

Undertakings and other Organisations

As many as 16 Public Sector Undertakings and other Organisations are functioning under the Ministry of Railways, as detailed below:-

S.No.	Name	Year of Incorporation/ Inception	Core competence
1	RITES	1974	To design, establish, provide, operate, maintain and perform engineering, technical and consultancy services for development of projects/systems of all types and descriptions pertaining to Railways and Other Sectors/Industries in India and outside India.
2	IRCON	1976	To undertake construction activities in India and abroad on turnkey basis or otherwise in various fields of infrastructure like Railways, Bridges, Roads, Highways, Industrial and Residential Complexes, Airports, etc.
3	CRIS	1986	To provide consultancy and IT services to IR as partners to conceptualize and realize technology initiatives, to build new products or services and to implement prudent business and technology strategies.
4	IRFC	1986	To raise funds from the market to part finance the Plan Outlay of IR.
5	CONCOR	1988	To develop multi-modal logistics support for India's international and domestic containerized cargo and trade.
6	KRCL	1990	To construct and operate railway lines, construct Road Over Bridges and rail line projects.
7	RCIL (RailTel)	2000	To utilize the surplus telecom capacity and right of way available with the IR to build nationwide optical fibre cable based broadband telecom and multimedia network.
8	IRCTC	2001	To undertake catering and tourism activities of the Railways. Also facilitates internet ticketing through its website.
9	PRCL	2001	To execute the Surendranagar-Rajula-Pipavav Port gauge conversion and new line projects in Gujarat.
10	RVNL	2003	To create and augment the capacity of rail infrastructure. To mobilize resources mainly through multilateral/bilateral funding agencies and also through domestic market for successful implementation of projects.
11	RLDA	2005	To develop vacant railway land for commercial use for the purpose of generating revenue by non-tariff measures for IR.
12	DFCCIL	2006	To plan and construct Dedicated Rail Freight Corridors (DFCs) for movement of freight trains on the corridors.
13	MRVC	1999	To plan & implement rail projects in the Mumbai Metropolitan Region.
14	BWEL	1978 (In MOR from 2008)	To manufacture wagons and undertake structural fabrication jobs.
15	BSCL	1976 (In MOR from 2010)	To manufacture Railway Rolling Stock.
16	BCL	1976 (In MOR from 2010)	To manufacture wagons, undertake structural fabrication jobs and manufacturing, retrofitting of EOT crane.

RAIL INDIA TECHNICAL AND ECONOMIC SERVICES LIMITED (RITES):

RITES, a Mini Ratna Category – I, Schedule 'A' Government of India Enterprise, under the aegis of Ministry of Railways, is an ISO:9001-2008 certified multi-disciplinary total transport engineering and management consultancy organisation. It is internationally recognized as a leading consultant of many National Governments and other apex organisations with operational experience of 63 countries in Africa, South East Asia, Middle East and Latin America. It is well equipped for institutional management & technical support for rehabilitation, development, modernization and optimization solution for the efficient working of existing and new infrastructure development projects.

RITES renders comprehensive array of services for infrastructure sector and all modes of transport sectors like Railways, Highways, Ports, Waterways, Airports, Ropeways, Urban transport, Urban Planning, Container Depots, Institutional Buildings, Power Transmission and Rural Electrification, etc., under a single roof and believes in transfer of technology to client organisations.

Business Operations:

Some of the important assignments undertaken in the recent past are:

Overseas:

- Supply of 20 DEMU trainsets, BG 2300 HP diesel locomotives, machinery and plant, locomotive spares and unit exchange items, construction of DEMU maintenance facilities at three locations, training of 600 Sri Lankan personnel in India for the Government of Sri Lanka.
- Supply of new BG diesel locomotives to the Bangladesh Railways.
- Development of in-service MG locomotives, in-service MG AC coaches, 250 MG wagons, locomotive spare parts, equipment like dumper trucks, rail gang cars and road cranes for Myanmar Railways. RITES is also executing Trilateral Highway project in Myanmar.
- Consultancy for development of Railway infrastructure at Indo-Nepal border. Also, feasibility study of Mechi-Mahakali and Pokhara-Kathmandu new railway lines.
- Supplies of wagons, coaches and spares to Benin.
- Feasibility study for Mayumba new standard gauge railway line for the Government of Gabon.



Rail Coach Factory, Lalganj, Rae Bareilly - IRCON project.



A view of platform at Tiruchirappalli Railway Station.



Ready for launch – bridge in Jammu & Kashmir - IRCON project.

In India:

- Integrated Check Posts with world class facility for passenger and cargo movement at the borders of neighbouring countries.
- Preliminary engineering cum traffic survey of 4 new Dedicated Freight Corridor.
- General Consultancy services for implementation of Metro Rail Project in Bengaluru and Delhi. Also, Detailed Project Report (DPR) for Ahmedabad, Kolkata & Mumbai Metro.
- Feasibility study of Pune-Mumbai-Ahmedabad High Speed Rail Corridor.
- Wagon manufacturing factory under a fifty – fifty Joint Venture with SAIL in Kulti, West Bengal.
- Turnkey project for setting up of FIAT bogie manufacturing unit at Budge Budge for RCF, Kapurthala.
- Project Management Consultancy (PMC) works for Railway Infrastructure works for power plants/steel plants of NTPC, DVC, SAIL, RINL, etc.
- Operation & maintenance and leasing of locomotives to domestic clients such as NTPC, DPCL, VPT, NSPCL, etc.
- Consultancy services for construction of Institutional Campus Rohtak, Pondicherry University, etc.

Financial Performance:

The comparative financial performance of RITES during the last 2 years, is as follows:

	2010-11	(₹ in crore) 2011-12
Total turnover	881	934
Net Profit	244	164
Net worth	876	1,001

IRCON INTERNATIONAL LTD. (IRCON):

Ircon International Ltd. (IRCON), a 'Mini-Ratna' category-I and Schedule 'A' Public Sector Undertaking, was incorporated in 1976 under the aegis of Ministry of Railways with the prime objective of construction and development of railway network in India and abroad. In its journey of over three decades, the Company has diversified its activities to other transportation and infrastructure sectors such as highways, tunnels, bridges, flyovers, road-over-bridges, airport hangar & runways, metro rail and buildings, EHV transmission line & grid sub-stations, industrial electrification, signalling and telecommunication

systems etc. Besides completing 300 domestic projects, the Company has forayed into 21 countries of the world to successfully execute over 120 world-class infrastructure projects. IRCON is the leading infrastructure PSU of the country having the highest credit rating of 'AAA' from CARE. It is one of the five Indian companies to make it to the list of top 225 international contractors of the world ranked by Engineering News Record (ENR August, 2011) of USA.

During the year, IRCON achieved major milestones in its projects like breakthrough of Pir Panjal tunnel in the Udhampur-Srinagar-Baramula Rail Link project and commissioning of Phase-I of Rae Bareilly Coach Factory as per schedule. Upgradation of Colombo-Matara Coastal line in Sri Lanka was commissioned ahead of schedule and Seremban-Sungai Gadut (Phase-I) section of Malaysia was commissioned as per schedule. The Company's outstanding performance was recognized through Dun & Bradstreet Award, CIDC Vishwakarma Award, EEPIC Export Excellence Award and India Pride Award during the year.

Financial Performance

IRCON has achieved its highest turnover of ₹3,781.92 crore and nearly doubled its net profit to ₹469.92 crore. The Company also earned its highest ever foreign exchange of ₹443.75 crore during the year. The important financial highlights of the Company during the year 2011-12 as compared to the previous year are as under :-

	2010-11	(₹ in crore) 2011-12
Total income/Gross sales	3,254.15	3,781.92
Operating income	3,175.33	3,601.41
Profit before tax	401.25	602.14
Profit after tax	240.51	469.92
Gross margin	440.31	670.47
Net worth	1,382.31	1,742.94

CENTRE FOR RAILWAY INFORMATION SYSTEMS (CRIS):

The Centre for Railway Information Systems (CRIS) is a registered autonomous Society under the Ministry of Railways, set up to provide Information Systems for the Indian Railways. It uses a unique blend of domain knowledge experts from the Railways and in-house IT personnel to develop and maintain the major IT systems deployed on the Railways for passenger



Chattarpur sub station of Delhi Metro Rail Corporation - IRCON project.



Signalling work, Malaysia - IRCON project.



PRS at Puducherry, Southern Railway.

ticketing and freight invoicing, freight and passenger train operations, management of train crews and management of fixed and rolling assets.

The progress of computerization, during the year 2011-12, of the various railway projects undertaken by CRIS are outlined below:

Ticketing and Passenger Information Systems:

The Passenger Reservation System (PRS) was expanded to more than 2,475 locations and backend servers were upgraded to extend the benefit of increased accessibility to the rural areas.

The Unreserved Ticketing System (UTS) reached the milestone of 5,000 stations during the year. More than 90% of the unreserved tickets are now generated through the UTS.

The new Automatic Fare Collection system for the Kolkata Metro was installed and commissioned in July, 2011 which is being used by nearly 6 lakh commuters daily.

The Train Enquiry System (NTES, available at www.trainenquiry.com and call centre 139) was interfaced with the Control Office Application to enable timely and accurate responses to passenger enquiries related to train running.

A Web Portal was set up for IR, in which more than 35 individual websites of Zonal Railways and other Units were made online with a common look and feel. Web and SMS based Complaint Management System, Cloak Room Management and Retiring Room Management Systems were not only introduced but are also being extended further in a phased manner.

Train Operations:

The Control Office Application (COA), operational at all Divisional Control Offices, was interfaced with the FOIS and NTES to improve the currency and accuracy of the information in these applications. In addition, Crew Management System (CMS) was extended to 340 crew lobbies covering 1,10,000 train crew.

During the year, the FOIS (Freight Operations Information System) application was extended to cover almost all of the goods loading and unloading points, so that 99.9% of the Railway Receipts (RR) are now being generated through FOIS. Over 70% of the payments are made through the e-payment gateway, greatly easing the process of invoicing for goods.

Integrated Coaching Management System (ICMS), monitoring punctuality of more than 8,500 trains each day, was inter-linked with COA and NTES databases enabling the revised timetable data to be updated only in one application, thereby improving accuracy and speed in implementing the annual time-table changes.

The Parcel Management System pilot running in the Delhi-Kolkata corridor was also put into increasing use, with 85 lakh parcels being booked during the year through it.

Asset Management:

ERP-based Production Management System, implemented in the Integral Coach Factory (ICF), aims at simplifying the management of most of ICF's critical functions.

The Track Management System was implemented in 15 Railway Divisions, greatly simplifying the collection and analysis of track data in the field.

Other Information Systems:

The E-procurement System saw 2.5 lakh tenders being issued while the number of registered vendors exceeded 14,000. E-auction was also successfully tried out through the system during the year.

During the year, Works Program Preparation software was brought into use to create and analyse the information needed for preparation of Budget 2012-13.

System design work of Accounting Information System was also started during the year.

Highlights of work done during the year 2012-13 (till September 2012):

Some of the highlights of work done during the year 2012-13 (till September 2012) are as follows:-

Electronic Payments for FOIS have covered 74% of all Railway Receipts generated.

Pilot implementation of the Workshop Information System has been started in Raipur Workshop in August 2012.

The Timetable Management System (Satsang) has been developed for pilot implementation in Northern Railway.

Remote Disaster Recovery Systems for PRS and UTS have been installed in Secunderabad and are presently under trial.



Container train at Palghar Station, Western Railway.

INDIAN RAILWAY FINANCE CORPORATION LIMITED (IRFC):

Indian Railway Finance Corporation Limited (IRFC) was set up as a public limited company in December 1986 with the sole objective of raising money from the market to part finance the Plan outlay for meeting the developmental needs of IR. Funds are raised through issuance of bonds, term loans from banks/financial institutions and availing external commercial borrowing/export credit. The Department of Public Enterprises has rated IRFC as 'Excellent' on 13 occasions in the last 14 years. The Company maintained the highest credit ratings from three domestic Credit Rating Agencies indicating highest safety of the lenders' funds and investment grade ratings equivalent to the rating of Indian 'sovereign' from four major international Credit Rating Agencies.



Lifting of container at Shalimar yard, South Eastern Railway.

The Company has leased rolling stock assets worth ₹82,409 crore to the Ministry of Railways (MoR) up to March 31, 2012. Ministry of Railways has been making lease payments to IRFC regularly in respect of about 60% of the rolling stock assets which include 6,073 locomotives, 36,613 coaches and 1,62,238 wagons. The lease rentals form just about 5.94% of the Railways' Gross Traffic Receipts. The Company has also provided funding assistance to sister railway companies to the extent of ₹2,502 crore till the end of 2011-12.

IRFC has a consistent profit earning track record. It has so far paid ₹1,668 crore as dividend to its shareholders, the Government. The Company earned a net profit of ₹480.78 crore during 2011-12. The Overhead to Turnover ratio of the Company is 0.12%.

CONTAINER CORPORATION OF INDIA LTD. (CONCOR):



Loading of container at Sanatnagar container depot, Hyderabad, South Central Railway.

Container Corporation of India Ltd. (CONCOR) was set up in November 1989 with the prime objective of developing multi-modal transport and logistics support for India's domestic and international containerized cargo and trade. Though more than 90% of its inland transport service is by rail, road/coastal shipping services are also provided according to market demand and operational requirement/feasibility.

CONCOR's core business is characterized by three distinct activities – as a carrier, terminal operator and warehouse/CFS operator. CONCOR derives its strength mainly from a dedicated network of terminals at multiple locations. During 2011-12, CONCOR handled over 2.6 million Twenty feet Equivalent Units (TEUs).

CONCOR paid a total dividend of ₹214.47 crore on its paid up capital for the year 2011-12.

Financial highlights:

The financial performance of CONCOR in the last two years is as follows:

	2010-11	2011-12
Turnover (₹ in crore)	*3,834.85	4,060.95
Net Profit as % of Turnover	*22.84	21.62
EPS (in ₹)	67.39	67.54
*revised		

KONKAN RAILWAY CORPORATION LIMITED (KRCL):

Konkan Railway, the first Railway project in the country executed on BOT (Build, Operate and Transfer) principle, was formed with equity participation of Government of India along with the four States viz., Maharashtra, Goa, Karnataka and Kerala. It has reduced the journey time from Mumbai to Mangalore by almost 26 hours, as a result of reduction in the distance by 1,127 kms.

Konkan Railway has completed 13 years of operation of Ro-Ro (Roll On-Roll Off) truck-on-train service proving that Railways and Roadways can co-exist in a symbiotic relationship apart from saving the diesel, decongest National Highways and reduces the pollution levels along the route. It is estimated that each Ro-Ro train, carrying 40 trucks saves approximately 10 litres of diesel per kilometre.

KRCL has been assigned the implementation of Anti-Collision Device (ACD) project on 8 out of 17 Zonal Railways, after the successful commissioning of a pilot project on Northeast Frontier Railway. ACD can prevent mid-section head-on collisions, side collisions and rear-end collisions of trains in addition to having many other safety features.

The Corporation has been assigned the challenging project of construction of new railway line through most difficult geological terrain in the State of Jammu & Kashmir from Katra to Dharam. The project includes construction of the Chenab bridge, the highest ever bridge in the world.

‘Shravan Seva’, a unique free portage service to senior citizens travelling alone, available at Chiplun, Ratnagiri, Thivim, Karmali and Madgaon, has been availed by 913 beneficiaries till 31st March, 2012. Senior citizens are required to register at Cell No.09664044456, four hours in advance of journey. ‘Diet



Ro-Ro train crosses the Asurde viaduct between Savarda & Aravali Stations on Konkan Railway route.



Train crossing the Sharavati river bridge at Honnavar on Konkan Railway.



Train crossing the Panvel viaduct on Konkan Railway route.



Ro-Ro train crossing the Savitri river bridge at Dasgaon near Veer Station on Konkan Railway route.



A view of Food Plaza at Jhansi Railway Station.



Shraavan Seva service for elderly passengers on Konkan Railway.



Diet food service in trains for passengers on Konkan Railway.



Catering service at Station, Eastern Railway.

food' service, for the health conscious passengers, has also been introduced on Konkan Kanya and Mandovi Express, in which the menu includes juices, green tea, sprouts, sugar free sweets.

Financial performance:

During 2011-12, the Corporation's total revenue was ₹1,000.92 crore and the net profit was to the tune of ₹18.74 crore. The Operating Ratio for the year was 82.12%.

RAILTEL CORPORATION OF INDIA LTD. (RailTel):

The RailTel Corporation of India Limited (RailTel) was incorporated in the year 2000 for modernization of IR's communication network for safe and efficient train operation and for revenue generation through commercial exploitation of its telecom network. RailTel with exclusive seamless Right of Way along 63,000 kms. of railway track has already connected 4,107 stations till March 2012 and is working to ultimately cover all important railway routes across the country.

RailTel is holding infrastructure provider category-I ISP licence from the DoT. Besides, it is holding National Long Distance services license. RailTel has deployed state-of-the-art Optic Fibre Cable based STM-16/DWDM network technology on more than 40,000 route kilometres across the country. The Company is now expanding its network in the North Eastern States of the country.

In the last three years, the Company has earned more than ₹100 crore profit every year. RailTel's operating income was ₹404 crore during 2011-12 resulting in a net profit of ₹85 crore, after tax. Dividend paid to Ministry of Railways was ₹14 crore during the year.

Company is also expected to have 20% share in execution of the national project of Optical Fibre Network to connect all Panchayats in the country at an approximate cost of ₹20,000 crore. It is also one of the equity holders, to the extent of 10%, in the new Company, Bharat Broadband Nigam Limited, being set up for monitoring the implementation of the project. During the year, RailTel bagged the National Telecom Award 2012 organized by CMAI for category of 'Excellence in Innovation with Rural Telecom Focus'.

INDIAN RAILWAY CATERING AND TOURISM CORPORATION LTD. (IRCTC):

Indian Railway Catering and Tourism Corporation Limited (IRCTC) was incorporated on 27th September, 1999, under the Companies Act, 1956, as an extended arm of the IR to upgrade,

professionalize and manage the catering and hospitality services at stations, on trains and other locations and to promote domestic and international tourism through development of budget hotels, special tour packages, information & commercial publicity and global reservation systems. The full-fledged functioning of the Corporation started on 1st August, 2001.

Travel and Tourism

The Corporation launched a non-AC budget train from Chennai for the convenience of Buddhist pilgrims from Sri Lanka with 15 and 21 days itineraries. During the year, the train conducted 3 trips. The Corporation has also taken over the entire operations and marketing of Luxury train 'Maharaja Express' w.e.f. 8th January, 2012. Travel and tour related arrangements were done for a group of 800 Chinese delegates and 300 other foreign students during the year.

Other Activities

During the year, the Corporation opened a Central Kitchen (food factory) in NOIDA with a capacity to produce 10,000 meals per day. It is fully equipped with state-of-the-art equipments from India and abroad. Presently, the kitchen is supplying evening snacks to all departmental Rajdhani trains and also serving both vegetarian and non-vegetarian meals to corporate clients in NOIDA/Greater NOIDA areas.

On 11th July, 2011, a new Rail Neer plant at Palur in Tamil Nadu became operational. The plant is designed to make 1.8 lakh bottles per day on three shift basis.

Financial Performance

After transfer of licensee Catering business to Railways, there was a decline in revenue and profit during the year 2011-12 as compared to the previous year. During the year 2011-12, the Corporation achieved a total income of ₹554.11 crore, as compared to ₹764.93 crore in 2010-11, thereby registering a decline of approximately 28% over previous year. However, except Catering, all other business segments of the Corporation have shown considerable growth. Number of tickets booked through IRCTC website <https://www.irctc.co.in> during the year has gone up to 11.61 crore against 9.69 crore in the previous year. The Net Worth of the Corporation reached ₹246.70 crore as on 31.3.2012 as compared to ₹211.41 crore as on 31.3.2011.

PIPAVAV RAILWAY CORPORATION LIMITED (PRCL):

Pipavav Railway Corporation Limited (PRCL), a joint venture company of Ministry of Railways and Gujarat



Catering service at Station, Eastern Railway.



Rail Aahar at Mumbai Central Station, Western Railway.



Work of extension of Metro Railway, Kolkata by Rail Vikas Nigam Limited.



Extension of Metro Railway, Kolkata by Rail Vikas Nigam Limited.



Work of extension of Metro Railway, Kolkata by Rail Vikas Nigam Limited.

Pipavav Port Limited (GRPL) with equal equity participation was formed to execute the Surendranagar-Rajula-Pipavav Port (APM Terminals, Pipavav) gauge conversion & new line project. This is the first railway infrastructure project executed through private sector participation. PRCL has concessionaire rights to construct, operate and maintain this project line for 33 years. PRCL is entitled to the rights, obligations and duties of a Railway Administration enumerated in the Railways Act, 1989 and has rights to give volume discounts on transportation of cargo. PRCL, in close coordination with the Ministry of Railways, pioneered the introduction of Double Stack Containers Train in India and the 1st DSC train rolled on Pipavav route from Jaipur to Pipavav on 23rd March 2006.

PRCL has permission to run container trains on rail corridors serving the Ports of Pipavav, Mundra, Chennai, Ennore, Vizag and Kochi and their hinterlands. The Company started its container operations on 20th August, 2009 from Asaoti Railway Station to Morbi in Gujarat. During 2011-12, PRCL handled 5,479 trains including 3,927 container trains and transported 6.83 million tones of cargo. The total apportioned earnings were ₹151.28 crore from freight operations during 2011-12, registering a significant growth of 69% compared to previous year and a net profit before tax of approximately ₹43.67 crore, being 11.64 times higher than previous year profit of ₹3.45 crore. This has also improved net worth of the company approximately from ₹100 crore to ₹156 crore.

16 pairs of passenger trains are also running on different sections of Pipavav Railway.

Apart from container transportation, PRCL handles bulk traffic of foodgrain, onion, salt, soda ash, cement, gypsum, fertilizers and coal from Port and its own terminals at PPVS.

RAIL VIKAS NIGAM LIMITED (RVNL):

Rail Vikas Nigam Limited (RVNL), a Special Purpose Vehicle (SPV) under the Ministry of Railways was incorporated in the year 2003 to raise non-budgetary resources for rail capacity projects and to implement them on a fast track basis.

During 2011-12, RVNL completed 488 kms. of project length including 263 kms. of doubling, 11 kms. of gauge conversion and 214 kms. of railway electrification. Cumulatively, up to 31.03.2012, RVNL has completed 26 projects/sections covering 194 kms. of new lines, 1,590 kms. of gauge conversion, 924 kms. of doubling and 1,570 kms. of railway electrification making a total of 4,278 kms.

The important works completed by RVNL during the year 2011-12 include work on the 3rd line of Aligarh-Ghaziabad project (106 kms.), 31 kms. of Palwal-Bhuteshwar project and completion of Gooty-Renigunta doubling. Settings of major railway electrification projects of Renigunta-Guntakal, Daund-Manmad and Bharuch-Dahej were completed. The civil work of construction of Diesel Component Factory at Dankuni Workshop was completed in a record time by RVNL during the year and handed over to Eastern Railway for operation.

In addition to various capacity augmentation works, the other major projects under implementation by RVNL include 5 ADB funded projects under the 2nd loan of US \$500 million, 4 projects related to extension of Kolkata Metro of 66 kms., National project of new rail line between Rishikesh-Karanprayag.

During the year 2011-12, its turnover was ₹1,597.92 crore, profit after tax ₹98.38 crore and surplus at the end of the year 2012 stands at ₹226.76 crore. In view of the improved financial performance in 2011-12, RVNL has paid a Dividend of ₹20 crore as compared to ₹12.50 crore in the previous year. The cumulative dividend paid to Ministry of Railways by RVNL is ₹55.50 crore.

In addition to borrowings from IRFC for implementation of projects, comprising of ₹2,079 crore, RVNL's role in resource mobilization has been extended to the setting up of 5 project specific Special Purpose Vehicles (SPVs) with a total anticipated cost of ₹4,324 crore against which the equity contribution of RVNL is ₹546 crore, i.e., 12.6%. Balance funds of ₹3,778 crore would be provided by the equity share of Strategic Partners and through non recourse debt. The SPVs of RVNL include Kutch Railway Company Ltd., Krishnapatnam Railway Company Ltd., Bharuch Dahej Railway Company Ltd., Haridaspur Paradip Company Ltd. and Angul Sukinda Railway Ltd.

In addition to its regular activities, RVNL is making special efforts to meet its responsibility to the communities where projects are located by implementing various 'Corporate Social Responsibility' projects in which an amount of ₹1.6 crore was spent during the year.

RAIL LAND DEVELOPMENT AUTHORITY (RLDA):

Rail Land Development Authority (RLDA) was set up in 2005 through an amendment of the Indian Railways Act 1989 for commercial development of vacant railway land for the purpose of generating revenue by non-tariff measures for IR. Since it started functioning in January 2007, it has been

entrusted with a total of 129 sites out of which 5 had been awarded for commercial development with total value of lease premium of ₹1,713.605 crore.

RLDA has also been entrusted with development of 168 Multi Functional Complexes (MFCs) at railway stations across India for provision of amenities like shopping, food stalls/restaurants, book stalls, PCO booths, ATMs, medicine and variety stores, besides budget hotels, parking facilities, etc. to railway users with an aggregate approximate lease premium potential of ₹351 crore. RLDA will also be developing buildings worth approximately ₹977 crore at railway stations without any government investment. Construction of 16 MFCs was completed through PSUs during the year taking the cumulative total number of completed MFCs to 25. A total lease premium of ₹31 crore was earned by RLDA during the year from commercial development of land and development of MFCs.

Consequent upon Ministry of Railways' approval for creation of a Special Purpose Vehicle (SPV) under the Indian Companies Act, 1956, a joint venture company of IRCON and RLDA has been formed, with 51:49 partnership, with an authorized share capital of ₹100 crore, for development of railway stations.

DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD. (DFCCIL):

Dedicated Freight Corridor Corporation of India Ltd. (DFCCIL), a Special Purpose Vehicle was created to undertake planning and development, mobilization of financial resources, construction, maintenance and operation of Dedicated Freight Corridor. DFCCIL was registered as a Company under the Company's Act 1956 on 30th October, 2006.

DFCCIL, one of the largest ever infrastructure projects being undertaken by the Railways since Independence, will substantially reduce the travel time of freight trains and will bring down the unit cost of transportation by segregating freight and passenger traffic. Freight corridor envisages long haul operation with trailing loads to increase from existing 5,000 tonnes to 15,000 tonnes and carrying capacity to 400 against existing 90 containers.

The construction work has already started on Eastern and Western Corridors from April, 2009 over a length of about 300 kms. The approved network was 3,300 route kms with Eastern Corridor (about 1,839 kms.) from Ludhiana to Dankuni and Western Corridor (about 1,534 kms.) from Jawahar Lal Nehru

Port to Tughlakabad/Dadri along with interlinking of two corridors at Dadri. The Eastern and Western Corridors pass through 9 States, 66 districts over 1,900 villages.

The cumulative expenditure on Project Execution is ₹657.12 crore as on 31st March, 2012. The gross expenditure during the year 2011-12 on Project Execution is ₹332.59 crore.



15 Car Mumbai Suburban local, Western Railway.

MUMBAI RAILWAY VIKAS CORPORATION LTD. (MRVC):

Mumbai Railway Vikas Corporation Ltd. (MRVC), a joint venture between Ministry of Railways and Government of Maharashtra was incorporated on 12th July, 1999 to implement the railway work of Mumbai Urban Transport Project (MUTP). The Corporation executes the projects identified and is also actively involved in the planning and continuous development of Mumbai suburban rail system. MRVC is also working on innovative financing mechanism for proposed corridors, i.e., Mumbai CST-Panvel and Virar-Panvel.

Some of the major achievements by MRVC during the year include successful completion of MUTP-I, procurement of 129 EMU rakes which generated more than 33% additional carrying capacity, completion of DC to AC conversion on Western Railway and completion of first phase of state-of-the-art EMU car shed at Virar for maintenance of new design EMU rake with installed capacity of 30 EMU rakes. Under MUTP-II, all major World Bank funded contracts have been finalized within a period of one year with effect from the date of the sanction of the World Bank loan. Under MUTP-III, MRVC has initiated the technical and financial feasibility study for construction of fast corridors on Mumbai CST-Panvel and Virar-Vasai-Diva-Panvel sections through innovative financing mechanisms, in order to further strengthen and augment the suburban rail infrastructure.



Train crossing the Savitri river bridge at Dasgaon near Veer Station on Konkan Railway route.