

infrastructure. Eastern Dedicated Freight corridor (EDFC) can potentially reduce GHG emissions on freight by nearly half by 2052 by facilitating modal shift of cargo from road to rail, moving away from diesel rail to electric rail lines for cargo transport, as well as by reducing fuel consumption and enhancing the operating efficiency of freight rail.

NEED FOR MORE WAGONS

According to **Vivek Lohia, Managing Director, Jupiter Wagons Ltd**, as per the National Rail Plan 2030, Indian Railways plans to increase the share of railways in overall logistics from 27% to 45%. "To



VIVEK LOHIA
Managing Director
Jupiter Wagons Ltd

achieve that, as per their estimates, they will require around 5.44 lakh wagons by 2031," he adds.

According to a recent ICRA report, with the commissioning of dedicated freight corridors, along with a target to increase the share of freight transport through the railways, the Indian Railways plans to add 90,000 wagons. This will provide ample orders for the wagon manufacturers, resulting in an improvement in the overall capacity utilisation to ~70-80% in the medium term from a modest sub 40% in the past. The combined manufacturing capacity of rail wagons in India is estimated at 35,000-40,000 units per annum, which has faced challenges related to the under-utilisation of capacities in the past.

INDIAN RAILWAYS: NEW PROJECTS/OPPORTUNITIES
High Speed Rail program (Upgrading existing lines to increase speed) with GRIDE, MRIDC, K-Rail.
Railway stations development with focused infrastructures
Provision of CBTC (signalling program) by MRVC & Metro Kolkata
Upgradation of 25 KVA electric lines
NCRTC/RRTS new lines & upcoming semi high-speed projects (Del-Alwar) & (Del-Pan)
Newer Dedicated Freight Corridor: EDFC Dankuni-Somnagar line
New opportunities with RVNL
Bangladesh rail upgradation/modernization of existing network with new lines.
<i>Source: Egis India</i>



MODERNISING RAIL PASSENGER SERVICES

In order to improve the passenger travel experience and attract more people to use Railways as a viable alternative to long distance travel, the government has introduced semi high-speed train services (Vande Bharat Express). The construction of India's first high-speed rail corridor (Ahmedab-Mumbai) is underway. Once this is operational, the government has plans to implement similar corridors between other major cities across the country.

Gol plans to launch 75 of the Vande Bharat Express trains by August 2023 to connect all major industrial and business cities. The trains have a top speed of 160 km per hr. The fifth Vande Bharat Express of the country and the first such train in South India was flagged off by Prime Minister Narendra Modi on November 11, 2022. This initiative will provide a boost to connectivity and commercial activities by enhancing the ease of living in southern states. The other Vande Bharat Express services are: Mumbai-Ahmedabad, Una-New Delhi, New Delhi-Varanasi, and New Delhi-Shri Mata Vaishno Devi Katra.

RECENT DEVELOPMENTS IN METRO RAIL

As per the latest reports, India has become the fifth-largest metro rail network in the world. Speaking at the 15th Urban Mobility India (UMI) Conference and Expo 2022 in Kochi, Union Minister Hardeep Singh Puri revealed that around 810 km of metro line are operational in 20 cities in the country while more than 980 km of metro network and RRTS is currently under construction in 27 cities. He also said that India will soon overtake Japan and South Korea to become the third-largest network.