

## **BIHAR CHAMBER OF COMMERCE & INDUSTRIES : PATNA**

### **PRE-BUDGET MEMORANDUM ON RAILWAYS FOR THE FINANCIAL YEAR 2013-2014**

Since Railway is the largest infrastructure of the country and is the back-bone of country's economy, there is an imperative need to ensure proper security of goods & passengers on wheels, make railway services more effective besides enhancing the existing facilities.

The Bihar Chamber of Commerce & Industries, therefore, humbly submits the following points for consideration in the forthcoming Rail Budget :-

#### **EXPEDITIOUS ESTABLISHMENT/COMPLETION OF RAILWAY PROJECTS**

It is a matter of immense satisfaction that the Railway have started the following projects in Bihar

#### **NAME OF PROJECTS**

1. Rail Factory at Harnaut
2. Electric Loco Factory at Madhepura
3. Rail Wheel Factory at Chapra
4. Diesel Loco Factory at Marhaura
5. Wagon Workshop at Garhara
6. Workshop at Jamalpur
7. Rail Bogie Factory at Dalmianagar
8. Extension of Workshop & Loco Shed at Samastipur
9. Establishment of Wagon Re-construction Workshop at Garkha
10. New DEMU Shed at Sonepur

#### **OTHER PROJECTS**

11. Development of Dedicated Eastern Freight Corridor
12. Gauge Conversion
13. Laying of several New Rail Lines
14. Development of Railway Stations
15. Doubling of Rail Lines
16. Construction of Mega Bridges
17. Establishment of Rail Electricity Company
18. Electrification

We humbly request that special attention be given so that these projects could be completed expeditiously enabling begining of their functioning from an early date.

#### **DIGHA – PAHLEZA RAIL/ROAD BRIDGE**

The Digha – Pahleza Rail cum Road Bridge should be completed at the earliest.

#### **TRANSFER OF LAND OF DIGHA GHAT RAIL LINE**

The land of Dight Ghat – Patna Junction rail line should be transfer to the State Government for construction of road for smooth traffic arrangement at Patna.

### **THIRD RAIL LINE**

\* Due to preference being given to local trains, long distance trains entering from Mughalsarai from western side and Jhajha from eastern side in Bihar, are being delayed abnormally due to line problem. Hence, a third line for the local trains should be constructed in between Jhajha to Mughalsarai at the earliest.

\* Concrete wall should be constructed for safety purposes between Patna Junction to Rajendra Nagar Terminal.

### **RAIL LINKAGE BETWEEN STATE CAPITALS**

As per the Policy, the State Capital Patna should be linked with capital cities of all States.

### **PASSENGERS FACILITIES / SAFETY**

(i) The condition of a number of Rail Bridges across Bihar is very deplorable. A thorough examination of all rail bridges should be done and necessary repair and maintenance should be carried out on expeditious basis. Government has also expressed its concern over the condition of bridges, but no effective steps have been taken.

(ii) Special emphasis should be given for safe journey. Anti Collision Device should be fitted on all the important trains to avoid accidents.

(iii) Sufficient number of security forces be deputed in the running trains to ensure safety of life of the passengers & their luggage.

(iv) Existing Koilwar rail-cum-road bridge is very old hence a new bridge should be constructed with a capacity of creating third pair of rail line which is necessary to facilitate smooth movement of trains.

(v) The service of Pantry Car should be made available to all Patna bound trains as well as in all such trains which originate from Patna and running time is 12 hours and more. Menu / Rate chart should also be displayed in all the compartments as well as on the food packets, through stickers.

(vi) A separate platform should be established at Patna Junction for local trains.

(vii) Access to Rajendra Nagar Terminal has not been provided as yet from Rajendra Nagar side inspite of several assurances made by the railway authorities. If so provided, then load on Patna Junction will be significantly reduced.

(viii) At Gulzarbagh station, a foot over bridge for the benefit of pilgrims coming to visit the holy "Nirvana" place of "Mahamuni Seth Sudarshan" is a long pending demand. A large number of Jains as well as other devotees visit, they have to cross the railway line on foot, which is highly risky.

(ix) Display of Station Name through which the train is passing should be introduced on the pattern of Metro Railways.

(x) Special attention to need of women elderly person and physically disabled people should be taken care of on all the trains

(xi) The telephone numbers and Mobile Numbers of Food Plazas being run at different stations should be published in the web-site and as well as Railway Time Table so that passengers could get maximum benefit.

### **NEW RAILWAY LINE & NEW STATION**

(i) A separate Rail line should be constructed from Bihar Sharif to Nawada and a new railway station at Pawapuri should be established. This would provide immense relief to the pilgrims visiting the holy place.

(ii) The work to provide rail connection to Vaishali should be carried out on priority basis.

### **ELECTRIFICATION**

(i) Burdwan to Bhagalpur loop line should be electrified.

(ii) The work of Electrification of Railway Line between Barauni & Guwahati should be completed expeditiously.

### **INTRODUCTION OF NEW TRAINS**

(i) DEMU/MEMU should be introduced Patna to Jaynagar/Darbhanga, Muzaffarpur-Hajipur-Chapra & Hajipur-Muzaffarpur-Sugauli.

(ii) A new Intercity Train should be introduced between Patna to Varanasi.

(iii) Garib Rath should be introduced between Patna to Mumbai, Patna to Ranchi and Patna to Lucknow.

(iv) Duranto Trains between Patna-Delhi , Patna-Mumbai & Patna-Pune should also be introduced.

(v) Additional Superfast Train between Patna-Mumbai and Patna-Bangalore route should be provided and frequency of the existing train should be increased.

(vi) Patna to Bhopal via Mugalsarai, Varanasi, Agra, Jhansi and Gwalior, so that historical places like Agra, Jhansi and Gwalior are covered and capital of Madhya Pradesh is directly linked.

(vii) There is no train between Patna to Kanpur in day hours, therefore, a new train should be introduced.

(viii) A direct train between Patna and Hardwar via Faizabad should be introduced. Presently only one weekly train is available to Patnaites which also starts from Howrah, this is creating immense difficulties for the pilgrims.

(ix) As the present Brahmaputra Mail 14055/14056 can not cope with the demand of passengers of Bihar for journey upto Guwahati, a new direct Super Fast Train from Patna to Guwahati Via Bhagalpur – Sahebganj and via Barauni should be introduced.

### **EXTENSION OF TRAINS AND INCREASE IN FREQUENCY**

(a) A new Train should be introduced like Janshtabdi between Patna to Howrah on Sunday.

(b) Present Intercity between Patna and Bhagalpur covers 223 Kms in five and half hours. Its running time should be reduced.

(c) 2315/2316 Sealdah – Ajmer Ananya Express should run daily and one 2 AC and two 3 AC coach should be attached at Patna. Pantry car should also be provided

(d) Patna Cochin Express should run four days a week and it should be Super Fast.

(e) 12395/12396 Rajendra Nagar-Ajmer Ziyarat Express should run daily.

(f) Howrah – Jodhpur Express passing through Grand-Chord should run via Patna(main line) thrice a week.

(g) Archana Express running should be re-scheduled so that it should not run on same days of Himgiri Express.

(h) Patna-Puri Express should be run at least four days a week with pantry car.

### **SUBURBAN TRAIN FACILITY**

Suburban train facility around Patna is in a bad status. During peak hours the number of passengers is manifold than the capacity in the present existing trains so number of suburban trains should be increased to cope with the heavy rush of the passengers and number of Coaches in the existing trains should be further increased.

### **SATELITE BASED TRAIN TRACKING SYSTEM**

(i) Satelite based train tracking system should be introduced to know the exact location of the train and other related information. This information should be provided to the passenger more accurately, this will go in a long way to reduce the over crowding on of the platform and harassment to the passenger will be minimised.

(ii) The train running position should be provided on TV Channel.

### **SUGGESTIONS RELATED TO GOODS TRAFFIC MOVEMENT**

East Central Railway is managing the network of railway siding in the larger part of the state of Bihar and areas like District of Siwan & Chapra is being controlled by north eastern railway and districts of Purnia, Katihar and Kishanganj is being controlled by North Frontier Railway.

(i) As most of the producing units are located outside of the state, Goods movement assumes great importance as consumers of the state have to depend on smooth supply of essential items and items of daily requirement on rail movement from outside state. Although connectivity of different part of the state for goods movement has been laid down but frequency of the movement is restricted due to inadequate facilities as described below :

(a) Unloading cemented platform has not been constructed at following siding – Begusarai, Saharsa, Gaya, Jehanabad, Warisaliganj, Dehri, Motihari, Bettiah, Siwan, Purnia, Fatuha, Sarai. This results into goods handling hazard and damage of goods during handling operation. Damage of finished goods leaves it unsuitable for consumption and is a national loss.

(b) Railway siding do not have Brick boundary walls for protection of the goods from theft and burglary resulting into losses to operating merchants. Arrangement for security through GRP is also negligible/inadequate which encourages anti social elements to indulge in unlawful activities. Although working hour extends during night also, proper lighting and security facilities are not available at the siding for smooth handing operation.

(c) At many of the railway siding like Danapur, Gaya, Arrah, Narayanpur Annant etc. suitable approach/exit route is not available resulting into congestion at railway siding and delay in rake clearance. It affects the movement of goods on rail as well as adjoining roads.

(ii) Railways have made 24 hours mandatory working at sidings like Saharsa, Siwan, Chapra and also imposing very high penalty for delay in removal of goods. In view of lack of infrastructure facilities such rules are draconian and results into financial as well as physical harassment to merchants. In this regard legal opinion vide Patna High Court order given in their judgement no.CWJC No.16591 of 2008, Ashirvad Enterprises, Bangaon Road, Saharsa vs The union of India through Chairman, Railway Board, New Delhi also restrained the railways from imposing such rules. Excerpt of the judgement given below :

“Railway is restrained from enforcing the said policy of round the clock working in those stations unless a proper assessment, as indicate above, is made and facilities provided and ensure accordingly. Practical difficulties have to be kept in mind because we are not working on paper but on ground and once we are working on ground, ground realities have to be considered.”

(iii) Railways are imposing penalty on delayed removal of goods. Under normal circumstance such penalty is justified to compel the merchant for efficiency. However, many a times situations are beyond the control of the merchant due to various factors covered under force majeure clause but railways as per their rule impose penalty and applications made by the merchants for waiver/consideration are either kept pending for very long time or rejected arbitrarily. Suitable guideline in this regard is required so that efficient merchants are not unnecessarily penalized without their fault considering the ground realities.

(iv) Some of the siding like Saharsa, Laheriasarai, Danapur, Biharsharif etc. are in the mid of the cities and no entry is enforced during 8.00 a.m. to 9.00 p.m. leaving very small space of time for the merchants to arrange removal. Alternate sidings may be organized to ensure uninterrupted supplies of essential goods to local population.

(v) A frequent restriction in ECR is being imposed by Railway due to less number of sidings & railway track facilities. It results into shortage of consumable goods & prices soar, making consumers of Bihar pay higher cost for same item compared to consumers of adjoining states. Rail track facilities & goods sidings may be developed to overcome above problem.

### **RING SERVICE**

**EXTENDED RING SERVICE SHOULD BE MADE AVAILABLE IN PATNA LIKE METROPOLITAN CITIES.**

### **METRO RAIL**

METRO RAIL for PATNA town should be considered on priority basis.

### **ANCILLARY UNITS FOR RAILWAY PROJECTS**

It is a matter of great satisfaction that Bihar has been given a number of Railway Projects. Hence establishment of ancillary units for Railway projects in Bihar should be encouraged and preference should be given to such units of Bihar who fulfills the quality criteria. This will go a long way in reducing the project cost. At present the local units are unable to make supply to Railway projects just because of certain impractical conditions imposed by the Railway Board in the matter of purchases. Such rules should be softened to encourage establishment of Railway Ancillary Industries in Bihar.

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