

Indian Railways: Snapshot

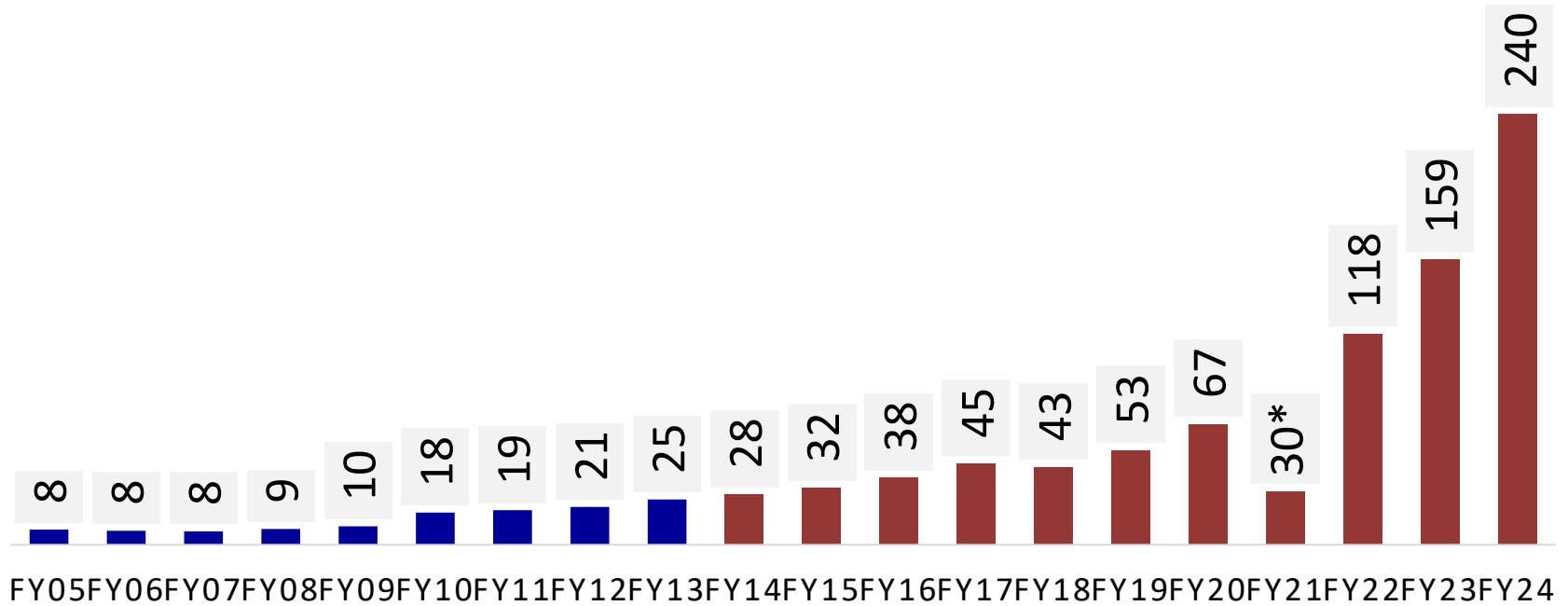
- Total Track Route - 68,000 Km (1,28,000 Track Km)
- 56,000 Electrified Route Km(86 % of BG route km)
- Major Assets-7,300 Stations, approx. 15,000 Locomotives, 3.5 Lakh Wagons, 82000 Passenger coaches
- Runs more than 22,000 trains per day (12000 passenger and 10000 freight)
- Carries about 2 Cr passengers per day & 4.2 Million tonnes of freight per day

Transport Sector Scenario

- Efficient transport services are critical for growth of primary, secondary and tertiary sectors of economy. The share of logistics cost in Indian GDP stands 14% in contrast to 7-8% for developed nations
- 64% of the freight in India is moved through roads. It is desirable to aspire for a higher share of railway in modal share as it remains a more efficient method.
- Hon'ble Prime Minister of India launched GatiShakti, a digital platform to bring 16 Ministries including Railways and Roadways for integrated planning and coordinated implementation of infrastructure connectivity projects through National Master Plan.
- The National Master Plan will employ modern technology for coordinated planning of infrastructure.
- All the existing and proposed economic zones have been mapped along with the multimodal connectivity infrastructure in a single platform. Individual projects of different line Ministries are examined and sanctioned within the parameters of the overall Plan, leading to synchronization of efforts.

Capex outlay on Railways over years..

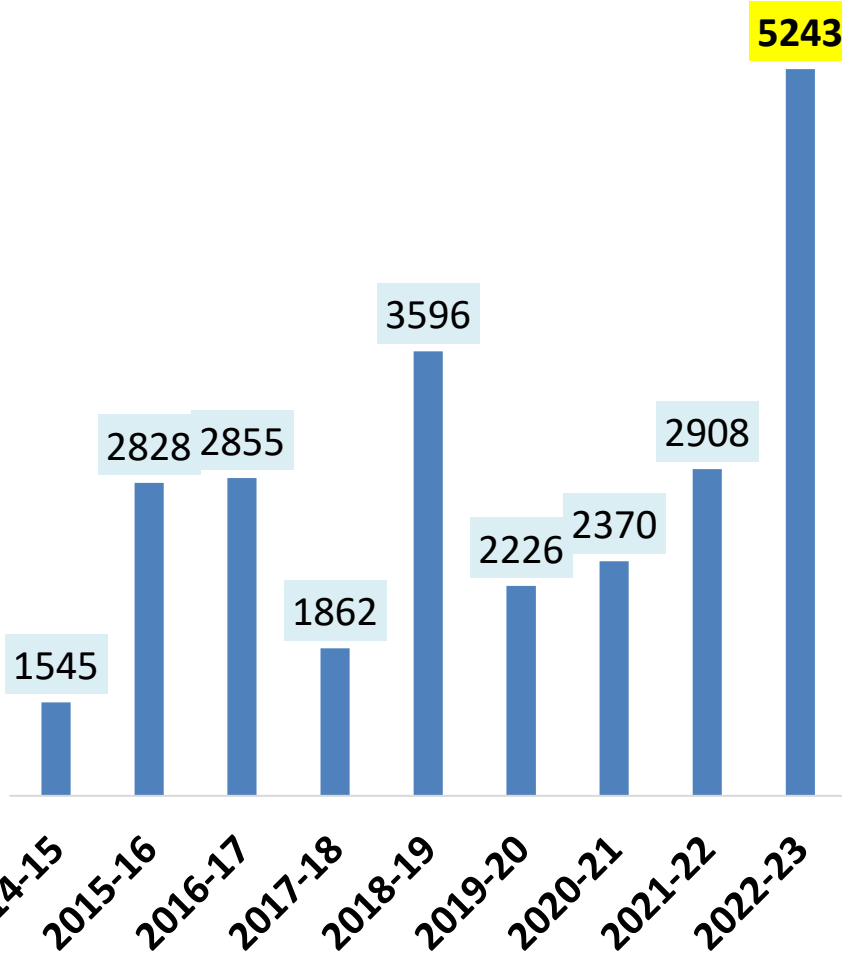
GBS (₹ thousand Cr)



- Higher budgetary support
- Better technology and capacity creations are done

Track construction picks up pace

Track constructed (track-km)



Years

Track construction

2004-14

1,499 km per year

2014-23

2,875 km per year

Pace of construction:

- 2004-14: 4.11 Km/Day
- 2022-23: 14.36 Km/Day
- More than 3 times

India is now constructing more rail lines every year than the entire Austrian rail network

USEFUL CLARIFICATIONS BY MoEF

- If the land is the Railway land and which is under non-forest use before 25th October, 1980 then provision of Forest Conservation Act would not apply.
- Construction of railway tunnels in the forest area is exempted from raising of compensatory afforestation.
- Clarification to the States explaining the term Right of Way (ROW) as the area falling within the limits of railway owned land for execution for maintenance of railway works.
- Railway Projects covered under Railway Act, 1989 shall not attract CRZ clearance.
- Non-requirement of environmental clearance for the commercial development of Railway stations subject to preparation of Comprehensive Environment Management Plan.
- Railway projects are exempt from prior environmental clearance in terms of Sec 11 of Railway Act, 1989

MAKE IN INDIA POLICIES

- Public Procurement (Preference to Make in India) order 2017 (PPP MII Order 2017), followed by DPIIT Order dated 16th Sep, 2020 – promoting local manufacturing and services in India
- DoE amendment to GFR Rule 161(iv) vide O.M. dated 15-05-2020 **“No global tender enquiry (GTE) shall be invited for tenders upto Rs.200 crore”**
- DoE policy on Registration of bidders with beneficial ownership in Land Border Countries including mandatory registration of any bidder having ToT arrangements with such entity under Rule 144(xi) of GFR
- All Make in India policies implemented on Railways

MAKE IN INDIA INITIATIVES ON RAILWAYS

- Capacity Building in private sector for indigenous manufacture of Vande Bharat Rakes and 9000 HP Electric Locomotives being promoted with more than 50% Local Content
- Import component of Electric Locomotive is approx. only 2% of total loco cost.
- LHB coach is completely indigenised, except Wheels. Indigenization efforts are on.
- Cast Wheel and Axle manufacturing in Railway Factories are completely indigenized except 5 consumable items which are at various stages of indigenous development
- Plans to manufacture forged wheels to the full capacity requirement of Indian Railways domestically through private sector is under way.
- Except few advanced and sophisticated machines like Rail Grinding Machines, High Output Ballast Cleaners (HoBCM), Track Renewal Trains (TRT), rest all major track machines at present have more than 50 % of localization.
- Policy of mandatory Local manufacturing over a period of time has been adopted for advanced signalling equipments with an inbuilt system of phased indigenisation.
- TCAS (Kavach) have also been developed indigenously by Indian Railways in collaboration with CDOT.

VIVAD SE VISHWAS

- Relief to MSME for release of 95 % forfeited EMD & SD, Risk purchase loss, LD, other recoveries during COVID affected period

Settlement of Contractual disputes

- Graded settlement terms depending on pendency level of the dispute
- Procuring entity will have to accept the claim in all cases where the claim amount is **upto Rs.500 crores** – if such claim is in compliance with the guidelines
- Cases where the claim amount > Rs. 500 crores → procuring entity will have some limited option not to accept the settlement request.

DISCUSSION ON EXISTING LEGAL FRAMEWORK

1. Taj Trapezium

MoEF, GoI declared Agra-Mathura region as air pollution protected area, namely Taj Trapezium zone, spread across 10,400 Sqkm. Taj Trapezium Zone Authority (TTZA) was constituted to oversee and enforce the regulations.

Felling of trees in this area requires permission from Supreme Court.

2. CRZ Regulation - Conservation of Mangroves

CRZ Notification (issued under the Environmental Protection Act, 1986) includes provisions related to the conservation of mangroves and restricts certain activities within designated coastal zones to prevent environmental degradation. Additionally, states like Maharashtra and Gujarat have their own regulations.

As per recent clarification by MoEF&CC, Railway projects covered under Railway Act, shall not attract CRZ Clearance. Other statutory clearances, as applicable, need to be obtained.

3. Conservation of Monuments

Ancient Monuments and Archaeological Sites and Remains Act of 1958 provides for the preservation of ancient and historical monuments and archaeological sites.

It empowers the Archaeological Survey of India (ASI) to declare monuments as protected, regulate construction activities in their vicinity, and take measures for their conservation. Act prohibits construction within periphery of 100 meters and restricts construction up to 200 meters from the monument.

THANK YOU