100 DAYS ACTION PLAN OF RAILWAYS SUFFER FROM SERIOUS INHERENT INFIRMITIES

K.V. Ramesh, Sr. JGS/IRTSA
To improve the efficiency, productivity and expeditious development of Railways

Welcome Steps

1) Elimination of all manned level crossings on Golden Quadrilateral and Diagonals of IR within four years,

2) Speed raising of New Delhi - Howrah and New Delhi - Mumbai routes to 160 kmph to reduce travel time to 12 hours,

3) Advanced signaling system,

4) Technological revamp,

5) Rs. 50,000 crore Central fund for construction of around 2500 Road Over Bridge & Road Under Bridge.
Serious Inherent Infirmities

Will harm the very purpose of Railways serving the country men especially the poor.
Providing Wi-Fi at all 6,485 stations

Non-core activity. Not at all required

4G & 5G enables quick internet facility on the hand sets at very low cost

1) Crowded Railway stations.
2) Passengers need to be vacated immediately.
3) Extending wi-fi facilities will work against this principle of vacating the passengers at the earliest
Rationalization of passenger fares and reduce passenger subsidy

What to do?
1) System to compute running cost & earning of each train individually.
2) Manage cost of operation of every train individually at micro level
3) Rope in respective state Governments to share some of the financial losses.
Station redevelopment

What to do?

- Increase passenger capacity of platforms.
- Separate entries & exits for passengers & goods
- Sufficient drop & pickup points
- Improve passenger amenities like good free drinking water, rest rooms, refreshment stall, etc.
- Improve feeder roads for Railway stations

No money should be wasted in name of making existing building beautiful
PRIVATE TRAIN OPERATORS 

Will make a mess.

No private train operator available in India

1) No private train operator will invest huge fund in the time of economic recession.
2) Profit making routes will be exploited.
3) Loss making routes will be left with IR.

IRCTC

1) Primarily a catering corporation.
2) No experience in train operation.
3) Notorious in Railways getting very bad image day in & out, because of poor food quality & bed role management.
Corporatization of seven PUs of Rolling stock
Setting up of “Indian Railway Rolling Stock Company”

Steam locos to state-of-the-art 3-phase IGBT AC locos
Riveted coaches to hybrid Stainless Steel LHB coaches
Indigenously designed semi high speed train set “Vanda Bharat Express”
Many self propelled trains

PUs SURGES AHEAD TO ACHIEVE, PM’s - MAKE IN INDIA POLICY
Steps for Technology partnership & modernization

1. Universities and research institutes on Railway technologies
2. Investment in R&D for acquiring & developing new technologies
3. Achieve Indigenous skill set in high speed train operation

High speed train operation without developing human resources will only make Railways dependent on MNCs
PUs improved their productivity in terms of staff utilization

<table>
<thead>
<tr>
<th>PU</th>
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<tr>
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PUs of Railways always remained cost effective

- WAG-9 loco costs 11.5 cr
- Sleeper coach costs 1.7 cr
- Nobody manufactures' cheaper

Corporatization will raise the cost

Addition to existing cost
- Corporate tax,
- GST,
- Profit margin, etc.
| 7 PUs have 35.9 Sq.KM land in their possession. | Mini town on their own Housing, Hospitals, Schools, Banks, Post offices, World class sports facilities, | ICF Chennai is 100% self-reliant on electricity by having its own wind mills & solar panels. |

Corporatization and subsequent disinvestment will end up in using the real estate value of land possessed by PUs rather than bring world class technologies.
Corporatization & Disinvestment

Govt feel the Financial pressure

1) Tax collection target couldn’t be achieved

2) Disinvestment targets of PSEs not achieved

Govt should realize

1) In huge economic recession Govt can't find partner for disinvestment & new investment

2) Economic recession already taken its toll on employment

3) No jobs created

4) Job loss happening in all major sectors
INHERENT INFIRMITIES OF CORPORATIZATION PROPOSAL

1) Corporate don’t bring fund from outside
2) Utilize only Indian public money
3) Not essential to bring new technologies.
4) By Hiving off PUs Railways is not going to get new investment,
5) Not going to create new jobs,
6) Not going to stop job loss,
7) Not going to reduce the cost,
8) End up like VSNL, MTNL, BSNL, etc
It is time for Govt to make direct investment in Railways

- To serve the citizens in minimum possible cost
- To stop job loss
- To generate employment
- To bring new technologies
- To bring visible improvement
Stop the proposals for

Corporatization of Production units (PUs) of Rolling Stock

&

Private passenger train operators to provide Passenger service.
Any questions?
You can find me at
rameshirtsa@yahoo.co.in
9003149578