A well-planned integrated urban transport system is of utmost relevance for Indian cities that are experiencing ever-increasing volumes of traffic congestion.

In India, 10 cities have an operational urban rail network spanning 444 km. India’s urban rail network has grown significantly over the past 10-12 years, up from about 90 km in 2006.

In August 2017, the government approved the new Metro Rail Policy, 2017. This policy aims to facilitate innovative financing, revive private investment by making PPPs mandatory, promote transit-oriented development and provision of last-mile connectivity, and improve project appraisal procedures. In another major initiative, in April 2017, the government introduced the norms to procure at least 75% of rail cars and 25% of critical equipment locally under the Make in India initiative.

Cities across India are also experimenting with state-of-the-art technologies to make urban rail systems more efficient, reliable and passenger-friendly given the rapidly increasing ridership. Indian metro systems are steadily moving from semi-automatic to unattended train operations/driverless train operations. Most of the upcoming systems have plans to deploy the highest grades of signalling such as communications-based train control (CBTC) systems. Several systems are also exploring the deployment of advanced fare payment systems such as open loop ticketing and bank cards.

Investment Projections for Urban Rail Segment

![Investment Projections for Urban Rail Segment](image-url)
The segment thus offers significant opportunity to the various stakeholders. The projections indicate a realisation of an investment to the tune of about Rs 6 trillion for projects in the pipeline. According to India Infrastructure Research, there lies an opportunity of Rs 4.3 trillion for players across sectors such as construction, tunnel works, traction and E&M, rolling stock, fare collection, signalling, etc.

However, financing continues to be a grey area. In fact, financial viability of metro projects rests on a lot of volatile factors. Limited private sector participation and limited success of PPP projects has also choked-off an important source of funds.

The government - central as well as state - continues to fund the majority of urban rail projects. Private sector participation in the sector, particularly in the metro rail segment, has so far been limited due to high construction costs, and long gestation and payback periods. Besides, land acquisition, securing of regulatory clearances, right of way, engineering issues, geotechnical challenges are some of the pressing concerns of the sector at present.

Network addition too will be on the rise in the next five to six years. Based on the projects tracked by India Infrastructure Research, in all, the project pipeline entails a total length of about 2,066 km of urban rail stretches, of which, the maximum length will be added between 2018 and 2022.
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[Each profile covers the project scope (network length, number of stations, rolling stock, fare system, signalling and telecommunication, traction, etc.), implementing agency, project cost, key consultants, key contractors, key milestones, sources of funding, recent contracts, upcoming tenders, current status, etc.]
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