**2nd Edition of RAILCONNECT 2020**

AatmaNirbhar Indian Railways

Leveraging Domestic Manufacturing & Strengthening Value Chain

Digital Conference & Exhibition | 8 September 2020

The Indian Railways (IR) is the fourth largest rail network in the world. With 57% of passenger traffic and 65% of freight being carried out on electric traction, the IR is also the least polluting mass transit system in India. Bringing the urban rail transits into account, the Rail Transit System in India is not just the most popular but also most eco-friendly forms of commutation. And that is not all. IR railways reach in the hinterlands is an important link between the urban and rural India. IR is economical to fit into the budget of all classes, fast and convenient. These unique features of the rail system gave way to many urban and regional rail projects in India. Therefore, to keep up with the popularity and match India’s fast paced economy, there is an urgent need to upgrade and modernize the IR. The modernization for the IR is required in 4 fronts and they are Speed, Safety, Reliability and Experience.

In last few years, we have seen many welcoming developments in the Indian Railways. The indigenously build semi-high speed ‘Train-18’ or ‘Vande Bharat’ and ‘Tejas’ which reduced the travel time by more than 25%. While Train-18 opened doors for “Make in India”, Tejas created appetite for Indian rail travelers to world class amenities. Many private players are now willing to manufacture world class coaches under the “Make in India” programme. This is a very good news for the MSMEs and domestic equipment manufacturers who would eventually form the supply chain of rollingstock manufacturing companies once they can establish it.

Further augmentation in railway tracks was a huge challenge which were already exceeding operating capacity. Apart from space constrain, construction work on these routes would not only have impacted the regular train operations but put the workers under huge risk. Corridor System therefore served as most apposite solution for the scenario. The Dedicated Fright Corridor (DFC), High Speed Rail Corridor (HSR) and Regional Rail Corridor (RRTS) are the first few. The dedicated systems will ensure faster work progress without interfering with the existing operations and can run independently to cater to specific needs. Such as the DFC, which will be able to serve the logistics sector and many factories, MSMEs, farmers and hinterlands by transporting goods and raw material faster and cheaper without interfering with the passenger traffic. The Multi-Modal Logistics Parks (MMLPs) planned along the corridor will simultaneously boost the rural economy by creating livelyhood for various skill levels.

Safety has always been the prime focus of the Indian Railways. Operating over the optimum capacity, growth in ridership, encroachments had been leading to many past accidents. Technologies such as advanced signaling, telecommunication and tracking, advanced anti-collision and early warning system etc plays a vital role in safely operating trains. Modern locomotives are already equipped with many such advancements. The ‘Vision 2030’ of the Indian Railways clearly states that by 2030 IR will be 100% safe and this can only be achieved by partnership of the private and the public units.

Complete electrification of the IR will be a highly valued achievement and IR is committed to accomplish this by 2025. This will bring the IR a step closer to become carbon neutral. IR’s contribution in the fields of environment friendly initiatives and reduce greenhouse gasses has always been applauded. Many office buildings, car sheds, vacant land has been modified to solar rooftops and miniature solar parks. Modern electric tractions now consume much lesser energy than their predecessors. The IR also plans to transform its vacant land managed by RLDA to RE parks and entirely operate on green and renewable energy.

The face of the Indian Railways is its railways stations and the Indian Railway Station Development Corporation and private partners have made some commendable work toward face-lifting and maintaining the railways stations. These stations are also ranked every year on various aspects. And now, we have reached a point where we are envisaging world class railways stations with airport equivalent amenities in immediate future. Starting with New Delhi Railways Station, a new wave of opportunities has been unraveled in the railways business.

The Urban Rail Transit System is the most exciting new thing that occurred to the city dwellers. Metro rail, rapid rail, monorail, light metros are some of the forms of this mass intra-city transit movement that started with Delhi and has reach all tier-I cities and many tier-II cities of India. This system has truly transformed the way people commute. Urban rail system, which is clean, fast and reduces road congestion, has the capability to replace regular bus travel to a large extent, especially in crowded Indian cities. The various forms of urban rail can be constructed depending upon ridership, demography, geography, socio-economy of a city.

The Conference is focused to deep dive into various sections of the Railway’s sectors to understand the specific issues they are encountering and ways to improve and improvise projects as they are been constructed. The National Infrastructure Pipeline announced by the Government of Indian has also highlighted its plans for investment in the Railways sector in the next few years that would oversee the overall modernization of the India Railway systems. The NIP has allocated 12% of the overall expenditure of the 111 lakh crores. The role of the private partners, investors/fund raisers, MSMEs hence will be very important, especially when the country is gradually coming out of the nation-wide lockdown and economy is bleak due to the global pandemic. The priority is to create jobs, reduce import and promote domestic manufacturing to make India truly self-reliant.

Draft Programme Schedule

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| **1000 – 1100 hrs** | **Opening Session****CEOs Session with Shri Piyush Goyal, Hon’ble Minister of Railways and Commerce & Industry** |
|  | **INTERLUDE / SESSION CHANGE** |
|  | **SESSION – I****Building strong partnerships – Role of Private Sector**Deliberation on:* Ease of doing Business
* PPP in Civil and Composite Projects
* Funding Structure (Bilateral, Multilateral & Seller Credit)
* Move from Capex to Opex and
* Interim measures
 |
|  | **INTERLUDE** |
|  | **SESSION – II****World class Railways Stations and Business Centers – Emerging Opportunities & Railopolis**Deliberation on:* Developing and Maintaining Railways Stations
* Railopolis as Implementable Concept (identification of top 4)
* Development of Real Estate & Business Centers around Railways Station
 |
|  | **INTERLUDE / SESSION CHANGE** |
|  | **SESSION – III****Railways and Freight Services – Enhancing Logistics System**Deliberation on:* Dedicated Freight Corridor, faster completion
* Integration with Ports, Roads and inland waterways, further scoping
* Multi Modal Logistics Park – Efficiency and Management
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|  | **INTERLUDE / SESSION CHANGE** |

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|  | **SESSION – IV****Integrated Urban Rail Transits (RRTS/Metros Rail / Light Metros / Monorails and newer concepts such as Hyper Loops and Sky Tran)**Deliberation on:* Expansion of existing Metro Rails and Introduction to new cities
* Urban Railways, a combination of various metro rail systems
* Regional Rapid Transit System – A new way to travel intercity
* Concepts – Sky Tran, Hyperloop, Maglev
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|  | **INTERLUDE / SESSION CHANGE** |
|  | **SESSION – V****Renewable Energy – Transforming Railways to Carbon Net Zero**Deliberation on:* Rooftop Solar – Railways and Ancillary Buildings
* Railway’s land optimization with Renewable parks and Gigafactories
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|  | **INTERLUDE / SESSION CHANGE** |
|  | **SESSION – VI****Advanced Signaling and Telecommunication System**Deliberation on:* Advance Electronics and Smart Operation
* Digitization and AI
* RnD & Value Chain
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|  | **INTERLUDE / SESSION CHANGE** |
|  | **SESSION – VII****Emerging Opportunities in Industry 4.0 – Rolling Stock**Deliberation on:* Advance Manufacturing and Modernization of Factories
* Introduction of Robotics, Machine Learning and Computerized production Systems for precision and quality
* Role of MSMEs
* Policies andFunding
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|  | **INTERLUDE / SESSION CHANGE** |
|  | **SESSION – VIII****Skilling and Upscaling Workforce*** Making workforce ready for advance machine operations
* Upscaling skills and creating better employment opportunities
* Creating Livelihood in rural areas
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\*\*\*END OF SESSION\*\*\*