



MOTTO OF INDIAN RAILWAYS

**SAFE, FAST TRAIN SERVICES AT
AFFORDABLE COST**

STATE OF INDIAN RAILWAYS



NOW RAILWAYS IS NOT A DOMINANT MODE OF TRANSPORT OF OUR COUNTRY

SHARE OF RAILWAYS

GOODS: 84% (1950) become 28%(2020)

PASSENGER: 79% (1950) become 12% (2020)

AVERAGE SPEED

Freight Services : 25 kmph whereas China 200-300 kmph

Passenger Service: 50 kmph whereas China 400 kmph



NOW RAILWAYS IS NOT A DOMINANT MODE OF TRANSPORT OF OUR COUNTRY

TRAFFIC SATURATION

- * 55% of Traffic in 20% of network
- * Some routes 100-150% Occupation

Requires

Expansion of Network

Doubling/ Quadrapling

Dedicated Freight/ Passenger Lines



NOW RAILWAYS IS NOT A DOMINANT MODE OF TRANSPORT OF OUR COUNTRY

SAFETY OF EXISTING INFRASTRUCTURE


Track : 4500km renewable every year (11000km arrear- may lead to Derailment/ Accident)

Signal: 200 Station Signals renewable every year (100 Station Signals arrear)

Bridges: To be renewed

National Rail Samrakshana Kosh (RRSK) : One Lakh crore - Not materialized

CAG Report envisages Renewal of assets require 1.14 lakh crore



MAKE RAILWAYS AS DOMINANT MODE OF TRANSPORT - NATIONAL INTEREST

FINANCIAL COST

UNIT COST OF RAIL LOWER THAN ROAD BY

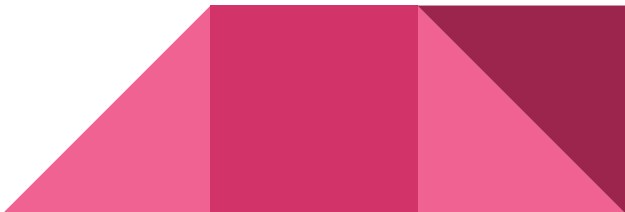
Freight: ₹.2 per NTkm

Passenger: ₹.1.6 per Pass.km

ENERGY CONSUMPTION

Freight Traffic: 75% to 90% less in Railways

Passenger Traffic: 21% less in Railways



MAKE RAILWAYS AS DOMINANT MODE OF TRANSPORT - NATIONAL INTEREST

ENVIRONMENTAL EFFECTS

Emission of CO2	Freight	Passenger
RAIL	28 gm/ NTkm	17gm/ pass.km
ROAD	64 gm/ NTkm	84 gm/ pass.km

ACCIDENT COST

For Freight Transport ROAD Accident Costs are **8 times higher than** RAIL Accident

For Passenger Transport ROAD Accident costs are **45 times higher than** RAIL Accident

SOCIAL COST

Suburban fares are substantially lower to decongest the Urban Population



NO DEARTH OF PLANS



**12TH FIVE YEAR PLAN PRE-CLOSED,
PLANNING COMMISSION ABANDONED**



NATIONAL TRANSPORT DEVELOPMENT POLICY COMMITTEE (NTDPC) 2012-2032

To increase Freight Share of Railways to 50%
Passenger Demands to be met fully

GOODS Average Speed to 50 kmph
Passenger Average Speed to 80 kmph

Required Investment ₹35.30 lakh crore

NTDPC PLAN TOTALLY **ABANDONED**



NEW FIVE YEAR PLAN OF 8.56 LAKH CRORE 2015 - 2020

But ₹. 5.86 lakh crores only had been spent in these five years out of 8.56 lakh crore PLAN Just 68% of Plan covered.

Year	2015-16	2016-17	2017-18	2018-19	2019-20
Actuals Rs in Crores	93519	109934	101985	133376	148064

In the year 2019 Finance Minister Mrs.Nirmala Seetharaman announced **50 lakh crore PLAN for 12 years 2018 - 2030. PLAN ABANDONED.**



THE NATIONAL INFRASTRUCTURE PIPELINE (NIP) 2019 - 2025

RAILWAYS PLAN IS FOR ₹.13.69 LAKH CRORE OUT OF 102 LAKH CRORE

As Private Investment for Green Field Projects of Railways wasn't materialized, NIP envisaged 87% of this fund ie Rs 11.90 lakh crore to be invested by General Budget Support. **But Actual Budgetary support is 29% only** ie.,far less than 87% commitment.

Year	2019-20	2020-21	2021-22	Three Years TOTAL
Plan on NIP	1,33,232	2,62,510	3,09,360	705102
87%of NIP	1,15,911	2,28,383	2,69,143	613437
Budgetary Support	68104	29000(Revised) (70250(BE))	1,07,000	204104

THE NATIONAL RAIL PLAN (NRP) 2021- 2051

This 30 years Plan was announced during Budget, which overlaps NIP, envisages 38.5 lakh crore required to the following objectives,

- * Source of Investment was not discussed
- * Budget Support is to be abandoned
- *To increase Freight Share of Railways to 45% with reduction of cost by 30%
- *Passenger Demands to be met fully

- *GOODS Average Speed to 50 kmph
- *Passenger Services Speed to 160kmph

Required Investment ₹38.5 lakh crore



NATIONAL ASSET MONETIZATION PIPELINE 2021- 2025

5.4% of NIP of 111 lakh crore will be raised by Asset Monetization, ie., 6 lakh crores.

25% of Asset Monetization ie., 1,52,496 crore will come from the Railways.

50% of 1.52 lakh crore ie., 76250 crore will come from 400 Railway Station.

12% of 1.52 lakh crore ie., 18000 crore will come from Private Operation of 90 Trains.

WHAT HAPPENED TO NATIONAL RAIL PLAN?!



Railway Station Development

Railway Station Development- 400 Stations - 50 Stations - 27 Stations

So far only two stations, Habib Ganj (Rani Kamalapathi Station) W.C.Rly and Gandhinagar are taken by Private.

Reply of Minister in Parliament, that it is difficult to estimate the revenue from Monetization of Railway Stations.

HENCE ₹.76250 CRORE 50% OF ASSET MONETIZATION IS UNCERTAIN.



STATUS OF PRIVATE TRAIN OPERATION

151 Trains in 109 routes in 12 Clusters.

16 Companies including Adani, GMR participated in Pre-bidding discussions and wanted "**No Revenue Share.**"

Finally Two bidders only for 3 clusters

Mumbai 2: IRCTC

Delhi 1. : IRCTC & MEGA ENGINEERING

Delhi 2 : IRCTC & MEGA ENGINEERING (**bid for 0.54% revenue share only**)

Parliament reply **TENDERS HAS BEEN DISCHARGED (CANCELLED)**

Now They say 90 Trains in four years, what is the rationale? 60% of 150?!!

FATE OF 12% OF ASSET MONETIZATION IS IN PERIL.



As a result

INFRASTRUCTURE INVESTMENT STARVATION CONTINUES

BAU - BUSINESS AS USUAL ONLY DESPITE MEGA ANNOUNCEMENTS



FUTURE DEMANDS CANNOT BE MET

Freight 1162 million tonnes per year to 6885 million tones per year with 30% less cost.



PRIVATISATION OF RAILWAYS

NIP: 500 Trains by 2025, 80 Stations and 30% of Goods Trains

NRP: 2031 No IR run Goods trains, IR will not run profitable Passenger Trains

DFC West/ East from June 2022, 55% of Goods trains will go to Private - PLUM

Privatisation of Goods and Passenger Services **means not at affordable rate.**



OTHER PRIVATISATION

CONCOR, IRCTC.....



RESULTS

Speed will not increase,
Share of Railways will not increase,
Future demands will not be met,
Safety at Peril,
Business as Usual.
Prime moto of Fast, Safe trains at affordable cost is defeated.

NO VIKAS, ONLY VINASH



**GOVERNMENT SHOULD INVEST TO IMPROVE INFRASTRUCTURE
NO OTHER ALTERNATIVE**

