

Draft Documents for discussion on Private Participation in Passenger Trains

7 January 2020

Ministry of Railways and National Institution for Transforming India (NITI) Aayog, Government of India are spearheading participation of private entities in operation of passenger trains on 100 routes. In this respect, a draft of Request for Qualification (RFQ) document, Concession Agreement Guiding Principles, Project Information Memorandum (PIM) along with a Presentation on the salient features of the Project (**Draft Documents**) have been uploaded on the Ministry of Railways website (<http://www.indianrailways.gov.in/railwayboard>).

All stakeholders are requested to review the Draft Documents and provide written comments (if any) by or before January 17, 2020. The comments can be sent in the enclosed format, preferably in electronic form, on the email alokkumar@rites.com.

It is clarified that the Draft Documents are solely for the purposes of discussion with stakeholders on the proposed project. These are not to be construed as an offer or invitation to the prospective applicants or any other person. Further, the information contained herein is neither exhaustive nor final and is subject to change.

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Comments on Draft Documents for discussion on Private Participation in Passenger Trains

Name of the comments/ suggestion provider: _____

Designation: _____ Organization: _____

S.No	Item	Document	Term/Article/Clause	Observations

Information Memorandum

Passenger Train Project

Background

1. Ministry of Railways, Government of India (the “**Authority**”) is engaged in the development of railways. The Authority’s railway network is about 68,000 route kilometers. In the year 2018-19, the reserved passenger volume was 16% (0.59 billion) of the total originating non-suburban passengers (3.65 billion). Almost 8.85 crore of waitlisted passengers could not be accommodated.
2. There is hence a critical requirement to introduce private operations in passenger train which will allow introduction of next generation technology and provision of higher service quality, ensuring use of improved coach technology and reduced journey time. In this direction, Authority has decided to permit private entities to undertake passenger trains operations.
3. These train services would be operated on the Indian Railway Network where at present both passenger and freight trains operated on the common track. The major trunk routes are saturated and operate at near full capacity. However, with likely commissioning of Dedicated Freight Corridors in 2021 and other infrastructural works, it is likely that there would be availability of additional paths for operation of additional passenger services on certain routes
4. The private entities for undertaking the project would be selected through a two-stage competitive bidding process comprising of Request for Qualification (RFQ) and Request for Proposal (RFP). RFQ process will be for pre-qualification and shortlisting of bidders based on their technical and financial capacity who will be required to offer a fixed price bid at RFP stage for undertaking the project.
5. **Operational routes:** The indicative list of 100 origin destination pairs for introduction of train services by the private entities have been divided into a number of clusters such that each cluster would require operation of a minimum of 12 (twelve) rakes. The indicative list of clusters is enclosed as Annexure-I. The list of origin destination pairs as well as the composition of clusters will be updated further and the final list will be provided at RFP stage.
6. **Duration of journey on each Path:** The time taken by a train to complete a path shall be comparable to the fastest train of IR operating on that path (with a variation of plus or minus ten percent). IR shall provide a non-discriminatory treatment for the trains operated by the Concessionaire. No similar scheduled regular train will depart in the same origin

destination route within 15 minutes of the Scheduled Operation of the Concessionaires Train.

7. **Length of Train:** Each train shall have a minimum of 16 coaches and a maximum not exceeding the longest passenger train operating on the respective path.
8. **Configuration of trains:** The configuration of each train as well as its coaches shall be determined by the Concessionaire based on the demand.
9. **Operation and Maintenance:** Operation and maintenance of the passenger trains would be governed by standards to be laid down by RDSO. The maintenance of the trains shall be the responsibility of private entity. IR will provide berth/ space to private entity in the existing maintenance depots/ washing lines or a space in proximate area on as is where basis for up-gradation and use of the same by the Concessionaire. The concessionaire to bring its manpower, tools and plants as required for undertaking the maintenance obligations. The Monthly schedule of the trains shall not be before 31 days of the previous scheduled maintenance or a travel of 40,000 kms after such scheduled maintenance. Further, IR shall provide washing lines in its existing coaching depots for washing and inspection of the Trains as per the maintenance schedule. IR shall also provide stabling lines for placing of trains when idle. Further, the trains in a cluster may have to be maintained in more than one maintenance depot.
10. Concessionaire would be responsible for providing Crew and Guard. However, it would have the option to take Crew and Guard from IR on secondment.
11. **Safety Certification:** The Safety certification of the rakes before each commercial service shall be done by IR based on the safety parameters indicated by IR and travel worthiness certified by the Concessionaire; however, the same will not relieve or absolve the Concessionaires of the obligation and liabilities as specified in the Agreement. Detailed terms and conditions will be specified in the Concession Agreement.
12. **Concession Period:** Concession Period will be for a period of 35 years commencing from the Appointed Date.
13. **Maximum Permissible Speed:** The passenger trains to be operated by the private entity shall be designed for a maximum permissible speed of 160kmph.
14. **Determination of Fare:** The Private Entity shall have the freedom to decide on the fare to be charged from its passengers.
15. **Design of the Rolling Stock:** Private Entity shall be free to procure trains and locomotives from a source of its choice, provided such trains and locomotives are compatible with

specification and standards specified in the Concession Agreement. The trains could be either loco hauled or distributed power.

16. **Validation of Rolling Stock:** For introduction of new rolling stock, validation will be done by Accredited Independent Safety Assessor (ISA) on IR track. This process will be resorted to till such time RDSO adopts testing norms defined in UIC 518 or other internationally accepted norms.
17. **Role of Private Entity:** The private entity shall be responsible for financing, procuring, operation and maintenance of the trains. The Private Entity shall pay to IR pre-determined charges for haulage and any other payments as specified in the Agreement.
18. **Penalties for non-performance:** Pre-specified penalties shall be recovered from the Concessionaire for failure to meet the prescribed performance standards and outcomes. Similarly, penalties will be pre-specified in the Concession Agreement for the failure on the part of the Railways.

Bid Documents

19. The RFQ and RFP documents for this project would be prepared based on the model RFQ and RFP for PPP projects issued by the Ministry of Finance and erstwhile Planning Commission. The Agreement for this project would be prepared based on the model concession agreements published by the erstwhile Planning Commission/ by MoR.

Appraisal by PPPAC:

20. The extant PPPAC process shall be followed for appraisal and approval of this Project.

Technology for the Trains

21. Proposed technology for the trains may inter alia include following:
 - a) Low maintenance requirements, especially pit maintenance, through use of modern design bogies, stainless steel/aluminum exteriors, brake system etc.;
 - b) Improved safety features with fire retardant interiors, modern couplers with anti-climbing features, wider gangway design for safe inter rail car movement etc.;
 - c) Improved passenger comfort, through use of bogies with superior ride index, efficient air conditioning with automatic temperature and humidity control, superior interiors and toilets etc.;
 - d) Under-Slung/roof-mounted IGBT propulsion system to release passenger space.
 - e) Friendly access to physically challenged passengers;
 - f) Folding step for physically challenged passengers;

- g) GPS enabled passenger announcement system for on-board announcements for station arrivals, time to next station/destination, safety announcements etc;
- h) Air-conditioning/Fresh air ventilation;
- i) Vandal-proof interiors.
- j) Energy efficient rolling stock with regenerative braking mechanism

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Annexure-I

S.No	From	To	Freq	No.of rakes
1	Kalburgi	Panvel	Triweekly	1
2	Panvel	Madgaon	Triweekly	1
3	Panvel	Aurangabad	Biweekly	1
4	Ajni	Panvel	Daily	1
5	Panvel	Chennai	Biweekly	1
6	Pune	Guwahati	Weekly	1
7	Panvel	Manduadih	Daily	3
8	Panvel	Kanpur	Daily	3
			Total	12

#	From	To	Freq	No.of rakes
1	Panvel	Santragachi	Daily	4
2	Hadapsar	Okhla	Daily	3
3	Parel	Shirdi	Triweekly	1
4	Parel	Kolhapur	Weekly	0
5	Habibganj	Hadapsar	Biweekly	1
6	Allahabad	Panvel	Weekly	1
7	Allahabad	Pune	Weekly	1
8	Patna	Hadapsar	Weekly	1
			Total	12

Mumbai (Cluster 3)

S.No	From	To	Freq	No.of rakes
1	Mumbai Central	New Delhi	Daily	2
2	Jogeshwari	Tilak Bridge	Daily	2
3	Dadar	Vatva	Daily	1
4	Udhna	Dadar	Daily	1
5	Dadar	Vadodara	Daily	1
6	Bandra (T)	Jaipur	Weekly	1
7	Indore	Okhla	Daily	2
8	Bandra (T)	Akola	Triweekly	1
9	Udhna	Asansol	Weekly	1
			Total	12

Mumbai (Cluster 4)

S.No	From	To	Freq	No.of rakes
1	Udhna	Manduadih	Weekly	1
2	Udhna	Patna	Weekly	0
3	Indore	Danapur	Triweekly	2
4	Allahabad	Ahmedabad	Weekly	1
5	Kanpur	Bandra (T)	Biweekly	2
6	Gorakhpur	Jogeshwari	Biweekly	2
7	Ajmer	Jogeshwari	Daily	2
8	Sant Hirdaram Nagar	Bandra (T)	Daily	2
			Total	12

Delhi (Cluster 1)

S.No	From	To	Freq	No.of rakes
1	Anand Vihar	Darbhanga	Biweekly	1
2	New Delhi	New Rishikesh	Daily	2
3	Holambi Kalan	Chheharta	6 days	1
4	Holambi Kalan	Chandigarh	Daily	1
5	Anand Vihar	Katra	6 days	2
6	New Delhi	Haridwar	Daily	1
7	Faizabad	Bhatinda	Daily	2
8	Lucknow	Jammu Tawi	6 days	2
			Total	12

Delhi (Cluster 2)

S.No	From	To	Freq	No.of rakes
1	Chandigarh	Sultanpur	Biweekly	1
2	New Delhi	Chandigarh	6 days	1
3	Ambala	Allahabad	Daily	2
4	Kanpur	New Delhi	Daily	1
5	Lalkuan	Delhi	5 days	1
6	New Delhi	Gorakhpur	Biweekly	1
7	New Delhi	Manduadih	Daily	2
8	Shakurbasti	Ajmer	Daily	1
9	Habibganj	Holambi Kalan	Biweekly	1
10	Kota	Nizamuddin	Daily	1
11	Bandra (T)	Jaipur	Weekly	1
12	TCTB	Jaipur	Weekly	1
13	Jaipur	Udhampur	6 days	3
14	Jaipur	Kota	Daily	1
			Total	18

Delhi (Cluster 3)

S.No	From	To	Freq	No.of rakes
1	Okhla	TCTB	Daily	4
2	Chennai	Okhla	Daily	3
3	Tilak Bridge	Gomtinagar	Daily	2
4	Bijwasan	Sabarmati	Daily	2
5	Anand Vihar	Bhagalpur	Weekly	1
			Total	12

Howrah (Cluster 1)

S.No	From	To	Freq	No.of rakes
1	Tatanagar	Shalimar	Daily	1
2	Shalimar	Pune	Weekly	1
3	Howrah	Chennai	Daily	3
4	Shalimar	TCTB	Daily	4
5	Hatia	TCTB	Weekly	1
6	Puri	Shalimar	Triweekly	1
7	New Jalpaiguri	Howrah	Weekly	1
8	Howrah	Anand Vihar	Daily	2
9	Howrah	Patna	Daily	1
10	Howrah	Malda Town	Daily	1
11	Sealdah	Guwahati	Biweekly	1
12	Anand Vihar	Chhapra	Biweekly	1
			Total	18

Patna (Cluster 1)

S.No	From	To	Freq	No.of rakes
1	New Delhi	Patna	Daily	2
2	Gaya	Anand Vihar	Triweekly	1
3	Panvel	Patna	Weekly	1
4	Darbhanga	Jogeshwari	Weekly	1
5	Patliputra	TCTB	5 days	4
6	Gorakhpur	TCTB	Biweekly	2
7	Allahabad	TCTB	Weekly	1
			Total	12

Chennai (Cluster 1)

S.No	From	To	Freq	No.of rakes
1	Tambaram	Madurai	Daily	1
2	Chennai	Charlapalli	Daily	2
3	Tambaram	TCTB	Daily	2
4	Chennai	Coimbatore	Daily	1
5	Tirunelveli	Tambaram	Daily	2
6	Tambaram	Tiruchchirapalli	Daily	1
7	Chennai	Bhagat Ki Kothi	Weekly	1
8	Kanniyakumari	Tambaram	Daily	2
			Total	12

Guwahati (Cluster 1)

S.No	From	To	Freq	No.of rakes
1	Guwahati	Tilak Bridge	Triweekly	2
2	Katihar	Tilak Bridge	Triweekly	1
3	Kishanganj	Tilak Bridge	Weekly	1
4	Barauni	Anand Vihar	Biweekly	1
5	Kochuveli	Guwahati	Triweekly	3
6	TCTB	Guwahati	Weekly	1
7	Secunderabad	Guwahati	Biweekly	2
8	Habibganj	Agartala	Weekly	1
			Total	12

Secunderabad (Cluster 1)

S.No	From	To	Freq	No.of rakes
1	Charlapalli	Srikulam	Daily	2
2	Lingampalli	Tirupati	Daily	3
3	Guntur	Lingampalli	Daily	0
4	Varanasi	Charlapalli	Weekly	1
5	Charlapalli	Panvel	Weekly	1
6	Vijaywada	Visakhapatnam	Triweekly	1
7	Visakhapatnam	Tirupati	Triweekly	1
8	Shalimar	Charlapalli	Daily	3
			Total	12