-25 are as follows:-

1. In connection with Mahanadi Coal Railway Limited, Phase-I (Angul-Balaram section-14 Km) project, the S&T work at Balaram yard has been commissioned on 07.09.2024 and handed over to East Coast Railway for operation.
2. In Railway Electrification Projects, IRCON has successfully completed 869 RKM/1,060 TKM including 10 Traction Sub-stations along with 132 KV Transmission line spanning 97 Km.
3. In Katni-Singrauli Doubling Project, Vijaysota – Beohari section (30 Km) successfully commissioned on 22.04.2024 and Joba-Marwasgram section (8 Km) successfully commissioned on 07.10.2024.
4. In Katni Grade Separator Bypass Project, trial run on Katni UP Grade Separator between New Katangi Khurd Station to New Majhgawan Phatak (16 Km) successfully conducted on 31.03.2025.
5. In Akhaura-Agartala Rail Link Project, Nischintpur Yard-Agartala section (4 Km) new line successfully commissioned on 04.06.2024. With this commissioning entire Indian portion of 5.50 Km trans Bangladesh connectivity had been completed. Integration of newly developed Nischintpur Yard near Agartala Station in to the Indian Railway Network successfully completed on 24.03.2025.

6. In USBRL Project, Basindadhar-Sangaldan section (17 Km) new line successfully commissioned on 27.06.2024. With this commissioning entire scope of IRCON in USBRL New Line project has been commissioned.
7. In Coal Rail Connectivity Project, Jharkhand, Khurhagoda-Katkamsandi section (2.6 Km) new line successfully commissioned on 25.03.2025
8. In Bhoj Morbe Expressway Project Package-XVII of Vadodara Mumbai Expressway (VME) Project breakthrough of the LHS Tube of the 4.16 Km long twin-tube tunnel proposed in the project achieved successfully. This achievement, completed in just 485 days, marks the fastest tunnel breakthrough within the VME Projects.
9. In Mumbai Ahmedabad High Speed Rail, Package MAHSR C-7 08 number Viaduct crossing approx. 18.20 Km of total Via Duct's length (One third of total) has been successfully completed.

Awards & Accolades (2024-25)

IRCON has been awarded several prestigious awards. Some of the significant awards and accolades won during the year 2024-25 are mentioned below:-

- 15th CIDC Viswakarma Award 2024 for Mokama Rail Bridge Project for Category Construction Health, Safety & Environment
- Dun & Bradstreet award for 'Contract & Construction and Tech. Consultancy Services (Central PSU)' Category.
- 239th rank in the list of Top 250 International Contractors published by ENR Survey 2025.
- 235th rank in the list of Top 250 Global Contractors published by ENR Survey 2025.

Financial Performance

In the year 2024-25, the Company has registered total income of ₹11,131 crore. The Profit before tax achieved by the company is ₹939 crore and the Profit after Tax is ₹728 crore. The Net Worth of the company is ₹6,300 crore.

Centre for Railway Information Systems (CRIS)

The Centre for Railway Information Systems (CRIS), established in 1986 under the Ministry of Railways, serves as the dedicated IT arm of Indian Railways. Headquarter in New Delhi, with regional offices in major cities across the country. CRIS is responsible for developing, operating, and maintaining a wide range of IT solutions that drive efficiency and innovation in railway operations.

CRIS plays a pivotal role in modernizing and streamlining railway processes through technology. Its expertise spans software solutions for business development, operations, fixed and rolling infrastructure, and core backbone systems, along with providing robust support and maintenance. The organization also focuses on the continuous enhancement of IT



Centre for Railway Information Systems (CRIS)

infrastructure, leveraging emerging technologies such as mobile applications, cloud computing, artificial intelligence, machine learning, and the Internet of Things (IoT) to improve service delivery and operational performance.

As the custodian of vast volumes of operational data, CRIS ensures data-driven decision-making and seamless integration of IT systems across railway divisions and stakeholders, thereby enabling smooth communication and coordination across the national railway network. Outlined below are some of the key achievements and highlights of CRIS in support of Indian Railways for the period April, 2024 to March, 2025.



Singalling Maintenance management System by CRIS

1. Business Development

Modernization of Concert Phase-1 (MOC1) - Modernization of Concert Phase-1 (MOC1) - Passenger Reservation System - Modernisation of CONCERT, MIS on RDBMS and open platform enablement - For 1A: Work of MIS on RDBMS project is completed. Roll out of PRATIG, PRIMES, PRABAL applications was done. All reporting work of PRS related to accounting and DW is done through MIS on RDBMS project. For 1B: PILOT launch of charting UI done at Chennai, Secunderabad, Mumbai and Delhi at total 13 locations 54 terminals. Charting backend Development completed as per AS-IS PRS functionality. Finalization of Technology selection and architecture finalization for Phase-2 & Formulation of Migration strategy. Functional specifications shared with Northern Railway in Mar'2018. Testing utilities have been developed by client, Fare, charting and allocation module. Automation Testing tool implementation is in progress.

Passenger Reservation System (PRS) Modernisation (Phase-II) (MOC2) - The GUI-based Booking Application was launched at 1,260 booking locations across India, covering 1,623 terminals. The development of additional modules, including Fare, Accounting, Foreign Tourist, VIKALP, and the Business Layer for Booking and Supervisory functionalities based on microservices architecture, is in the final stages of completion.

Super Mobile App for Indian Railway (RailOne) (SPAP) - A one-stop solution for all public-facing applications of Indian Railways. It provides services through a single platform with single sign-on access, removing the need to remember multiple credentials.

Unreserved Ticketing System (16 Zones) (UT01):- The UTS project delivered sweeping upgrades in unreserved ticketing across 16 zones, enhancing passenger convenience and financial accuracy. UTS introduced booking on ePass/ePTO, refund status checks, while ATVMs gained faster booking features and improved integrations. Customer care modules, new MUTS terminals, and streamlined parking at Howrah further boosted efficiency. In parallel, the UM01 project advanced inclusivity with a "Transgender" category, Divyangjan concessions, and expanded QR, and R-wallet payments. Biometric logins, route-based ticketing, and higher ATVM recharge limits reinforced accessibility, digital adoption, and operational reliability across Indian Railways.

Complaint Management System (COMS):- The COMS achieved a key milestone with the successful deployment of a voice call recording module,



CMS-Crew Management Systems (CRIS)

enabling live feedback collection from passengers. This enhancement strengthened the Railways' ability to monitor passenger satisfaction, streamline grievance management, and ensure timely responses, reflecting a commitment to improved customer service and operational transparency. Integration with: IRCTC On-Board Catering Staff (OBCS), Previous and Next Watering points integration with CMM, HHT device module for display of registered complaints for the train and to allow TTEs to submit action taken remarks, Bhashini APIs for multilingual support, Super App. had been done.

Freight Operation and Maintenance (FOAM):- The FOIS delivered major breakthroughs in freight management, logistics, and digital integration. FOIS streamlined operations by implementing Railway Board guidelines on parcel loading in BCN, military traffic receipts, and automobile indents, while introducing the Direct Indenting System for imported coal. Key station definitions were updated, and the VP Train Indents Booking module within the Virtual Aggregation Platform was rolled out. FOIS achieved parallel progress by incorporating 58 Rate Circulars, designing the Rake Allotment System for Bangladesh traffic, and enabling liberalized rebate schemes, zero-value receipts for private wagons, and e-RD modules. Expanded integration with EIMWB, COA, RailMadad, GSTN/NIC, and MDMS Station Master data improved automation and transparency.

Roll Out of Parcel Management Systems (RPMS):- The Rollout of Parcel Management Systems (RPMS) achieved key milestones across major stations, boosting digital and operational efficiency. UTS-QR devices were deployed to divisions, while new APIs and UI/UX upgrades integrated parcel services into the Freight Business Portal with discount provisions. Integration with IPAS and IREPS enabled automated Statement 6B generation and improved lease holder transparency. System upgrades addressed e-TR bugs, digital refunds, and enhanced MIS reports.

Proliferation of Computerized TTE Lobbies over IR (PTTL):- The Proliferation of TTE Lobbies project achieved 80% physical completion across Indian Railways. Financially, out of the total sanctioned cost of ₹16.05 crore, ₹ 3.33 crore had been received, with an expenditure of ₹1.58 crore till February, 2025. Operational and maintenance activities for the TTE Lobby project were efficiently managed, with ₹55 lakh spent during 2024-25, reflecting steady progress in modernizing passenger service facilities and enhancing operational efficiency across the network.

Computerization of Refund Coaching over all Indian railways (CRCR):- The application covers the functional requirement of all the stages of Refund cases. The application also provides various MIS reports and a facility to check Case status. Key Activities (2024-25) Implementation of One Day Refund, Automation and end-to-end digitization of refund process to enable immediate processing and approval of refunds for the applications filed through TDR process in reserved e-tickets. Initially the process took more 50 days by Zonal refund Offices to process refund was reduced to 1-2 days by implementation of new Module of One day refund.

Centralised Payment System (CPS):- The Centralized Payment System (CPS) is designed to enable seamless digital transactions across all services of the Indian Railways RailOne APP. By integrating SBI's orchestrator-based payment gateway, CPS will support various transaction types including Reserved Ticketing, Unreserved Ticketing, Parcel, and R-Wallet Recharge. It will serve as a unified payment platform for all customer-facing railway applications, offering scalable infrastructure, robust refund mechanisms, and API-based integration for efficient deployment across services.



Complaint Management System by CRIS

2. Operation, Safety & Security

Control Office Application (COA):- The Control Office Application (COA) strengthened its role as the backbone of computerized train control, with 6.1 lakh daily train events updated and over 9,600 active locomotives and MotorCabs feeding real-time data on daily basis through GPS-enabled devices of REMMLLOT/RTIS as of March 2025. Integrations via Enterprise Service Bus rose from 261 to 420 (Upto March 2025), streamlining information exchange across railway applications. Key advancements included loco attachment validation, block-section GMT data, freight BPC integration, load forecasting, and Phase-1 ROMF forecast services. Functional upgrades enabled Vande Bharat motor cab data, traffic advice cancellations, crew swaps, and hover-based BPC details, while CMS, FOIS, and MDMS integrations enhanced operational oversight. Together, these improvements empowered controllers with seamless real-time decision-making and strengthened precision in train management nationwide.

Integrated Coaching Management Systems (COIS):- The ICMS demonstrated stable performance while progressing significantly in asset modernization. GMT calculation for train services was successfully integrated with COA, and extensive linkages with TMS, SMMS, RSMS, FMM, TDMS, CMM, SLAM, and MDMS enabled real-time asset failure marking, validation, and seamless data sharing across locomotives, coaches, wagons, and stations. A key milestone was achieved in December 2024 with the development of the Train Demand module, in line with Railway Board directives. This module empowered PRIMES to raise train trip demands, facilitated review at CPTM offices, and allowed the Railway Board to approve or reject requests. Rolled out in early 2025, the module streamlined workflows, reinforced data-driven decision-making, and enhanced efficiency and reliability in coaching operations.

Route Optimisation modelling using Operation Research Tools (ROMF):- Route Optimisation Tool (Manual Model) with various interfaces and functionalities developed and deployed at CRIS cloud and controllers from DHN, DDU, PRYJ and BPL were invited at CRIS HQ for training of tool as well capturing the feedbacks and reviewing the functionalities..

National Train Enquiry System (NTES):- The Coach Position feature was made available under the Live Stations option on the NTES website. Integration between the ICMS and NTES applications was completed, enabling near real-time platform nominations from ICMS/SATSaNG for PTT stoppage stations. Additionally, enhancements were introduced in the train



Track Management System

diversion module to provide passengers with more detailed information on diverted trains.

Real-Time Train Information System (RTIS):- The Real-Time Train Information System (RTIS) transformed train control by automating nearly 75% control charting for coaching trains & about 53% overall control charting through 10400 installed devices across electric locos, EMUs, MEMUs, and VB trains. Phase-2 rollouts (including additional 1800 devices sanctioned by Board), RDSO-approved fitment schemes and installations/integration across 62 loco sheds & 8 PU/EMU-MEMU sheds marked major milestones.

Crew Management System (CMS):- The CMS saw major enhancements, streamlining crew operations and reporting across Indian Railways. Key achievements included new dashboards, MDMS integration, improved duty hour tracking, and crew rest management. The CHALAKDAL app was upgraded with image capture, speech-to-text reporting, and real-time loco/BPC updates. MIS reports enabled division-level analysis, while new modules captured CTO/CMO details and crew utilization metrics.

3. Fixed Infra

Track Management System on Indian Railways (ITMS):- The 'TMS-Nirikshan' mobile app was developed and launched across all 69 divisions for Track Inspectors, streamlining track asset inspections based on geo-location. Available on both Android and iOS platforms, it integrates with the TMS system and currently includes four key track assets: Point & Crossing, Level Crossing, Curves, and LWR.

Track Machines Maintenance and Management System (TMMMS) on PAN India (TMMS):- The Track Machine Management System (TMMS) is a web application designed for the management of all track machines across Indian Railways. Recently, it was launched by Member (Infra), Railway Board on PAN India basis for all machines working under Engineering department.

Bridge Management System on PAN India (IBMS):- The Monsoon Booklet preparation process had been digitized and the Monsoon Booklet was generated through the Application. A module was also developed for the technical inspection of bridges.

Tunnel Maintenance & Management System (TUMS):- Tunnel Maintenance & Management System (TUMS), a new web-application has been developed to digitize & consolidate tunnel master & inspection data at a single centralized repository along with drawings for better planning & management. Salient features include tunnel master, pre-monsoon & post-monsoon inspections as per schedule laid in IRBM along with their review workflow upto HQ. Moreover, this application is seamlessly integrated with BMS application without need of separate login to access TUMS.

Implementation of Signalling Maintenance Management Systems Rollout on PAN IR (SM2S):- The SM2S project reached full-scale

implementation across Indian Railways, marking a milestone in digital signalling maintenance. Jammu Division was added to SMMS, and divisions managed daily upkeep of 1 lakh assets with codal life modules for advanced equipment. The system scaled to 3.5 lakh daily records, digitizing 33 lakh assets, and recorded 1 lakh entries in a single week. Support reached 18,000 users through 24x7 CRIS assistance. Key integrations with HRMS and RDPMS, new MIS and committee modules, and asset additions like MSDAC ACM200, EI HIMA, and KAVACH schedules strengthened efficiency, reliability, and digital transformation in signalling.

Traction Distribution Management System PAN India (IRTD):-

The TDMS project progressed with focused capacity-building initiatives. New Development viz Integrated Block module, Alert Dashboards and Comprehensive training sessions were conducted for Railway end users, equipping them with the knowledge and skills required to efficiently operate and manage the Traction Distribution Management System across Indian Railways. This foundational training laid the groundwork for the PAN-India rollout of TDMS, ensuring consistent operational readiness and effective system utilization across zones.

Indian Railways Native IOT based Yield Analysis Telemetry, Recording and Control (IR-NIYANTRAC) project (INYT):- IR-NIYANTRAC project has been developed to capture Energy Data automatically from smart devices (IoT devices) connected with various Electrical assets and its energy monitoring. The integration of assets viz. Pumps, Escalator, Lift, 30-70 Station lighting, Street Light and sub metering of feeders is going on. New Development of dashboards, capturing new parameters of assets and comprehensive training were conducted for Railway end users.

Land Management Information System on Indian Railways (Phase-I) (Rail Bhoomi Crossing Seva) (LAMS):- A Centralized IT Application will help Railway officials in accessing land related information anywhere anytime in a transparent manner. It is used to capture and take MIS reports related to Land Holding & Usage, Vacant land parcel, encroachment, lease licensing and track crossing approval, periodic inspection, state wise area and mutation details.

4. Rolling Infra

Maintenance Module for Coaching (CDMM):- The Coaching Maintenance Module (CMM) Phase-I was successfully rolled out, transforming depot operations with stronger monitoring and reporting tools. Key achievements included capturing depot infrastructure, fuelling station data, water sensors, and OBHS/pantry tracking, along with comprehensive reports on safety, pit occupancy, coil spring failures, and rake maintenance. Functional upgrades enabled NMG coach renumbering, Vande Bharat rake unification, wheel profiling, bio-toilet testing, and BPC generation, with seamless integration to FOIS, WISE, and Railcare. With 98.5–100%



Freight Maintenance Management



Indian Railways Projects Sanctions & Management

uptime and over 2,500 man-hours of training, CMM delivered dashboards, QR-based fire extinguisher tracking, automated crew placement, and OBHS staff blacklisting, driving transparency, compliance, and efficiency in maintenance operations.

Freight Maintenance Management Roll Out (FMMR):- The FMM module achieved strong adoption, with monthly BPC generation surpassing 11,000 and a cumulative total of more than 1.3 lakh BPCs across 250+ freight yards. Technical upgrades introduced four-level defect codification aligned with CAMTECH, actionable defect handling, and enhanced Wagon RSC. Additional improvements included wagon production order placement from RB to Railway and Non-Railway firms, as well as wagon production through four stages using RDSO and Line Master forms. FMM resolved critical issues related to wagon count, loco integration, and outturn targets, while introducing new features such as condemnation visibility, revised outturn functionality, and Unusual RCA for root cause analysis. With 12,500 trainee hours of user training completed, the system further enhanced efficiency, real-time monitoring, and reliability. Depot Line Management, single-screen wagon examination, detailed depot profiling, and M&P modules for breakdown and inspection were deployed in production.

Automated Wagon Track and Trace System Using RFID (RFID):- In RFID, this year has been about expanding both scale and functionality. We started with the tender for tagging 2.5 lakh rolling stock and gradually strengthened the system by linking loco, coach, station and wagon masters with MDMS. Along the way, useful modules like alerts, timelines, reports were rolled out. To make the system more reliable, 100% wagon number validation was introduced, and mainline site and track layer modules in RFID Fixed Reader were implemented. We also worked on integrating rake details from multiple BPCs and introduced a dispatch components module. On the technology side, the RFID platform was upgraded to the latest versions of Ionic and Angular, making it more stable and scalable for future requirements. Tagging of 2,21,998 wagons and 32,578 coaches, supported by the commissioning of 23 fixed reader sites and the deployment of a Tag Distribution Module with training for railway consignees.

Decision support system for Electric Loco maintenance and operational management (SLAM):- SLAM Application – Key Advancements in Electric Locomotive Maintenance & Operations - RDSO Module: Streamlined the process of issuing maintenance instructions and modification sheets, ensuring better communication and standardization. PU Module: Enabled updates to locomotive details and facilitated the introduction of new locomotive types (e.g., EF12K), supporting modernization and flexibility. Shed Modules: Integrated with HRMS for improved workforce management and introduced mobile access via the ykdkfe= app, enabling real-time updates and field accessibility. POH Integration: Optimized periodic overhaul processes including loco scheduling, inventory management, and certification, driving higher efficiency. Advanced Dashboards: Delivered

powerful tools for failure analysis, punctuality tracking, Kavach system monitoring, and MTBF (Mean Time Between Failures) evaluation. These are further strengthened through RMS (Remote Monitoring System) and health data integration for data-driven decision-making. Security & Training: Implemented robust security upgrades and validation checks, alongside extensive staff and official training, ensuring smooth adoption, compliance, and operational excellence.



Real-Time Train Information System (RTIS)

5. Capacity Expansion and Development

Indian Railways Projects Sanctions & Management (IRPSM):- The IRPSM application is used for Projects Sanctioning and its management thereafter. This also includes progress monitoring of sanctioned projects/works. The PAMS (Passenger Amenities Management System) was enhanced to facilitate Divyangjan Facilities monitoring on each Stations. The integration was done with NIP (National Infrastructure Pipeline) portal for seamless monitoring of works costing more than 100 cr. at all India level. Dashboards developed for monitoring of CRB Monitored, Board Monitored works etc. Module developed for monitoring of Economic Corridor Works (viz Energy Corridor Works, Port Corridor Works, HDN Corridor Works) on Indian Railways and its various stages from FLS (Final Location Survey) to Project Sanction.

Indian Railways Works Contract Management System (IR-WCMS):- IR-WCMS Application caters to the needs of Work Contract Management post issue of LOA (Letter of Acceptance) from IREPS upto Completion of Contract along with Billing and its Payment through IPAS. The EPC Contracts handling was implemented in all units so that Billing process may be expedited and Contracts may be managed efficiently. The e-MB (Measurement Book) filling and generation was given Contractors to empower them for better contract execution and speed the work. Service Contracts handling through PMS/PSSA agencies was also implemented in all units to make the contract management efficient, transparent and smooth.

6. Finance

Integrated Payroll & Accounting System over Indian Railways (IPAS):- IPAS achieved major milestones in payroll, pension, accounts, and workshop management, driving modernization across Indian Railways. ARPAN pension modules were seamlessly migrated, while NSDL integration expanded NPS contributions to 190 units. Automated processing of demurrage/wharfage bills, DA revisions, and enhanced DCRG limits improved efficiency, alongside new accounting heads for policy, audit, and capital expenditure. Payroll upgrades enabled VR-based pensions, RCT leave encashment, and updated tax slabs. WAMS modules strengthened workshop operations, supported by MIS dashboards for MSME bills and POS/UPI reconciliations. Additional achievements included prepaid train advances, LD deductions, eWaybill integration, and PLB payments, with future targets set for e-/G-Suspense, and BI dashboards.

Traffic Accounts Management System (TAMS):- Necessary development and integration were carried out with COA, UC3, and TMS for displaying the GMT/GTKM data in the SMRTI module. About 10 MSS and 07 ASS were shown in the SMRTI module after integration with different applications such as FOIS, UTS, PRS, ICMS, and CMS. The eTR and one-to-one mapping with UTS-CBS, Traffic Book Part D, Multicart payment integration with FOIS, and Postal bill apportionment were successfully implemented. Procurement, installation, and commissioning of Oracle DBA licenses were also completed.

7. HR

Human Resource Management System for Indian Railway (HRMS):- Over the past year, our HRMS module has undergone significant enhancements aimed at streamlining processes and improving accessibility for employees across Indian Railways. Key initiatives included the Pan-India rollout of Reservation Rosters, Railway Board and Zonal SAVE position dashboards, and the Railway Week Awards portal. We also introduced the Duty Cheque Pass module, an upgraded one-way request transfer module, and made leave ledgers available for all employees. In addition, the Training Module for Gazetted Officers, CGA module (on a pilot basis), and the Promotion (Suitability) module (for testing) were launched, further strengthening digital HR practices. These advancements mark a major step towards greater transparency, efficiency, and employee empowerment within the organization.

8. Procurement

e-Procurement System-Phase I (EPS):- EPS Phase-I delivered key enhancements to the IREPS platform, improving e-procurement and e-auction processes for Indian Railways. Notable upgrades included unique asset IDs linked to rake link IDs for better monetization, reinstatement of cancelled commercial contracts, and the addition of new e-auction subcategories like retail, heritage tours, mobile services, and advertising. Security was strengthened with OTP-based authentication, linking vendor claims to receipt documents, and extending AMC tender periods from 10 to 15 years. The e-Tender module introduced JV/Consortium management, EPC schedule categorization, and AI-driven sold rate searches. RDSO Super-Check and TPI modules were enhanced, along with new recovery reports. Lease contracts saw improvements in approval workflows, fines enforcement, bidder declarations, and asset utilization monitoring. The e-Auction (Sale) module was migrated to Spring Boot, improving security and scalability, and rolled out nationwide. Additional functionality included EMD refund management, bid amount display in words, and concealment of sensitive data. Integration with UVAM and multi-zonal consignee selection for price agreement tenders were deployed, ensuring greater operational efficiency and reliability.

Implementation of ERP Based Integrated MMIS of IR (IMIS):- The IMIS project achieved significant progress in enhancing the ERP-based

Material Management Information System (iMMS) for Indian Railways. Key milestones included the operational launch of Pradhan Mantri Bhartiya Janaushadhi Kendras (PMBJKs) at railway stations, with standardized three-year contracts and aligned payment schedules. In iMMS, strict controls were introduced: PO quantities became unmodifiable once CRNs were generated in UDM, and partial cancellations were allowed only after the issuance of the Inspection Certificate.

9. Analytics

Enhancement of e-Drishti-A Dashboard for I.R. (DRST):- The e-Drishti-A Dashboard for Indian Railways marked key advancements in operational monitoring and digital reporting. The Daily Projected Earnings and Current Earnings reports were developed and automated to be sent to MOBD mail daily, enhancing timely financial oversight. A dedicated provision for monitoring Kumbh trains was implemented in the Railway Board WAR Room, enabling the Hon'ble MR's office to track and manage one of India's largest public events efficiently. In addition, a new version of the e-Drishti mobile application was released, improving accessibility and usability for railway personnel. These enhancements strengthened real-time data monitoring, streamlined reporting, and provided actionable insights for effective decision-making. By integrating financial, operational, and event-tracking capabilities, the updates showcased CRIS's commitment to leveraging technology for smarter, more responsive railway management.

Data Lake and MLOps Platform for Indian Railways (DLML):- The Data Lake and AI MLOps platform for Indian Railways achieved a key procurement milestone with the issuance of the Letter of Acceptance (LOA) and receipt of the Bank Guarantee (BG) from the selected bidder. This marked a critical step toward establishing a data lake infrastructure and AI/ML operations platform, which will enable advanced analytics, predictive modelling, and data-driven decision-making across the Indian Railways ecosystem. The project sets the stage for integrating diverse operational, asset, and business data based on business use cases into a unified repository, ensuring scalability, security, and streamlined AI/ML workflows for enhanced operational efficiency and strategic insights.

Archiving internet access integration with other applications using TIBCO and link optimisation for CMS application (CCLMS) (CMSI):- The application was successfully redeveloped in-house, leading to significant resolutions and enhancements. The persistent DOC server issue was permanently addressed through the complete removal of all DOC-related dependencies. The solution has been transformed into a fully web-based application, eliminating the need for local installation on individual PCs. In addition, the user interface and overall user experience have been refined to ensure more seamless and efficient operations. Key functional improvements include the integration of ECR creation with train segments, the generation of weekly crew links for non-daily trains, and a substantial boost in performance, with crew link generation now completed within just a few minutes.



Double Stack Container Train, CONCOR

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 upto 31st March, 2025. Funding has been made by IRFC in locomotives, wagons and coaches. The acquisition has helped in increasing traffic output and revenue growth in Indian Railway over the years. IRFC has also funded Railway projects through Institutional Finance to the extent of ₹1,70,039.98 crore till 31st March, 2025. Besides, earlier IRFC has also funded Railway Projects under EBR-S worth ₹55,991.91 crore upto 31st March, 2025.

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 ₹12,189.61 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.

Container Corporation of India Ltd. (CONCOR)

Container Corporation of India Limited (CONCOR) is a Navratna public sector company under the Ministry of Railways, Government of India, established in March 1988 and operational since November 1989. Its primary mission is to facilitate trade and industry by developing modern logistics facilities and Multi-Modal Logistics Parks throughout India, making it a leader in the logistics sector.

CONCOR’s trains are being operational at approximately 190 locations that includes 66 terminals, 40 CRTs, 12 E-CRTs, 59 private sidings & 13 gateway ports across the length & breadth of the country. The company is focused on providing seamless end to end logistics services serving both international and domestic trade through strategic investment in infrastructure and technology.

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.

- **Gati Shakti Multi-Modal Cargo Terminal (GCT):-** CONCOR has successfully linked the Gati Shakti Multi-Modal Cargo Terminal (GCT) at Varnama with the Western Dedicated Freight Corridor (WDFC) at New Makarpura Yard, marking a key step in India's efforts to upgrade logistics and transport infrastructure under the Gati Shakti initiative.
- **Warehousing:-** CONCOR has completed three Grade A domestic warehouses in Dadri, offering a combined 242,100 square feet of premium space. Each facility includes six automatic dock levelers, dual entry and exit gates, and advanced fire safety systems.
- **LCL consolidation hub:-** MMLP Dadri has been designated as an LCL consolidation hub, a move set to benefit the logistics industry. This facility aims to lower overall logistics costs and shorten transit times, offering a substantial advantage to LCL businesses, particularly within the Delhi NCR region.
- **Gati Shakti Vishwavidyalaya (GSV):-** CONCOR and Gati Shakti Vishwavidyalaya (GSV) have entered into a strategic partnership through a Memorandum of Understanding (MoU). Signed on December 26, 2024, at CONCOR's corporate office in New Delhi, the agreement aims to develop innovative logistics solutions by leveraging GSV's academic research.

This collaboration is designed to enhance logistics efficiency by optimizing supply chain management, improving customer service, and fostering industry growth through the application of academic expertise.

- **e-Booking of containers:-** CONCOR has commenced e-Booking of containers at its flagship terminal ICD Tughlakabad. This represents another significant step towards facilitating ease of doing business for esteemed customers. The initiative is aligned with the Government's vision of creating a digitally empowered logistics sector under the National Logistics Policy.
- **e-Billing system with the GeM:-** CONCOR has commenced full integration of its e-Billing system with the GeM Portal in real-time.
- CONCOR has launched a facility for online processing of applications for opening CPDA for customers. This online registration system has significantly improved the customer experience by making the process more accessible and efficient.
- **Direct rail service:-** CONCOR introduced a direct rail service linking ICD Tughlakabad in New Delhi to Kattupalli Port in Tamil Nadu on January 24, 2025. Running twice weekly, it provides high degree of reliability to the exporters.



Warehouse, CONCOR



Container Transport on IR



LNG Station, Kathuwas Railway Station.

- CONCOR has commenced its maiden Block Rake container train service from MDPT (Mundra Port) to Ludhiana. With this service launch, a new chapter begins for CONCOR at MDPT, marking the commencement of weekly Block Rake container train services from the port.
- **PRMS Web-Portal:-** CONCOR has developed an independent PRMS Web-Portal that encompasses continuous sharing and display of all information regarding policies and instructions. The portal is designed to provide an interactive service delivery mechanism through IT specifically for the superannuated employees of CONCOR.
- **LNG station at MMLP Khatuwas:-** In order to promote environment-friendly logistics solutions in the country, CONCOR has commissioned an in-house LNG station at MMLP Khatuwas in collaboration with IOCL. The station ensures uninterrupted supply of LNG to be used primarily for first mile last mile services to customers utilizing CONCOR-owned LNG-powered road trailers. This represents the first facility of its kind at any MMLP in North India.

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 connecting Roha in the State of Maharashtra to Thokur in the State of Karnataka. At present (as on 31.08.2025) the equity participation is Ministry of Railways (69.76%), Maharashtra (15.47%), Karnataka (10.55%) and Kerala (4.22%).

1. Financial Performance

The total revenue of the Company for the year 2024-25 was ₹4,202.66 crore as compared to ₹24,704.94 crore (figure restated) of 2023-24. The net profit during the year was ₹2,137.68 crore as compared to the profit of ₹2,329.26 crore (figure restated) of 2023-24.

2. Train Operating Performance

- On an average, fifty-one (51) pairs of Mail/Express trains and Four (04) pairs of passenger trains per day were run over Konkan Railway during the year of 2024-25. In addition to this, 704 nos. of special trains were run during Summer, Ganpati, Diwali, Winter, Anganwadi yatra & Holi festival to clear extra rush during the year. Besides this 1,279 nos. of other special trains were run during the year including Maha Kumbh, Deccan Odessey FTR, special, Election special, Military special etc. Highest ever Coaching Revenue of ₹1,073.69 crore was achieved during the year (Passenger and other coaching revenue) which is 4.24% more than previous years ₹1,029.99 crore.

- b. On the freight front, on an average, seventeen (17) freight trains were run per day including Roll on - Roll off (RORO) services during the financial year of 2024-25. The freight revenue during the financial year was ₹2,684.01 crore, which is 2.37% less than that of previous year's ₹2,700.62 crore.
- c. **Operation & Maintenance of DEMU Services in Nepal:-** A contract agreement was signed on 27th December, 2024 between Nepal Rail-way Corporation Limited and Konkan Railway Corporation Limited (KRCL) for the operation and maintenance of DEMU train services between Jaynagar (India) - Bijalpura (Nepal). The agreement covers a period of 18 months. The Corporation earned ₹9.05 crore from this project during the financial year 2024-25, marking another step forward in KRCL's international operational footprint

3. Project Performance

- a. **Udhampur-Srinagar-Baramula Rail Link (USBRL Project, J&K):-** During the financial year 2024-25, ₹1,975.82 crore (excluding GST) turnover was achieved as compared to ₹2,522.37 crore (excluding GST) in the financial year 2023-24. On 6th June, 2025, dedicated the project to the nation by flagging off the first Katra-Srinagar Vande Bharat Express-the inaugural train directly connecting the Kashmir valley with rest of India. This 272 Kilometer railway project is one of independent India's most significant Railway achievements.
- b. **Anakkampoyil – kalldi- Meppadi Tunnel Road Project:-** The Government of Kerala has appointed KRCL as the Special Purpose Vehicle (SPV) for executing the AKM Road Tunnel Project. A tripartite agreement has been signed between Konkan Railway, the Public Works (H) Department, and the Kerala Infrastructure Investment Fund Board (KIIFB) for project implementation. KRCL has prepared the DPR for a twin-tube unidirectional tunnel with a 4-lane approach road and two parallel major bridges at the southern end, with an estimated cost of ₹2,043.74 crore.
- c. **Rail connectivity to Vizhinjam International. Seaport, Kerala:-** MOU has been signed between KRCL and Vizhinjam International Seaport Ltd (VISL) to link the Vizhinjam Seaport (11 km). The Detailed Project Report (DPR) has been approved by Southern Railway under NGR model. Administrative sanction for ₹1482.92 crore has been accorded by Govt. of Kerala for implementation of the project. Land acquisition for the project is in progress.
- d. **Electrification Projects:-** The Corporation is successful in garnering Electrical projects worth ₹2473.27 crore works of various Zonal Railways and ₹152 crore work of providing interior, MEP

and allied works for Panvel Municipal Corporation, Administrative Building "Swarajya" New Panvel.

- e. Final Location Survey for Raxaul — Kathmandu new Electrified BG Line:-** The East Central (ECR) entrusted Konkan Railway with the execution of the Final Location Survey (FLS) for a proposed 136 km electrified broad gauge (BG) line between Raxaul (India) and Kathmandu (Nepal). KRCL has successfully completed and submitted the FLS report, which has been approved by ECR and the Railway Board.

Awards/ Accolades

- a. National Awards for Excellence in PSU 2025:- KRCL was honoured in multiple categories, including
 - CEO of the year.
 - Best PSU in Research & Innovation.
 - Best Performance in Procurement of Goods & Services.
 - Best PSU in Training & Development.
- b. Mahatma Award for Best ESG PRACTICES.
- c. Leadership Award & Infrastructure leadership Award.
- d. Business Leader Award
- e. World Congress on Disaster Mangement- Disaster Risk Reduction Award-2024.
- f. Asia Best Employer Brand Award.
- g. The Asian Leadership Award 2024.

RailTel Corporation of India Limited (RailTel)

RailTel corporation of India Ltd., A Navrtana PSU under Minsitry of Railways was formed on 26th September 2000 to facilitate Railways in expeditiously modernizing train operation and safety systems by providing state of art communication network infrastructure to Indian Railways through an internal entity. The PSU started functioning with a hand full of talented, experienced and motivated Signalling & Telecommunication engineers of Indian Railways.

Over the years, it has grown from a small entity to one of the largest secure Neutral Telecom Services Provider in the country and an ICT service provider. It has two UPTIME, USA certified Tier-III Data centers and MeitY empaneled Railcloud. The biggest USP of RailTel is its ownership of a PanIndia 63000+ RKM of optic fibre network with access network of 21000+ KM, including at North Eastern States covering all important towns & cities and several rural areas. RailTel occupies a proud place with its unparalleled networking high bandwidth backbone segment. The network has the ability to provide mission critical customized connectivity platform for enhanced efficiency and growth.

RailTel's nationwide Network is maintained round the clock by Network Operation Centres and trained field manpower. All the equipment provided on the network are of State-of-the-Art Technology and are as per International Telecom Standards. Additionally, RailTel is establishing another state-of-the-art data center in Noida. Additionally, we are deploying edge data centers at multiple locations within railway premises/land, with a specific emphasis on needs of Tier-2 and Tier-3 cities. These initiatives are being pursued in collaboration with industry partners.

RailTel is a unique PSU with telecom licenses (IP-1, NLD, ISP) in-house Tier III data centre services, own Security Operation Centre and MeitY- empaneled cloud service sunderoneroof. The company's wide-ranging service portfolio includes MPLSVPN, leased lines, tower co-location, data centre services, cloud services, security operation centre services, HD Videoconferencing, Aadhaar-based authentication systems, e-tendering, retail broadband under the brand RailWire, IT and ICT projects, railway Signalling projects, and many more.

Financial Performance

Despite extremely competitive market scenario, RailTel has been growing steadily. In FY 2024-25, RailTel recorded its highest-ever operating revenue of ₹3,478 crore, marking a 35% year-on-year growth. The company's Profit Before Tax stood at ₹402 crore, and Profit After Tax at ₹300 crore. RailTel is amongst the few profit-making and dividend-paying telecom CPSEs. The telecom segment contributed ₹1,363 crore, while the project segment added ₹2,115 crore. RailTel has paid ₹99.52 crore to the Department of Telecommunications and will pay ₹42.35 crore as revenue share to Indian Railways for FY 2024-25. An interim dividend of ₹2 per share was also paid for FY 2024-25, which amounts to 20% of the paid-up share capital. Earnings per share for the year stood at ₹9.34.

Data Centre and Cyber Security

In the area of data centres and cyber security, we are expanding our capabilities. RailTel has partnered with M/s Techno Electric & Engineering Company Limited to develop Edge Data Centres at 102 locations. We have already begun the work of setting up these Edge Data Centres. Additionally, your company is working to establish a state-of-the-art 10 MW data centre in Noida through a private investment partnership. Recognizing the immense opportunities in the data centre sector, we have also signed MoUs with private entities like Anant Raj, L&T etc. to jointly offer Data Centre Colocation and Managed Services to RailTel's customers. In the cyber security domain, we are addressing the rising threats that come with digitalization. Our Security Operation Centre is central to our cyber security strategy.

Hospital Management Information System (HMIS)

RailTel has completed the work of providing Hospital Management Information System over Hospitals/Health Units/ polyclinics of IR. This is integrated clinical information system for improved hospital administration and patient health care for providing an accurate, electronically stored medical record.

The patients will have the benefit of accessing all their medical records on their mobile device. To minimize footfall at Railway hospitals/ Health units for generic treatments, a teleconsultation app and HMIS beneficiary app has been developed and integrated with the (HMIS). The beneficiary app enables the medical beneficiaries to access their medical record at a single point. Railway HMIS has also been integrated with Ayushman Bharat Digital Mission (ABDM).

Station Wi-Fi

RailTel is transforming Railway stations into Digital hubs by providing public Wi-Fi at all railway stations. 6,115 stations are live with RailTel's RailWire Wi-Fi including 15 Station of Kashmir valley. Which is one of the largest and fastest public Wi-Fi networks of the world. Passengers use this facility for streaming High Definition (HD) Videos, download of movies, songs, game, and do their office work online. It is helping in bridging the urban rural divide by providing the rural masses with access to high-speed free Wi-Fi which they can use for making digital payments, access to e-gov services, knowing the weather conditions and learning new vocational and skills.

E-office in Indian Railway

RailTel started implementation of e-office over IR to bring more efficient, effective and transparent government transactions and processes. e-Office is a Cloud Enabled Software Application developed by NIC, hosted at RailTel Tier-III Certified Data Centre at Secunderabad with Disaster recovery at Gurugram. e-Office has been implemented in 236 Units of Indian Railways. 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. Company has also provided this service to other PSUs such as DFCCIL, IRCON, RVNL, IRCTC and CWC etc.

HD Video Conference

Service RailTel's offers an end-to-end, full high-definition video conferencing service that gives users a virtual, face-to-face meeting experience. Before adoption of Video Conference Service, Indian Railways were spending huge amount of money/man hours for meetings /events, now number of travels for meetings/events has dropped drastically saving man hour, travel & lodging expenses.

Video Surveillance System (VSS)

RailTel is also executing provision of IP camera-based Video Surveillance System at 5000+ 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 system 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.



Flagged off the Kolkata Metro's Taratal-Majerhat Metro, RVNL

Railway Signalling & Communication

RailTel, with its deep expertise in Signalling and communication, has been carrying out important projects to modernize train operations and improve safety. One of the most significant projects we are currently undertaking is the implementation of Kavach, the indigenous Automatic Train Protection system. We have been awarded 2 works for deploying Kavach covering 1109 route kilometres track of East Central Railway. We are going to actively participate in all feasible Kavach tenders going forward.

RailTel is also making significant progress in tunnel communication and working on several projects across crucial sections of Indian Railways. RailTel has successfully implemented the tunnel communication system for the Katra–Banihal section-an extremely challenging terrain that connects the Kashmir valley to the rest of the country. This section now carries the prestigious Katra–Srinagar Vande Bharat train, inaugurated. It was a proud moment for all of us at RailTel.

RailTel has also been entrusted with creating a unified communication infrastructure across Western Railway. This includes deploying IP-MPLS LANs, a modern VoIP exchange, and IP-based control communication systems, along with replacing the outdated UTN network. We are also implementing the Unified Comm. Infra. Comprising LAN Infra, IP exchange, VOIP based control comm and IP-MPLS based network over Eastern Railway. One similar system is under completion in South Western Railway.

RailWire – RailTel's Home internet solution

Our retail broadband service RailWire serves more than 5.75 Lakh subscribers through successful partnerships with more than 11,000 partners. RailWire generated revenue of approx. Rs. 341 crores in FY 24-25. We are now focussing on making our OTT bundled plan very affordable to attract more and more subscribers. We have tied up with Playbox TV for OTT aggregation and offering OTT bundled RailWire plans to 67000+ customers, which includes most of the premium OTTs. The newly launched OTT platform 'WAVE' of Prasar Bharti (implemented by RailTel) is also being offered with RailWire. We have also tied up with Dish TV to offer DTH bundled plan to subscribers.



Food Plaza, IRCTC

Business Beyond Borders

RailTel has started its international journey with a project involving supply, installation, testing and commissioning of Electronic Cricket Score Boards in Sabina Park Cricket Stadium, Kingston, Jamaica funded by Govt of India. The work was awarded to RailTel by Ministry of External Affairs, and the Score Boards have now been commissioned. RailTel is under active consideration of Ministry of External Affairs for selection as a Project Implementation Agency for a Data Centre project in Ethiopia.

RailTel has signed a tripartite Memorandum of Understanding (MoU) with InoviTel (PTY) LTD and Tsiko Africa Energy & Infrastructure of Tsiko Group to help bring Indian technology to South Africa. This collaboration will focus on key areas like Telecom, Railways and IT/ICT businesses.

Centre Of Excellence – For Training in Signalling and Cyber Security

In order to ensure the availability of competent and skilled manpower in the field of Railway Signalling RailTel has set up a Centre of Excellence (CoE). The CoE will offer a range of certification and diploma courses in collaboration with esteemed institutions such as IITs and IIMs. These courses will cover fundamental concepts of Kavach, advanced designing of KAVACH's Station RFID network, Onboard equipment, and Cyber Security. Additionally, the CoE will serve as the assessment agency for the globally recognized competency certification of IRSE License, catering to both seasoned railway professionals and young engineers. This includes workplace assessments and competency assessments for the IRSE license.

Corporate Social Responsibility

Our CSR efforts are focused on priority areas such as healthcare, nutrition, education, women's economic empowerment, and environmental sustainability. In FY 2024-25, the company allocated ₹5.73 crore CSR initiatives. A key program under this portfolio is the Akansha Super-30 initiative, which provides free coaching to underprivileged students preparing for engineering entrance examinations. We have also supported Adruta Home (boys), Bhubaneswar, Odisha, which is dedicated to providing shelter, education, and a nurturing environment to around 50 abandoned, parentless, and destitute children. Through this endeavor, we aim to empower these young lives to grow into exceptional individuals. Our other CSR initiatives include support for cancer patients and programs aimed at empowering women. Through these initiatives, RailTel aims to create lasting social value and contribute meaningfully to community development.



Food Court, IRCTC

Indian Railway Catering And Tourism Corporation Limited (IRCTC)

Indian Railway Catering and Tourism Corporation Ltd. (IRCTC) is a Central Public Sector Enterprise under Ministry of Railways, Government

of India. It 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, IRCTC was upgraded from 'Schedule B' to 'Schedule A' category among Central Public Sector Enterprises. In a significant step on 3rd March, 2025 the DPE, MoF granted the coveted 'Navratna' status to IRCTC.



Jan Aahar, IRCTC

Business Verticals of IRCTC are broadly classified into the following

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

Catering & Hospitality services

IRCTC offers a wide range of catering services designed to meet the diverse needs of travellers 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 Service

IRCTC's Mobile catering vertical manages services for more than 1,265 Trains, including premium Trains like Vande Bharat, Rajdhani, Shatabdi, Duronto, Tejas and Gatiman, in addition to Mail Express and Trains without pantry cars (TSV). IRCTC serves an estimated 16.50 lakh meals per day across various train categories and offers a wide variety of fresh & nutritious meal options that not only celebrate India's rich culinary heritage, but also cater to the diverse regional tastes of passengers.

To improve the passenger satisfaction, IRCTC introduced new initiative of E-Pantry Service (Online booking of pantry meal), which is currently being piloted on ten trains and soon to be expanded to more trains.

Static Catering Services

The IRCTC Static catering units are units which are located at station premises and offers catering services at affordable prices to the travelling passengers on Indian Railway network. Static Catering comprises of the following:

Food Plazas, Fast Food Units, Food Court, Refreshment Rooms, Jan Ahaars, Executive Lounges, Retiring Rooms, RYN/BNR Hotels, Budget



Rail Yatri Niwas, IRCTC



Refreshment Room, IRCTC

Hotel. As on March 31st, 2025, IRCTC managed 149 Food Plazas, 161 Fast Food Units, 1 Food Court, 130 Refreshment Rooms, 38 Jan Ahaars, 7 Executive Lounges, 52 Retiring Rooms, 01 RYN & 02 BNR Hotels and 01 Budget Hotel.

E-Catering Service on Indian Railways: A Convenient Dining Option for Passengers

IRCTC e-Catering service has revolutionized the way passengers can enjoy meals while traveling on reserved trains. Since its inception in 2014, the service has provided a wide array of food choices, delivered directly to passengers' seats, enhancing their overall travel experience.

A Growing Service with Expanding Reach

As of March, 2025, e-Catering operates across 400 plus stations and collaborates with over 593, direct vendors and 8,454 vendors through 17 appointed food aggregators. The service is available for passengers on reserved trains, with food delivered based on their unique PNR number. In 2024-25, 91,543 average meals were booked daily.

New Branded Player Joins IRCTC e-Catering

Zomato & Swiggy India's leading food delivery platforms, allows bulk ordering from a wide range of restaurants through its e-Catering services. IRCTC e-Catering on Indian Railways expands reach, delivering fresh and varied meals directly to passengers onboard, making it a great choice for travel-friendly dining.

Bikanerwala is a well-known brand that specializes in snacks and sweets, KFC a global fast-food chain famous for its fried non-veg and

Pizza Hut is known for its pizzas and Italian-inspired meals also through e-catering Service.

Convenient Payment Options

RailTel is transforming Railway stations into Digital hubs by providing public Wi-Fi at all railway stations.

Station Wi-Fi

IRCTC offers a variety of payment methods to cater to the diverse preferences of passengers. Payments for meals may be made through the 'Pay-on-Delivery' (POD) option or via online prepaid methods, ensuring a seamless and efficient transaction experience for travelers.



BNR Hotel, IRCTC

Feedback and Service Enhancement

The satisfaction of passengers is of utmost importance to IRCTC. Upon receiving their meals, passengers are invited to provide feedback on the e-catering website. This feedback is integral to the continuous enhancement of service quality and the refinement of menu offerings, in line with passenger preferences.

Rail Neer Packaged Drinking Water

Rail Neer packaged drinking water is one of the most trusted brand of Packaged Drinking Water and it is exclusively sold in trains and stalls on Railway Stations. IRCTC is presently operating 20 Rail Neer Plants across the country and recorded a production of 46.46 crore bottles.

Tourism

IRCTC offers a wide range of Tourism products from Budget to Luxury to serve all segments of travelers. These unique tourism products are a kaleidoscope for the travel enthusiasts who wish to explore the length and breadth of the country. IRCTC facilitates travelling, pilgrimage, sightseeing through this array of Tourism products.

Bharat Gaurav Train Tours:- To promote domestic rail-based tourism at reasonable prices, IRCTC initiated the operation of Bharat Gaurav Trains across India during the 2022-23. Presently, IRCTC operates a fleet of 10 rakes for different destinations. In Financial Year 2024-25, IRCTC has operated 196 Bharat Gaurav train tours.

Mahakumbh Prayagraj:- In the recently concluded Mahakumbh 2025, IRCTC in association with M/s Lallooji & Sons provided accommodation to the devotees in Tent City in Sector- 25, Prayagraj. This facility offered in total 100 tents (i.e. 80 Super Deluxe tents and 20 Villas) with modern amenities including attached bathrooms, dining service, medical support & CCTV cameras, etc. IRCTC received overwhelming response for its “Mahakumbh Gram” Tent City with 3,390 tent nights.

IRCTC operated 08 Bharat Gaurav Tourist Trains for Mahakumbh 2025 as “Mahakumbh Punya Kshetra Yatra” which covered destinations like Varanasi, Prayagraj & Ayodhya wherein 01 night stay was provided at Tent City, Prayagraj and 02 nights were provided at Varanasi. Through Bharat Gaurav Trains in total 1,246 tents were booked in Mahakumbh Prayagraj which served 4,956 tourists.

Golden Chariot:- The only luxury train being operated in South India. The itineraries cover destinations like Mysore, Kanchipuram, Mahabalipuram, Thanjavur, Chettinad / Karaikudi, Cochin, Chertala / Maraikulam, Nanjangud, Mysore, Halebidu, Chikamgaluru, Hospet, Goa, etc.

Kashi Tamil Sangamam 3.0:- IRCTC once again showcased its commitment to quality service during 3rd edition of Kashi Tamil Sangamam,



Fast Food Unit, IRCTC



Executive Lounge, IRCTC



Fast Food Track, IRCTC

a flagship initiative of Ministry of Education, GOI under “Ek Bharat Shreshtha Bharat (EBSB)”. IRCTC operated 06 trips of Kashi Tamil Sangamam during the period between 13.02.2025 to 26.02.2025 and brought together thousands of participants from Tamil Nadu to Varanasi.

Parvasi Bhartiya Train:- In association with Ministry of External Affairs, Govt. of India, special Bharat Gaurav Deluxe Train was operated on a tourism circuit with an objective to re-introduce people of Indian origin to the culture, heritage, history and development of India. The Tour was designed for the duration of 14 Nights-15 Days for a group size of 150 participants.

Internet Ticketing

IRCTC has been the pioneer of internet based railway ticketing. The company has been instrumental in development of an internet based railway ticket booking platform in the form of website and app for the customers which has facilitated the customers in booking railway tickets without the need to visit railway stations. Today, the company’s website www.irctc.co.in is the most visited e-commerce site in the entire South East Asia.

In the financial year 2024-25, the IRCTC Website and Mobile App recorded an average daily ticket sale of 13.88 lakh tickets. These numbers highlight the system's impressive growth and dominance in the Indian e-commerce space.

A total of 5,065.28 lakh tickets have been booked in 2024-25 as compared to 4,529.83 lakh in 2023-24. In total, 8,910.54 lakh passengers got booked on E-Tickets in 2024-25 as compared to 8,025.06 lakh passengers in 2023-24.

NGeT system

The IRCTC's Next Generation e-ticketing System (NGeT) is a significant upgrade that revolutionized online train ticket booking in India. The available features include:-

- NGeT replaced the older ticketing system. It has significantly improved the capacity, handling 30,155 tickets per minute.
- NGeT can support a massive 34.32 lakhs concurrent users, ensuring the system remains accessible even during heavy traffic periods like festive seasons or special train launches.
- NGeT aims to provide a more user-friendly experience for booking train tickets.



Food Track, IRCTC

The Unified IRCTC Travel Portal & Super App

IRCTC’s Unified Travel Portal and Super App will be a digital transformation initiative aimed at consolidating IRCTC’s diverse travel and ticketing offerings into a single, integrated digital platform. Currently,

IRCTC operates multiple portals and URLs for services like air, hotel, bus bookings, tour packages, luxury trains, e-catering, retiring rooms, etc. This fragmented system results in a disjointed customer experience, limits cross-selling opportunities and creates operational inefficiencies.

The unified platform will offer an end-to-end travel experience-from discovering and booking services across rail, air, road and hospitality to receiving real-time updates and personalized offers-all through one cohesive interface.

Features such as automated vendor on-boarding, real-time inventory management, customizable tour packages and a robust notification system (via WhatsApp, RCS, SMS and email) will ensure timely and relevant communication with customers.



Jan-Ahaar, IRCTC

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 (KMRCL) is a CPSE under Ministry of Railways is entrusted with construction of East West Metro Corridor of Kolkata which connects twin cities of Howrah and Kolkata across river Hooghly. It is a Central Government owned Project with 74 % equity shareholding by the Ministry of Railways (MoR) and 26% equity shareholding by the Ministry of Housing and Urban Affairs (MoHUA).

Project Features

East West Metro Corridor Project-a rail based mass rapid transit system of Standard Gauge connecting Salt Lake Sector V in the east to Howrah Maidan in the West covering a distance of 16.55 kms. out of which 5.75 Kms are elevated section and 10.80 Kms are underground. It consists of 12 stations of which, 06 stations are elevated and 06 stations are underground. The corridor passes below the perennial river Ganga (Hooghly) between Mahakaran and Howrah Metro Stations. This key feature makes it the first underwater (Subaqueous tunnel) rail system under major river in India. The last underground section between Sealdah and Esplanade having 2.45 KMs has been inaugurated on 22.08.2025 and opened to public on 22.08.2025. The entire Corridor has been completed and commissioned in five phases. The completion of the corridor between Esplanade and Sealdah was a major landmark in the financial year 2024-25. Commissioning of the Section between Esplanade-Sealdah on 22.08.2025, two busiest railway stations at Howrah and Sealdah have been connected which have a combined footfall of 22 Lacs.



Executive Lounge, IRCTC



Meticulous Design of Vande Bharat Train

The unique features of this corridor are:-

- 1st transportation tunnel under any mighty river in India
- Corridor connects major terminals Howrah and Sealdah having a combined footfall of 22 lakhs passengers, North - South metro line with upcoming Joka Esplanade Metro Line at Esplanade Metro Station and interchanging facilities at Salt lake Sector-V with proposed Garia – Bimanbandar metro project.
- Howrah Metro Station is the deepest metro station in India
- Deepest Metro Ventilation cum Egress shaft of India at Strand Road
- Institution of Civil Engineers, UK/ICE had recognized this project among 200 global projects which had significant impacts in making people lives better.

Physical Progress

Phase	Commissioned Section	Length
I A	Salt Lake Sector-V to Salt Lake Stadium	5.30 Km
I B	Salt Lake Stadium to Phoolbagan	1.67 Km
I C	Phoolbagan to Sealdah	2.33 Km
II A	Howrah Maidan - Esplanade	4.80 Km
II B	Esplanade - Sealdah	2.45 Km
TOTAL		16.55 Km

Now, the whole length of East – West Metro Project has been completed and commissioned. The last underground section between Sealdah and Esplanade of 2.45 KM has been inaugurated on 22.08.2025 and opened to public.

Key Financial Highlight

PARTICULARS	(₹ in crore)
Latest Sanctioned Cost	8,574.98
Proposed Revised Cost Estimate	10,442.41
Expenditure for the year 2025-26 (up to Sept., 2025)	357.06
Expenditure Since inception of Project (up to Sept., 2025)	9,925.82

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



Food Track, IRCTC

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 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



New Pamban Bridge, Rameswaram

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 projects execution, construction, management practices and standards. RVNL has completed over 157 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.

Physical Performance

Doubling / New Line / Gauge Conversion:- During FY 2024-25, the company commissioned a total of 345.89 km of Railway lines. This includes 3.2km of New Line (NL) and 342.69 km of Doubling.

Since its inception and up to March 2025, the company has commissioned a cumulative total of 16,162.93 km length of project. This includes 629.42 km of New Line, 6,185.75 km of Doubling, 2,125.51 km of Gauge Conversion, 7,158.92 km of Railway Electrification and 63.33 km under the MTP Plan Head.



Dedicated Freight Corridor



Aerial View of Majerhat Station

The list of 3 doubling projects commissioned in 2024-25 are as under:-

SN	Railway	Project Name	Type of Project	Length (km)
1.	Northern Railway	Rajpura- Bhatinda	Doubling	173.38
2.	North Eastern Railway	Janghai- Phahamau DL	Doubling	49.16
3.	North Eastern Railway	Varanasi- Madhosingh- Allahabad	Doubling	120.35

Railway Electrification

With the Ministry of Railways' emphasis on the commissioning of Railway Electrification projects, the company successfully commissioned 158.19 route km (185.4 track km) of dedicated Railway Electrification works on key routes during FY 2024-25. In addition to these pure electrification projects, 324.83 km of electrification was also completed alongside doubling projects, resulting in a total of 483.02 km of electrified sections commission in 2024-25.

The following electrification project was fully commissioned

- RE of Ahmedabad- Botad (170.48 km) (170.48)

Bridge Work Projects:- During the year, 2 Bridge Work projects were fully completed, the details of which are as under:

- **Daraganj- Rebuiding (Bridge No. 111 on Ganga):** The Daraganj- (Bridge No. 111 on Ganga) was completed in November 2024 along with completion of Varanasi- Madhosingh- Allahabad doubling project.
- **Pamban Bridge (Lifting Span Bridge):** India's first vertical lifting span over Bridge (Total length 3.96 km) was completed in November 2024 combining innovation with the rich legacy of the past, that connected the town of Rameswaram on Pamban Island with Mandapam in mainland.

Signalling and Telecommunication

RVNL's Signaling & Telecommunication (S&T) domain provides appropriate and cost-effective solutions for efficient and safe operation of trains on Indian Railways. RVNL promotes use of modern technologies on Indian Railways namely Electronic Interlocking (EI), Digital Axle Counters, Fiber Optic Cable Network, Automatic Block Signaling, ETCS L1/L2/L3, IOT based Diagnostic & Predictive Maintenance systems etc.

RVNL is a major contributor in providing EI installations on Indian Railways in connection with Doubling, 3rd Line, New Line and Gauge Conversion. Keeping its tradition high, during FY 2024-25, RVNL has



Double Stack Container Train Passing through Tunnel

commissioned Electronic Interlockings at 47 Stations on Indian Railways. Besides new EIs, RVNL has commissioned modification at 44 stations on Indian Railways to decongest Railways existing routes.

In its commitment to Indian Railways, RVNL has commissioned Major Yards of Indian Railways such as Yard remodeling of Ambodala, Talcher Road, and Adityapura with routes varying from 200 to 585 Routes.

RVNL has taken up 86 Nos. of Non-Interlocking (NIs) stations, 30 Intermediate Block Signals (IBS), 166 Automatic Signalling using Electronic Interlocking and 41 Nos of mid-section level crossing gates were interlocked with signals to improve safety of road user. Not only on the Signalling front, RVNL has also completed the incredible achievement in the area of telecommunication by providing 2763 km of Fiber Optic Network and 6 Quad Cable network during the year.

RVNL has commissioned latest Communication-Based Train Control (CBTC) Signalling System from JOKA to MAJERHAT (10 km UP & DN each) on Kolkata Metro. Similarly Communication-Based Train Control (CBTC) based Signalling System from Kavi Subhash to Beliaghat (10 km UP & DN each) on Kolkata Metro is ready for commissioning.

RVNL has participated in various tenders of Automatic Signalling of Zonal Railways and has been awarded Automatic Signalling works of ₹148.96 crore (SECR & SR) during FY 2024-25.

The details of some major projects awarded through bidding are as follows:-

Major Projects awarded through Bidding in India

Indore Metro Project:- RVNL has been awarded three major packages of the yellow line of the project as detailed under:-

Design and Construction of Elevated Metro Rail Stations including all Civil, Structural, Roof structure, MEP works, Architectural finishes, Façade, Entry/Exits, FOB, Viaduct within the stations including Transition spans - Indore Metro Rail Project Yellow Line. (7 no. of Elevated Metro Stations)

Design and Construction of Elevated Viaduct, viaduct connecting Depot leading up to interface location, Elevated Metro Rail Stations including all Civil, Structural, Roof structure, MEP works, Architectural finishes, Façade, Entry/Exits, FOB, Viaduct within the stations including Transition spans - Indore Metro Rail Project Yellow Line. (10.9 Km Viaduct & 9 no. of Elevated Metro Stations)

“Part Design and Construction of Elevated Viaduct, Five (5) Elevated Metro Rail Stations (viz. Shaheed Bagh, Khajrana Chauraha, Bengali Chauraha, Patrakar Colony & Palasia Chauraha) and Ramp between Chainages 31+755 to 34+898.061 & 3+669.547 to 5+862 for Indore Metro Rail Project”. (4.73 km Viaduct & 5 No. of Elevated Metro Stations)

Key Highlights/ Achievements of the Project

ACHIEVEMENTS

- After completion of work of 5.8 km viaduct and 5 elevated metro station in December, 2024, the CMRS was successfully carried out in 3 stages. Accordingly, authorization for commercial operations was received for 5.8 km viaduct and 5 elevated metro station. Overall Work of 10.8 km viaduct out of 10.927 km completed.

Underground Metro Projects at Chennai (CMRL)

RVNL has won 3 contracts on bidding with Chennai Metro Rail Limited (CMRL) as part of its massive Phase -II expansion in the year 2023 comprising Construction of 16 underground stations.

All the 3 projects are progressing as per the timelines. The project includes some of the deepest stations on the Chennai metro network and are being executed in the heart of the city. The projects on completion are destined to transform the city of Chennai the significant contribution of RVNL in shaping the urban infrastructure will be recorded & recognized as a Nation building exercise.

Kakinada 4 - Lane Project of NHAI:- Under Bharatmala Pariyojana, RVNL is executing the 12.25 km 4-lane highway from Samarlakota to Achampeta junction as a part of port connectivity road from Kakinada port to NH-16 (Kolkata-Chennai). Completion of this project will enhance logistic efficiency and reduce logistics costs of freight movements.

Manufacturing of 120 Nos. Trainsets (VANDE BHARAT)

Vande Bharat sleeper train will have 16 coaches which includes 11 AC 3-Tier coaches, 4 AC Two-Tier coaches and 1 First AC. It will be equipped with advanced features such as special roofing, enhanced air conditioning, virus control mechanisms, reduced jerks, noise, and vibrations. The project envisages meticulous design of aesthetically appealing interiors and the selection of suitable inside panels in order to produce significantly improved version that sets new standard of excellence & innovation, demonstrating an unwavering commitment to excellence and innovation in rail transportation.

Major Projects awarded through Bidding: Overseas projects

UTF Harbour Project at Maldives:- RVNL bagged the first offshore order for development of a port and construction of allied infrastructure in Maldives, i.e. for development of UTF (Uthuru Thila Falhu- Island) Harbour Project. This is a strategic project of Government of India. The agreement was signed in January, 2023.

The work has taken off well. As on date, the physical progress is 45%. 75% of marine and 10% of land side works have been completed.

Solar Projects:- RVNL has collaborated to commission 250 MW Solar power plant at Uzbekistan and 450 MW Solar plant in Tabarjal, Saudi Arabia.

Financial Performance:- Despite the challenge of disruption in its business stream, RVNL achieved turnover of ₹19,869.35 crore, Profit Before Tax (PBT) of ₹1,550.17 crore and Profit After Tax (PAT) of ₹1,188.62 crore in the Standalone account for FY 2024-25.

MOU Performance:- The Company secured a rating of “Excellent” by Department of Public Enterprises for the year 2023-24 on the basis of the achievement of the committed targets fixed in the Memorandum of Understanding signed between RVNL and Ministry of Railways. This is the fourteenth consecutive year for which the Company has been rated as “Excellent”. In 2024-25, the Company was also able to meet the targets for all financial, enterprise specific and other parameters set in the MoU for 2024-25. Company has achieved all the compliance Parameters set in MoU 2024-25.

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 Commercial development of Railway Land for the purpose of generating revenue by non-tariff measures.

RLDA's prime mandate until now has been commercial development of railway land. But since 2021, we have taken up planning and redevelopment works of Railway Stations also. Thus, RLDA is redeveloping large and complex stations, constructing elevated roads, long span ROBs, ballast less tracks and subways under the track, besides commercial development of land including integrated townships and providing architecture consultancies

Functions of RLDA

Accordingly, in these years, RLDA has created & consolidated its four Verticals:

- Commercial Development of Land Parcels
- Colony Redevelopment
- Multi-Functional Complex (MFC)
- Station Redevelopment

In addition to the above, it is pertinent to mention that in recent years, the work sphere of Rail Land Development Authority (RLDA) has broadened by adding newer set of responsibilities beyond these verticals. It is now encompassing creation and marketing activities in self-development mode. The Gomti Nagar Railway Station in Lucknow and Safdarjung Station in Delhi are set to be the first two projects developed with RLDA's retained earnings, with many more projects currently in the planning/execution stages.

Further, RLDA's evolving scope now also includes integrated master planning of railway colonies in major cities and the leasing of built-up and air spaces at redeveloped railway stations. Additional responsibilities encompass planning and consultancy for commercial utilization of CRIS Office Space at Chanakyapuri, upgrading OAK Grove School, augmenting training infrastructure and capacity at IRIEEN, Nasik, construction of ROBs in Ahmedabad & Jaipur Railway Station.

Thus, RLDA has not only embraced its original objectives but is also actively pursuing new initiatives, contributing to its ongoing success story as under:

Redevelopment of Stations

The Rail Land Development Authority has emerged as a key organisation involved in the redevelopment of India's Railway Stations. 91 Railway Stations have been entrusted to RLDA for planning out of which DPR prepared for 57 stations and handed them over to Zonal Railways, and the panning of 20 Stations is in progress.

In present, RLDA is carrying out redevelopment of 14 major railway stations, including the flagship transformations of New Delhi (NDLS), Ahmedabad (ADI), and Mumbai's historic Chhatrapati Shivaji Maharaj Terminus (CSMT). Work is in progress in these stations and 4 stations are planned to be commissioned in the financial year 2024-25.

Other stations at Gomti Nagar, Chandigarh, Safdarjung, Bijwasan, Ajni, Muzaffarpur, Nagpur, Surat, Lucknow, Gurugram and Delhi Cantt. Stations are also being developed with a commitment to modernize railway infrastructure across India, enhancing passenger experience, and promoting sustainable practices.



Double Stack Container Train

Commercial Development of Vacant Land

Total 160 commercial sites are entrusted to RLDA by Ministry of Railways for commercial Development till end of financial year 2024-25 by the Ministry of Railways, out of which 48 have been awarded.

Redevelopment of Railway Colonies

Total 118 colony redevelopment sites are entrusted to RLDA by Ministry of Railways till end of financial year of 2024-25, out of which 19 have been awarded.

Construction of Multi-Functional Complexes (MFCs)

Total 64 MFC sites are entrusted to RLDA, out of which, 56 MFCs have been awarded and 23 sites have been commissioned.

RLDA's Achievements

Since its inception in 2007, Rail Land Development Authority (RLDA) has progressed on a journey of growth and innovation. Through continuous efforts and strategic foresight, financial earnings, during the year 2024-25 total earning of RLDA is ₹1,297.81 crore, which is 35% more than the earning of the year 2023-24.

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, 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 7 states.



Freight Trains Cross Sone Bridge (EDFC)

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.

Advantages of DFCCIL

- **Enhanced Reliability and Punctuality:** The DFC's dedicated tracks and advanced signalling systems ensure minimal delays, offering predictable and reliable freight schedules, which improve supply chain efficiency for industries.
- **Reduced Unit Cost:** Significant reduction in the unit cost of freight transport, enhancing economic competitiveness.
- **High-Capacity Infrastructure:** Double-line tracks with automatic signalling enable over 120 trains daily in each direction, with axle loads of 25T (upgradable to 32.5T) and rake lengths up to 1,500 meters.
- **Industrial Corridors:** Strengthened connectivity with the Delhi-Mumbai Industrial Corridor (WDFC) and Amritsar-Kolkata Industrial Corridor (EDFC).
- **Environmental Impact:** Reduced CO₂ emissions by 56% compared to road transport, supporting India's net-zero target by 2070.
- **Economic Multiplier Effect:** By connecting industrial hubs and ports, DFCCIL stimulates regional economic growth, creates jobs, and supports the development of new industrial clusters along the Eastern and Western corridors.
- **Support for Multimodal Logistics:** Integration with Gati Shakti Cargo Terminals and Multi-Modal Logistics Hubs facilitates seamless intermodal connectivity, reducing logistics costs and transit times for end-to-end freight movement.
- **Boost to Export Competitiveness:** Faster and cost-effective freight transport to major ports enhances India's global trade efficiency, supporting the Atma Nirbhar Bharat initiative.

Significant Achievements of the Year 2024-25

DFCCIL successfully commissioned 2,741 route km of DFC Network out of the planned 2,843 route km.

Highlights

- DFCCIL has become largest freight transporter amongst all Zonal Railways, with 12% of freight GTKM of Indian Railways.

- New Daud khan GCT (EDFC), operated by M/s Kanpur Logistics Park Pvt. Ltd. was commissioned in February 2025.
- Gothangam GCT (WDFC), operated by Emirates Logistics India Pvt. Ltd. was commissioned in March 2025.
- Varnama GCT (WDFC), connected to New Makarpura Station, flagged off its first container train on 21st December 2024.
- Hind Terminals Logistics Park, Palwal (WDFC), connected to New Prithla Station, flagged off its first Double-Stack Container Train on 25th March 2025.
- New Rewari Chord Line (1.22 km) was commissioned the on 14th July 2024, eliminating loco reversal at New Rewari, reducing transit time, and saving crew hours.
- DFCCIL commissioned it's a state-of-the-art corporate office in Noida on 3rd February 2025.



DFCCIL successfully launches open web steel Girder on its largest RFO

Progress of Works

- Track linking with modern New Track-Construction (NTC) machine of 127 Tkm was done during FY 2024-25, taking the cumulative linking to 5,893 Tkm.
- 37 Road Over Bridges were completed in FY 2024-25, bringing the cumulative total to 243 by March 2025.
- OHE (Overhead Electrification) wiring of 168 TKm was completed by Mechanized Wiring Train in FY 2024-25. Cumulative 5,747 TKm OHE wiring was completed by March 2025.
- DFCCIL achieved CAPEX of ₹8,994 crore (provisional, including land) during FY 2024-25.

Operations

In FY 2024-25, DFCCIL achieved significant milestones in operational efficiency, safety enhancements, and environmental sustainability, further decongesting Indian Railways' network and boosting freight capacity.

- **Total Trains Operated:-** DFCCIL Operated 1,30,116 trains across the DFC network, a 47.5% increase from 88,225 trains in FY 2023-24.
- **Daily Average:-** DFCCIL achieved an average of 356 trains per day in FY 2024-25, a 47.7% increase from 241 trains per day in FY 2023-24, with a peak of 403 trains per day in March 2025.

- **Peak Interchange:-** DFCCIL recorded a single-day interchange of 848 on 30th March 2025.
- **Freight Traffic Metrics:-** Net Tonne Kilometres (NTKM):- DFCCIL achieved 111,898 million NTKM, a 68% growth from 65,719 million NTKM in FY 2023-24.
- **Gross Tonne Kilometres (GTKM):-** DFCCIL recorded 192,146 million GTKM, a 61% increase from 119,129 million GTKM in 2023-24.
- **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. During 2024-25, 730 rakes carried 18,309 Trucks with total earning of INR 48.64 crore (approx.), saving 33 lakh litres of Diesel (approx.), thereby saving the nation's foreign currency and reducing approx. 8,780 tonnes of CO₂ emission.

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 2,741 RKm of Dedicated Freight Track to the total route kilometres 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 Railway Vikas Corporation Ltd. (MRVC Ltd.) is a Public Sector Undertaking (PSU) under the Ministry of Railways, Government of India. It is responsible for implementing the rail infrastructure components of the Mumbai Urban Transport Project (MUTP).

Mumbai Urban Transport Project – I

Sanctioned in the Railway Budget 2003–04, MUTP Phase I was successfully completed in 2012 at a total cost of ₹4,452 crore.

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
- 1500 V DC to 25k V AC conversion on Central & Western Railway – Traction conversion work on entire Western Railway.

Mumbai Urban Transport Project II

The project was sanctioned in Railway Budget 2008-09. The total cost of MUTP Phase II is ₹8,087 crore. It is bifurcated into Phases 2A and 2B:

MUTP 2A – Completed. cost-₹4,803 crore. Loan from World Bank- ₹1,727 crore.

SN	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

MUTP 2B – In progress. cost-₹3,284 crore.

SN	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	December 2026 (Phase I)
4	6th Line between BCT-Borivali	WR	December 2027

MUTP 2C – Running of 12 car on Harbour line – The project was sanctioned in Rail Budget 2012-13. Project Completed. Cost – ₹789.55 crore.

All infrastructure works were completed by March 2016. 13 new 12-car EMU rakes were received by February 2018. The project increased Harbour Line capacity by 33%.

MUTP III – In progress. Cost- ₹10,947 crore Loan from AIIB-USD 500 million

The project was sanctioned in December 2016. All the works under this project are assigned to MRVC for execution.

SN	Name of the work	cost (₹in crore)	TDC
1	New Suburban Railway Corridor Panvel-Karjat (double line) (29.6 Kms)	2782	Dec., 2025
2	New Suburban corridor link between Airoli-Kalwa (elevated)on Central Railway (3.3 Kms)	476	Phase I – commissioned. Phase II- 3 years after R&R
3	Quadrupling of the Virar-Dahanu Road on Western Railway (64 Kms)	3,578	Dec. 2026
4	Procurement of Rolling Stock (565 coaches)	3,491	Along with MUTP IIIA
5	Trespass Control on mid-section	551	Completed. June 2025

MUTP IIIA - In progress.

The project was sanctioned in April 2019. Cost- ₹33,690 cr. Loan from AIIB-USD 85 million

SN	Name of the work	cost (₹ in Cr.)	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	
	c) CBTC on CCG-VR on Western Railway	2,371	
7	Station Improvement – at 17 stations	947	MRVC
8	Procurement of Rolling Stock - 191 AC EMU rakes	15,802	MRVC
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
	Grand total	33,690	

Works are in progress for all projects except CBTC for which indigenous development of Kavach 5 is being done by Centre of Excellence for “Atma Nirbhar Bharat”. Air-Conditioned EMU rake procurement process is initiated for all the rakes sanctioned under MUTP III and IIIA now.

Braithwaite & Co. Limited (BCL)

Braithwaite & Co. Limited (BCL) is a Schedule – B, ‘Mini Ratna – I’ Heavy Engineering CPSE under Ministry of Railways. It is headquartered in Kolkata with 2 manufacturing units in and around Kolkata, office set-ups in Mumbai & Delhi and project sites across various states in India. BCL’s core competency is manufacture of Railway Rolling Stock in India, especially wagon Manufacturing (conventional and special types), since decades. Its other major products & services include repairing of wagons, civil construction & structural steel fabrication of bridges, manufacturing of cranes and their maintenance, steel castings, wagon sub-assemblies.

Apart from the above, of late BCL is in the process of further exploration and consolidating its diversification drive into different business verticals such as Operation & Maintenance (O & M) of Railway Workshop including POH/ ROH of wagons, Container Manufacturing, Renewable Energy, Disaster Management activities etc. Company has a world class Welding Training Center, with accreditation from National Skill Development Corporation (NSDC) and securing business in the field of training and education on welding technology. It may be noted here that Company has extended support to Indian Railways for repair & revamp of old & unusable wagons and O & M works at the Railway site. In the infrastructural front, Company has been continuously updating its facilities & technological developments, to cater to future growth momentum based on its potentialities. Being recognized as a Prototype Hub in association with RDSO for Wagons of new design, Company is continually developing new wagons for IR, having its Dedicated & well-developed Design & Drawing House and ERP enabled business processes.

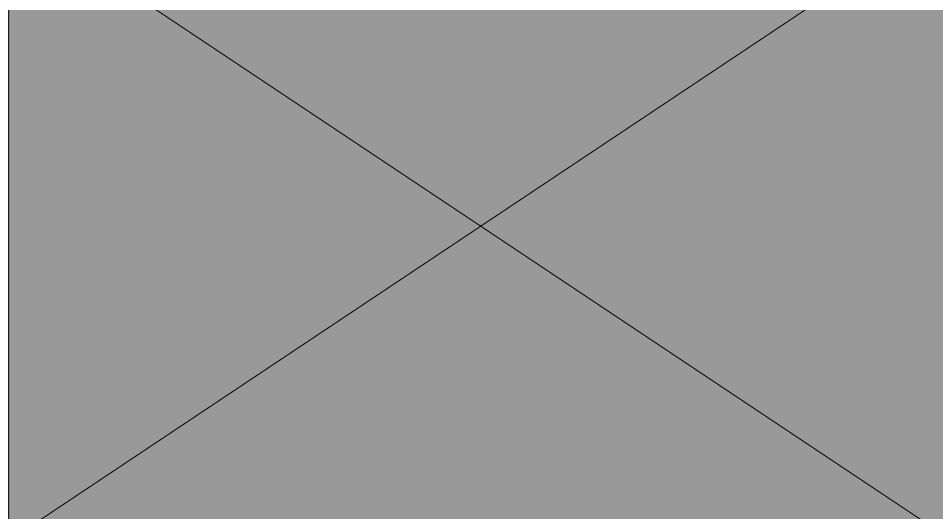
The Performance highlights of the Company, w.r.t. physicals & financials are:

Particulars	2023-24	2024-25
Revenue from Operations (₹ in crore)	1,103.37	1,266.15
Net Worth (₹ in crore)	216.79	233.60
Newly Built Wagon (Nos)	1,585	2,155
Repair Wagon including POH Wagon (Nos)	8,916	11,445
Bogie (Nos)	2,232	2,586

In this regard, the Revenue & its core business, i.e. manufacturing of new wagons, enumerating the growth trend over the years, are graphically represented below -

Major Achievements during 2024-25, as regards the performance of BCL

- As enumerated above, BCL is Continuing the trend of surpassing the figures of previous years, Company registered highest ever Sales of ₹1,266.15 crore in FY 2024-25, which is 14.75% Growth over the previous FY 2023-24.
- Highest ever number of wagons @ 299 Wagons mfd. in March, 2025 (Single month highest of Previous Year is 281 nos. in March, 2023).
- Highest ever bogie production during the month @252 Nos., surpassing the single month highest of previous year @236 Nos. produced in Mar'24.
- Successfully forayed into new business ventures in the FY, which are picking up, with significant contributions w.r.t. revenue: MES Jobs @₹10.15 Cr., Uttarakhand Projects @₹58.96 crore and Maharashtra Project @₹20.86 crore.
- Consolidation of the legacy / existing Business, major ones being Civil infra / Bridge fabrication and Crane related jobs, contributing to the ever-increasing revenue @₹44.35 crore and ₹24.08 crore respectively (last FY ₹17.90 crore & ₹20.47 crore).
- Secured substantial Orders worth over ₹2,800 crore, currently having the Highest ever Order Book position of ₹2,982 crore, being in diversified areas, both in Govt (Rly, State & PSU) & Pvt Sectors.
- Successfully completed Orders within the Delivery Period for manufacture of BOXNHL wagons for SAIL and Crackers India.
- A first time in India, made Significant Contribution towards Carbon Net Zero targets of India by developing, manufacturing & delivering Green-H Electrolyser containers.



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) 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

2024-25

13.07.2024	Laid down the foundation stone and dedicated multiple projects to the nation in Maharashtra.
31.08.2024	The following Vande Bharat Trains inaugurated. • Chennai Egmore-Nagarcoil • Madurai-Bengaluru Cantt • Meerut-Lucknow
01.09.2024	• New Vande Bharat Sleeper train unveiled and laid foundations stone for New Hanger for Standard and Broad Gauge Rolling Stock Manufacturing Facility at BEML, Bengaluru. • Dedicate gauge conversion of Pilibhit-Mailani Railway section and flagged off new train on this route.
15.09.2024	The following Vande Bharat Trains inaugurated. • Tatanagar-Patna • Bhagalpur-Dumka-Howrah • Brahmapur-Tatanagar • Howrah-Rourkela • Gaya-Howrah • Deoghar-Varanasi • Rourkela-Howrah • Pune-Hubballi
16.09.2024	The following Vande Bharat Trains inaugurated. • Varanasi-New Delhi (First Vande Bharat Train of 20 Coaches) • Nagpur-Secunderabad • Raipur-Visakhapatnam • Bhuj-Ahmedabad (Namo Bharat Rapid train)
17.09.2024	Laid down the foundation stone and dedicated multiple projects to the nation in Paradeep, Odisha.
20.09.2024	Bharat Gaurav deluxe AC tourist train flagged off for Bharat-Nepal maitre yatra from Hazrat Nizamuddin Railway Station, New Delhi.
02.10.2024	Passenger/Express trains commenced. • Azimganj-Cossimbazar • Krishnanagar-Azimganj • Radhikapur-Anand Vihar Terminal
15.10.2024	Devlali-Danapur Setkari Samruddhi Special Train flagged off.
27.10.2024	Dedicated Bhuj-Naliya Rail line gauge conversion.
29.10.2024	Flagged off new Bi-weekly train Bandra Terminus-Madgoan.
13.11.2024	Unveiled Jan Aushadhi Kendras at Nagarcoil, Thanjavur, Palakkad Jn. Tiruchchirappalli Jn. Erode Jn. Dindigul Davangere, Agartala stations.
07.12.2024	• Laid foundation & 3 double line Railway Projects and dedication of Electrification at Jaipur. • Inaugurated 2nd Entry of Cuttack Railway Station.
06.01.2025	• Charlapalli New Terminal Station inaugurated. • Creation of New Jammu Railway Division, Northern Railway. • Laid down the foundation stone of Raygada Division in Odisha.

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 Passenger Kilometre	Traffic conveyed free for working the Railways. 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. 2 of 2025 compliance audit (year ended March, 2023)

Chapter I: Working of Mancheswar Carriage Repair Workshop in East Coast Railway

Audit on the working of the workshop was conducted to assess whether the targets were set based on actual POH arising of the workshop and were achieved in a timely manner. Some of the important observations are:-

- (i) The projections for coaches due for POH were not realistic and the same had undergone downward revision every year.
- (ii) The time taken by the workshop in carrying out POH of coaches was up to three years as against the prescribed cycle days of 15/20 days.
- (iii) Out of 3,402 coaches overhauled during 2020-23, 131 coaches failed within 100 days of POH.
- (iv) Despite enhancement of its POH capacity to 150 coaches per month in 2016, further capacity augmentation works worth ₹181.78 crore was taken up during 2018-19 to 2022-23 without assessing the compatibility of existing infrastructure and a realistic requirement in future.
- (v) Budgeting of the workshop was not based on the unit cost as per codal provisions and also in commensurate with the projection for POH of coaches leading to excess budgeting.
- (vi) Four high-value machines worth ₹4.15 crore had been lying idle for years due to inherent defects of the machines.

Chapter II: Construction of 5th and 6th line between Chhatrapati Shivaji Maharaj Terminus (CSMT)-Kurla Station

Some of the important observations are:-

- (i) Improper Detailed Estimate by M/s. Rail India Technical and Economic Service (RITES) resulting in delay in its sanction by RB.
- (ii) Baseline Socio Economic (BSE) survey for Phase I work was not completed even after lapse of more than 11 years from September, 2012.

- (iii) Project Affected Persons (PAPs) were not rehabilitated (January, 2024)
- (iv) Excess assessment of land requirement at the Detailed Estimate stage.
- (v) Lack of co-ordination between M/s. RITES and State Govt. agencies were noticed.
- (vi) Despite expenditure of ₹500.93 crore (56.22%) (January, 2024) made against the sanctioned estimate of ₹890.89 crore (September, 2014), only 26% of the work was physically completed (January, 2024).

Audit Report No.5 of 2025 Compliance Audit (Year ended March, 2023)

A brief overview of the important audit findings and recommendations is given below.

Para 2.1 Non-realisation of shunting charges: East Central Railway

Non-levy of shunting charges for shunting activity by using railway engines at Bina siding (BCSK) of East Central Railway resulted in non-realisation of ₹50.77 crore from the siding owner during the period from April, 2020 to March, 2023.

Para 2.2 Loss due to inaction on proposals relating to operation of train with poor patronage: South Western Railway

Even after poor patronage of an express train between Satya Sai Prasanthi Nilayam (SSPN) station and KSR Bengaluru City (SBC) station, South Western Railway (SWR) continued its operation. This resulted in loss of ₹17.47 crore on its running.

Para 2.4 Loss of ₹11.02 crore to the Railways due to sanction of ineligible STS concession: Southern Railway

Southern Railway Administration sanctioned ineligible concession resulting in loss of ₹11.02 crore to the Railways.

Para 2.5 Loss of potential freight earning due to empty haulage of defective wagons: South Eastern Railway

South Eastern Railway supplied unfit/unloadable wagons along with fit wagons to Ultratech Cement Limited Siding at Dhutra and Orissa Cement Limited Siding at Rajgangpur. Resulting in loss of potential freight to the tune of ₹10.25 crore during 2021-22 and 2022-23.

Para 3.1 Short recovery of land licence fee of ₹148.61 crore from Government-aided schools: Northern Railway

Northern Railway did not comply with Railway Board's directives to recover license fee at the rate of 6% of land value from five Government - aided schools which led to short recovery of licence fee of ₹148.61 crore.

Para 3.2 Non-recovery of contribution from contractors towards District Mineral Foundation: South Eastern, South Western, North Central, East Coast, Eastern, North Western, Southeast Central, West Central and Central Railways

Though royalty is being recovered by South Eastern, South Western, North Central, East Coast, Eastern, North Western, South East Central, West Central and Central Railway Administrations from contractors' bills, contribution towards DMF is not being recovered as per the Mines and Minerals (Development and Regulation) Act, 1957 resulting in non-recovery of ₹55.51 crore during the period from January, 2015 to March, 2024.

Para 3.3 Non-realisation of ₹25.48 crore in execution of deposit work: South Central Railway and Northeast Frontier Railway

Non-compliance to the codal provisions relating to deposit works resulted in non-realisation of ₹10.05 crore from Government of Andhra Pradesh by South Central Railway and ₹15.43 crore from Defence Department and other parties by Northeast Frontier Railway.

Para 3.4 Avoidable liability due to delayed renewal of licenses for Very High Frequency sets: South Central Railway

Delay in payment of license fee by South Central Railway Administration, for Very High Frequency sets led to avoidable financial liability of ₹23.16 crore towards late fee.

Para 3.5 Non-adherence to the instructions on apportionment of cost: Central Railway

Non-adherence to codal provisions and Ministry of Railway's (MoR) instructions in apportionment of cost sharing between Railways and Government of Maharashtra (GoM) resulted in extra expenditure of ₹15.62 crore in construction of four Road Under Bridges (RUBs) in Diva- Panvel-Jasai- JNPT section on Western Freight Corridor of DFCCIL project.

Para 3.6 Irregular reimbursement of seigniorage charges: South Central Railway

South Central Railway Administration amended provisions of Indian Railway Standard General Conditions of Contract 2014 without approval of the Ministry of Railways resulting in irregular reimbursement of seigniorage charges of ₹15.51 crore to contractors.

Para 3.7 Non-compliance of Railway Board's instructions and provisions of Memorandum of Understanding (MoU) resulted in non-realisation of State Government's share for construction of Road Over Bridge: Eastern Railway

Eastern Railway failed to implement Railway Board's instructions and provisions of Memorandum of Understanding for construction of a Road Over Bridge. As a result, the State Government's share to the extent of ₹13.52 crore could not be realised even after commissioning of the bridge.

Para 3.8 Non-execution of agreement with the Siding Authority (CONCOR) led to non-realisation of Maintenance and Inspection Charges: Northeast Frontier and South Central Railways

Non-adherence to the instructions of Ministry of Railways led to non-realisation of Maintenance & Inspection Charges of ₹12.76 crore from the Container Corporation of India Limited (CONCOR) authorities.

Para 3.9 Non-commencement of the work of approach roads led to idling of the bridge proper resulting in blocking of capital: South Western Railway

South Western Railway Administration constructed Road Over Bridge without ensuring matching action by Government of Karnataka for their shared work. This has resulted in non-elimination of Level Crossing and blocking of capital of ₹11.81 crore for more than five years (2018 to 2023).

Para 4.1 Manufacturing of coaches for Nilgiri Mountain Railway (NMR) without assessing basic technical requirement: Southern Railway and Integral Coach Factory

ICF did not comply with the instructions of MoR in developing a prototype coach in consultation with Research, Design and Standards Organisation which led to creation of ineffective and deficient assets at a cost of ₹27.91 crore.

Para 4.2 Short recovery of electricity charges from the occupants of Railway quarters: East Central Railway

Non-implementation of the revised rate of electricity charges of various State Electricity Boards (SEBs) for recovery from the occupants of Railway quarters in Dhanbad Division of East Central Railway resulted in short recovery of ₹14.89 crore.

Para 4.3 Injudicious procurement of Coach Shot Blasting Plant: Eastern Railway

Disregarding Liluah Workshop's submission on its unsuitability, one Coach Shot Blasting Plant compatible with Linke Hofmann Busch (LHB) coaches only was procured and commissioned in the Workshop as an integral part of mechanised system of painting of coaches. However, subsequent decision of Workshop Authority to outsource the painting and allied works of LHB coaches rendered the procurement of the plant at a cost of ₹12.66 crore injudicious.

Para 4.4 Non-availing of input tax credit due to erroneous flagging and failure to rectify flagging of Works Contract bills within stipulated time: Eastern Railway.

Eastern Railway did not follow Ministry of Railway's guidelines for flagging of Works Contract bills for claiming input tax credit and further could not rectify the incorrect flagging within the stipulated time resulting in non availing of ₹6.45 crore as Input Tax Credit (ITC) on GST paid.

Report No. 9 of 2025 (Railway Finances)

Chapter 1 The major observations are as follows:

- a. The total expenditure of Ministry of Railways (MoR) increased by 11.34 per cent and capital expenditure increased by 7.21% during 2022-23. On the other hand, revenue expenditure increased by 15.15% during the year.
- b. Gross Traffic receipts increased by 25.51% during 2022-23 as compared to 2021-22. The loss of ₹5,257.07 crore in passenger operations was left uncovered during 2022-23. The profit from freight traffic was utilised to cross-subsidise the loss on operation of passenger and other coaching services.
- c. The Operating Ratio (OR) was 98.10% in 2022-23 against 107.39% in 2021-22. Indian Railways generated net surplus during 2022-23 as compared to net deficit in 2021-22.

Chapter 2 The major observations are as follows:

- a. MoR incurred additional expenditure of ₹13,615.30 crore in excess of the sanctioned budget of ₹1,09,197.19 crore under Revenue Grant (3002-03).
- b. There were savings of ₹44,593.06 crore in 8 cases.
- c. There were cases of misclassification of expenditure between Revenue to Capital Grant and vice-versa, Voted to Charged and vice-versa etc.
- d. Unsanctioned expenditure of ₹6,483.71 crore involving 1,932 cases was incurred by MoR, which was 1.05% of total expenditure during the year 2022-23.

Chapter 3 The major observations are as follows:

- a. The net profit of the Railway Public Sector Enterprises had shown an increasing trend and had increased from ₹6,146.29 crore in 2018-19 to ₹12,056.61 crore in 2022-23.
- b. Out of 33 profit earning Railway Public Sector Enterprises, only 11 Railway Public Sector Enterprises (7 Railway Companies, 1 subsidiary and 3 SPVs) had declared dividend (₹4,457.46 crore).
- c. The total market capitalisation of the shares of seven Railway Public Sector Enterprises was ₹1,47,291.18 crore as on 31st March, 2023. The market capitalisation had registered a marginal decrease of 2.19% as compared to the previous year.

Chapter 4 Review of 'Budgetary and Accounting Controls in Accounts Department of NWR, SECR and SWR' for the year 2020-21 to 2022-23. The major observations are as follows:

- a. The Electrical Department of Construction organisation of NWR raised a demand of ₹5 crore for Revised Estimate of 2022-23 against Ratlam-Dungarpur via Banswara New Line Project frozen

in September, 2019, the demand of which was cleared by Accounts Department of NWR as well as RB and funds were allotted to a frozen project.

- b. Upto March, 2023, NWR and SWR incurred expenditure of ₹3,142.49 crore against four works completed but not closed. The expenditure exceeded the revised sanctioned estimate by ₹743.70 crore (31%).
- c. The last quarter expenditure against Grants (total of ₹5,819 crore) was in the range of 33.26% and 100% of the expenditure on the Grants for the year (total of ₹12,257 crore) in 61 instances affecting 11 Grants.
- d. An amount of ₹542.54 crore towards Earnest Money Deposit/ Security Deposit (EMD/SD) was wrongly booked in incorrect accounting heads leading to overstatement/ understatement in the respective heads of accounts in NWR, SECR, SWR and RWF/ YNK.
- e. During 2020-21 to 2022-23, an amount of ₹68.30 crore pertaining to Income Tax deductions from payments to companies by NWR, SECR and SWR was wrongly booked in Major Head (MH) 0021 instead of MH 0020 resulting in misclassification of revenue leading to over/understatement of the respective heads.
- f. The amount of ₹48.78 crore of Bills Recoverable as on 01 April, 2020 in NWR, SECR, SWR and RWF/YNK increased by 527% to ₹306 crore as on 31 March, 2023.

Chapter 5 The major observations are as follows:

- a. In 34 workshops, credits to WMS Account amounting to ₹3,606.22 crore was done on estimates and not actuals thereby resulting in inaccurate debit to Profit & Loss (P&L) Account and Balance Sheet due to non-maintenance of Workshop General Register and/or Outturn Statements.
- b. In 16 workshops, total working hours in a week was less than stipulated 48 hours. Lesser working hours per week resulted in excess debit of ₹139.29 crore in WMS Account as well as to P&L Account during 2022-23. In 67 workshops, Government contribution of NPS to the extent of ₹358.84 crore was directly booked to final heads without routing through WMS, which resulted in deflated cost of work done.
- c. Raw Material Work Order (RMWO) was not maintained in 58 workshops (72.50%) wherein debit of stores to WMS Account was ₹5,719.65 crore.
- d. The apportioned on-cost (overhead) charges exceeded the actual on-cost charges beyond the stipulated 5% by ₹90.33 crore in 12 workshops resulting in excess credit to WMS. The apportioned on-cost charges fell short of the actual on-cost charges by more than

5% in 18 workshops resulting in less credit of ₹364.30 crore to WMS.

- e. Inefficient balance of ₹193.12 crore (₹181.36 crore + ₹3.28 crore + ₹8.48 crore) had accumulated in WMS Account Closing Balance of 12 workshops resulting in less debit to P&L Account and understatement of expenditure.
- f. In 31 workshops, the percentage of WMS Account balances with respect to WMS Account credits exceeded the stipulated percentage which resulted in less debit of ₹465.03 crore to P&L Account and accumulation of WMS Account closing balance.
- g. Short acceptance of Transfer Certificates amounting to ₹75.23 crore in transfer transactions accumulated in the WMS Account closing balance of seven workshops resulting in understatement of expenditure by the same amount.
- h. Against the stipulated 10% ceiling, the percentage of on-cost charges to total cost was in the range of 10.12% to 46.48% in various activities carried out in 29 Mechanical Workshops. Such high percentage of on-cost charges resulted in excess debit of ₹612.47 crore to P&L Account.

Report No. 15 of 2025 (Performance Audit on “Cleanliness and Sanitation in long distance trains in Indian Railways)

Some of the important audit findings are given below:

Chapter II: Budget and expenditure on cleanliness activities in trains

The actual expenditure in excess of the Final Budget Grant (FBG) was in the range of 100% (SR) to 141% (NCR). Similarly, utilisation of fund below 95% of the Final Budget Grant ranged between 63% (ECR) to 94% (SWR).

Chapter III: External cleaning of coaches at Coaching Depots

During 2018-2023, 56 ACWPs were commissioned. During joint inspection of 24 ACWPs with the Railway Officials, it was observed that eight (33%) ACWPs were not in operation due to breakdown or repair works.

Chapter IV: En-route and On-board cleaning of coaches

During joint inspections in 29 CTS across 12 zones, audit observed limited cleaning of toilets and other areas, shortfall in usage of machines and deployment of manpower. Contributing to the deficiencies such as deployment of less manpower and machinery.

Chapter V: Quick watering arrangement in trains

Audit observed that out of the 109 stations identified for making provision for Quick Watering Arrangement (QWA), facilities for quick watering were in operation at 81 stations (74%) as on 31 March, 2023.

Chapter VI: Cleanliness of bio-toilets in long distance trains

A detailed survey was conducted in respect of 2,426 on-board passengers in 96 selected trains. It was observed that the position of bio-toilets is better in AC coaches compared to that in non-AC coaches. Significant number of complaints (89%) related to cleaning of toilets in trains were addressed within the stipulated time.

Chapter VII: Setting up of mechanised laundries and provision of linen in trains

Audit observed that passenger complaints were comparatively less in the zones where the feedback was being obtained by the linen distribution contractors.

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			Audit
			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 resubmission by the Ministry	No. of ATNs which have been finally vetted by audit but have not been submitted by the Ministry to PAC	
1	13, 14, 32& 37 of 2016	45/45	0	0	0	0
2	13, 14, 22, 36& 45 of 2017	43/43	0	0	0	0
3	1, 5, 17, & 19 of 2018	44/44	0	0	0	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	68/68	0	0	0	0
7	16,22,23,25&35 of 2022	44/42	0	0	2	0
8	13 of 2023	4/4	0	0	0	0
9	4, 5 & 6 of 2024	39/31	0	5	2	1
10.	2,5,9&15 of 2025	36/7	7	11	2	9
11.	4&16 of 2025 (UGFA)	12/1	0	0	0	11
	Total	389/339	7	16	6	21

Financial Statements & Operating Statistics

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Statistical Summary—Indian Railways

Financial Statements

I

Consolidated Profit and Loss Account: 2024-25

2023-24 (₹ in crore)	Supporting Statement		2024-25 (₹ in crore)	Supporting Statement
2,55,272.63	IA	Gross Traffic Receipts	2,65,113.61	IA
		Ordinary Working Expenses		
1,91,093.61	IB	(including Payment to Worked Lines)	2,00,468.89	IB
		Contribution to Reserve Funds		
59,800.00	IC	(Depreciation Reserve Fund and Pension Fund)	60,300.00	IC
2,50,893.61		Total Working Expenses	2,60,768.89	
4,379.02		Net Traffic Receipts (Operating Profit)	4,344.72	
(-)1,119.34		Miscellaneous Transactions (Net)	(-)1,684.44	
3,259.68		Net Revenue (Gross Profit)	2,660.28	
		Less		
—	ID	(a) Dividend and other Payments to General Revenues	—	ID
—		(b) Payment to Deferred Dividend Liability	—	
@@3,259.68		Excess (+)/Shortfall (–)	@2,660.28	
@@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

2023-24	1A		2024-25	1A
		Gross Traffic Receipts		
		Coaching Earnings		
		Passenger Traffic		
(₹ in crore)		Full fares	(₹ in crore)	
#—		Less than full fares	#—	
#—	70,693.32	Parcels and other coaching traffic	#—	75,367.52
2,009.30		Parcels	2,064.83	
112.76		Luggage	129.30	
4,605.19	6,727.25	Others	4,692.64	6,886.77
		Goods Earnings		
91,247.46		Coal, Coke etc.	94,028.72	
76,412.63		General Merchandise	76,463.09	
1,262.10		Other Traffic	1,669.19	
1,507.39		Wharfage and Demurrage	1,536.57	
(-)2,136.29	1,68,293.29	Less refunds	(-)2,534.42	1,71,163.15
	9,652.44	Miscellaneous (Sundry) other earnings		11,586.55
2,55,366.30		Total Gross Earnings	2,65,003.99	
93.67		Suspense (Bills receivable)	109.62	
		Gross Traffic Receipts		
2,55,272.63		(Actually realised)	2,65,113.61	

Figures not available

2023-24 (₹in crore)	Percentage to total		2024-25 (₹in crore)	Percentage to total
	I B	Ordinary Working Expenses		I B
9,584.23	5.02	General Superintendence and Services	10,057.75	5.02
20,049.85	10.49	Repairs and Maintenance of Permanent Way and Works	21,728.35	10.84
7,751.48	4.06	Repairs and Maintenance of Motive Power	8,333.94	4.16
22,309.01	11.67	Repairs and Maintenance of Carriages and Wagons	22,880.71	11.41
10,493.14	5.49	Repairs and Maintenance of Plant and Equipment	11,562.79	5.77
22,062.12	11.55	Operating Expenses—Rolling Stock and Equipment	23,922.97	11.93
39,430.17	20.63	Operating Expenses—Traffic	42,449.83	21.18
34,788.22	18.20	Operating Expenses—Fuel	32,434.56	16.18
9,473.47	4.96	Staff Welfare and Amenities	10,110.03	5.04
9,413.43	4.93	Miscellaneous Working Expenses	9,548.16	4.76
6,213.33	3.25	Provident Fund, Pension and other Retirement Benefits	6,964.39	3.47
<u>1,91,568.45</u>		Gross Expenditure	<u>1,99,993.48</u>	
-474.84	-0.25	Suspense (Bills payable)	475.41	0.24
1,91,093.61	100.00	Ordinary Working Expenses (Actually disbursed)	2,00,468.89	100.00
	IC	Contribution to Reserve Funds		IC
800.00		Depreciation Reserve Fund	800.00	
59,000.00		Pension Fund	59,500.00	
59,800.00		Total Contribution to Fund	60,300.00	
2,50,893.61		Total Working Expenses	2,60,768.89	
—	ID	Dividend and Other Payments to General Revenue	—	ID
—	—	Dividend Payable (Current)	—	—
—	—	Payments in lieu of tax on Passanger Fares	—	—
—	—	On account of assistance to Railway Safety Fund	—	—
—	—	Total Dividend payable	—	—
—	—	Deferred Dividend paid	—	—
—	—	Net Dividend paid	—	—

Balance Sheet

As on March 31, 2024
(₹ in crore)

As on March 31, 2025 (₹ in crore)

	LIABILITIES	
A.	Loan Capital	
#7,92,657.45	(advanced by General Exchequer)	@9,74,985.35
	B. Investment Financed from	
53,449.91	Railway Capital Fund	53,449.91
67,380.32	Depreciation Reserve Fund	67,866.31
43,074.76	Development Fund	43,522.29
1,22,158.81	Railway Safety Fund	1,67,158.54
15,756.05	Special Railway Safety Fund	15,756.05
1,252.31	Revenue	1,252.31
97,295.34	Rashtriya Rail Sanraksha Kosh	1,08,295.05
22,717.99	Sovereign Green Fund	37,714.27
2,515.88	Miscellaneous other sources	2,668.25
4,25,601.38	Total	4,97,682.98
	C. Reserves	
780.10	Depreciation Reserve Fund	1,273.25
572.54	Development Fund	687.14
1,961.39	Pension Fund	1,922.62
456.97	Railway Capital Fund	472.29
3.06	Railway Safety Fund	3.13
—	Special Railway Safety Fund	—
1,302.40	Rashtriya Rail Sanraksha Kosh	2,421.58
245.09	Railway Debt Service Fund	253.30
5,321.55	Total	7,033.31
	D. Deposits	
38,689.13	(i) State Railway Provident Fund	39,003.74
41,465.42	(ii) Miscellaneous Deposits	43,668.89
73.39	(iii) F. Loan & Advances	75.14
80,227.94	Total	82,747.77
	E. Current Liabilities	
7,373.30	(i) Undischarged (Demands payable)	7,747.16
3.25	(ii) Outstanding dues payable to other Government Departments	3.25
7,376.55	Total	7,750.42
13,11,184.87	Grand Total	15,70,199.83

@ Excludes ₹11,954.00 crore appropriation to SRSF; ₹1,00,000.00 crore appropriation to RRSK, ₹1,52,956.76 crore appropriation to RSF and ₹37,714.27 crore appropriation to SGF.

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.

II
As on March 31,
2024 (₹in crore)

	ASSETS	
F.	Block Assets	
	(i) Fixed Assets	
60,342.15	Land	
5,38,782.07	Buildings and track	
3,13,604.86	Rolling stock	
1,05,587.50	Plant and equipment	
-	Miscellaneous assets	
<u>10,18,316.58</u>	Total	
	(ii) Investments	
3,600.95	Inventory	
5,125.64	Works in progress (WMS)	
18,092.47	Miscellaneous Advance (Capital)	
<u>26,819.07</u>	Total	
	(iii) Investment in other undertakings	
1,73,123.17	Shares in road transport undertakings	
<u>12,18,258.82</u>	Other Government undertakings	
	Total Block Assets	
G.	Funds lying with Central Government	
85,549.49	(Contra-items C and D)	
H.	Current Assets	
2,295.55	Sundry Debtors	
1,437.06	Outstanding dues from other Government Departments	
2,461.15	Outstanding Traffic Earnings	
337.58	Cash in hand	
845.22	Demands Recoverable	
<u>13,11,184.87</u>	Grand Total	

II
As on March 31,
2025 (₹in crore)

72,292.57
6,49,482.16
3,98,244.57
1,25,058.42
-
<u>12,45,077.72</u>
5,095.79
4,484.86
19,145.97
<u>28,726.62</u>
1,98,863.99
<u>14,72,668.33</u>

Gross book value as on 31st March, 2024

(₹ in crore)

	Capital at-charge (Comprising loan/ account)	Capital Fund	DRF& DF including Improvement element	OLWR	U.S. Ma- chinery and other Misc. Tools	Railway Safety Fund	RRSK	Special Railway Safety Fund	SGF	Total
Land	58,597.70	441.51	379.40	3.83	-	596.50	293.74	29.48	-	60,342.15
Structural Engineering Works										
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
Track										
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
Rolling Stock										
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
Equipment (Machinery and Plants etc.) Other than Rolling Stock	60,967.62	4,640.04	17,787.50	375.51	3.01	9,293.29	9,884.90	2,635.64	-	1,05,587.50
Suspense (Floating Assets like inventories or stores holdings)@										
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
Investment in shares of Govt. & Other Commercial Undertaking- Road service.	1,06,443.66	2,984.39	0.01	0.01	-	-	0.20	-	-	1,09,428.27
Investment in shares of Govt. Commercial and Public Undertaking	62,593.56	1,101.33	-	0.01	-	-	-	-	-	63,694.90
Total	7,92,657.43	53,449.91	1,10,455.08	1,252.31	2,515.88	1,22,158.81	97,295.34	15,756.05	22,717.99	12,18,258.82

Note: @ Excludes ₹11,954.00 crore of appropriation to SRSF.

Gross book value as on 31st March, 2025

	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
Land	65,580.22	441.51	394.27	3.83	-	5,390.21	453.05	29.48	-	72,292.57
Structural Engineering Works										
Stations and offices	1,68,522.14	11,861.27	30,800.16	405.74	0.27	29,776.15	15,277.51	561.84	-	2,57,205.08
Workshops and stores buildings	20,592.47	466.82	5,008.40	126.29	-	1,529.33	1,346.28	38.79	-	29,108.38
Residential buildings	10,810.34	330.50	4,936.96	75.80	-	2,551.35	259.89	45.27	-	19,010.11
Track										
Formation	93,015.91	6,684.08	7,742.13	55.60	0.01	46,069.98	13,641.35	1,558.79	-	1,68,767.85
Permanent way materials	68,198.16	4,598.24	21,586.59	146.39	-	46,020.33	43,174.42	6,570.15	-	1,90,294.27
Bridges	34,412.09	1,555.91	5,370.28	36.09	-	15,995.97	10,180.60	1,494.41	-	69,045.35
Rolling Stock										
Locomotives and spare boilers	94,691.66	8,876.75	7,601.41	3.80	-	30.98	5,570.60	1,086.84	37,714.27	1,55,576.31
Carriages including Rail Cars and E.M.U.	61,355.78	5,110.67	5,223.77	0.64	-	4.39	2,127.86	686.02	-	74,509.13
Stock Wagons	55,399.90	4,750.38	3,547.31	1.04	-	1,341.66	2,425.27	985.73	-	68,451.29
Ferries	337.48	15.46	9.98	0.01	-	3.15	283.52	-	-	649.59
Rail-cum-road services	4,672.04	9.11	1,142.01	21.56	0.23	3,240.51	1,416.73	63.09	-	10,565.28
Road motor cars and carriers for public traffic	1,063.86	0.01	-25.82	-	-	3,498.42	7.61	-	-	4,544.08
Equipment (Machinery and Plants etc.) Other than Rolling Stock	75,737.25	4,640.04	18,019.23	375.51	3.01	11,705.99	11,941.75	2,635.64	-	1,25,058.42
Suspense (Floating Assets like inventories or stores holdings)@										
Stores suspense	4,874.36	2.91	31.90	-	-	0.12	186.51	-	-	5,095.79
Manufacture suspense	4,484.31	-	-	-	-	0.00	0.55	-	-	4,484.86
Miscellaneous advances	16,459.33	20.53	0.01	-	2,664.72	-	1.37	-	-	19,145.97
Investment in shares of Govt. & Other Commercial Undertaking- Road service.	1,32,184.49	2,984.39	0.01	0.01	-	-	0.20	-	-	1,35,169.09
Investment in shares of Govt. Commercial and Public Undertaking	62,593.56	1,101.33	-	0.01	-	-	-	-	-	63,694.91
Total	9,74,985.35	53,449.91	1,11,388.60	1,252.31	2,668.25	1,67,158.54	1,08,295.05	15,756.05	37,714.27	14,72,668.33

Note: @ Excludes ₹11,954.00 crore of appropriation to SRSF.

**Railways' Contribution
to the Plan:
Sources/Application
of Funds**

2023-24 (₹ in crore)	SOURCE OF FUNDS	2024-25 (₹ in crore)
3,259.68	Internal Resources Generation	2,660.28
	Excess(+) for the year	
	Contribution from Revenues and Capital to Reserve Funds	
1,000.00	Depreciation Reserve Fund	1,000.00
0.00	Spl. Railway Safety Fund	0.00
0.00	Capital Fund	0.00
1,562.24	Pension Fund (Net)	-102.76
0.00	Railway Safety Fund	0.00
0.00	RRSK	0.00
90.59	Interest on Fund Balances	142.08
<u>5,912.51</u>	Total Internal Cash Balances	<u>3,699.60</u>
	Budgetary support From General Revenues	
1,75,169.48	(a) On Capital account	1,82,327.85
-	(b) on account of SRSF	-
45,000.00	(c) on account of RSF	44,999.73
10,000.00	(d) on account of RRSK	10,000.00
12,478.99	(e) on account of SGF	14,996.29
-	(f) As Temporary Loans:	-
0.00	(i) Reserve Fund	0.00
0.00	(ii) Development Fund	0.00
0.00	(iii) Capital Fund	0.00
	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	-
<u>2,42,648.47</u>	Total contribution received from the General Revenues	<u>2,52,323.87</u>
<u>2,48,560.98</u>	Total Source of Funds	<u>2,56,023.47</u>

2023-24 (₹ in crore)		IV 2024-25 (₹ in crore)
	APPLICATION OF FUNDS	
	Acquisition of new assets and replacement of existing assets	
	Acquisition Charged to:	
1,75,169.48	Capital	1,82,337.85
0.00	Railway Capital Fund	0.00
952.66	Development Fund	447.53
45,000.33	Railway Safety Fund	44,999.73
11,322.17	RRSK	10,999.71
12,478.99	SGF	14,996.29
0.00	Open Line Works (Revenue)	0.00
667.94	Replacement Charged to Depreciation Reserve Fund	540.67
<u>2,45,591.57</u>	Total Investment	<u>2,54,311.78</u>
	Repayment of loans obtained for:	
0.00	Development Fund	0.00
0.00	Railway Capital Fund	0.00
	Interest paid on temporary loans	
0.00	Development Fund	0.00
0.00	Railway Capital Fund	0.00
2,969.41	Increase(+)/Decrease(-) in Funds Balances	1,711.69
<u>2,48,560.98</u>	Total Application of Funds	<u>2,56,023.47</u>
	Note:	
2,352.14	Opening balance in all Funds as on 1 st April	5,321.62
5,321.55	Closing balance as on 31 st March	7,033.31
<u>2,969.41</u>	Increase(+)/Decrease (-) in balance comprised of:	<u>1,711.69</u>
351.96	Depreciation Reserve Fund	493.16
557.02	Development Fund	114.60
1,600.50	Pension Fund	-38.77
14.81	Railway Capital Fund	15.31
-0.33	Railway Safety Fund	0.00
437.51	RRSK	1,119.18
7.94	Debt Service Fund	8.21
-	SGF	-
<u>2,969.41</u>	Total	<u>1,711.69</u>

Operating Statistics Assets

VIA

2023-24			Route/Track-kms. (000) Route kms.	2024-25		
B.G.	M.G.	Total including N.G.		B.G.	M.G.	Total including N.G.
62.25	—	62.25	Electrified	65.51	—	65.51
66.82	1.16	69.18	Total	67.37	0.89	69.44
Running track kms						
102.50	—	102.50	Electrified	107.43	—	107.43
107.35	1.19	109.75	Total	109.55	0.92	111.64
Total track kms						
125.39	—	125.39	Electrified	131.02	—	131.02
132.64	1.27	135.21	Total	135.26	1.00	137.52
7,314	54	7,461	Number of stations	7,360	50	7,469
Rolling Stock (in units)						
Locomotives						
—	27	38	Steam	—	27	34
4	—	84	Diesel Hydraulic & Mechanical	—	—	79
4,269	42	4,317*	Diesel Electric	4,169	41	4,217
10,675	—	10,675	Electric	11,762	—	11,762
Passenger Carriages						
64,945*	224	65,509*	Loco hauled	67,880	224	68,452
8,746*	—	8,746*	E.M.U. Trailers	9,041	—	9,041
4,052	—	4,052*	E.M.U. Motor Coaches	4,222	—	4,222
2,522*	—	2,522*	DEMU / DHMU	2,517	—	2,517
5	0	9*	Rail Cars	2	—	6
Seats/Berths(000)						
1,366.51*	0.11	1,366.62*	Air-conditioned	1,470.81	0.11	1,470.92
118.52*	—	118.52*	Air-conditioned Chair Car	122.35	—	122.35
—	0.11*	2.10*	1 st Class	—	0.11	1.86
3,153.98*	8.56*	3,170.07	2 nd Class	3,314.03	8.56	3,330.80
1,042.89*	—	1,042.89*	E.M.U. Trailers (all classes)	1,101.84	—	1,101.84
426.85*	—	426.85*	E.M.U.Motor Coaches(all classes)	440.63	—	440.63
248.98*	—	248.98*	DEMU / DHMU	248.53	—	248.53
0.36	—	0.43*	Rail Cars (all classes)	0.15	—	0.21
10,328*	41.00	10,379*	Other Coaching Vehicles (in units) (including Brake Vans)	10,814.00	40.00	10,865.00
2,691	28	2,732*	Railway Service Vehicles (in units)	3,007	28	3,070
Goods wagons (000)						
77.05*	0.57	77.63*	Covered wagons	81.37	0.39	81.78
208.93*	0.07	209.00*	Open wagons	221.04	0.07	221.11
26.06*	0.20	26.26*	Live-stock wagons, wagons for explosives, timber rail wagons, tank and misc. wagons	26.36	0.20	26.56
15.59	0.09	15.69	Departmental wagons (including brake vans)	16.79	0.09	16.89
Ferry Stock						
—	—	—	Power Vessel	—	—	—
—	—	—	Dump Craft	—	—	—

*revised

Operation

B.G.	2023-24		Total	Train-kms.	B.G.	2024-2025		Total
	M.G.					M.G.		
				including Passenger and proportion of mixed				including
		N.G.					N.G.	
—	0.02	0.04	Steam		—	0.02	0.04	
102.81	0.91	103.80	Diesel		72.73	0.77	73.56	
537.70	—	537.70	Electric		588.83	—	588.83	
91.68	—	91.68	Electric Multiple Units		91.19	—	91.19	
41.69*	—	41.69*	#MEMU		47.39	—	47.39	
—	—	—	DHMU		—	—	—	
17.74*	—	17.74*	DEMU		17.20	—	17.20	
—	—	0.02	Rail Cars		—	—	—	
—	—	—	Rail Bus		—	—	—	
			Goods and proportion of mixed					
—	—	—	Steam		—	—	—	
98.75	—	98.75	Diesel		87.09	—	87.09	
414.06	—	414.06	Electric		432.46	—	432.46	
			Departmental					
—	—	0.01	Steam		—	—	0.01	
4.74	0.01*	4.76	Diesel		7.19	0.02	7.21	
10.31	—	10.31	Electric		7.40	—	7.40	
0.22	—	0.22	Electric Multiple Units		0.22	—	0.22	
0.14	—	0.14*	MEMU		0.12	—	0.12	
			Shunting and other engine kms.					
			Shunting					
—	—	—	Steam		—	—	—	
40.96	0.02	40.99	Diesel		45.22	0.02	45.25	
28.35*	—	28.35*	Electric		35.93	—	35.93	
			Light, assisting required, assisting not required, siding and departmental					
—	—	—	Steam		—	—	—	
117.88*	0.02	117.89	Diesel		96.17	—	96.17	
301.39*	—	301.39*	Electric		272.40	—	272.40	
			Engine kms. (excl. EMUs & Rail Cars)					
			Passenger and proportion of mixed					
—	0.02	0.04	Steam		—	0.02	0.04	
142.98	0.93	144.01	Diesel		101.25	0.79	102.12	
615.62	—	615.64	Electric		638.37	—	638.37	
			Goods and proportion of mixed					
—	—	—	Steam		—	—	—	
218.49	—	218.49	Diesel		200.97	—	200.97	
670.07*	—	670.07*	Electric		692.90	—	692.90	
			Departmental					
—	0.01	0.01	Steam		—	0.01	0.01	
6.08	—	6.10	Diesel		8.83	0.02	8.85	
14.98	—	14.98	Electric		9.64	—	9.94	
			Total					
—	0.03	0.05	Steam		—	0.03	0.05	
366.21	0.95	367.26	Diesel		309.42	0.81	310.31	
1,296.00*	—	1,296.00*	Electric		1,388.66	—	1,388.66	
			Vehicle kms.					
22,646.15*	8.95	22,661.99*	Coaching Vehicles		23,202.67	6.58	23,217.85	
2,233.78	—	2,233.78	Electric Multiple Units Coaches		2,272.05	—	2,272.05	
1,214.23*	—	1,214.23*	#MEMU		3,779.04	—	3,779.04	
—	—	—	DHMU		—	—	—	
398.86	—	398.86	DEMU		401.82	—	401.82	
—	—	—	Rail Cars		—	—	—	
—	—	—	Rail Bus		—	—	—	
			Wagon kms.					
14,976.22*	—	14,976.22*	Loaded		14,181.37	—	14,181.37	
23,977.41	—	23,977.41	Total		22,840.69	—	22,840.69	
62.46*	—	62.46*	% age of loaded to total		62.09	—	62.09	

#Inclusive Vande Bharat

*revised

Traffic and Earnings

2023-24		
B.G.	M.G.	Total including N.G.
303.50	0.00	303.50
3,678.02	0.00	3,678.02
3,981.52	0.00	3,981.52
8.38	0.00	8.38
44.47	0.00	44.47
211.03	0.00	211.03
1.23	0.22	1.76
53.15	0.00	53.24
370.35	0.00	370.35
0.50	0.00	0.50
1,497.99	1.42	1,499.79
731.47	2.35	734.30
2,918.57	3.99	2,923.82
6,900.09	3.99	6,905.34
9,591.32	0.00	9,591.32
1,08,915.01	0.00	1,08,915.01
1,18,506.33	0.00	1,18,506.33
4,740.60	0.00	4,740.60
35,387.90	0.00	35,387.91
1,79,822.28	0.00	1,79,822.28
119.55	6.62	139.91
16,672.33	0.05	16,679.99
2,67,530.11	0.00	2,67,530.11
91.98	0.00	91.98
3,98,102.06	98.65	3,98,222.20
43,289.91	271.70	43,578.37
9,45,756.72	377.02	9,46,193.35
10,64,263.05	377.02	10,64,699.68
31.60	0.00	31.60
29.60	0.00	29.60
29.80	0.00	29.80
565.50	0.00	565.50
795.70	—	795.70
852.10	0.00	852.10
97.60	30.30*	79.50
313.70	0.00	313.30
722.40*	—	722.40*
185.90	—	185.90
265.80*	69.40	265.50*
59.20	103*	59.30
324*	88.00	323.62*
154.20*	88.00	154.20*

*revised

Passenger Traffic Passengers originating (millions)

Suburban	
1 st Class	
2 nd Class	
Total Suburban	
Non-suburban	
A.C. First Class	
A.C. Sleeper	
A.C. 3-Tier	
1 st Class	
A.C. Chair Car	
Sleeper Class	
Mail/Express	
Ordinary	
2 nd Class	
Mail/Express	
Ordinary	
Total Non-suburban	
Total Suburban and Non-suburban	

Passenger kms. (millions)

Suburban	
1 st Class	
2 nd Class	
Total Suburban	
Non-suburban	
A.C. First Class	
A.C. Sleeper	
A.C. 3-Tier	
1 st Class	
A.C. Chair Car	
Sleeper Class	
Mail/Express	
Ordinary	
2 nd Class	
Mail/Express	
Ordinary	
Total Non-suburban	
Total Suburban and Non-suburban	

Average lead (kms.)

Suburban	
1 st Class	
2 nd Class	
Total Suburban	
Non-suburban	
A.C. First Class	
A.C. Sleeper	
A.C. 3-Tier	
1 st Class	
A.C. Chair Car	
Sleeper Class	
Mail/Express	
Ordinary	
2 nd Class	
Mail/Express	
Ordinary	
Total Non-suburban	
Total Suburban & Non-suburban	

VIC

2024-25		
B.G.	M.G.	Total including N.G.
328.62	0.00	328.62
3,783.05	0.00	3,783.05
4,111.67	0.00	4,111.67
10.13	0.00	10.13
48.29	0.00	48.29
234.64	0.00	234.64
1.54	0.23	2.16
66.56	0.00	66.71
367.56	0.00	367.56
0.52	0.00	0.52
1,261.35	0.55	1,262.10
1,185.87	1.97	1,188.84
3,176.46	2.75	3,180.95
7,288.13	2.75	7,292.62
10,321.13	0.00	10,321.13
1,11,365.77	0.00	1,11,365.77
1,21,686.90	0.00	1,21,686.90
5,630.57	0.00	5,630.57
38,279.43	0.00	38,279.43
1,96,438.80	0.00	1,96,438.80
135.13	4.87	159.81
21,222.44	0.09	21,234.98
2,61,676.88	0.00	2,61,676.88
93.99	0.00	93.99
4,08,242.77	47.73	4,08,305.87
78,739.21	213.27	78,993.27
10,10,459.22	265.96	10,10,813.60
11,32,146.12	265.96	11,32,500.50
31.40	0.00	31.40
29.40	0.00	29.40
29.60	0.00	29.60
555.70	0.00	555.70
792.80	—	792.80
837.20	0.00	837.20
87.60	21.70	73.90
318.80	0.00	318.30
711.90	—	711.90
180.30	—	180.30
323.70	86.20	323.50
66.40	92.60	66.40
318.10	86.10	317.80
155.30	86.10	155.30

Traffic and Earnings

2023-24			2024-25			VIC
B.G.	M.G.	Total including N.G.	Passenger Earnings (₹crore)	B.G.	M.G.	Total including N.G.
600.31	—	600.31	Suburban	685.39	—	685.39
2,261.24	—	2,261.24	1 st Class	2,342.03	—	2,342.03
2,861.55	—	2,861.55	2 nd Class	3,027.42	—	3,027.42
1,628.19	—	1,628.19	Total Suburban	1,954.13	—	1,954.13
6,670.82	—	6,670.82	Non-suburban	7,302.69	—	7,302.69
25,015.15	—	25,015.15	A.C. First Class	27,236.88	—	27,236.88
4.82	7.59	37.09	A.C. Sleeper	23.26	7.65	59.63
3,323.44	0.13	3,326.45	A.C. 3-Tier	4,350.48	0.25	4,354.41
15,113.05	0.00	15,113.05	1 st Class	14,847.46	0.00	14,847.46
6.43	0.00	6.43	A.C. Chair Car	6.64	0.00	6.64
15,202.30	9.43	15,213.24	Sleeper Class	14,989.97	6.14	14,997.14
807.05	12.08	821.36	Mail/Express	1,571.55	6.88	1,581.12
67,771.25	29.23	67,831.78	Ordinary	72,283.05	20.91	72,340.10
70,632.80	29.23	70,693.33	2 nd Class	75,310.47	20.91	75,367.52
			Mail/Express			
			Ordinary			
			Total Non-suburban			
			Total Suburban and Non-suburban			
			Average rate/passenger km. (paise)			
62.6	—	62.6	Suburban	66.4	—	66.4
20.8	—	20.8	1 st Class	21	—	21
24.1	—	24.1	2 nd Class	24.9	—	24.9
343.5	—	343.5	All Classes (suburban)	347.1	—	347.1
188.5	—	188.5	Non-Suburban	190.8	—	190.8
139.1	—	139.1	A.C. First Class	138.7	—	138.7
40.3	1,147.60	265.1	A.C. Sleeper	172.1	1,570.50	373.1
199.3	—	199.4	A.C. 3-Tier	205.0	—	205.1
56.5	—	56.5	1 st Class	56.7	—	56.7
69.9	—	69.9	A.C. Chair Car	70.7	—	70.7
38.2	95.6	38.2	Sleeper Class	36.7	128.6	36.7
18.6	44.5	18.8	Mail/Express	20	32.3	20
71.7	77.5	71.7	Ordinary	71.5	78.6	71.6
66.4	77.5	66.4	All Classes (Non-suburban)	66.5	78.6	66.5
			Total Suburban and Non-suburban			
			Freight Traffic			
15,88,061.00	—	15,88,061.00	Total BG	16,14,905.00	—	16,14,905.00
1,887.00	—	1,887.00	Tonnes originating (000's)	2,396.00	—	2,396.00
15,89,948.00	—	15,89,948.00	Revenue earning	16,17,301.00	—	16,17,301.00
9,73,968.00	—	9,73,968.00	Non-revenue	9,71,085.00	—	9,71,085.00
501.00	—	501.00	Total	375.00	—	375.00
9,74,469.00	—	9,74,469.00	Net tonne kms. (millions)	9,71,460.00	—	9,71,460.00
1,65,880.00	—	1,65,880.00	Revenue-earning	1,68,323.61	—	1,68,323.61
			Non-revenue			
			Total			
			Earnings from carriage of goods traffic			
			(₹in crore)			
			Average lead (kms.)			
613.00	—	613.00	Revenue-earning	601.00	—	601.00
266.00	—	266.00	Non-revenue	157.00	—	157.00
613.00	—	613.00	Total	601.00	—	601.00
170.31	—	170.31	Average rate/tonne km. (paise)	173.34	—	173.34

Utilisation of Rolling Stock

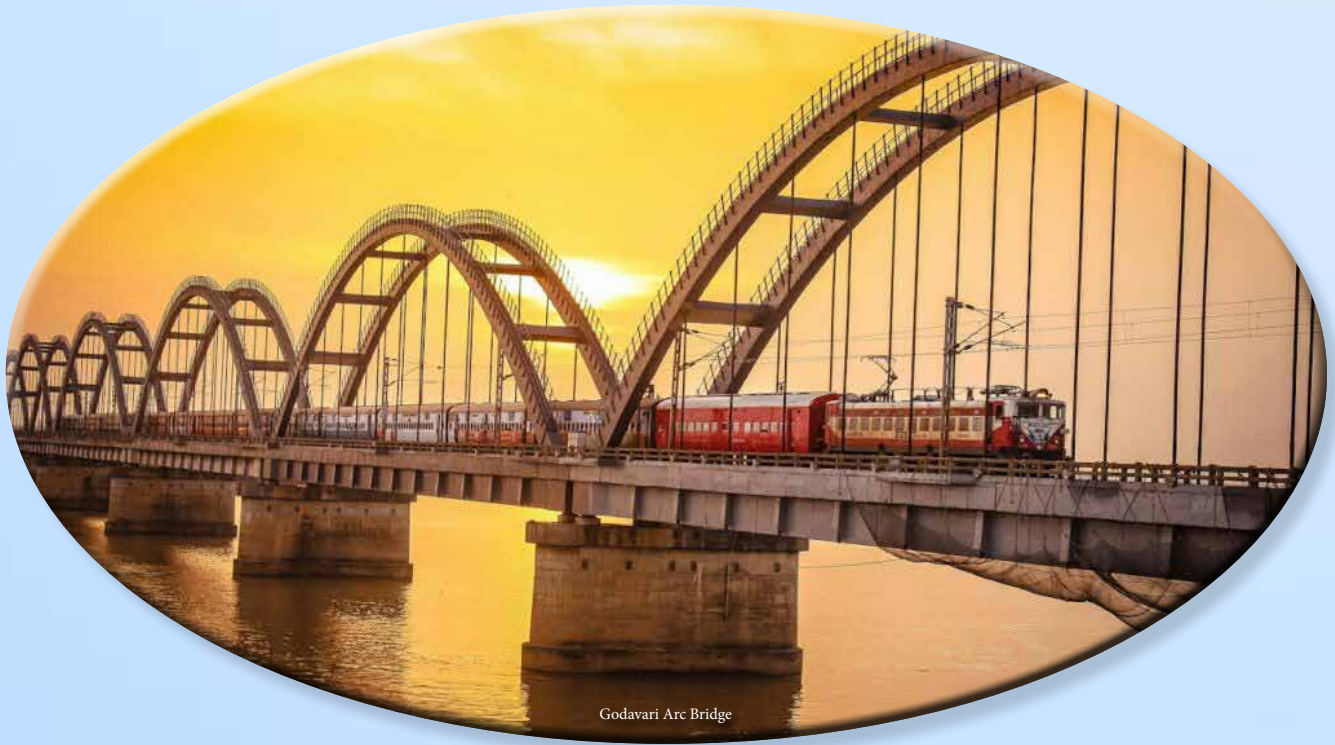
2023-24				2024-25			VID
B.G.	M.G.	N.G.	Vehicle and Wagon usage	B.G.	M.G.	N.G.	
			Vehicle kms./Vehicle day				
458*	45*	116*	Passenger vehicles	454	61	47	
399	11	10*	Other coaching vehicles	370	–	12	
192.00	–	–	Wagon kms./wagon day	176.00	–	–	
5.11	–	–	Wagon turn-round (days)	5.48	–	–	
7,851.00	–	–	Net tonne kms./wagon day	7,292.00	–	–	
65.00	–	–	Average wagon load during the run (tonnes) (in terms of 8-wheelers)	68.00	–	–	
			Average speed of goods trains (kms. per hour)				
			Through goods trains				
–	–	–	Steam	–	–	–	
27.70	–	–	Diesel	27.20	–	–	
23.80	–	–	Electric	22.30	–	–	
24.90	–	–	All Traction	23.50	–	–	
			All goods trains				
–	–	–	Steam	–	–	–	
27.30	–	–	Diesel	26.40	–	–	
24.10	–	–	Electric	23.10	–	–	
25.00	–	–	All Traction	23.40	–	–	
			Engine usage				
			Engine kms./day/engine on line				
–	9*	5*	Steam	–	9	9	
261	72	36*	Diesel	233	66	44	
360	–	–	Electric	331	–	–	
			Net tonne kms./goods loco day on line				
–	–	–	Steam	–	–	–	
1,23,625*	–	–	Diesel	1,07,970	–	–	
2,22,425*	–	–	Electric	2,04,599	–	–	
			Net tonne kms./goods loco day in use				
–	–	–	Steam	–	–	–	
3,57,816*	–	–	Diesel	3,39,109	–	–	
3,69,592*	–	–	Electric	3,37,422	–	–	
			Net tonne kms./goods engine hour (All traction)				
14,007*	–	–		12,779	–	–	
			Average load of goods trains (tonnes)				
1,899	–	–	Net Load	1,869	–	–	
3,160*	–	–	Gross load (incl. weight of engine)	3,031	–	–	

*revised

General

				VIE			
				2024-25			
B.G.	M.G.	Total	Density-	B.G.	M.G.	Total	
		including	Train kms./running			including	
		N.G.				N.G.	
33.84*	2.20	33.14*	track kms./day	34.20	2.40	33.59	
21.72*	2.13	21.30*	Passenger train kms./	21.61	2.36	21.23	
13.72*	0.06	13.41	running track kms./day	13.30	0.08	13.01	
			Goods train kms./				
			running track kms./day				
			Repair of Rolling Stock				
			(ineffective %age)				
7.18*	12.24*	7.23*	Locomotives	7.06	9.67	9.10	
5.11*	6.80*	5.13*	Passenger Carriages	5.42	8.83	5.45	
7.47*	—	7.47*	Other Coaching Vehicles	7.94	—	7.94	
8.48	—	8.48	E.M.U. Coaches	9.37	—	9.37	
2.45*	0.00	2.45*	Wagons	2.88	0.00	2.88	
			Fuel consumption by locos				
—	—	—	Coal (000 tonnes)	—	—	—	
1,208.74	2.04	1,212.65	Diesel oil (000 kilolitres)	973.09	1.93	977.11	
23,310.74*	—	23,310.74*	Electricity (million kwt. hrs.)	25,385.36	—	25,385.36	
			Electricity consumed by E.M.U.				
1,929.35*	—	1,929.35*	suburban services (million kwt. hrs.)	1,981.79	—	1,981.79	
			Consumption/1,000 gross tonne km.				
—	—	—	Passenger and proportion of mixed	—	—	—	
			Coal (kg.)				
3.42*	3.88	3.43*	Diesel oil (litres)	1.88	4.68	1.90	
18.80*	—	18.80*	Electricity (kwt. hrs.)	18.70	—	18.70	
—	—	—	Goods and proportion of mixed	—	—	—	
			Coal (kg.)				
1.98	—	1.98	Diesel oil (litres)	1.46	—	1.46	
6.22*	—	6.22*	Electricity (kwt. hrs.)	6.50	—	6.50	
Groups	Group	Group	Total	Groups	Group	Group	Total
A&B	C	D		A&B	C	D	
			Personnel				
			Number (000)				
12.94	1,179.23	—	1,192.17	13.13	1,159.85	—	1,172.980
1.64	12.51	—	14.15	1.66	11.75	—	13.41
0.94	38.00	—	38.94	1.01	35.94	—	36.95
1.52	5.40	—	6.92	1.39	4.26	—	5.65
17.04	1,235.14	—	1,252.18	17.19	1,211.80	—	1,228.99
5,874.91	1,67,765.08	—	1,73,639.99	6,214.30	1,79,004.03	—	1,85,218.32
3,449.54	1,358.30	—	1,386.70	3,615.06	1,477.17	—	1,507.07
			Stores purchases (₹ in crore)				
	75,354		Indigenous		76,967		
			Imported				
	347		Direct		250		
	92		Purchased in India		142		
	75,793		Total		77,359		

*revised



Godavari Arc Bridge



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