

Problem of Indian Railway Management System

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Abstract: In recent day, transport along with energy is the basic infrastructural requirement for industrialization and accordingly, the developing countries have accorded transport an important place in their programmes of economic development. In India transport provides a vital link between production centres, distribution areas and the ultimate consumers. Among various means of transport systems railway has recorded a significant growth over the years both in spread of network and in output of the system. In India railway links up the various regions of the economy and increases the speed of occupational mobility of the people. Railway gives facilities for not only carrying passengers in huge amount in long distances, but also carries heavy goods and materials from one place to another place within the country. Thus railway connects different regions of the country and plays a crucial role in economic development. Besides achieving various success, Indian railway still have many problems like rampant corruption, lack of number of trains, lower capacity utilization of wagons, strikes on various pretexts, shortage of railway stations, lack of railway lines, incidence of online failure of equipment and ticket booking system etc. To remove these difficulties, Indian government has been taken many important measures for railway infrastructure development and improvement of railway transport system. Government has also increased expenditure on rolling stock, track renewals and line capacity works, expansion of railway line, electrification of railway line etc. To this end, if we want to remove the difficulties of Indian railway from grass root level, then there should imperative need of overall trying & participation of the government and also improvement of designs of making train body, manufacture & maintenance of railway infrastructure.

Keywords: Transport system, Indian railway, electrification of line, problems, facilities, freight & passenger traffic, government measures.

Introduction: The Indian railway is an important part of Indian transportation system. It plays a vital role in economy by carrying the passenger, goods & commodities every day. Without development of railways sector, transportation development is not possible. The expansion of railways has revolutionised the transport system all over the country. In India the railways provide the principle mode of transportation for freight and passengers. The Indian Railways have been a good integrating force for more than 160 years. The first railway line was operationalised in 1853 between Bombay and Thane. The railways are the most convenient mode of transport for long distances and are most suitable for carrying heavy and bulky goods like iron ore, iron and steel, heavy machinery, minerals etc. Railway carries raw materials from the mines and quarries and other interior areas of the country to the industrial centers. It links up the various regions of the country and increases the occupational mobility of people. The total route length of Indian railways is 65,808 Km of which 22,200 kilometer, i.e.34%, is electrified. During 2014-15 railways carried 8,224 million passengers and 1,095.3 million tons of revenue earning freight traffic. It operates services on three gauges-The broad gauge(1.676 meters),the meter gauge (1.00meter) and the narrow gauge (0.762 meter and 0.610 meter).In recent time ,railway transport faces many problem which cannot be solved easily. This research paper tries to pinpoint the defeats exist in Indian railway department and tries to find out the ways for solving the problem.

Objectives of the Study: The objectives of the study are-

- 1) To study about the problems that is confronted in railway transportation system.
- 2) To analyze the nature of the problems.
- 3) To give a real picture of the condition of railway transportation system.
- 4) To suggest the measures for solving the railway problem.
- 5) To remove corruption & illegal activity from railway department.
- 6) To put forward an ideal model for railway system & compare it with the total railway transportation system in India.
- 7) To put forward recommendations for developing railway transportation system in India.

Methodology of the Study: The data will be collected from primary and secondary source in India. The primary data will be collected with the help of interview & survey method. On the other hand primary data will also be collected from a sample survey among the region wise & state wise railway office, various railway junctions, railway stations etc. Data will be also collected from common people who always journey by train. Information will be collected by asking various questions about the railway facility available in different towns & villages. Enquiry will be conducted in the areas where there is no railway facility & searching will be done to find out the reasons. The secondary data will be collected from various sources such as books, journals, reports, websites, university libraries, planning commission, govt. publications(central and state), district statistical office etc. Analysis will be made on the basis of the observation & information collection.

Railway development under the five year plans: At the time of Independence the railways were under severe problems and so, the first plan was advocated mainly for the rehabilitation and modernization of rolling stock and of fixed assets. In second plan, the emphasis had been given on the programme require to increase line capacity on different sections of the railways and to the procurement of additional rolling stock to meet the growing demand for railway transport arising from the increased production. In the third plan, provision was made for rapid expansion of railways & the electrification of a number of sections on the Eastern, South-eastern, Central and Southern Railways. First, Indian Railway started its journey at 16 April, 1853. In 1954, first train was launched in Kolkata from Hooghly to Howrah district in WestBengal. The basic objective of the fourth plan is to modernize the railway equipment and practices within the limits of the funds. The expenditure on rolling stocks, track renewals and line capacity works constituted about 70% portion of railway expenditure in fourth plan. In fifth and sixth plan, an outlay of Rs 2,350 and Rs 6,500 were provided for spending on railway expenditure. The railway recorded an excellent performance during the seventh plan in terms of additional transport effort, rehabilitation of the system, financial performance, better productivity, technological up-gradation, modernization and industrial relations. Some of the features during eight plans were rehabilitation, modernization energy conservation, manpower planning, financial viability, safety and customer satisfaction through better quality of services. The main feature of the Ninth plan was on strengthening the capacity of the Indian railways as the prime carrier of long distance bulk freight and passenger traffic. Under the tenth plan, modernization and technological up-gradation of the railway system had been made. The objectives of eleventh plan were capacity enhancement, technology up-gradation, achieving higher maintenance standards and safety and passenger amenities. The outlay for railways in the twelfth plan has been kept at Rs 5,19,221 crore.

The causes of the problem in Indian railway:

There are many causes prevalent in Indian railway system. These causes are as follows- 1) the biggest constraint that railways face today is of inadequate network capacity and infrastructure. The capacity creation on railways over the years has not kept pace with the transport output. Whereas from the period 1950-51 to 2015-16 ,route-kilometers increased by just 23% and double and multiple route length by 89%,the freight and passenger output went up by more than 14 & 17 times respectively. Additional infrastructure has not kept pace with the increase in traffic output. As a result there is huge congestion of the system.

2) Freight traffic rate on Indian railway is very high. Freight earnings are 67% of total earnings of railway department. But passenger fares are very low as compared with most of the foreign railways. As a result there are substantial losses in passenger operations. High freight rates cross-subsidies the low passenger Fares. High freight rates means high prices of transported goods which create inflation in the economy.

3) There is a massively skewed traffic pattern on the railways with heavy traffic moving, connecting the four metropolitan cities of Delhi, Kolkata, Mumbai, and Chennai. Moreover 161 out of total 247 sections i.e. 65% of the sections are running above the line of high density network routes. So freight transit time on these high congested routes is severely affected. A number of mineral and port routes are also severely congested.

4) There is a common corridor for both freight and passenger traffic. So it is difficult to run fast passenger services. Further with the emphasis on passenger traffic , passenger trains are given importance over running of freight trains. On some of the major trunk routes, introduction of new passenger trains directly affects freight train movement. So freight trains cannot pass smoothly & very fast.

5) There is a large of pending projects which is estimated at Rs 4 crore on basis of its original cost. Projects are delayed for years due to absence of assured funding. Moreover there is a constant pressure to undertake new projects (the form of new

lines) by various sections of the society. So railway department cannot work properly & efficiently due to shortage and uncertainty in the availability of funds. It creates time wastage & cost over-runs.

6) Indian railways have suffered from chronic and significant under-investment. As a result the network expansion and modernization are not possible at requisite pace. It leads to reduction of share in national freight and passenger traffic. Due to under-investment, there has been severe congestion on the network and has resulted in the inability of the system to accommodate more trains and increase the speed of trains. So massive infrastructure expansion and up-gradation of technology and judicious electrification of tracks is necessary with capacity enhancement.

7) The market share of rail transport has been fallen a larger amount over the years with the road sector. For improving the market share, better services should be provided. Most of the people changed journey way and shift from railway to road journey due to saving of time. Moreover in railways a large number of people make their journey without any ticket. There are no ticket checkers in most of passenger trains. So the clever passengers take the advantage of this. The speed of passenger trains are very low than express trains. Almost all times due to shortage of lines, most of the passenger trains are standing on lines by hour& hour to cross & pass the other express trains. It creates huge trouble and annoyance for the common people.

8) Now a days, railway faces increasing competition with road and airline transport. Number of busses is more than the number of trains. So earning of railway transport falls below than road transport. Beside this, without ticket journey also makes heavy losses for railway department. So faster transit and efficient handling at railway terminals is necessary to provide.

9) The quality of railway services & using technology is very poor. The existing technology of both electric and diesel locomotive is considerably old. There is need for introduction of higher horsepower electric and diesel locomotives which are also more fuel-efficient. With rapid growth of economy, it is necessary to build a new appropriate technology base for the country's own in railway sector to achieve self-sufficiency.

10) Moreover, lower number of wagon, rampant corruption & strikes on various pretexts etc also create disturbances in railway transport. The incidence of online failure of equipment is fairly high. This brings about quasi-paralysis of corridor and consequent wastage of transport capacity. This leads to underutilization of costly assets.

Recommendations:

1) To remove the problem of inadequate network capacity and infrastructure of railway transport, an additional infrastructure should be made with increasing traffic demand. The number of lines and trains should be increased. New railway stations should be formed even in remote and hilly areas also.

2) The number of mail trains or goods trains should increase and high freight rate should be reduced so that it cannot increase the prices of the commodities & create inflation. With this passenger fare rate should be raised to increase earning of railway department.

3) There should establish special railway lines for mail or goods trains to avoid high congested routes so that freight transit time is not adversely affected. There need separation of railway lines between passenger and goods trains.

4) Common corridor for both freight and passenger traffic directly affects freight train movement. With emphasis on passenger traffic passenger trains take precedence over running of freight trains. On some of the major trunk routes introduction of new passenger trains hamper the journey of freight trains. So there should not kept common corridor for both trains.

5) The government should spend more money for railway project. Amount of investment should be increased on railway department. Pending and half-finished railway projects should be finished early. New projects should be taken for establishment of railway wagon, body& engine making industry to give employment opportunities to large number of young people. Moreover, in railway department more educated & efficient employees should be appointed.

6) The government should undertake a massive infrastructure expansion and decongestion programme with up-gradation of technology and judicious electrification of tracks along with enhancement of terminal capacity. In recent years, railway has to

do great competition with road transport. So railway need to provide an adequate number of faster intercity and medium distance services to face the competition and win back business.

7) The existing technology of both electric and diesel locomotives is very old. There is need for introduction of higher horsepower electric and diesel locomotives which are more fuel efficient. It is also necessary to build a technology base of our own country to achieve self-sufficiency in railway sector.

8) The government should increase number of wagons. Beside this, rampant corruption, illegal activity, theft, robbing should be controlled by the government. For this, the government should appoint large number of railway police and guards for passenger's protection and safeties. In each railway stations, the government should arrange all type of passenger facilities such as drinking water facility, food canteen, railway waiting room for passengers, toilet & latrine facility, primary medical treatment facility, fire safety system etc. Each train should have pull chain system to stop the train, if any possibility of accident will be found in running way and there should have special system for protection of fire & need kept emergency window to save from accident.

9) In each train there should have food canteen coach for serving the passenger meal & dinner food.

10) Strikes on various pretexts in railway department should be strictly prohibited. The government should also keep ticket checker in each railway stations and passenger trains so that no one can escape. There should need special checking by railway police with ticket checkers to prevent illegal activities. Without ticket journey should be punishable such as three month jail or large fine.

11) Moreover the government should care upon hygiene and sanitary condition of railway stations and trains also. To keep the railway stations & trains neat and clean, the government should introduce punishable law that every passenger have to give a fine of Rs 500 if he disobeys the law. There should also have clearness system of each train after reaching to the railway station.

12) Lastly, the government should develop railway infrastructure, improve service quality and increase maintenance capabilities. Computerized online system should be developed so that online failure does not occur which hampers the transportation system of railway department.

Conclusion:

Railway transport is great transport in modern India. A major portion of country's development depends on railway infrastructural system. Railway creates good communication between different parts of the country and causes industrial development. With passenger, it also carries essential goods and raw materials. So railway development is necessary. An emphasis should be given on improvement of infrastructure, quality services, increasing capacity & railway lines, electrification and other necessary steps for active railway services. Thus there is an imperative need to improve the investments, design, manufacture and maintenance capabilities. Then the weakness of railway transport system can be reduced to some extent.

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