RailIndia
CONFERENCE & EXPO

8th Edition

Post-Show Report and Strategic Vision for VIKSIT RAILWAY

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Preface: A Legacy of Visionary Dialogue

The 8th edition of the Rail India Conference & Expo, held on 25 April 2025 at The Lalit, New Delhi, marked a significant milestone in its history, cementing its position as a leading forum for dialogue and collaboration within the Indian railway sector. Since its inception in 2016, the event has consistently brought together an influential community of industry leaders, innovators, and policymakers to discuss the future of Indian Railways. This year's theme, "Indian Railways Excellence: Green, Safe, Modern," was a direct reflection of the national ethos and aligned seamlessly with the Hon. Prime Minister Shri Narendra Modi's visionary program for a "Viksit Bharat Viksit Railway". The conference served not merely as a platform for disseminating insights but as a catalyst for collective action, demonstrating an unprecedented speed and scale of transformation across India's rail infrastructure.

This report serves as a strategic analysis of the conference's proceedings, capturing its key highlights, participant contributions, and actionable business outcomes. It is intended to be more than a retrospective document; it is a forward-looking proposal aimed at reinforcing the organizer's commitment to delivering valuable content and industry insights. This analysis will form the foundation for a proposal to the Railway Ministry, seeking its assistance and participation on a grander scale for the upcoming 9th edition in 2026.

1. Executive Summary: The Path to 'Viksit Railway'

The 8th edition of the Rail India Conference & Expo successfully underscored a cohesive, synchronized effort across government, public sector undertakings (PSUs), and private organizations to drive a multi-dimensional transformation of Indian Railways. The core themes of 'Green,' 'Safe,' and 'Modern' were not pursued in isolation but were presented as mutually reinforcing pillars of a single, unified national vision.
Key presentations and panel discussions highlighted the interconnectedness of infrastructure modernization with the strategic shift to green energy and waste management, all while leveraging cutting-edge technology for enhanced safety and operational efficiency. The event successfully quantified the progress of key initiatives, such as the unprecedented pace of track laying, the transformative impact of Dedicated Freight Corridors (DFCs), and the successful rollout of indigenous technologies like Vande Bharat trains and the Kavach system.

The conference provided a clear blueprint for public-private partnerships, outlining specific opportunities for industry participation in areas from new cargo terminals to waste-to-wealth solutions. A critical, forward-looking discussion also emerged regarding the long-term sustainability challenges of new technologies, particularly the energy consumption of AI and the lifecycle of green infrastructure, which broadens the definition of the 'Green' mandate.

Based on these findings, the report concludes with a strategic recommendation to secure a grander vision for the 9th edition in 2026. The proposal suggests moving the conference from its traditional venue in New Delhi to Ahmedabad, a city at the epicenter of India's railway revolution, thereby making a powerful statement about the decentralized nature of national development.

2. Conference in Context: Unpacking the Theme & Scale

The 8th edition of the Rail India Conference & Expo was meticulously structured to reflect the most pressing and transformative priorities of Indian Railways. The chosen theme, "Indian Railways Excellence: Green, Safe, Modern," served as a powerful organizing principle for the entire day's agenda. This theme is not merely a slogan but a strategic framework for a holistic overhaul of the rail system. 'Modern' addresses the physical and digital infrastructure upgrades, 'Safe' focuses on the security of passengers and operations, and 'Green' tackles the environmental footprint and energy transition. By centering the dialogue around these three pillars, the conference reinforced its position as a thought leader committed to facilitating India's national development goals.

The scale of the event this year was a testament to its growing influence. The welcome note delivered by Mr. Kushal Sharma highlighted a gathering of over 200 distinguished participants from across the country. This included high-profile dignitaries and representatives from the Railway Board, the Research Design and Standards Organisation (RDSO), and NITI Aayog. The breadth of participation extended to all 15 railway zones, 6 railway production units, 7 major Central PSUs, 2 metro railway corporations, and more than 40 private organizations. This diverse representation underscored the conference's role as a unique platform for a robust public-private dialogue, bringing together stakeholders from every corner of the railway ecosystem to contribute to a shared national mission.

The conference agenda was designed to facilitate in-depth discussions on these priorities. The sessions focused on key areas such as "railway innovations and infrastructure," "waste management in railways," and "public-private partnerships (PPP) in rail and freight corridors and its key updates". These topics demonstrate direct engagement with the most critical issues facing the sector, from policy and finance to technology and sustainability.

3. Thematic Highlights & Key Takeaways

3.1. Thematic Highlights & Key Takeaways

The conference commenced with a series of presentations that painted a vivid picture of a railway system undergoing an unprecedented infrastructural push.

- **Md. Tanveer Khan, Director, Gatti Shakti Construction (Railway Board)**, provided compelling data on the pace of progress. He revealed that in each of the last two years, Indian Railways has commissioned over 5,000 track kilometers, a feat that surpasses the entire railway network length of countries like Austria (4,800 km). This pace translates to more than 14.5 kilometers of new track construction every single day. He also detailed the nation's forward-looking plan for the next decade, which includes developing 22,000 kilometers of new energy, mineral, and cement corridors, alongside multi-tracking over 16,000 kilometers of high-density traffic routes. His presentation showcased recent engineering marvels, such as the Udhampur-Srinagar-Baramulla rail link, the majestic Chenab Bridge (taller than the Eiffel Tower at 360 meters), the Anji Bridge (India's first cable-stayed railway bridge), and the Pamban Bridge. This demonstrated that the national political will for a "Viksit Bharat" is translating into tangible, on-the-ground project delivery at an unmatched speed and scale.
- **Ms. Mona Srivastava, Chief Engineer, Construction (Northern Railways)**, presented a vision centered on the customer. Her address highlighted a customer-centric strategic service vision that aligns with the National Rail Plan 2030, aiming to create a "future-ready railway system". The cornerstone of this vision is the **Amrit Bharat Station Scheme**, a massive initiative to redevelop over 1,300 stations across the country at an estimated cost of INR 25,000 crore. The goal is to transform these stations into modern "city centers" that serve as transit-oriented hubs, offering state-of-the-art amenities, sustainable solutions, and seamless intermodal integration. Her presentation stressed that a modern railway is not just about functionality but also about making rail travel a "memorable" experience for all users. She also detailed the use of cutting-edge technologies like AI and IoT for predictive maintenance and a real-time train tracking partnership with ISRO.

- **Mr. Anant Kumar, Deputy Chief Engineer (Western Railways)**, provided a detailed case study of the Sabarmati Station redevelopment, which stands as a model for the Amrit Bharat scheme. He explained the project's necessity, highlighting its role as an alternate terminal to the highly congested Ahmedabad station and its strategic location near the city's airport and Gift City. The project, with a budget of INR 334.92 crore, is designed to handle a passenger footprint forecasted for the year 2058. Mr. Kumar detailed the project's core features, including its planned integration with the metro and high-speed rail corridors via a network of skywalks, transforming it into a true multimodal hub. His presentation also shed light on the challenges of executing a "brownfield" project, where innovative construction techniques were required to build new infrastructure over an operational station without disrupting services, showcasing a shift toward sophisticated, problem-solving engineering.

3.2. Freight & Logistics: Optimizing National Commerce with DFCs

Presentations on freight and logistics revealed that Indian Railways is not just modernizing passenger services but is also strategically re-engineering its freight network to become a backbone for the national economy.

- **Shobhit Bhatnagar, Director, DFCCIL**, provided a comprehensive overview of the **Dedicated Freight Corridors (DFCs)**. He detailed the two primary corridors: the Eastern DFC (1,337 km) and the Western DFC (1,506 km), with a combined project cost of approximately INR 1,24,000 crore. The presentation emphasized the dramatic operational improvements already being realized. The average freight speed has doubled to nearly 50 kilometers per hour, and transit times for container traffic have been reduced by up to 67% on certain routes. These improvements have directly led to better wagon turnaround, allowing freight operators to carry larger volumes with the same number of rakes and reducing the need for new investments in rolling stock. This has also provided a significant boost to key industrial sectors, with cement loading growing by 30-60% and thermal power plants being able to reduce their coal inventory requirements due to assured supplies. Mr. Bhatnagar also detailed the **Gati Shakti Cargo Terminal (GCT)** policy, an initiative to enable private players to set up low-cost cargo terminals on both private (Schedule 1) and railway (Schedule 2) land. He announced that 47 proposals had been received, and four terminals were already commissioned under this scheme, demonstrating strong private sector interest and a move to democratize access to the national logistics network.

- **Arun Kumar Khosla, Executive Director, Texmaco Rail & Engineering Limited,** provided a private sector perspective, positioning his company as a key partner in this transformation. His presentation highlighted Texmaco's core capabilities in freight car manufacturing, coach interiors, and its steel foundry, which is India's largest with a capacity of 58,000 tons per annum. He emphasized the future need for a segment shift in freight from bulk commodities to specialized wagons, such as those for finished steel products and coils, to maximize payload and throughput on the new DFC network. He also cited strategic joint ventures with global partners like Nimbag and Webtec for tank wagons and components, and a tie-up with Hindalco to develop aluminum-based wagons that reduce tare weight, thereby increasing payload capacity and efficiency. This illustrated a shift in private-public collaboration, where the private sector is contributing not just as a supplier but as a strategic partner in innovation.

3.3. Sustainability & Green Technologies: The Path to Net-Zero

A significant portion of the conference was dedicated to the 'Green' pillar of the theme, revealing that sustainability is being treated as both an environmental necessity and a financial imperative.

- **Abhay Bakre, Mission Director, National Green Hydrogen,** addressed the critical national goal of achieving "net zero railways" by 2030, a key step after 100% electrification. He highlighted that while Indian Railways' emissions are projected to reach 45-50 million tons by 2030, this is a small fraction of the country's total (3,000 million tons), making their reduction a powerful statement and a significant national saving. He brought up the **Carbon Border Adjustment Mechanism (CBAM)**, which will tax commodities like steel and aluminum based on their carbon intensity when exported to Europe, thus creating a financial incentive for companies to use the greener rail mode of transport. Mr. Bakre also announced that he is now heading the Green Hydrogen Mission, positioning hydrogen as a "promising alternative for the transport sector". He stressed that rail planners must begin preparing the infrastructure now to handle future fuels like green ammonia and green methanol, citing a new tender for 700,000 tons of green ammonia as a concrete example of this future demand.

- **Dr. Jaideep Gupta, Additional Member, Railway Electrification (Railway Board),** celebrated a landmark year, noting that 2025 marks the 100th anniversary of electric traction in India. He announced the policy shift to a more powerful 2x25 KV AC system to accommodate increasing speeds and loads, replacing the older 25 KV AC system. He reaffirmed the 2030 net-zero commitment and revealed the strategy of transitioning from thermal power to a mix of renewable energy (wind and solar) and clean nuclear power. He expressed interest in collaborating with private players on indigenous Small Modular Reactors (SMRs) to power traction substations, a visionary and long-term solution.
- **Manu Srivastava, Addl. Chief Secretary (Govt. of MP),** presented a compelling business case for renewable energy, detailing two successful projects in Madhya Pradesh: a 750 MW solar project supplying a fixed 99 MW profile to Delhi Metro and a 1,500 MW project providing power to Indian Railways across nine states. He highlighted how innovative project structuring led to a record-low tariff of INR 2.15 per unit without any government subsidy, a rate that makes solar energy financially competitive with new thermal power plants. This demonstrated that a clean energy transition can be a business-positive decision, not just an environmental mandate.

- **The Leadership Panel Discussion on Waste Management** provided a multi-faceted view of railways' efforts. Ajay Jha (Director, ENHM, Railway Board) provided key data points on existing infrastructure, including 73 Effluent Treatment Plants (ETPs), 90 Sewage Treatment Plants (STPs), and the provision of two-bin dustbins at 714 major stations. He also disclosed that 764 plastic crushing machines and 193 Material Recovery Facilities (MRFs) have been installed.

- **Dr. A.K. Goyal (DRDO)** shared the fascinating origin story of the DRDO's bio-digester technology, developed for the Siachen Glacier and later adapted for railways, leading to the installation of over 2.5 lakh bio-toilets in coaches.

- **Mou Sengupta (CSE)** and **Priyanka Singh (CEEW)** collectively identified a key business opportunity, emphasizing the need for robust data on waste generation and the potential for railways to integrate into the informal waste picker sector, a model that has proven successful in cities like Pune and Bengaluru. They also suggested implementing a **Deposit Refund System (DRS)** for plastic bottles, which could reinforce positive behavior change among passengers and ensure waste is returned to a controlled collection system.

3.4. Next-Generation Technology & Safety: Forging a Secure & Smart Railway

The final sessions of the day focused on the technology-driven transformation, showcasing how digital innovation is being leveraged to make the railway network safer, smarter, and more efficient.

- **Puneet Chawla** and **Dr. Anvir Rai (CDOT)** presented on the development of an indigenous 4G LTE network for Indian Railways. They highlighted its foundational role in enabling high-speed, low-latency, mission-critical communication, which is essential for the future of train operations. The network provides the backbone for the indigenous **Kavach/TCAS** (Train Collision Avoidance System). They also introduced "Sumpark," an MCX (Mission Critical Services) application that facilitates location- and function-based voice, data, and video calling for railway staff, thereby improving real-time communication and operational coordination. This demonstrated a clear link between a "Make in India" technology policy and the creation of a secure, purpose-built digital infrastructure.

- **Rupesh Kohli, Executive Director, Testing, RDSO,** detailed a holistic infrastructure push encompassing track, rolling stock, and safety. He presented a comprehensive view of the rapid modernization, including laying over 14,000 km of new tracks in just three years and upgrading over 1,300 stations. His presentation showcased the transformation in rolling stock, from the Vande Bharat trains (tested at 180 kmph) to specialized high-stack wagons for SUVs and defense equipment. In a testament to enhanced safety, he cited the elimination of all unmanned level crossings and announced the upcoming commissioning of a global-standard integrated test facility near Jodhpur, which will align railway testing methodologies with international standards like UIC 518.

- **S.K. Suri, Former General Manager, RCF,** presented Vande Bharat as a flagship indigenous technology success story. He detailed its superior features, such as an acceleration and deceleration rate that is four to five times more efficient than a traditional locomotive-hauled train, leading to a 10-15% reduction in travel time. He shared impressive production figures, noting that 86 Vande Bharat rakes have been produced, and outlined a visionary future plan that includes the manufacturing of 24-car rakes, the outsourcing of 200 rakes to private players, and the highly anticipated rollout of India's first hydrogen train, a 10-coach prototype, within the next two months. This established India as a pioneer in hydrogen-powered trains, as other countries have only produced 3-4 coach prototypes.

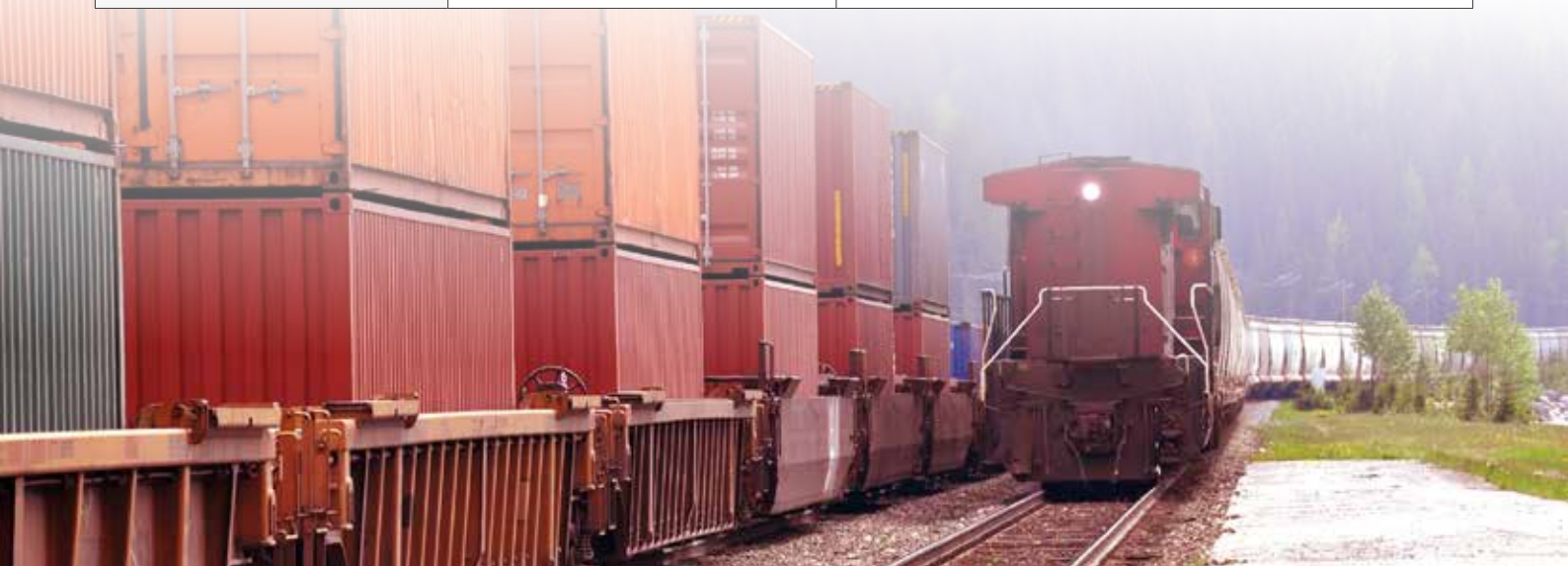
A discussion during the Leadership Panel on Sustainability introduced a critical, third-order aspect of the 'Green' theme. While acknowledging progress in energy efficiency, **Colonel Alok Shankar Pandey (DFCCIL)** raised concern about the unquantified energy consumption of new digital technologies like AI and data centers. He argued that this new class of energy guzzlers could undermine net-zero goals and emphasized the need for a full lifecycle concept that addresses not just the energy used by technology but also the e-waste it generates. This provided a mature and nuanced perspective, demonstrating that the discussion on sustainability has evolved from simply adopting new technologies to critically analyzing their long-term, holistic impact.

4. Business & Financial Outcomes

The conference provided a wealth of quantitative data and clear, actionable opportunities for private sector engagement. This section consolidates these findings to provide a comprehensive overview of the financial landscape and the business collaboration potential within the railway sector.

Consolidated Data Points & Key Metrics

CATEGORY	DATA POINT	CONTEXT / SPEAKER
Infrastructure	Over 5,000 km/year	Track commissioned in each of the last 2 years, >14.5 km/day.
	INR 25,000 crore	Estimated cost for the Amrit Bharat Station Scheme.
	1,300+ stations	Target for redevelopment under the Amrit Bharat scheme.
	INR 334.92 crore	Project cost for Sabarmati Station redevelopment.
	Chenab Bridge height: 360m	Taller than the Eiffel Tower (324m).
Freight & Logistics	INR 1,24,000 crore	Total project cost for EDFC and WDFC.
	EDFC: 1,337 km WDFC: 1,506 km	Total lengths of the Dedicated Freight Corridors.
	39% -> <30%	Drop in rail's freight share from 2015 to present, with a goal of 45% by 2030.
	~50 kmph	Average speed achieved on DFCs, double the traditional average.
	30-60%	Growth in cement loading on DFC-connected routes.
	47 proposals, 4 commissioned	Gati Shakti Cargo Terminal (GCT) proposals received and commissioned under Schedule 2.

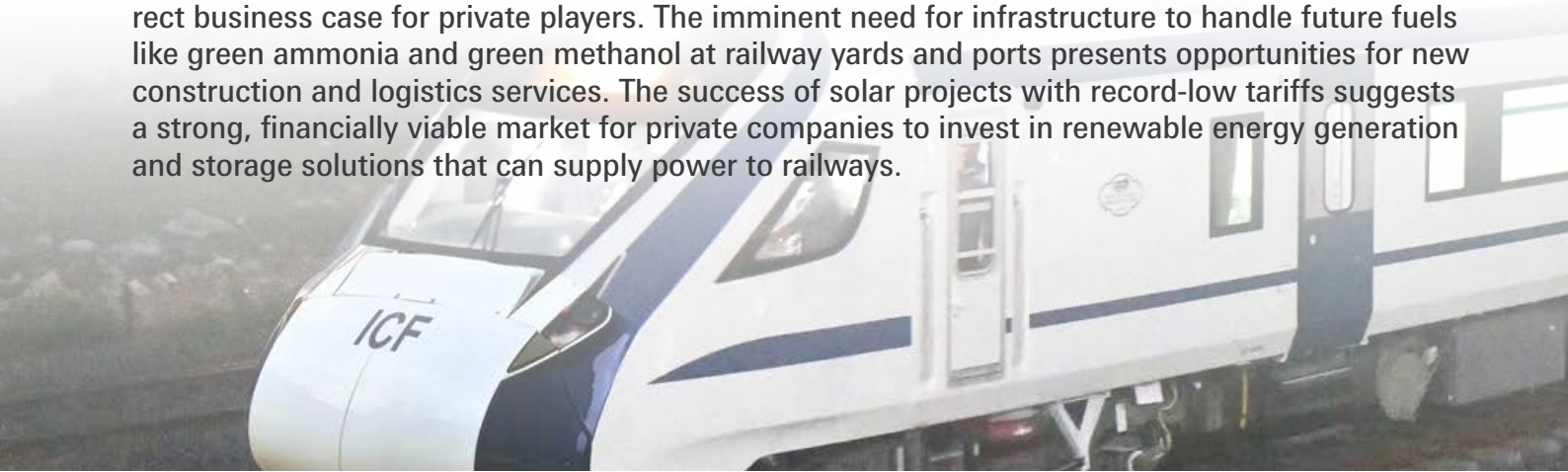


CATEGORY	DATA POINT	CONTEXT / SPEAKER
Sustainability	98%	Electrification status of the rail network.
	Net-zero by 2030	Indian Railways' target for net-zero carbon emissions.
	25-30M tons	Current annual railway emissions, rising to 45-50M tons by 2030.
	700,000 tons	Size of the green ammonia tender announced by the government.
	INR 2.15/unit	Lowest tariff achieved for a major solar project in Madhya Pradesh.
	>2.5 lakh	Number of bio-toilets installed in coaches.
	764 & 193	Number of plastic crushing machines and MRF facilities, respectively.
Rolling Stock	180 kmph	Vande Bharat's tested speed.
	4 - 5x	Improvement in Vande Bharat's acceleration/ deceleration over conventional trains.
	10-coach prototype	Size of India's first hydrogen train, set for rollout in two months.
Technology	2x25 KV AC	New policy for railway electrification to handle increased loads/speeds.

Opportunities for Private Sector Engagement

The conference highlighted a clear shift in Indian Railways' approach to the private sector, moving beyond a traditional procurement model to one of strategic partnership.
The following opportunities were explicitly identified:

- **Freight & Logistics:** The **Gati Shakti Cargo Terminal (GCT) policy** offers a streamlined process for private companies, including MSMEs, to develop low-cost cargo terminals on both private and railway land. This opens up a new frontier for businesses to directly participate in the national logistics network, particularly by providing specialized wagons (e.g., aluminum-based or high-stack) that can maximize payload and efficiency on the new DFCs.
- **Sustainability & Green Technologies:** The national commitment to a net-zero future creates a direct business case for private players. The imminent need for infrastructure to handle future fuels like green ammonia and green methanol at railway yards and ports presents opportunities for new construction and logistics services. The success of solar projects with record-low tariffs suggests a strong, financially viable market for private companies to invest in renewable energy generation and storage solutions that can supply power to railways.



- **Waste Management:** The panel discussion revealed an opportunity. Private companies can offer specialized services in waste quantification and data collection, as well as setting up composting plants and Material Recovery Facilities (MRFs). There is also a clear opportunity to formalize and integrate the informal waste picker sector, creating a socially responsible and financially viable model for waste management and recycling.
- **Technology & R&D:** The presentations demonstrated an openness to indigenous innovation. Opportunities exist for private companies to partner in the development of next-generation rolling stock, as evidenced by the Nivomo-Texmaco collaboration. Furthermore, the deployment of the indigenous 4G LTE network and the Kavach system highlights the potential for private vendors to contribute to the digital infrastructure and mission-critical communication systems of Indian Railways.

5. Strategic Recommendations: A Vision for the 9th Edition

The 8th Rail India Conference & Expo confirmed the railway sector's role as the most dynamic and pivotal force in India's national development. To capitalize on this momentum and secure a grander vision for the 9th edition in 2026, the following strategic recommendations are proposed to the Ministry of Railways.

5.1. Reinforcing Leadership: A Multi-layered Strategy

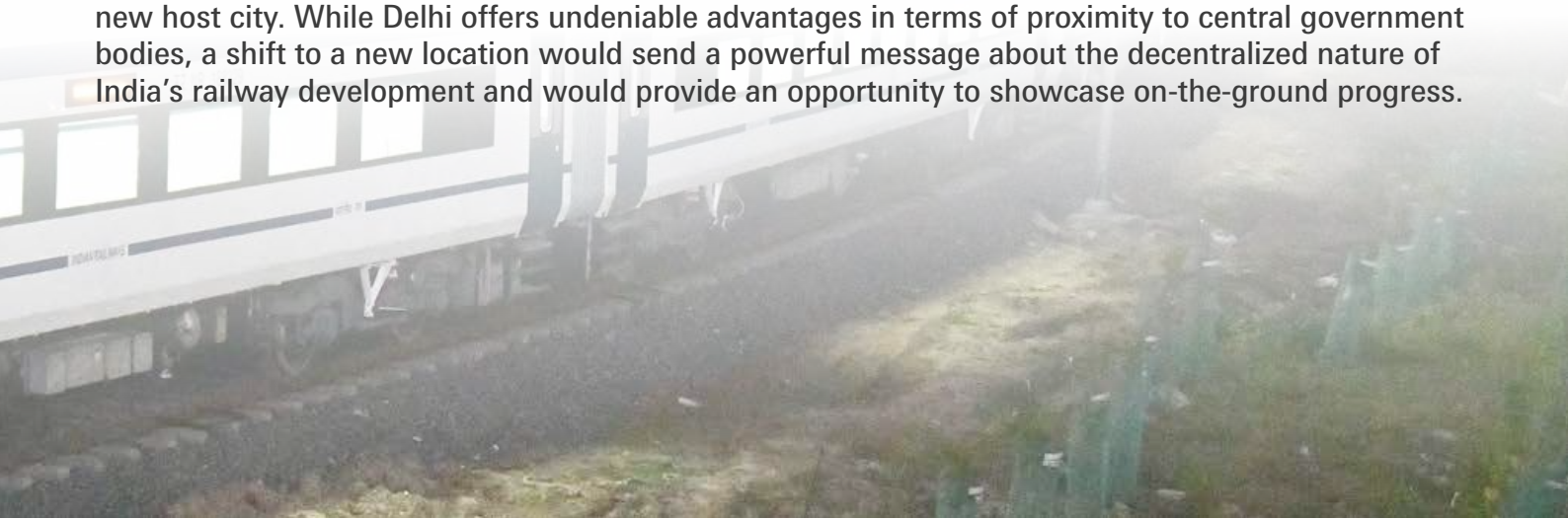
A crucial step is to elevate the conference's stature from an industry forum to a key annual review of the "Viksit Bharat Viksit Railway" mission. This can be achieved by requesting the Ministry to formally position the 9th edition as an essential event for all stakeholders to report on progress, discuss emerging challenges, and align future priorities. A Ministry-level advisory committee could be formed to ensure the conference agenda is directly linked to national policy and the most pressing, high-level strategic objectives. To formalize the public-private partnerships identified at the conference, the 9th edition could feature a dedicated "Innovation Zone" for startups and a structured "B2B Matchmaking Platform" to facilitate tangible collaborations.

5.2. Grand Vision for 2026: A Global Blueprint

Building on this year's success, the theme for the 9th edition should be updated to "Indian Railways: A Global Blueprint for Sustainable Infrastructure." This theme would position India not just as an adopter of modern practices but as a leader and potential exporter of purpose-built, indigenous technologies and solutions. The focus areas for the next conference should be expanded to address the complex challenges that emerged from the discussions, including the energy consumption of AI, the lifecycle management and disposal of green technology components, and the creation of a national circular economy for railways.

5.3. Host City Proposal: A Shift for Better Impact

For the 9th edition in 2026, it is recommended that the conference be relocated from New Delhi to a new host city. While Delhi offers undeniable advantages in terms of proximity to central government bodies, a shift to a new location would send a powerful message about the decentralized nature of India's railway development and would provide an opportunity to showcase on-the-ground progress.



Recommendation: Ahmedabad

Based on the evidence presented at this year's conference, Ahmedabad is the ideal choice to host the 9th edition. Ahmedabad is not just a city; it is a living symbol of the new railway vision. The case for this recommendation is compelling and multifaceted:

- **High-Speed Rail:** Ahmedabad serves as the terminus for India's inaugural high-speed rail corridor, a project that is a national benchmark for speed and modernization.
- **Modernization in Action:** The city is home to the Sabarmati Station redevelopment, which serves as a prime, operational case study for the Amrit Bharat Station Scheme and the broader strategy of transforming railway terminals into multimodal urban hubs.
- **Freight & Logistics:** The city hosts the control center for the Western Dedicated Freight Corridor, which is central to India's logistics and economic transformation. This directly links the city to the nation's strategic freight agenda.
- **Green Energy:** Ahmedabad is located in Gujarat, a major hub for renewable energy, with a large solar power project already supplying power to Indian Railways, demonstrating a strong regional commitment to the 'Green' mandate.

By hosting the conference in Ahmedabad, the event would provide attendees with a unique opportunity to witness firsthand the tangible results of the "Green, Safe, and Modern" vision. This would be a powerful strategic statement, signaling a new era of decentralized development and celebrating a city at the epicenter of India's railway revolution.

6. Conclusion: A Blueprint for the Future

The 8th edition of the Rail India Conference & Expo successfully served as a powerful testament to the transformative journey of Indian Railways. The collective insights and data points shared by policymakers and industry pioneers confirmed that the vision for a "Viksit Railway" is not a distant goal but a present reality, being executed with unprecedented speed and scale. The conference successfully demonstrated how the pillars of a Green, Safe, and Modern railway are not independent but are deeply integrated into a single, cohesive strategy for national progress.

The discussions revealed a new paradigm of collaboration, where the private sector is no longer merely a supplier but a strategic partner in innovation, from advanced rolling stock and digital infrastructure to waste-to-wealth solutions. The path forward is clear: sustained public-private partnership is essential to meet the ambitious targets of net-zero emissions, enhanced passenger experience, and optimized freight logistics.

As we look forward to the 9th edition, the recommendations presented in this report are a call to action. By strategically relocating the conference to Ahmedabad, we can not only celebrate the tangible successes of this new railway revolution but also lay the groundwork for future-ready solutions that will position India as a global leader in sustainable, safe, and modern rail infrastructure. The Rail India Conference & Expo remains a vital platform for this collective mission, uniting stakeholders in a shared journey toward a stronger, more connected, and prosperous India.

GLIMPSES OF RAIL INDIA CONFERENCE & EXPO 2025

Background information on Messe Frankfurt Trade Fairs India Pvt Ltd

Since 1991, the Messe Frankfurt team in India devoted its steadily growing activities to a single goal: bringing people and markets together – initially starting out as a Representative Office in India to a 100% subsidiary of Messe Frankfurt GmbH in 1998.

Messe Frankfurt India has been active in the domestic market for over the last two decades. A thorough understanding of market dynamics, high degree of professionalism and dedication to our clients is what has made Messe Frankfurt India successful. Besides organising impressive trade fairs within the country, the company is also responsible for promoting Indian brands in countries across the globe through sales and support of Messe Frankfurt's outbound trade fairs for a host of verticals. As a result, India has emerged as the 2nd largest exhibiting nation among 139 countries at Frankfurt Fairs – with more than 2,500 Indian manufacturers and scores of visitors, being present every year.

With offices in Mumbai and Delhi, a team of over 100 staff serve the B2B markets of the Indian sub-continent, Messe Frankfurt India has enjoyed remarkable growth over the last two decades, and has come to be known as the company that creates platforms for new markets in India.

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