



Indian Railways Utilises More Than ₹1.14 Lakh Crore Till July 2026, About 39 Percent of the ₹2.93 Lakh Crore Budget Grant for FY 2026-27

Kavach 4.0 Successfully Commissioned on 2,633 Route Kilometres Covering 1,423 Rkm on Delhi-Mumbai and 1,210 Rkm on Delhi-Howrah Routes

₹3,875 Crore Utilised on Kavach Works up to June 2026 for Railway Safety

Railways Undertakes Major Capacity Enhancement with 514 Infrastructure Projects Covering 40,000 Km Sanctioned at a Cost of Around ₹8.31 Lakh Crore

Around 6 Lakh Railway Employees Trained Annually Through Centralized Training Institutes and Gati Shakti Vishwavidyalaya for Continuous Capacity Building and Enhanced Professional Competencies

Posted On: 05 AUG 2026 3:25PM by PIB Delhi

Out of total Budget grant of Rs.2,93,030 Cr. in 2026-27, till July’26, expenditure of Rs. 1,14,973 Cr. has been incurred i.e. about 39%.

Safety is accorded the highest priority on Indian Railways. As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents.

On Indian Railways, the expenditure on Safety related activities has increased over the years as under:-

Year	Expenditure/Budget on Safety related activities (Rs. in Cr.)
2013-14	39,200
2022-23	87,336
2023-24	1,01,662
2024-25	1,14,022
2025-26	1,17,693
2026-27	1,20,389

Implementation of Kavach

1. Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order (SIL-4).
2. Kavach aids the Loco Pilot in running of trains within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so and also helps the trains to run safely during inclement weather.
3. The first field trials on the passenger trains were started in February 2016. Based on the experience gained and Independent Safety Assessment of the system by Independent Safety Assessor (ISA), three firms were approved in 2018-19, for supply of Kavach Ver 3.2.
4. Kavach was adopted as National ATP system in July, 2020.
5. Implementation of Kavach System involves following Key Activities:
 - Installation of Station Kavach at each and every station, block section.
 - Installation of RFID Tags throughout the track length.
 - Installation of telecom Towers throughout the section.
 - Laying of Optical Fibre Cable along the track.
 - Provision of Loco Kavach on each and every Locomotive running on Indian Railways.
6. Based on deployment of Kavach version 3.2 on 1,465 Rkm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07.2024.
7. Kavach version 4.0 covers all the major features required for the diverse railway network. This is a significant milestone in safety for Indian Railways. Within a short period, IR has developed, tested and started deploying Automatic Train Protection System.
8. Major improvement in Version 4.0 includes increased Location Accuracy, Improved Information of Signal Aspects in bigger yards, Station to Station Kavach interface on OFC and Direct Interface to existing Electronic Interlocking System. With these improvements, Kavach Ver.4.0. is planned for large scale deployment over Indian Railways.
9. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 2,633 Route Kilometres as on 31.07.26, covering the high density Delhi- Mumbai and Delhi-Howrah routes as below:

SN	Section	Progress (Route Km)
(1)	Delhi-Mumbai route: 1,423 Rkm	
i	Tilak Bridge – Junction cabin – Palwal – Mathura –Kota -Nagda-Ratlam–Vadodara-Virar section	1,327
ii	Vadodara – Ahmedabad section	96
(2)	Delhi – Howrah route: 1,210 Rkm	
i.	Chipyana – Tundla – Kanpur – Subedarganj section	563
ii.	Kanpur – Lucknow section	71
iii.	Mirzapur - DDU (Excluding) section	64

iv.	DDU(FOC)-Bhabua Road section	50
v.	Sasaram - Pheser section	43
vi.	Gaya -Sarmatarn- Nimiaghat section	159
vii.	Chota Ambana - Bardhaman – Howrah section	260

The above includes, three sections namely Vadodara - Virar, Gaya - Sarmatarn & Jn Cabin – Palwal, totalling about 470 Rkm, Kavach in which commissioned on 30.01.26.

10. In addition, track side Kavach implementation work has been taken up on 21,794 RKM covering all GQ,GD,HDN and identified sections of Indian Railways.

11. The total Progress of key items of Kavach on Indian Railway sections are as under:-

SN	Item	Progress
i	Laying of Optical Fibre Cable	11,547 Km
ii	Installation of Telecom Towers	1,721 Nos.
iii	Station Data Centre	1,009 station
iv	Installation of Track side equipment	7,726 RKm
v	Provision of Kavach in Loco	6,290 Nos.

12. In addition, work for installation of Kavach in 7,190 Locomotives and 1,200 EMU/MEMU has been taken up.

13. Further, Kavach Trials at 160 Kmph have been held successfully in Chipyana Buzurg - Tundla section in the Delhi-Howrah route with Vande Bharat Trainset.

14. The funds utilized on Kavach works so far up to Jun'26 is Rs. 3,875 Crores. The allocation of funds during the year 2026-27 is Rs. 2,066 Crores. Kavach work is going at good pace in the entire country. Requisite funds are made available as per the progress of works.

Increasing of Speed potential on Indian Railways

Speeding up of trains is a constant endeavor and a continuous process which is dependent upon upgradation of tracks, signaling system, OHE, high powered locos, modern coaches etc.

Upgradation and improvement of railway tracks on Indian Railways to increase the speed potential have been carried out in a big way during last 12 years. The measures for track upgradation include use of 60 kg rails, wider base concrete sleepers, thick web switches, weldable CMS crossings, longer rail panels, H Beam sleepers, modern track renewal and maintenance machines etc.

As a result of above measures, there has been significant increase in speed potential of the tracks. The details of speed potential of railway tracks during 2014 vis-a-vis 2026 are as under:

Sectional Speed (kmph)	2014		2026	
	Track Km	%	Track Km	%
130 & above	5,036	6.3	24,173	22.5
110 - 130	26,409	33.3	62,482	58.1
< 110	47,897	60.4	20,897	19.4
Total	79,342	100	1,07,552	100

It may be seen that about 81% of the railway tracks on Indian Railways have been upgraded to 110 Kmph and above.

Further, two major routes i.e New Delhi – Mumbai & New Delhi – Howrah of the Golden Quadrilateral have been taken up for enhancing the speed potential up to 160 Kmph under Mission Raftaar.

Capacity enhancement and Infrastructure augmentation

Capacity enhancement of railway network has been taken up by Indian Railways in a big way during the last 12 years. The details of commissioning/laying of new track across Indian Railways are given below:-

Period	New track Commissioned	Average commissioning of new tracks
2009-14	7,599 Km	4.2 Km/day
2014-26	36,429 Km	8.32 Km/day (nearly 2 times)

As on 01.04.2026, across Indian Railways, 514 Railway infrastructure projects (169 New Line, 29 Gauge Conversion and 316 Doubling) of total length 40,000 Km, costing approx. Rs. 8.31 lakh crore are sanctioned. The summary is as under:-

Category	No. of Projects	Total Length NL/GC/DL (km)	Length Commissioned till Mar'26 (Km)	Total Expenditure upto Mar'26 (Rs. in Crore)
New lines	169	16,634	3,361	1,57,572
Gauge conversion	29	3987	3,045	24,227
Doubling	316	19,379	6,177	1,23,454

TOTAL	514	40,000	12,583	3,05,253
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Training

Indian Railways have taken several measures to enhance work productivity, motivation and professional competencies of railway employees through structured capacity building and advanced training. Capacity building and skill upgradation are continuous and institutionalised processes supported by a well-established training framework across Indian Railways.

Indian Railways have developed a comprehensive training ecosystem providing training interventions at various stages of the career to ensure skilling, re-skilling and up-skilling of employees. For this purpose, extensive training infrastructure has been created in the form of Centralised Training Institutes (CTIs), Multi-disciplinary Zonal Training Institutes (MDZTIs), Multi-disciplinary Divisional Training Institutes (MDDTIs) and specialised training centres, which conduct induction, refresher, promotional and technical training programmes at different stages of service along with those engaged in freight-related functions.

Indian Railways always aimed at providing a modern, efficient and integrated railway freight and logistics ecosystem enhancing competencies of workforce through structured training programmes, multimodal logistics and emerging technologies thereby ensuring efficient, safe and sustainable transportation services.

Training modules are designed to strengthen employees’ competencies and equip railway personnel with the skills required for modern, technology-intensive railway operations digitalization of freight operations, multimodal logistics concepts, customer-centric freight services and other operational requirements. These modules are also periodically updated to incorporate new technologies in railway operations and maintenance.

In addition, Indian Railways employees undergo induction, promotional, refresher, specialised and technical training programmes at various stages of their career. The curriculum for the concerned categories of staff covers freight operation, logistics, and other operational and safety-related aspects relevant to their functions.

Approximately six lakh railway employees are trained every year under these programmes, facilitating continuous capacity building and enhancement of professional competencies.

Indian Railways, through its premier Centralized Training Institutes (CTIs) and Gati Shakti Vishwavidyalaya (GSV), offers dedicated training and certification programmes in Rail Operations, Commercial Management, and Familiarisation with Railway Operations., for logistic operators, terminal operators and container train operator wherein various Public Sector Undertakings (PSUs) and allied organizations engaged, including Coal India Limited (CIL), National Thermal Power Corporation Ltd. (NTPC), Steel Authority of India Ltd. (SAIL), Dedicated Freight Corridors Corporation of India Ltd. (DFCCIL), Bharat Petroleum Corporation Ltd. (BPCL), Food Corporation of India (FCI) and Central Warehousing Corporation(CWC) by promoting greater efficiency in rail-based freight transportation and logistics.

Besides this, Gati Shakti Vishwavidyalaya (GSV) has also conducted a Specialized Management Development Programme for officers of Container Corporation of India Limited (CONCOR), a Capacity Building Workshop on Port-Led Development, and various executive training programmes on logistics for organisations such as the Defence Forces, Indian Oil Corporation Limited (IOCL), and Gujarat Infrastructure Development Board (GIDB), among others. These programmes are aimed at enhancing leadership capabilities, managerial skills, and domain expertise in logistics, supply chain management, and modern transportation systems through structured executive capacity-building initiatives.

Indian Railways periodically reviews its requirements in line with evolving operational needs, technological advancements and organizational priorities. Emerging competency requirements are identified through continuous interaction with field units, training institutions and technical

Directorates. Based on such assessments, training curricula and competency development programmes are revised and strengthened to equip railway personnel with the skills required for efficient freight and logistics operations.

Training programmes in Indian Railways are designed to meet the functional and competency requirements of various categories of railway employees and are periodically reviewed and updated in line with evolving technologies, operational needs and contemporary skill requirements. Besides this, continuous efforts are being made towards standardization of training modules across Indian Railways to ensure uniformity, competency-based learning and improved training outcomes. Further, Indian Railways also actively engages with the Ministry of Skill Development & Entrepreneurship (MSDE) on various skill development initiatives to strengthen capacity building and promote alignment with national skill development efforts.

Indian Railways is continuously strengthening its training ecosystem to meet the future skill requirements including freight expansion. The measures include periodic revision and standardization of training modules, integration of digital learning platforms, competency-based training, exposure to emerging technologies, modernization of training infrastructure, enhancement of faculty capabilities and continuous capacity building through Centralized Training Institutes (CTIs), Multi-disciplinary Zonal Training Institutes (MDZTIs), Multi-disciplinary Divisional Training Institutes (MDDTIs). These initiatives aim to equip railway personnel with the knowledge and skills required to support efficient, technology-driven and customer-oriented freight and logistics operations.

This information was provided by the Union Minister for Railways, Information & Broadcasting and Electronics & Information Technology, Shri Ashwini Vaishnaw, in a reply to questions in the Lok Sabha today.

Dharmendra Tewari/ Dr. Nayan Solanki/ Ritu Raj/ Vanshita Jaiswal

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