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B.A. Part -2
Paper- II (Subsidiary)
Topic : Transport : **Railways**
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Transport

Growth of Transport from 1951

Railways have recorded a growth of 3% per annum in freight originated tonnage. The road network has expanded at an annual rate of 5% while road transport fleet had increased by 7% per annum. In respect of goods vehicles. About 70% of Indian village have been connected by a network of rural roads and over 40% of villages are served by all weather roads . Shipping tonnage has increased by an impressive 11% while coastal shipping could register only a rise of 1.4 % . Domestic Airlines passenger traffic has been increased smartly by 10.5% .

Problems of Transport Development in India

- Transport bottlenecks (30% of villages have not proper road connection)
- Poor planning of transport system.
- Rail- road coordination.
- Over aged and obsolete assets.
- Lack of technological upgradation

Development of Railways in India under different five year plans:

10 • Railways :->

11 → Developments of railways under the different five-year plans :->

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• 1st five-year Plan :-

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Rehabilitation and Replacement of overaged assets.

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• 2nd five year Plan :-

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→ More emphasis on enhancing line capacity on different lines.
→ To increase the production of coals.

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• 4th five year Plan :-

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Modernisation of Railways equipments and practices
it constituted 70% of expenditure on railways.

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• 3rd five year Plan :-

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Rapid expansion of Railways for industrial programmes.

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• 5th five year Plan :-

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Enhance transportation system.

• 6th five year Plan :-

Excess output

08 • 7th five year plan :-
Excellent performance of Railways.

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10 • 8th plan :-
The main thrust was on modernization, financial performance, better productivity, Man-power planning and energy conservation.

12 • 9th plan :-
The main thrust was on strengthening the capacity of Indian railways as the key carrier of long distance bulk freight and passenger traffic. and to this on, the railways are concentrating on electrification of dense corridors and raising manpower productivity, capacity generation.

16 • 10th Plan :-
To make Indian Railways more user friendly. And market savvy organization. Control railway expenditure and generating huge surplus. capacity expansion, technological up

18 • 11th Plan :- We know that there is infrastructure deficit i.e., reflected in saturation of routes and slow speed for freight and passenger traffic. These - were five objectives :-

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- capacity enhancements i.e., construction of DFCs (Dedicated Freight Corridors)
 - Technology Upgradation.
 - Higher maintenance standard i.e., renewal, replacement, Decoupling etc.
 - Increasing capacity of coaches, rakes and locomotive.
 - Safety and passenger amenities.

• 12th Plan :-

Restructure, Reorganise, Rejuvenate railways should be more sustainable and ecofriendly.

“Vision 20-20”

- (i) lays 20000 km of new lines
- (ii) Electrification of 14000 km rail route.
- (iii) Revamp repair and modernise the facility.
- (iv) Operation “Swarn” is a recent proposed operation taken by Indian railway.

Aims :- Better interiors, CCTV cameras, attendant call buttons, wifi facility, improve sanitation, LED tv. on sits, smoke detection system, coffee vending machine, punctuality of the train last but not least holly facility.