

BIHAR CHAMBER OF COMMERCE & INDUSTRIES : PATNA

PRE-BUDGET MEMORANDUM ON RAILWAYS FOR THE FINANCIAL YEAR 2018-2019

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

All the Railway Projects sanctioned for the state of Bihar by the Union Cabinet should be given adequate fund and completed at the earliest for the development of Indian Railways and the state -

- (a) New Lines
- (b) Doubling of tracks
- (c) Gauge Conversions: specially Madhepura- Purnia section.
- (d) Wheel Plant; Bela
- (e) Barauni Electric Locomotive Shed,
- (f) Barauni Diesel Locomotive Shed,

RAKE SIDINGS

Due to acute shortage of rail rake sidings in the state of Bihar there is delay of 2 to 3 month from booking to getting rake for transportation of goods, which is causing shortage of goods for citizens, undue financial loss to trade and industry in the state of Bihar. Bihar Chamber had requested all three zonal Railways and Railway Board for additional 2 rake sidings in each district of Bihar, which should be implemented at the earliest. Investment in rake sidings will increase earnings of Indian Railways.

Many goods sidings of small stations working has been extended to 24 hours. For success of above system without undue financial loss to trade and industry, following steps are suggested:

- (a) For night shift 12 working hours of work should be treated as 6 hours working time.
- (b) For easy & quick unloading of wagons proper lighting is not only essential on the platform but also inside the wagons.
- (c) Common Facilities for unloading workers should be provided as per Indian Labour Laws.

ADOPTION OF NEW SYSTEM

Advance Signaling System should be introduced to avoid congestion.

Adopt the latest new latest technology from developed nation to avoid late operation of trains affected due to fog.

THIRD RAIL LINE

A third line is of paramount importance between Jhajha & Mughalsarai to prevent late running of trains passing through or ending in Patna or Rajendra Nagar.

RAIL LINKAGE BETWEEN STATE CAPITALS

As per the Policy, the State Capital Patna should be linked with remaining 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 accident and introduction of German coaches..
- (iii) Sufficient number of security forces be deputed in the running trains to ensure safety of life of the passengers & their luggage.
- (iv) 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.

- (v) A separate platform should be established at Patna Junction for local trains.
- (vi) 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.
- (vii) 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.
- (viii) Display of Station Name through which the train is passing should be introduced on the pattern of Metro Railways.
- (ix) Special attention to the needs of women, elderly and physically disabled people should be taken care of on all the trains & platforms.
- (x) 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 starts from Howrah and 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.
- (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 day 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 so huge that the present capacity in the existing trains is insufficient and therefore other extra coaches be added to the present trains or increase the number of local trains.

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 the platform and harassment to passengers will be minimized.

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

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 fulfil 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.
