



Chintan
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EMPOWERING PEOPLE

Event Report

ADVANCING ASIAN REGIONAL RAIL CONNECTIVITY

Tracking Regional Cooperation
and Partnering Private Sector



ABOUT CRF

Chintan Research Foundation is an independent think tank dedicated to shaping policy through rigorous research and thought leadership. With a strong focus on fostering collaboration between policymakers and industry, CRF integrates practical insights into its research and advocacy efforts. It conducts comprehensive research to support informed decision-making and engages with stakeholders through discussions, events, and publications. CRF's research is focused on three core domains – Climate Change & Energy Transition, Economy & Trade, and Geopolitics & Strategic Studies. For more details, refer to the website: www.crfindia.org

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25th April 2025, India Habitat Centre, New Delhi





FOREWORD

The global discourse on connectivity is undergoing a paradigm shift. As nations pursue strategies for economic growth, regional integration, and sustainable development, railways are being rediscovered as a critical driver of transformation. The rise of multimodal corridors, renewed interest in transcontinental linkages, and the emphasis on resilient supply chains underscore the renewed relevance of rail connectivity. Initiatives such as the Trans-Asian Railway (TAR), the India–Middle East–Europe Economic Corridor (IMEC), and regional frameworks like BBIN are emblematic of this shift.

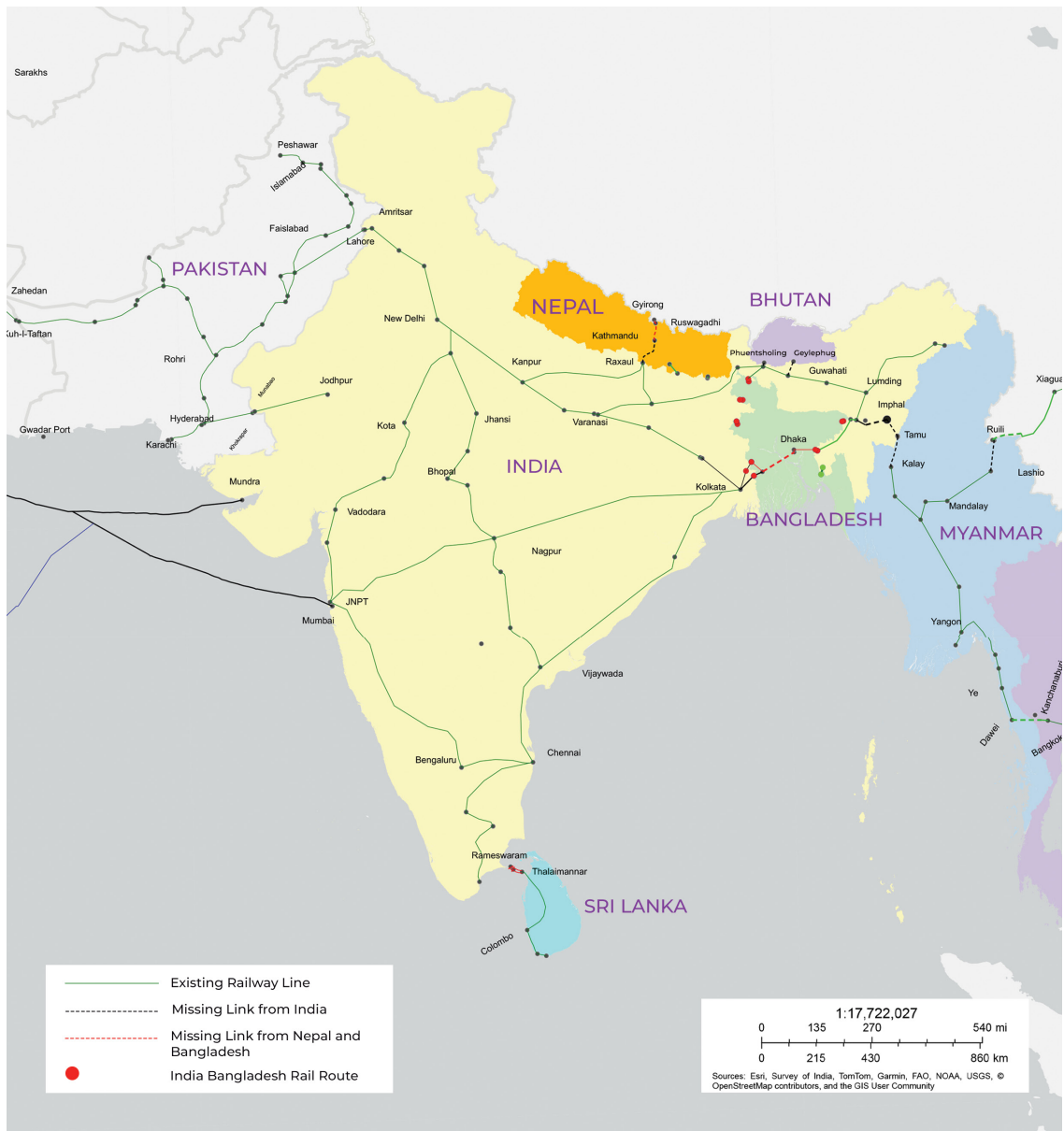
India, too, has placed renewed emphasis on railways as part of its journey toward Viksit Bharat 2047. The modernization of infrastructure, expansion of cross-border links, and alignment with regional and global initiatives are not only central to meeting domestic transport needs but also to positioning India as a hub for trade and connectivity. Railways, by virtue of their efficiency, sustainability, and reach, are poised to play a defining role in advancing regional cooperation and economic competitiveness.

Yet, realizing this vision is not without challenges. Fragmented infrastructure, procedural bottlenecks at borders, and geopolitical complexities continue to impede seamless connectivity. At the same time, the magnitude of regional integration efforts calls for greater private sector participation, harmonized regulatory regimes, and innovative financing models. Drawing lessons from India's own experience and global best practices, the path ahead will demand collaboration between governments, industry, and multilateral partners to unlock the full potential of regional rail integration.

It is against this backdrop that the Chintan Research Foundation (CRF), under its Centre for Economy and Trade, convened the Panel Discussion on Advancing Asian Regional Rail Connectivity on April 27, 2025. The discussion brought together distinguished voices from government, industry, academia, and civil society to explore the opportunities, challenges, and strategic pathways to advance South Asian integration and trans-regional connectivity.

This report captures the deliberations and key takeaways from the event. It is part of CRF's ongoing commitment to promoting informed, evidence-based discussions on infrastructure, trade, and connectivity in Asia. We hope the insights presented here will contribute to shaping actionable policies and collaborative frameworks for building a more integrated, resilient, and prosperous region.

Warm regards,
Mr. Shishir Priyadarshi
President, Chintan Research Foundation



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Introduction

Chintan Research Foundation organized a Panel Discussion on “Advancing Asian Regional Rail Connectivity”. The speakers brought a wealth of expertise from their senior leadership roles spanning across the Indian Railways, international railway advisory, strategic infrastructure planning, multimodal logistics operations, and regional connectivity initiatives across South and Southeast Asia. The event was curated and executed by Mr M. Jamshed and Ms. Himani Agarwal.

The discussion was divided into two sessions. The first session, “South Asian Regional Rail Integration”, focused on the importance of railway connectivity in the integration of South Asia, which is known to be the least integrated region of the world. The second session, “Bridging Regions: South Asian Rail Connectivity with Southeast and West Asia”, focused on expanding South Asian connectivity beyond its immediate neighbourhood and exploring integration with Southeast Asia and West Asia.



MR. SHISHIR PRIYADARSHI

President,
Chintan Research
Foundation

Mr. Shishir Priyadarshi, President, Chintan Research Foundation, began the panel discussion by expressing condolences to the victims of the Pahalgam Attack. It was followed by a welcome address and a brief introduction about Chintan Research Foundation and its work since its inception in 2024. He introduced the audience to the three verticals within CRF: the Centre for Climate Change and Energy Transition, the Centre for Economy and Trade, and the Centre for Geopolitics and Strategic Studies. The first centre focuses on highlighting the Global South's development needs in the net-zero transition. The second centre brings forward the private sector's voices in the economy along with support for PPP (Public-Private Partnerships), while the third focuses on the global south specifically the overlooked regions like Latin America and Asia-Pacific.



Keynote Address



**PROF (DR.)
C. RAJA MOHAN**

Visiting Prof. ISAS, National
University of Singapore

Dr. C Raja Mohan's keynote address came with an enthusiastic note, where he began with the importance of trains in day-to-day life. Dr. Mohan highlighted the interconnected nature of connectivity with geopolitics and economic modernization. He emphasized that while the digital age dominates discourse, physical infrastructure like railways remains central to development, trade, and statecraft. "You can't fax real stuff," he quipped, stressing that both goods and data require physical conduits—from rail lines to undersea cables. He contextualized Asia's rail development historically, calling railways a paradox of imperial imposition and nationalist awakening. While colonial powers used railways to exploit and control, they also inadvertently enabled the rise of pan-Indian political consciousness and regional integration.

On India's challenges with neighbourhood connectivity, he pointed to the difficulty in rebuilding cross-border rail connectivity, which was lost post-independence. Geopolitical sensitivities, especially with neighbours like Sri Lanka and Nepal, and bureaucratic constraints impede progress. He advocated for greater private sector participation, citing historical precedents of princely investments and inefficiencies of current state-led initiatives. He further noted that geopolitics continues to shape infrastructure choices—whether it is China's outreach to Nepal or proposals to connect Tibet and Pakistan through rail. He underscored the need for India to act strategically, prioritizing regional integration and competitive capability.

He concluded by reiterating that connectivity is not just about tracks and trains but is deeply tied to questions of sovereignty, national identity, and geopolitical competition. India's path to becoming a developed nation by 2047, he argued, must be paved—literally and figuratively—by robust and smart connectivity planning.

SESSION 1: SOUTH ASIAN REGIONAL RAIL INTEGRATION

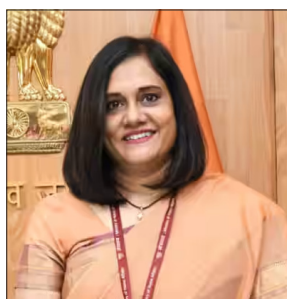
MODERATOR



MR M. JAMSHED

Former Member Traffic Railway Ministry, Former Member Central Administrative Tribunal and Sr. Adviser to the World Bank

PANELISTS



MS JAYA VERMA SINHA

Former CEO and Chairperson, Indian Railway Board



MR R N SUNKAR

Former Member, Infrastructure, Ministry of Railways



MR VIJOY KUMAR SINGH

Director, International Marketing and Operations, CONCOR



MR. P.R. PARHI

Principal Executive Director, Infrastructure, Ministry of Railways

The key takeaways from this session are that South Asia's regional rail integration will gain momentum through renewed cross-border initiatives, major infrastructure projects, and strategic planning, positioning railways as a key driver of connectivity, economic growth, and regional cooperation across the subcontinent. The South Asian region, which is considered the least connected region of the world, needs robust railway connectivity, which calls for robust private investments. The event featured a panel of eminent speakers who contributed valuable insights during the sessions. Among them were Mr. M. Jamshed, Distinguished Fellow at CRF and former Member (Traffic) Ministry of Railways, Ms. Jaya Verma Sinha, former Chairperson of the Railway Board at the Ministry of Railways, Shri Vijay Kumar Singh, Director (IM&O) at CONCOR, Mr. R.N. Sunkar, former Member (Infrastructure), Railway Board, and Mr. P.R. Parhi, Executive Director, Ministry of Railways. Their collective expertise spanned across policymaking, infrastructure development, strategic planning, and administrative innovation with the Indian railway, transport sectors in south Asia and with multilateral financing institutions like the World Bank and the ADB.

Mr. M. Jamshed

Veteran railway and public policy expert Mr. M. Jamshed delivered a comprehensive address on the evolving landscape of transcontinental railway infrastructure, particularly the Trans-Asian Railway (TAR) project. While highlighting the importance of railways, he remarked, "Traffic Infrastructure is more important than Tariff Infrastructure". Emphasizing the strategic significance of interconnected corridors, Mr. Jamshed highlighted the project's transformative role in reducing logistics costs and transit times across the region. He traced the development of the TAR, along its three major corridors: the Northern Corridor (China–Russia–Europe), the Central Corridor (China–Central Asia–Europe), and the Southern Corridor (Singapore–Southeast Asia–South Asia–Europe). Notably, while the northern and central corridors with growing container traffic, the crucial to its development remains the southern corridor despite being the most complex. "This southern corridor is the most complicated and about 22 countries from Singapore to

"Track kilometres are equally important as are the route kilometres for infrastructure augmentation."

Despite operational success in the recent container trains from China noted that, "On the southern corridor of missing links, necessitating multi-gauge uniformity, and infrastructure detailed efforts under SAARC's Regional, Multimodal Transport Study (SRMTS), noting the region's inherited broad-gauge system as a colonial legacy. He clarifies that Indian Railways has expanded beyond the commonly cited 68,000 route kilometres to over 120,000 track kilometres.

Another key focus in his speech was the cross-border connectivity. India and Bangladesh now share five active rail interchange points and the sixth Agartala–Akhaura has just been completed. In the northeast, ongoing work aims to connect all state capitals and link India to Myanmar through Moreh and onward to Thailand. Nepal has multiple cross border rail links in place with high expectations

for the proposed Raxaul–Kathmandu rail link under active consideration. Bhutan, too, is advancing its rail connectivity plans through a 56 km line between Gelephu and Kokrajhar. Regarding Sri Lanka, the recent completion of the Pamban Bridge and the potential for a future 23 km rail bridge from Dhanushkodi to Talaimannar, which will allow direct Colombo–Chennai connectivity need to be explored. Touching on western connections, he referenced the India–Pakistan rail routes via Attari–Wagah and Munabao–Khokhrapar, linking to Iran and Turkey, though noting a ferry crossing over Lake Van in Turkey limits the seamless and efficient rail travel.

Ms. Jaya Verma Sinha

Ms. Jaya Verma Sinha delivered a compelling address on the persistent challenges and the promise of cross-border railway linkages in South Asia. Opening her remarks, she noted, “South Asia is known as the least connected region in the world today,” despite deep cultural, social, and linguistic commonalities. Political tensions and recent tragedies, she argued, continue to undermine the region’s natural potential for integration. She recalled her tenure as Railway Advisor in Bangladesh (2007), a time marked by political instability and anti-India sentiment. Despite this, both governments prioritized the revival of direct passenger service between India and Bangladesh after a hiatus since the 1965 war.

“The minute we entered Bangladesh... it was just a festive atmosphere... everybody was showering petals.”

She shared the emotional account of launching the Maitree Express from Kolkata to Dhaka on Bengali New Year: “The minute we entered Bangladesh... it was just a festive atmosphere... everybody was showering petals.” Unlike India–Pakistan rail services that require train changes at the border, the Maitri Express offered seamless, cross-border travel. However, current realities paint a grimmer picture. “All three trains stand suspended; they are not running at this point in time,” she noted, citing ongoing geopolitical disruptions in Bangladesh. While some goods traffic continues at five operational interchange points, container movement has ceased for over a year.

She noted continued support within Bangladesh for cross-border rail cooperation and highlighted a recent plan to revive the pre-partition Darjeeling route for experimental freight movement through Bangladesh, underscoring the enduring promise of regional railway diplomacy.

Mr. R.N. Sunkar

Mr. R.N. Sunkar, addressed misconceptions about the Indian Railways’ growth post-independence, emphasizing substantial expansion and modernization efforts. Mr Sunkar clarified that although route kilometres appear to show minimal change, India has added nearly 5,000 kilometres of track annually—about 15 kilometres per day—by focusing on doubling, tripling, and quadrupling high-density corridors. “We are adding almost 5000 kilometres of rail track every year, which is equivalent to Swiss Railway’s entire existing network,” he said, highlighting the scale of expansion. He underscored major policy reforms that accelerated project implementation, including streamlining land acquisition



and environmental clearances. Monthly inter-ministerial meetings at senior levels now ensure timely decisions on forest and environmental approvals.

Highlighting landmark projects, Sunkar cited the Udhampur-Srinagar-Baramulla Rail Link (USBRL), where 97 km out of 111 km lies in tunnels, including the iconic Chenab Bridge, standing about 350 meters above the riverbed. He also noted progress in the Rishikesh-Karnaprayag and several Northeast connectivity projects, including Kohima-Dimapur, Jiribam-Imphal, and Sivok-Rangpo lines. On cross-border initiatives, he reported the completion of the Agartala-Akhaura link, with the Nischintapur station serving as a customs and immigration point and discussed ongoing surveys for rail links with Bhutan. He lauded Indian PSUs like IRCON and RVNL for their successful overseas projects and Navratana status, asserting that Indian Railways' progress is both significant and underappreciated.

Mr. Vijoy Kumar Singh

Mr. Vijoy Kumar Singh began by acknowledging CONCOR's expansion beyond its traditional strengths in ICDs (Inland Container Depots) and CFSs (Container Freight Stations), highlighting new ventures in ports and shipping through Special Purpose Vehicles. "Multimodal containerized movement," he stated, underscoring CONCOR's evolving role. CONCOR currently operates 66 terminals across India, supporting both international and domestic logistics. Singh emphasized that terminal operations are dynamic, driven by business feasibility, and not static infrastructure numbers.

On regional connectivity, Mr. Singh addressed the operational decline in container trains to Bangladesh—where services dropped from monthly runs in previous years to none in 2024–25, as also noted by Ms. Jaya. He pointed out the infrastructural and logistical constraints in Bangladesh, which create the absence of last-mile solutions. He highlighted the need for a full

ecosystem—including exporters, forwarders, and customs—to make cross-border logistics viable. Despite Indian support in engineering and feasibility for Bangladesh’s proposed ICDs in Sirajganj and Ishwardi, progress remains stalled. On Nepal, Mr Singh noted better coordination due to existing infrastructure in Birgunj, while on Bhutan’s Gelephu Mindfulness City project, he lauded their green vision and confirmed CONCOR’s readiness with LNG-fueled green fleets.

By invoking Kotler’s concept of mega marketing, he stressed the influence of “power and politics” in cross-border logistics, beyond conventional marketing frameworks.

Mr. P.R. Parhi

Mr. P.R. Parhi presented a detailed overview of South Asia’s underutilized infrastructure and the policy inertia that continues to impede intra-regional connectivity and trade. Mr Parhi opened by stressing the shared historical and geographical unity of the Indian subcontinent. “South Asia, which we loosely call Indian subcontinent, is really one,” he noted, arguing that colonial-era rail infrastructure was extensive but had not been effectively leveraged in the post-independence period. Despite existing physical infrastructure, countries in the region have failed to operate as an integrated bloc, unlike ASEAN or the European Union.

He emphasized that intra-regional trade in South Asia remains the lowest globally, rising only from 2–3% in 1990 to around 8% in 2021–22. This stands in sharp contrast to ASEAN’s 25% intra-regional trade share. In South Asia, road transport dominates, with shares as high as 80% in landlocked countries like Bhutan and Nepal, while rail and waterways remain underdeveloped. Citing a 2022 World Bank study, he notified that if current trends continue, road transport will become unmanageable by 2045, making a compelling case for rail and inland waterways. “Unless the infrastructural concerns are removed... we are not going to achieve any progress,” he cautioned, stressing the importance of both physical and soft linkages, such as regulatory harmonization and inter-modality. He also reflected on earlier regional cooperation efforts, including SAARC, SAFTA, and the Trans-Asian Railway (TAR) initiative under UN ESCAP. Despite promising beginnings, political challenges—especially the lack of consensus with Pakistan—led to stagnation. More recently, the BBIN (Bangladesh, Bhutan, India, Nepal) initiative has emerged as a practical alternative, though its success depends on strong coordination and political will. He concluded with optimism about BBIN’s potential and India’s readiness to advance the initiative, despite geopolitical challenges. The session underlined that with enhanced policy support and investment, rail could rise from just 4% of traffic in the BBIN region to as high as 33% by 2045, unlocking transformative economic benefits for South Asia.

“South Asia, which we loosely call Indian subcontinent, is really one”

SESSION 2: BRIDGING REGIONS — SOUTH ASIAN RAIL CONNECTIVITY WITH SOUTHEAST AND WEST ASIA

MODERATOR



MR SHISHIR PRIYADARSHI
President, Chintan Research Foundation

PANELISTS



MR MANOJ SRIVASTAVA
Adviser to PRCL and Former Principal
Executive Director, Traffic Railway Board



MR PRASANNA KARTHIK
Vice President, Promoters Office,
MD Office Adani Ports



MR M. JAMSHED
Former Member Traffic Railway Ministry, Former
Member Central Administrative Tribunal and
Sr. Adviser to the World Bank



COL RAJEEV AGRAWAL
Senior Consultant,
Chintan Research Foundation

The second session highlighted the strategic importance of new connectivity initiatives such as the India-Middle East-Europe Economic Corridor (IMEC), current infrastructure developments, challenges in seamless movement across borders, and the critical role of the private sector in realizing these visions. The speakers for the second session included Col Rajeev Agarwal, Senior Research Consultant at CRF, Mr. Manoj Srivastava, Advisor to PRCL and former Principal Executive Director, Traffic, Railway Board, Mr. Prasanna Karthik, Vice President, Promoters Office, Adani Ports and Mr. M. Jamshed former Sr Adviser, the World Bank.

Col. Rajeev Agarwal

Col. Rajeev Agarwal opened this session with his remarks by highlighting the India-Middle East-Europe Economic Corridor (IMEC) as one of the most transformative and forward-looking initiatives announced during the G20 Summit in India in September 2023.

IMEC's structure begins at India's western ports, moves through the UAE and Saudi Arabia across the Arabian Desert, and reaches Europe via sea lanes and land routes. ***"One Sun, One World, One Grid"*** strong, like-minded countries capable thereby minimizing friction. transport—it includes green energy undersea high-speed internet connectivity, and broader economic corridor development, which closely coincides with India's "One Sun, One World, One Grid" initiative. Haifa Port in Israel, connecting onward to Unlike BRI, IMEC involves financially of independently funding their segments, Furthermore, IMEC is not limited to transmission (like green hydrogen),

Col. Rajeev noted that IMEC blends geopolitics and geoeconomics. When announced, West Asia was relatively stable due to post-Abraham Accords and Saudi-Iran peace talks, aiming to bypass vulnerabilities like the Suez Canal chokepoint. However, the subsequent Gaza conflict disrupted regional momentum, emphasizing the need for "Plan B". Future planning must also integrate countries like Egypt and Oman, initially left out of the corridor, to enhance resilience.

For India, IMEC is particularly significant. As the starting point, India's ports such as Mundra and Kandla are already witnessing major public-private investments. This would bring India transit revenues and strategic advantages, much like Bangladesh's gains from the Akhaura-Agartala corridor. IMEC promises faster and more efficient trade flows compared to traditional sea routes, offering a showcase for multimodal transport systems. While exact feasibility and cost-benefit studies are pending, the projected gains are considerable.

Despite the lack of formal fund commitments or the convening of the first IMEC meeting (due within 60 days of the G20 Summit), incremental progress has begun. India is advancing through bilateral efforts such as the MAITRI Project with the UAE to integrate existing trade portals, the Virtual Trade Corridor (VTC) initiative, and continued dialogues with Saudi Arabia, despite recent regional challenges. In conclusion, he stated that IMEC represents a major step toward India's vision of "Viksit Bharat 2047", and a reshaping of global trade dynamics.

Mr. Manoj Srivastava

Mr. Manoj Srivastava highlighted that regional connectivity has ancient roots, dating back to the Mauryan and Kushan periods when trade routes linked India to Central Asia and Europe. However, modern efforts to reopen borders face several operational challenges that must be systematically addressed to ensure efficiency and competitiveness. He outlined major hurdles, including congestion and delays at border stations, citing the 24–30-hour truck waiting times at Petrapole on the India-Bangladesh border. Railways face similar inefficiencies due to the absence of container depots, causing cargo reloading and procedural delays.

He further explained infrastructural issues such as differing rail gauges, lengthy customs procedures, lack of harmonized documentation, divergent operating rules for drivers, and limited cross-border information sharing, all of which contribute to delays. Drawing on international best practices like OTIF frameworks, he emphasized the need for digitalization, standardized documentation, and harmonized legal systems. Citing successes like the Jayanagar–Bijalpura rail link, he stated that while the vision for greater connectivity is ambitious, addressing these foundational border management challenges is critical to realizing seamless regional rail integration.

Mr. Prasanna Karthik

Mr. Prasanna Karthik highlighted the key physical linkages envisioned under the IMEC, focusing on India's western ports—Mundra, Kandla, and Jawaharlal Nehru Port—which will soon be complemented by the strategically located Vizhinjam transshipment port. Scheduled for inauguration on May 2, Vizhinjam is expected to bolster India's role in global shipping by linking to Haifa in Israel and further into Europe.

Drawing lessons from the delays experienced in the International North-South Transport Corridor (INSTC), he underscored critical challenges that must be addressed to unlock IMEC's potential. He pointed to the need for substantial upgrades in railway infrastructure, noting that a container ship carrying approximately 20,000 Twenty-Foot Equivalent Unit (TEUs) would require nearly 80 trains—each handling 250 TEUs—to transport its cargo inland, a scale that current capacity cannot support efficiently. He also emphasized the importance of seamless customs procedures across countries like the UAE, Saudi Arabia, Jordan, and Israel, which will require sophisticated technological integration and regulatory alignment.

Furthermore, he stressed the vital role of the private sector in operationalizing logistics, particularly in areas such as tracking, customs and transport management, while governments should focus on enabling regulatory frameworks. Mr. Prasanna concluded that robust public-private collaboration is essential to avoid inefficiencies and delays; if executed effectively, IMEC could set a new global standard for resilient and economically transformative connectivity in complex geopolitical settings.

“IMEC success hinges on Vizhinjam port, stronger rail links, and seamless cross-border customs.”



Mr. M. Jamshed

Mr. M. Jamshed concluded the discussion with a general overview of the importance of connectivity in South Asia, Southeast Asia and West Asia. The key topics varied from India's Act East Policy, which evolved from projects like the India-Highway, 70% of which connectivity investments the 110 km rail link to border towns. In the ***"IMEC hailed as India's moment to bridge Asia and Europe with faster connectivity."*** the 1994 "Look East" policy, to Myanmar-Thailand Trilateral is completed in Myanmar. Railway were also discussed, particularly Myanmar's Tamu and India's Moreh neighbourhood, challenges persist in Myanmar's missing links and Nepal's financial constraints for connecting with India. In Southeast Asia, the Singapore-Kunming Rail Link and China's high-speed rail to Vientiane are progressing, but full integration depends on Myanmar's connectivity.

He further highlighted India's connectivity with West Asia and Europe, where the IMEC is a crucial alternative to existing routes. With support from G20 declarations and joint summits, IMEC aims to provide a long-term alternative to the Suez Canal Crisis. Mr Jamshed concluded that "IMEC is India's moment. But it will also be the cornerstone of economic progress across the region by supercharging regional trade, and connecting Asia with Europe through a region that has never, since the ancient Red Sea route, been considered for such connectivity despite its game changing potential in terms of shorter transits, accessibility and multimodal connectivity."

Conclusion

Both sessions highlighted a range of perspectives on the evolving landscape of regional and trans-regional rail connectivity. Speakers underscored the critical need for seamless rail links that can move goods efficiently across borders, supported by simplified customs and border procedures to minimize delays. The discussions also emphasized the growing role of the private sector in driving innovation and efficiency in logistics, while governments focus on creating enabling frameworks. India's pivotal position was noted, with its dual role in advancing both eastward and westward connectivity, making it a bridge across regions. Participants agreed that strategic planning, infrastructure investments, and above all, geopolitical stability will be decisive in ensuring the long-term success of such ambitious connectivity initiatives. •

Event Agenda



**Chintan
Research
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1st edition
**CRF RAILWAY
CONCLAVE**

Panel Discussion

ADVANCING ASIAN REGIONAL RAIL CONNECTIVITY

Friday, 25th April 2025 | Juniper Hall, IHC

EVENT SCHEDULE

9:00-10:00 am	Registration And Welcome Tea/Coffee
10:00-10:30 am	Opening Session
Welcome Address by Mr Shishir Priyadarshi , President, CRF Keynote Address by Dr C Raja Mohan , Director NUS	
10:30-11:45 am	Session 1: South Asian Regional Rail Integration
Distinguished Panelists	
Ms Jaya Verma Sinha , Former CEO and Chairperson, Indian Railway Board and a Former Railway Adviser to Bangladesh	
Mr R N Sunkar , Former Member, Infrastructure, Ministry of Railways	
Mr Vijoy Kumar Singh , Director, International Marketing and Operations, CONCOR	
Mr Pranai Prabhakar , Principal Executive Director, Infrastructure and International Relations, Ministry of Railways	
Moderator	
Mr M. Jamshed , Former Member Traffic Railway Ministry, Former Member Central Administrative Tribunal and Sr. Adviser to the World Bank	



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1st edition
**CRF RAILWAY
CONCLAVE**

11:45 am-12:00 pm	Tea/Coffee Break
12:00-1:30 pm	Session 2: Bridging Regions: South Asian Rail Connectivity with South East and West Asia
Distinguished Keynote Speaker and Panelists Mr Manoj Srivastava, Adviser to PRCL and Former Principal Executive Director, Traffic Railway Board Mr Prasanna Karthik, Vice President, Promoters Office, MD Office Adani Ports and Special Economic Zone Limited Mr M. Jamshed, Former Member Traffic Railway Ministry, Former Member Central Administrative Tribunal and Sr. Adviser to the World Bank Mr Anant Swarup, Former Additional Secretary, Ministry of Commerce Col Rajeev Agrawal, Senior Consultant, CRF Moderator Mr Shishir Priyadarshi, President, CRF	
1:30 pm onwards	Lunch and Networking







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