

HIGHLIGHTS OF RAILWAY BUDGET 2015-16

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- No increase in passenger fare
- No new trains announced.
- Railway facilities have not improved very substantially over the past few decades. A fundamental reason for this is the chronic underinvestment in Railways, which has led to congestion and over-utilization.
- Over 20,000 suggestions were received and we have already started working on the feasible ones.

Thrust:

1. IR to become prime mover of economy once again
2. Resource Mobilization for higher Investments
3. Decongestion of heavy haul routes and speeding up of trains: emphasis on gauge conversion, doubling, tripling and electrification
4. Project delivery
5. Passenger Amenities.
6. Safety
7. Transparency & System Improvement.
8. Railways to continue to be the preferred mode of transport for the masses.
9. Sustainability.

Four goals for Indian Railways to transform over next five years:

1. To deliver a sustained and measurable improvement in customer experience.
2. To make Rail a safer means of travel.
3. To expand Bhartiya Rail's capacity substantially and modernise infrastructure.:
 - i. increase daily passenger carrying capacity from 21million to 30 million:
 - ii. increase track length by 20% from 1,14,000 km to 1,38,000 km:
 - iii. grow our annual freight carrying capacity from 1 billion to 1.5 billion tonnes.
4. Finally, to make Bhartiya Rail financially self-sustainable. Generate large surpluses from operations not only to service the debt needed to fund our capacity expansion, but also to invest on an on-going basis to replace our depreciating assets.

Execution strategy to have five drivers:

a) Adopting a medium-term perspective:

Railway Budget part of trilogy of documents viz. the White Paper placed today, Budget 2015-16 & a Vision-2030 document which will follow.

Budget proposals to mark beginning of a Five Year Action Plan to transform the Railways.

PROPOSED INVESTMENT PLAN FOR NEXT FIVE YEARS (2015-2019)

Item	Amount (Rs in crore)
Network Decongestion (including DFC, Electrification, Doubling including electrification and traffic facilities)	199320 cr
Network Expansion (including electrification)	193000 cr
National Projects (North Eastern & Kashmir connectivity projects)	39000 cr
Safety (Track renewal, bridge works, ROB, RUB and Signalling & Telecom)	127000 cr
Information Technology / Research	5000 cr
Rolling Stock (Locomotives, coaches, wagons – production & maintenance)	102000 cr
Passenger Amenities	12500 cr
High Speed Rail & Elevated corridor	65000 cr
Station redevelopment and logistic parks	100000 cr
Others	13200 cr
TOTAL	8,56,020 cr

- IR envisages investment of Rs. 8.5 lakh crore in next five years to be mobilized from multiple sources to cater to funding i.e Multilateral development banks, pension funds.
- Targeted operating ratio for 2015-16 at 88.5% against 91.8%in 2014-15: best in the last 9 years.
- *Cleanliness*:-Swachh Rail Swachh Bharat, new department for cleanliness.
- *Bed linen*: NIFT to design; online booking of disposable bed rolls:

- *Help-line:* 24X7 helpline number 138;toll-free number 182 for security related complaints.
- Operation five minutes for issuing unreserved tickets.
- E-catering to select meals from an array of choices.
- Surveillance cameras provided on a pilot basis in selected mainline coaches and ladies' compartments of suburban coaches without intruding into privacy.
- Mobile phone charging facilities to be provided in general class coaches.
- Capacity in identified trains be augmented to run with 26 coaches.
- Increasing quota of lower berths for senior citizens.
- middle bay of coaches to be reserved for women and senior citizen
- It is proposed to procure power through the bidding process at economical tariff from generating companies, power exchanges, and bilateral arrangements. This initiative is likely to result in substantial savings of at least Rs. 3,000 crore in next few years.
- 1000 MW solar plants will be set up by the developers on Railway area.

Network expansion:

- 7,000 kms of double/third/fourth lines and commission 1200 km in 2015-16
- 800 km of gauge conversion targeted in current fiscal.
- 77 projects covering 9,400 km of doubling/tripling/quadrupling works along with electrification, covering almost all States, at a cost of Rs. 96,182 crore which is over 2700% higher in terms of amount sanctioned.
- Traffic facility works a top priority with outlay of Rs. 2374 crore .
- In the North East States, Meghalaya brought on the Railway map of India and direct connectivity to Delhi provided. Barak Valley to be connected on BG .
- Award of 750 km of civil contracts and 1300 km of system contracts in 2015-16 on Dedicated Freight Corridor; 55 km section of Eastern DFC to be completed in the current year. Preliminary Engineering cum Traffic Survey (PETS) for four other DFCs in progress.
- Railway electrification: 6,608 route kilometers sanctioned for 2015-16, an increase of 1330% over the previous year.
- Developing Satellite Railway terminals in major cities with the twin purpose of decongesting the city as well as providing service to passengers residing in suburbs.

Improving train speed

- Speed of 9 railway corridors to be increased from existing 110 and 130 kmph to 160 and 200 kmph respectively so that inter-metro journeys like Delhi-Kolkotta and Delhi-Mumbai can be completed overnight.
- Average speed of freight trains in empty and loaded conditions, will be enhanced to 100 kmph for empty freight trains and 75 kmph for loaded trains; loading density on all major freight bearing routes to be upgraded to 22.82 tonne axle loads.

Upgrading manufacturing capability

- Creation of job opportunities by upgrading the manufacturing capability. Functioning of Indian Railways Production Units and Workshops would be reviewed to provide them a cutting edge; measures for technological upgradation and enhancing productivity be undertaken to make them self-sustaining.

Safety

- Five-year corporate safety plan by June 2015 indicating annual quantifiable targets.
- 970 ROB/RUBs and other safety-related works to eliminate 3438 level crossings at a total Railway expense of Rs. 6,581 crore have been sanctioned which is 2600% higher than the previous year covering most States.

Technology upgradation

- Four Railway Research Centers to be set up in select universities for fundamental research; 'Malaviya Chair' for Railway Technology at IIT (BHU), Varanasi to be set up.
- 100 DEMUs to be enabled for dual fuel – CNG and diesel.
- Noise levels of locos to be at par with international norms.

Budget Estimates for 2015-16.

- Passenger earnings growth pegged at 16.7% and target budgeted at Rs. 50,175 crore.
- Freight traffic is pegged at an all time high incremental traffic of 85 million tonnes, Goods earnings proposed at Rs. 1,21,423 crore.
- Other coaching and sundries are projected at Rs. 4,612 crore and Rs. 7,318 crore.
- Gross Traffic Receipts estimated at Rs 1,83,578 crore , a growth of 15.3%.
- Ordinary Working Expenses proposed to grow at 9.6% over RE 2014-15. Traction fuel bill anticipated to shrink further.

- Higher provisions made for safety maintenance and cleanliness.
- Appropriation to Pension Fund proposed at Rs 35,260 crore and appropriation to DRF at Rs 8,100 crore.
- Appropriation of Rs 7,616 crore proposed to be made to Capital Fund for payment of principal component of lease charges to IRFC.

Plan Outlay 2015-16

- Total plan outlay is Rs 1,00,011 crore, an increase of 52% over RE 2014-15.
- Gross Budgetary Support of Rs 40,000 crore for the Railway's annual Plan.
- Rs 1,645.60 crore has also been provided as Railway's share of diesel cess from the Central Road Fund.
- Market borrowing Rs 17,655 crore, an increase of about 46.5%.
- Rs 17,793 crore from Internal Resources and Rs. 5781 crore from PPP.
- Large amounts towards Doubling, Traffic Facilities, Electrification and Passenger Amenities.
- New financing approach to clear the huge shelf of project