

## Sectoral

### Railways

#### 1. What is dedicated freight corridors?

It is a broad-gauge freight corridor under construction in India by Indian Railway. It is a high-capacity railway corridor that is exclusively meant for the transportation of goods and commodities. There are 2 DFCs in the country, i.e. the Western and Eastern freight corridors. The Western DFC connects Dadri in Uttar Pradesh to Jawaharlal Nehru Port (JNPT) in Mumbai, and Eastern DFC connects Ludhiana in Punjab to Dankuni in West Bengal. The Dedicated Freight Corridors are expected to be a gamechanger for the logistics sector in India and are going to play a major role in increasing the Railways' modal share of freight in India. While these two corridors spanning 3,360 Km are expected to be fully commissioned by end 2023, another three are at the planning stage. Key features of these corridor include double speeds, higher load carrying capacity, and double stacking capability.

#### 2. What is rolling stock?

Rolling stock is all the engines and carriages including the locomotives, passenger coaches, freight wagons, guard's vans, etc. that are used on a railway.

#### 3. What do you mean by Diamond Quadrilateral in Indian Railways?

The Diamond Quadrilateral railway project has the mandate to develop high speed rail network across several metros of India. So far 6 corridors have been identified. These are: 1) Delhi-Mumbai. 2) Mumbai-Chennai 3) Chennai-Kolkata 4) Kolkata-Delhi and both diagonals i.e. 5) Delhi-Chennai. 6) Mumbai-Kolkata routes. For more information, [click here](#).

#### 4. What are the initiatives undertaken by the Indian Railways (IR) to promote railway sector in India?

Some of the initiatives undertaken by the Indian Railways to augment the railway infrastructure in

the country are: The IR is undergoing a massive infrastructure overhaul, and its capex for 2022-23 has been pegged at an all-time high of \$32.2 Bn, representing an increase of 14% over the capex of 2021-22. To ensure a modern and safe future network, IR is implementing its indigenously developed world-class technology KAVACH (Train Collision Avoidance System) across its network. IR is redeveloping 400 marquee railway stations into hubs for transit-oriented development with the goal to enrich passenger experience by creating world class facilities. India ' s first High-Speed Rail Corridor from Mumbai to Ahmedabad is under construction, which when completed will reduce travel time from 8 hours to 2 hours. Indian Railways has also introduced Semi High-Speed trains called Tejas Express and the Made in India Vande Bharat Express. Further, the Union Budget 2022-23 announced manufacturing of 400 Vande Bharat trains over the next 3 years. IR is working on a mission mode to electrify the entire broad- gauge route by 2023 which will lead to annual energy savings of \$1.55 bn

## 5. What are the investment opportunities available in railways sector?

Some of the investment opportunities in the railways sector are as listed below: Components manufacturing Infrastructure projects such as Railway Station Redevelopment, Tunnelling High speed train projects such as Mumbai-Ahmedabad High Speed Rail Project Projects relating to Electrification, Track doubling/laying Dedicated Freight Corridors Freight terminals operations Manufacturing of wagons, coaches and locomotive units

## 6. In which projects foreign investments is permissible under railways sector?

100% FDI under automatic route is available for the following: Construction, operation and maintenance of suburban corridor projects through PPP High speed train projects Dedicated freight corridors Railway electrification Signalling systems Freight terminals Passenger terminals Infrastructure in industrial parks pertaining to railway line/siding including electrified railways lines and connectivity to main railway line Mass Rapid Transport Systems (MRTS)

## 7. What is National Rail Plan 2030?

Indian Railways have prepared a National Rail Plan (NRP) for India – 2030. The Plan is to create a ' future ready ' Railway system by 2030. The NRP is aimed to formulate strategies based on both operational capacities and commercial policy initiatives to increase modal share of the Railways in freight to 45%. The objective of the Plan is to create capacity ahead of demand, which in turn would also cater to future growth in demand right up to 2050 and also increase the modal share of

Railways to 45% in freight traffic and to continue to sustain it. The key objectives of the National Rail Plan are: Formulate strategies based on both operational capacities and commercial policy initiatives to increase modal share of the Railways in freight to 45% by 2030 Reduce transit time of freight substantially by increasing average speed of freight trains to 50Kmph As part of the National Rail Plan, Vision 2024 has been launched for accelerated implementation of certain critical projects by 2024 such as 100% electrification, multi-tracking of congested routes, upgradation of speed to 160 kmph on Delhi-Howrah and Delhi-Mumbai routes, upgradation of speed to 130kmph on all other Golden Quadrilateral-Golden Diagonal (GQ/GD) routes and elimination of all Level Crossings on all GQ/GD route. Identify new Dedicated Freight Corridors. Identify new High Speed Rail Corridors. Assess rolling stock requirement for passenger traffic as well as wagon requirement for freight. Assess Locomotive requirement to meet twin objectives of 100% electrification (Green Energy) and increasing freight modal share. Assess the total investment in capital that would be required along with a periodical break up. Sustained involvement of the Private Sector in areas like operations and ownership of rolling stock, development of freight and passenger terminals, development/operations of track infrastructure etc.

## 8. What is the purpose of SFOORTI?

The Ministry of Railways, Government of India, has launched the Smart Freight Operation Optimisation & Real Time Information (SFOORTI) application to optimise freight operations and manage traffic flows.

## 9. What is R3i policy?

The policy aims to attract private sector participation in rail connectivity projects to create additional rail transport capacity. The policy allows for 4 models: a) Cost Sharing-Freight Rebate. b) Full Contribution- Apportioned Earnings. c) Special Purpose Vehicle (SPV). d) Private Line.

## 10. What is the purpose of R2CI?

This new policy was initiated to improve rail connectivity to coal and iron ore mines. The policy offers the developer involved in the construction of the line to levy a surcharge on the freight over a period of 10–25 years. The policy has two models, i.e. Capital Cost and SPV Models. The Capital Cost Model is relevant when there are 2 players, whereas the SPV Model is intended for a large number of players.

## 11. Define Participative models for rail connectivity and capacity augmented projects.

This policy supersedes the R3i and R2CI policies notified earlier. The policy provides for supplementing government 's investment in rail infrastructure projects by private capital flows. The policy contains the following models: 1) Non-government railway. 2) JV with equity participation by railways. 3) Capacity augmentation through funding by customers 4) Capacity augmentation – annuity model applicability. 5) Build Operate Transfer. A few projects undertaken under the participative policy of Ministry of Railways include Jaigarh Port-Digni Port, Hamarpur-Rewas Port, Chiplun-Karad, Vaibhavwadi-Kolhapur and Indore-Manmad.

## 12. How much FDI is allowed under Metro sector?

Up to 100% FDI is permitted for Railway Infrastructure sector without any govt. approval. You can file your FDI application online along with supporting documents at Foreign investment facilitation portal.

## 13. What are PM Gati Shakti Multi-modal Cargo Terminals?

In order to boost investments from industry in development of additional terminals for handling rail cargos, a new ' Gati Shakti Multi-modal Cargo Terminal (GCT) ' policy has been framed. All new as well as under-construction/under-approval Cargo Terminals shall be covered under this policy. The policy seeks to promote proliferation of new Cargo Terminals and improve existing Cargo Terminals through investments from industry to accelerate the growth in Railways ' cargo traffic. The salient features of Gati Shakti Cargo Terminals (GCTs) are as under – Simplified application and approval process, for quick and hassle-free approvals. No departmental charges will be levied on the applicant. No Land License Fees to be charged for the Railway land used for connectivity. No cost of commercial staff to be charged All common-user traffic facilities at the serving station to be constructed and maintained by Railway For Terminals giving 1 MT or more outward traffic, cost of mid-section Block Hut/ Block station to be reimbursed as 10% freight rebate. Maintenance of all assets (track, signalling, OHE) by Railway at its own cost, excluding the yard and loading/unloading lines Railway will reserve the right to grant connectivity to another Terminal(s) from such portions of track being maintained by Railway Union Budget 2022-23 has announced the target to set up 100 GCTs within the next three financial years.