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PRESS RELEASE

Central Organisation for Railway Electrification: Marching ahead on glorious path

Central Organisation for Railway Electrification (CORE) under the able leadership of General Manager, Mr. Ratan Lal is marching ahead on glorious path in the field of electrification. During Financial year 2017-18 & 2018-19, highest ever Electrification of 3155 RKM & 3613 RKM has been done by CORE. Record Electrification of 7000 Route Kilometers has been done in these financial years till date.

Government of India is giving lot of emphasis on Railway Electrification and this has been identified as key focus area. It is planned that complete electrification of all Broad Gauge (BG) routes of Indian Railways will be done by 2021-22. Major trunk routes have already been electrified. At present 55% of passenger trains and 65% freight trains are hauled by Electric traction. With complete electrification Diesel traction will be completely eliminated.

The activity of Railway electrification has been increased manifold in recent years and 10,043 RKM had been electrified in the last 5 years (2014-2019), which is about 4 times more than 2,480 RKM electrified in previous last five years (2010-2014). There is 64,298 RKM of broad gauge line in Indian Railways of which 35,488 RKM is already electrified. Balance 28810 RKM is planned to be electrified in next three years. The fast pacing of electrification has been done and it is planned to electrify total 7000 RKM in 2019-20, 10500 RKM in 2020-21 & 11310 RKM in 2021-22.

In 2018-19 CORE has commissioned 3613 Route Kilometers. This achievement is 14.51% higher than electrification 3155 RKM. This includes many important sections such as Pipariya-Jabalpur(177 RKM), Idgah-Bharatpur- Achnera- Mathura (87RKM), Pakur-Malda(72 RKM), Hamirpur – Khairar- Harpalpur – Dingwai (185 RKM), Bandiqui – Bharatpur(65 RKM), Koderma - Hazaribagh (85 RKM), Hazaribagh – Barkakhana(52 RKM), Balangiri – Titlagarh(61 RKM), Katwa-Azimganj(70 RKM), Kiul – Bhagalpur(98 RKM), Kaptanganj – Valmikinagar- Thawe (132 RKM), Aunrihar – Jaunpur (57 RKM), Delhi-Rewari - Rohatak- -Jind-Panipat (324 RKM), Hisar - Sirsa- Bhatinda – Hanumangarh- Suratgarh (295 RKM), Det – Udaipur(115 RKM), Karur – salem (84 RKM), Jabalpur- Katni (91 RKM) etc.

Some important electrified sections by CORE leading to benefits are as below :-

Jabalpur-Katni (91 RKM)-An important Link between SER to WCR/NCR. Train can run from Bilaspur to

Mumbai/Chennai via Jabalpur and from NDLS to Jabalpur via Katni without change of Locomotive.

Karur-Salem (84RKM)- Commissioning of the Karur-Salem section has created quadrilateral electrified section between Salem to Dindigul Jn and Erode to Tiruchchirappalli. Electric train can run from Chennai to Kanniyakumari via Salem/Dindigul without change of Locomotives.

Balangir-Titlagarh and Kakriguma-Shikarpai (151RKM)- An important Link between Jharsuguda to Titlagarh, which has created a parallel electric route between Howrah to Vishakhapatnam.

Agra-Bharatpur-Mathura (87RKM) - An important Link between Agra and Bharatpur. Now electric trains can run between Agra (NCR) to WR/CR via Kota without change of Locomotives.

Pakur-Malda (72RKM)- An important Link between Katihar to Howrah which has created a parallel route between NF/ECR to ER. An electric train can run between Katihar to Puri/Howrah without change of Locomotives.

Lohardagga-Tori (42RKM)- An additional electric route between Ranchi to Garhwa Road. An electric train can run between Ranchi to Mugalsarai via Lohardagga.

Aurihar-Jaunpur (60RKM) - An additional electrified route between Lucknow to Varanasi via Jaunpur.

Ara-Sasaram (97RKM)- An additional electrified route created in between Patna to Garhwa Road via Ara-Sasaram. A passenger and memu train can run on electrified route.

There are many important routes which CORE has planned for electrification in 2019-20 which have benefits detailed as under:

Katni-Satna (98 RKM) A major important and much awaited Electric train link between Mumbai/Chennai to Allahabad/Patna to open commissioned by Katni-Satna section.

Chunar-Chopan (100 RKM) After Commissioning of this section an Electric train can run from Allahabad to Ranchi/Muri via Chunar, Chopan and Garhwa Road.

Unnao-Unchahar (113 RKM) Commissioning of this section will create a Parallel Electric route between Kanpur to Varanasi and Allahabad to Kanpur.

Amritsar-China-Bharauli (54 RKM) Commissioning of this section will create a Parallel Electric route between Jalandhar to Pathankot via Amritsar and also direct electric passenger/MEMU train from Amritsar to Pathankot .

Ratlam-Nimach-Kota (345 RKM) Important route which will connect Ajmer-Ratlam & Kota-Ratlam through electric traction.

Jaipur-Phulera-Madar (100 RKM) It will provide direct electric traction route from Agra to Jaipur/Ajmer/Ahmedabad.

The total electrification target of CORE in 2019-20 is 6234 RKM. Highest length of Railway line to be electrified in Uttar Pradesh is 1285 RKM followed by Gujarat-1257 RKM and Rajasthan-818 RKM. The other major state in which lines to be electrified are Madhya Pradesh-652 RKM, Odisha -324 RKM & Assam-275 RKM. The electrification of these lines will improve railway services in these states and

yield to economic benefits especially for North East region where train run primarily on diesel traction.

Strategies have been made to achieve this target such as Conventional mode of tendering has been switched over to EPC mode of tendering which is by its very nature of delivery module (i.e. preparation of designs & drawings, procurement of all the materials, it's erection and commissioning with physical and financial milestone in a agreed time frame) proves to be an appropriate solution for fast execution of Railway Electrification Projects. This has resulted in cost reduction from Rs. 01 Crore per TKM to 80 Lakh per TKM. Adopting Simultaneous wiring of catenary and contact wiring provides faster, safer and less expenditure in Railway Electrification.

Apart from above there has been recent technology infusion to speed up electrification such as Unique Design of High Rise OHE of 7.57 meter for the first time in the world to run Double Stack Container trains, Mechanized Augur for foundations is being extensively used to speed up pace of foundation work OHE design has been revisited for low density traffic routes, which reduced cost of electrification by Rs. 1400 Cr. (19% reduction), Anchor Bolt type foundations in rocky soil having high soil bearing capacity has been developed.

Upon completion of electrification of Indian Railway broad gauge network will be 100% operational on electric traction having significant benefits in the area of Safety, Capacity, Speed, Energy security and sustainability.

complete electrification is mainly of missing links and last mile connectivity and will increase the operational efficiency, enhance the line capacity and improve the average speed of train, post electrification Indian Railway is likely to reduce diesel consumption by 2.83 billion litre per annum and save Rs. 10,000 crore per annum in fuel bill generate direct employment of about 20.4 crore man days during the period of construction. This will be beneficial to environment and reduce carbon foot print.

CORE is dedicated to provide every efficient, pollution free and faster mode of rail transportation by electrification of the Railway routes. In recent years, it has come up with flying colours by commissioning various projects of National importance. CORE is committed for the electrification of balance electrification by 2021-22.

(S.K.Mishra)
CPRO/CORE