

Plan of Monetisation of Assets of Indian Railways as a part of National Monetisation Pipeline (NMP)

**Information taken from
National Monetisation Pipeline
– Volume 2
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**NATIONAL
MONETISATION
PIPELINE**

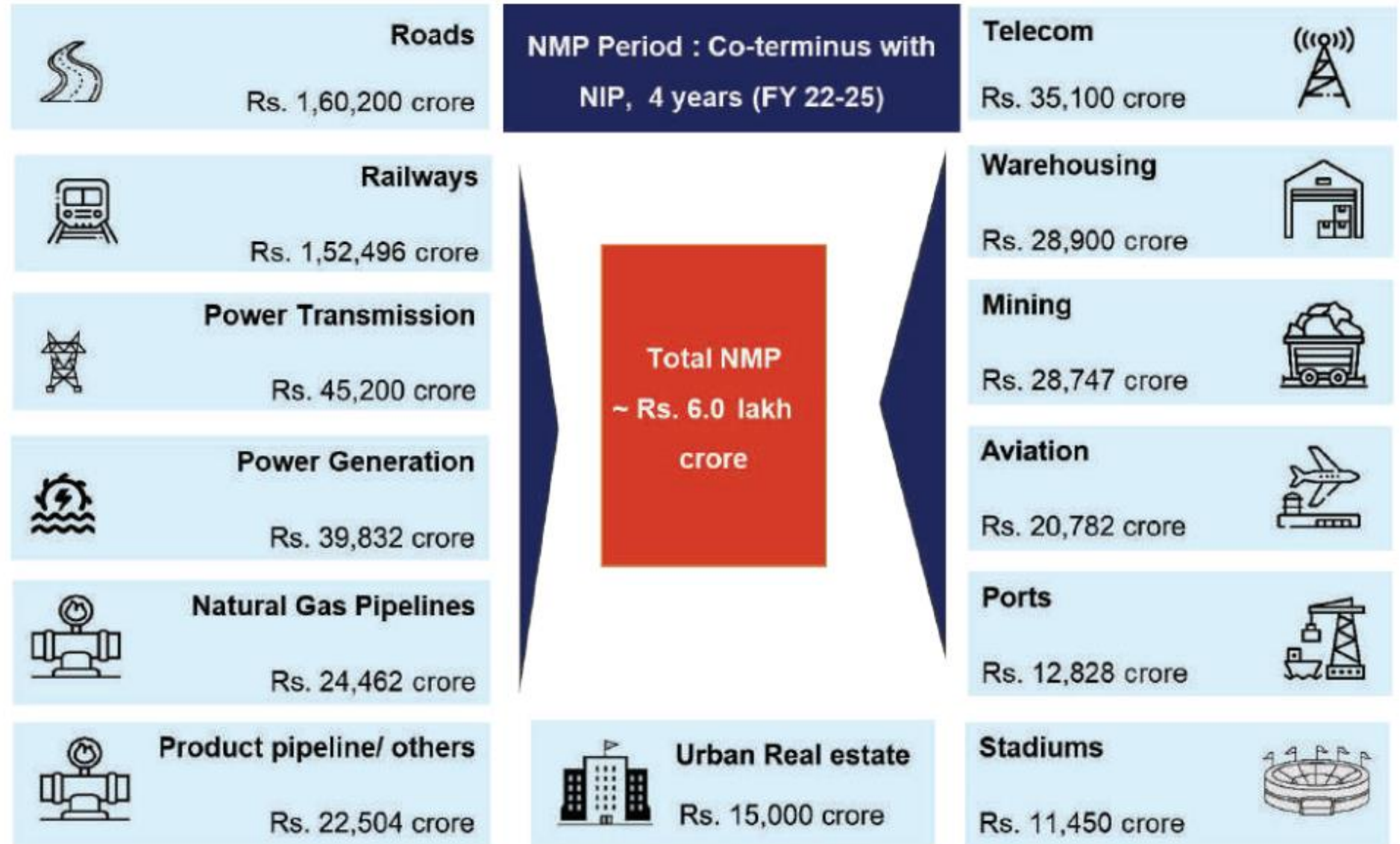
VOLUME II: ASSET PIPELINE



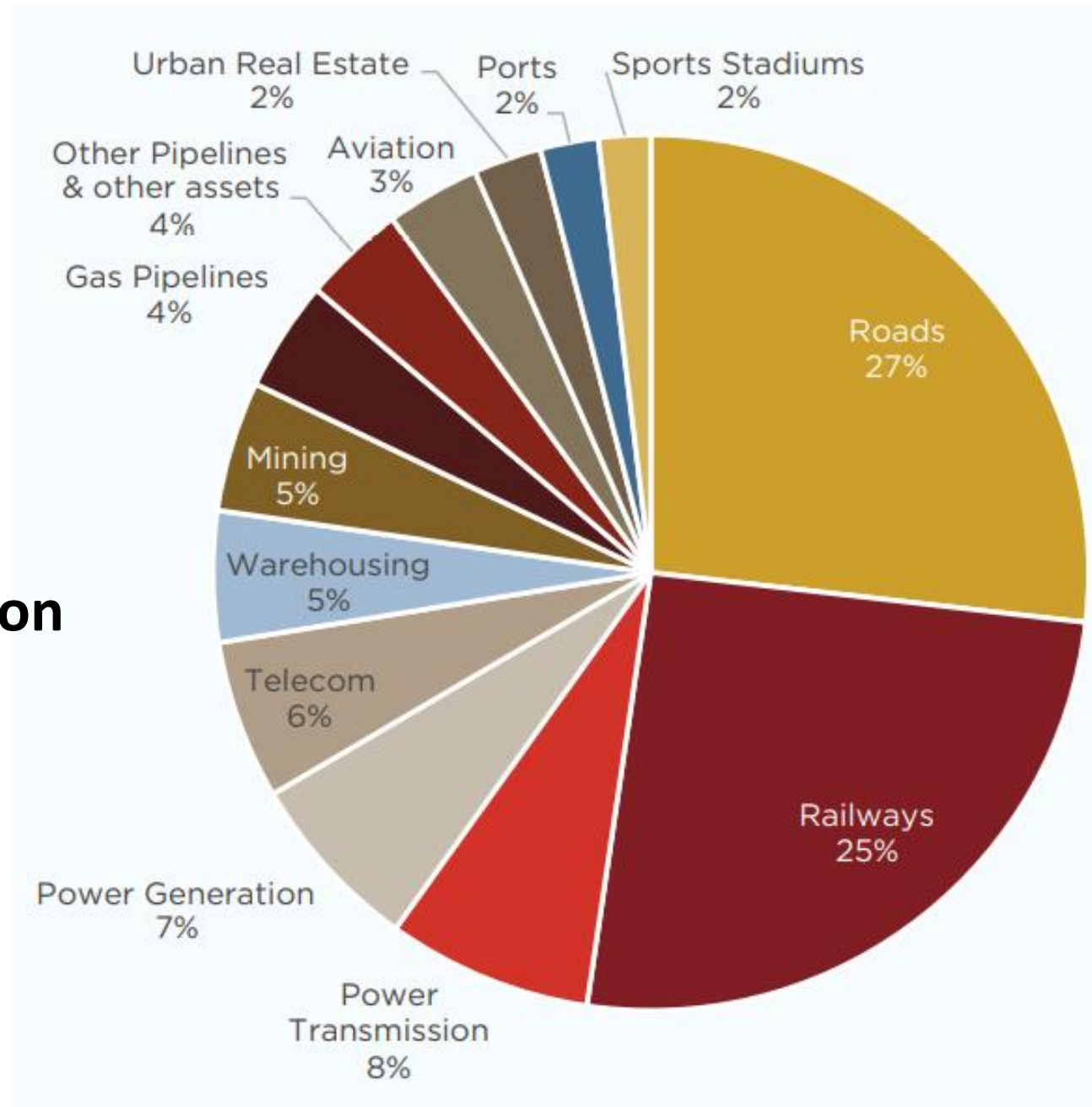
NMP Overview

The breakup of the overall pipeline and the sectoral share is as provided in the figure below:

NMP

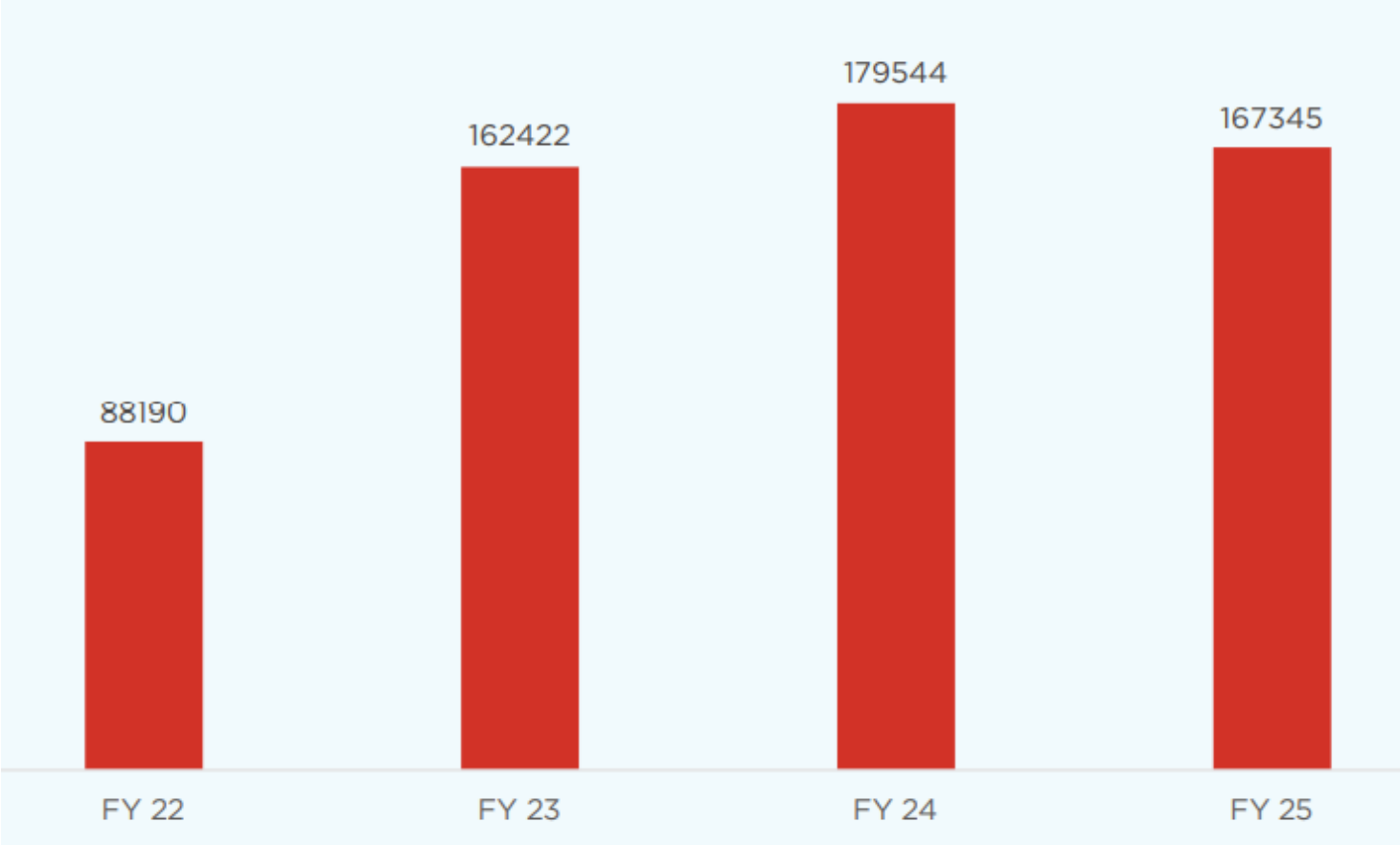


Share of Sectors In terms of monetisation value in NMP



Year-wise value of monetisation pipeline

Rs. crore



Plan for Monetisation of Railway Assets

Railway Assets to be monetised

Key assets for monetisation over FY22-25 (% of Potential Asset Base)

Railway stations	400 Nos. (5.5% of stations)
Passenger trains	90 Nos. (5% of total trains)
Railway track	1 route of -1,400 km (2% of network)
Konkan Railways	741 km
Hill Railways	4 Nos. , 244 km route
Railway owned Good-sheds	265 Nos. (21% of total good sheds)
DFC track and allied infrastructure	673 km (20% of total DFC network)
Others-Railway colonies and stadiums	15 Railway stadiums & selected Railway Colonies

Year-wise plan

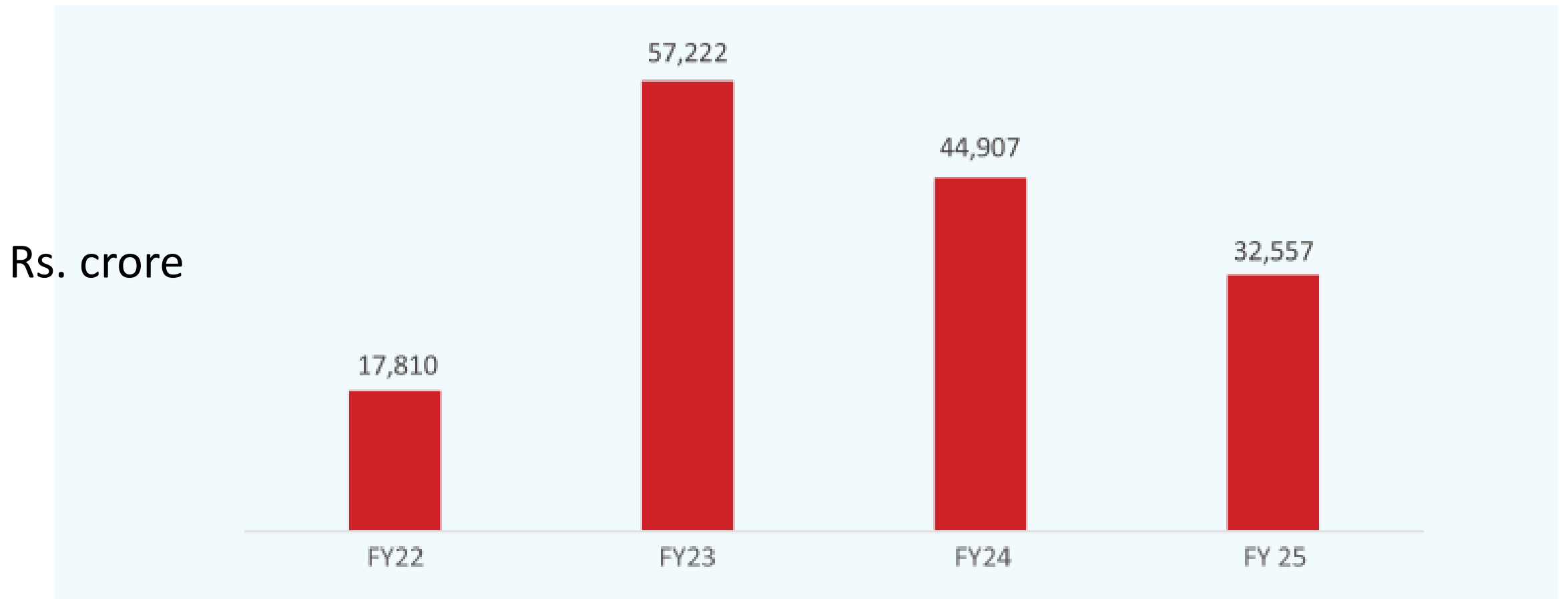
S.No.	Asset type	FY22	FY23	FY24	FY25	Total
1	Railway station development	40 stations	120 stations	120 stations	120 stations	400 stations
2	Passenger train operations (PTO)	—	30 trains	30 trains	30 trains	90 trains
3	Track - OHE InvIT	—	1,400 km	—	—	1,400 km
4	Good Sheds	—	75 nos.	100 nos.	90nos.	265 nos.
5	Konkan Railway	—	—	741 km	—	741 km
6	Hill Railways	2 nos.	2 nos.	—	—	4 nos.
7	Dedicated Freight Corridor	—	—	337 km	337 km	673 km
8	Railway Stadiums	3 nos.	5 nos.	5 nos.	2 nos.	15 stadiums
9	Railway Colonies	—	—	—	—	Numbers not provided

Money expected by monetisation, Rs crore

S.No.	Asset type	FY22	FY23	FY24	FY25	Total
1	Railway station development	17,000	29,325	17,575	12,350	76,250
2	Passenger train operations	—	7,002	7,212	7,428	21,642
3	Track - OHE InvIT	—	18,700	—	—	18,700
4	Good Sheds	—	1,575	2,100	1,890	5,565
5	Konkan Railway	—	—	7,281	—	7,281
6	Hill Railways	460	170	—	—	630
7	Dedicated Freight Corridor	—	—	10,089	10,089	20,178
8	Railway Colonies redevelopment	350	450	650	800	2,250
TOTAL		17,810	57,222	44,907	32,557	1,52,496

Annual phasing of monetisation of assets







The figure below depicts the annual phasing of the assets by total value generated.













Station Redevelopment Programme

Salient features and key locations

Railway station development

-  Nodal institutions to drive monetisation – IRSDC/ RLDA
-  Procurement for 10 stations initiated (*refer list on the right*)
Bids for 40 stations in 2022
-  Model Concession Agreements developed; Typically DBFOT
-  Longer tenure – 50 to 99 year concessions
-  Station estate development rights; Flexibility on end-use
-  Revenue – Annual concession fee + fixed upfront premium

-  # 1 – New Delhi
-  # 2 – Mumbai (CSMT)
-  # 3 – Nagpur
-  # 4 – Amritsar
-  # 5 – Tirupati
-  # 6 – Dehradun
-  # 7 – Gwalior
-  # 8 – Sabarmati
-  # 9 – Nellore
-  # 10 – Puducherry

Railway station redevelopment

- The number of railway stations taken up for monetisation was arrived at based on GoI's Railway Station Redevelopment Program which envisaged redevelopment of 400 railway stations identified by Ministry of Railways.
- The railway stations were divided into three categories (Tier 1: 50 stations, Tier 2: 100 stations, and Tier 3: 250 stations) based on the commercial potential and potential scale of development.

Private Passenger Train Operations Project

Salient features and clusters in the Private Passenger Train Operations project

Private Passenger Trains Operations (PTO)



Anchored by Indian Railway



RFQ invited for 12 Clusters comprising 109 OD pair of routes through introduction of 151 modern Trains to increase high quality trains operated on the network



Concession Agreements developed; Typically DBFO



Long term PPP concession ~ 35 years



Right to determine and collect market linked fares; Access to Indian Railways' maintenance infrastructure



Rationalised track access charges + Revenue share

Clusters in the current batch of projects

SI No.	Cluster Name
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1	Mumbai 1
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2	Mumbai 2
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3	Delhi 1
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4	Delhi 2
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5	Chandigarh
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6	Howrah
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7	Patna
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8	Prayagraj
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9	Secunderabad
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10	Jaipur
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11	Chennai
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12	Bengaluru
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Track, signalling, and Overhead Equipment (Track OHE) InvIT

- The objective is to monetise existing railway infrastructure i.e. **track, signalling, OHE etc across defined railway routes as a packaged asset.**
- These railway infrastructure assets are currently utilised by IR with a potential for private sector operators also joining the fray in the near future.
- The monetisation of one major O-D route is envisaged under the NMP as a pilot project, **which would serve as the framework for other profitable routes.**

Private Freight Terminals (PFTs)

- As per Draft NRP 2020, IR manages 1,246 railway-owned goods sheds. It is envisaged that the assets in major locations (especially in and around major urban centres), totalling 265 nos. (i.e. 21% of total good sheds), may be monetised by inviting private sector participation in augmentation & O&M of these good sheds as private freight terminals

Track and allied infrastructure of Dedicated Freight Corridor of DFCCIL

- Based on current DFCCIL capex plans, it is estimated that 2,843 km of DFCCIL corridors (excluding the PPP section) are expected to be fully commissioned by June 2022¹⁷. Once fully commissioned, it is assumed that DFCCIL will monetise ~673 km of track (either by way of grant of TOT like concessions to private players or through InvIT transaction with revenue in form of Track Access Charge) starting from FY 2024 onwards.
- Project Cost of two DFCs excluding land: Rs 95,000 crore

Other assets: Konkan Railway, Hill Railways, Railway Stadiums and colonies

- The specific assets considered for monetisation have been selected based on the following factors:
 - (i) profitability of routes,**
 - (ii) potential to scale up a range of service offerings (tourism potential associated with Hill Railways networks),
 - (iii) potential for improved O&M standards and utilisation of sports stadiums.