



GS Advanced Program 2023

Generic Booklet

Test Name/Code/No. : 693023

Name

Email ID.

Roll No.

Mobile No.

Date

Allotted Time : 60 Minutes

Instructions to Candidates -

- There are 7 Questions in this Question paper.
- All Questions are Compulsory.
- For all updates, please visit the noticeboard -
<https://noticeboard.forumias.com/gsap-2023/>

Important -

- Answers must be attempted in the QCA Booklet only.
- To upload the Answer Copies please visit to "My Course" section on -
<https://academy.forumias.com/>
- Only those copies will be evaluated which will be submitted before the next class.

Q. No.	Grade/Score
1	
2	
3	
4	
5	
6	
7	
Overall Grade/Score	

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 **ForumIAS**

Start Writing Here

- Q.1) Railway network of India is one of the largest & still most preferred especially in long distance travels.

RAILWAYS AS GROWTH DRIVER

- High Employment generation by Railways
almost 1.4 million staff is employed by Railways
- Logistic (freight transport) → almost 4th highest tonnage is carried by Railways in world (by Indian Railways) which has crucial role in supply chain
Especially Bulk commodities such as coal, iron, foodgrains are transported by Railways.
- Crucial source of investment in future
as FDI of 100% has been allowed by the government. Railways Infrastructure has high potential for future.
- Passenger movements in almost 70,000 km network spurs urbanisation

Railways can add upto 1% of GDP if optimally utilised

- Intergenerational internal generation of Revenues

- Safety & poor delivery of service → no of accidents & derailments
- congested network & slow track renewal
- organisation structure → slow decision making, poor training, inadequate training of manpower leads to accidents
- finances & technological upgradation → LHB coaches are needed in place of ICF coaches.

⇒ Sam pitroda committee recommended
modernisation through PPP into
elimination of level crossings.
Railways

elimination of
Infrastructure needs of Railways along
with structural reforms are prerequisites
for reaping full potential of Railways.

Poor			Average			Good		
1	2	3	4	5	6	7	8	9

Q.2) PPP is a cooperative agreement between government & a private organisation to execute a project or provide services. It is in line with SDG 17 of the UN.

Need for PPP in Railway Infrastructure & modernisation have been realised by Government as it announced 109 pairs of routes for same.

ROLE OF PPP

• Infrastructure

→ supplements governments National Infrastructure Pipeline (NIP)

→ Better Efficiency & Expeditions projects

→ Augmentation of infrastructure as since independence only 13000 km added to tracks.

→ Segregating freight & passenger services can help improve logistics of India

Modernisation of station

→ State of the art amenities can be provided to the passengers through technology & innovation

→ Security & Real time operational capability

→ professionalism in the services that can help in competing with other modes of transport

Issues with PPP

- ↳ Lack of proper planning, unrealistic cost estimates can pose a challenge
- ↳ multiple clearances, Regulatory challenges
- ↳ Dispute Resolution may be slow & ineffective

Public private partnership in Railways is need of the hour. Japan has used this effectively.

way forward
↳ considering contingency factors into account

↳ Accountability, clear cut roles & responsibilities

↳ Smooth Regulatory framework

PPP is welcome step that can help ensuring the ~~poor~~ infrastructure needs are fulfilled through cooperative model

Overall Grading (✓)

Poor			Average			Good		
1	2	3	4	5	6	7	8	9

- Q.3) Dedicated freight corridor is high speed high capacity railway corridor meant for freight movement exclusively. These 6 corridors are envisaged of which 2 will be operational fully soon.

Importance of Dedicated freight corridor

- Decongestion → Golden quadrilateral compare
Just 16% of network but 58% of traffic
These corridors can ease the burden on prime routes
- Improve carrying capacity of Railways by carrying better loads on wagons thereby reducing the costs
- Logistics costs improvement from current 16% of GDP. Segregation of freight routes will reduce logistic cost thereby cost competitiveness of India's goods & Exports
- value additional & Multi modal hubs would attract investment along the corridors.
- Reduced pollution in the corridor

CHALLENGES FACED BY DFCs

→ land acquisition → especially legal hurdles & compensation issues delays the project

→ Delays in project completion

→ Lack of consensus over technology →

Japanese International cooperation Agency favours electric locomotives over diesel
But coal transportation and electricity in Renewables is a issue

Dedicated freight corridors are essential for reaping the potential of India through expeditious supply chain.

50% Route work in western & Eastern corridor has been completed. Implementation should be ~~exp~~ made faster through easy regulatory clearances & consensus building

Overall Grading (✓)

Poor			Average			Good		
1	2	3	4	5	6	7	8	9

Q.4) India has 14500 km of navigable inland waterways that can be developed for transport. Inland waterways act was passed by government in 2021 to promote inland waterways

Benefits of Inland waterways

- ↳ No land requirement for transport
- ↳ Environmental friendly
- ↳ cheaper than other modes
- ↳ can complement other modes of transport and can reduce pressure on roadways
- ↳ safer → less accident prone

National waterways act, 2016 created 111

National waterways in India but only 6 have seen operationalisation to some extent

Challenges faced

↳ Lack of industrial activities alongside such waterways leading to poor demand

↳ Geological challenges ⇒ Low depth of Rivers in India, Extensive dredging needed

- ↳ Ecological issues in the event to high dredging that can impact the aquifer's percolation, micro & macro fauna
- ↳ poor capability to handle large container shortage of vessels, funding inadequate

Need

- ↳ Developing industrial corridors along riversides by establishing SEZs, providing ~~cheap~~ benefits
- ↳ Dredging space to be opened for private players (currently monopoly of dredging corporation)
- ↳ Capital needs of vessels & their credit
- ↳ Promoting waterways interconnectivity to other modes (multimodal connectivity)

Inland waterways remained highly underutilised in India despite huge potential. Inland waterways tourism & attractive business activities ~~can~~ ^{to be} required along with PPP in infrastructure building

Overall Grading (✓)

Poor			Average			Good		
1	2	3	4	5	6	7	8	9

- Q.5) Civil aviation sector of India has grown at 14% per annum and is currently 7th largest civil aviation market in the world

Civil aviation policy, 2016

Aim of the policy is to make flying for masses convenient & affordable

- Integrated Ecosystem for growth of sector
- Ease of doing business

SALIENT FEATURES OF POLICY

- Regional connectivity → by establishing & boosting underserved or uneconomical routes
 - Revival of airtships
 - Viability gap funding by government (state + centre)
 - Tax incentives
- 5 years of operation & a fleet of 20 aircrafts → Easing foreign operations requiring 20% of domestic fleet or 20 (higher)

- ↳ Maintenance Repair & overhaul (MRO)
Since 90% of it is spent outside customs duty have been rationalised
- ↳ Bilateral Traffic Rights → 'open sky' agreement on reciprocal basis with SAARC countries & beyond 5000 km from Delhi.
If 80% of capacity not utilised (within 5000 km) ⇒ allotment of additional capacity
- ↳ New Airports ⇒ PPP Route or by Airport authority.
- ↳ Aviation skill building for increasing employability. NSRF will be used for standard building.

Apart from civil aviation policy, Government of India is promoting various schemes for regional connectivity such as :-

UDAN (Ude Desh ka Aam Nagrik) ⇒ development of low cost options for flying by connecting underserved & underserved airports

no full airports in smaller distance
(200-800 km)

Extension of UDAN
 ↳ seaplanes
 ↳ connecting North eastern
 regions
 ↳ Tourism Routes

Government has taken measures to ensure
regional connectivity for boosting tourism,
employment & business opportunities.

NEED
 ↳ Regional connectivity schemes must
 be made self sustaining (without
 subsidy needs) in long run
 ↳ cross subsidy is not beneficial (Railways,
 power sector)
 ↳ capping of fares is against Demand &
 supply. It is better to give other
 operational benefits to reduce cost

Overall Grading (✓)

Poor			Average			Good		
1	2	3	4	5	6	7	8	9

- Q.6) As per NCRB Report, Road accidents have reached highest level since 2014 in 2021. India is ranked among top countries in accident related deaths

REASONS FOR ROAD ~~SAFETY~~ ACCIDENTS

- Human Negligence → as per NCRB reports, overspeeding is major issue in accidents in India. Apart from this lack of following of rules, neglect of safety measures (seat belts) & use of substance
- Poor Road design → Blackspots having high probability of crash such as sharp ends & corners are major issues. Potholes, lack of separate lanes for heavy vehicles, pedestrians.
- vehicular design → having poor safety features. India's price sensitive market deters safety norms & consciousness.
- Lack of poor response to emergency facilities

Poor sanitation culture

Government Efforts

National Road Safety policy 2016

(S. Sundar Committee)
under this a Council has been made

Motor vehicles (Amendment) act, 2019

- National Road safety board
- Fund for Golden hair service
- Insurance
- sanitation protected

Road Safety audits, application (Crickad. yates)

While these measures have been taken there is need for : →

→ culture of safety & precaution
though more awareness along with penalties, Enforcement must be increased

→ Newer technology → Advance emergency braking technology of EV

↳ safety & design of Roads by providing separate lanes

K.S. ~~Reddy~~ Radhakrishnan Committee on Road safety made recommendations such as compulsory audit of standards. It must be followed & usage of Reactive ~~tech~~ technology for more accountability

Overall Grading (✓)

Poor			Average			Good		
1	2	3	4	5	6	7	8	9

This Generic QCA booklet can be used to attempt all GS Advanced Program Tests.

- Q.7) 7500 km coastline with more than 90% of trade by volume & 70% by value is done through coasts/seaports. India has 12 major ports along with more than 200 minor ports.

ISSUES WITH PORTS

- Regulatory Issue $\Rightarrow$ Trust model with large number of trustees handling the regulation is not conducive
- poor technological upgradation & mechanisation
underutilisation of physical infrastructure (Cochin port)
- Heavy siltting & inadequate dredging
- Dual institutional structure $\Rightarrow$ Major ports by centre & minor by state
- Involvement of multiple agencies
in infrastructure $\Rightarrow$ poor synchronisation
- congestion of roads $\Rightarrow$ high turnaround time

Major port authorities bill 2020

- streamline composition of Board authority that represent various interest groups
- Obsolete sections all eliminated ⇒ earlier port trust act, 1963 had unnecessary provisions
- Adjudicatory Board ⇒ for dispute resolution, PPP projects
- More tariff powers to the port authority
- Inter ministerial coordination

ports are instrumental in Sagarmala plan of India but shifting to landlord-tenant model along with more PPP is needed.