

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	
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6	
7	
Overall Grade/Score	

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

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 **Forum IAS**

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Start Writing Here

1) How does the Railways act as a driver of India's economic growth and discuss the challenges faced by the Railway sector

The Indian Railways is one of the largest Railway systems in the world, carrying around 23 million people and 3 million tonnes freight everyday.

Driver of Economic growth

(i) Efficient use of Railways could add up to 1% to India's GDP

(ii) The Indian Railways carries the 4th highest tonnage of freight globally

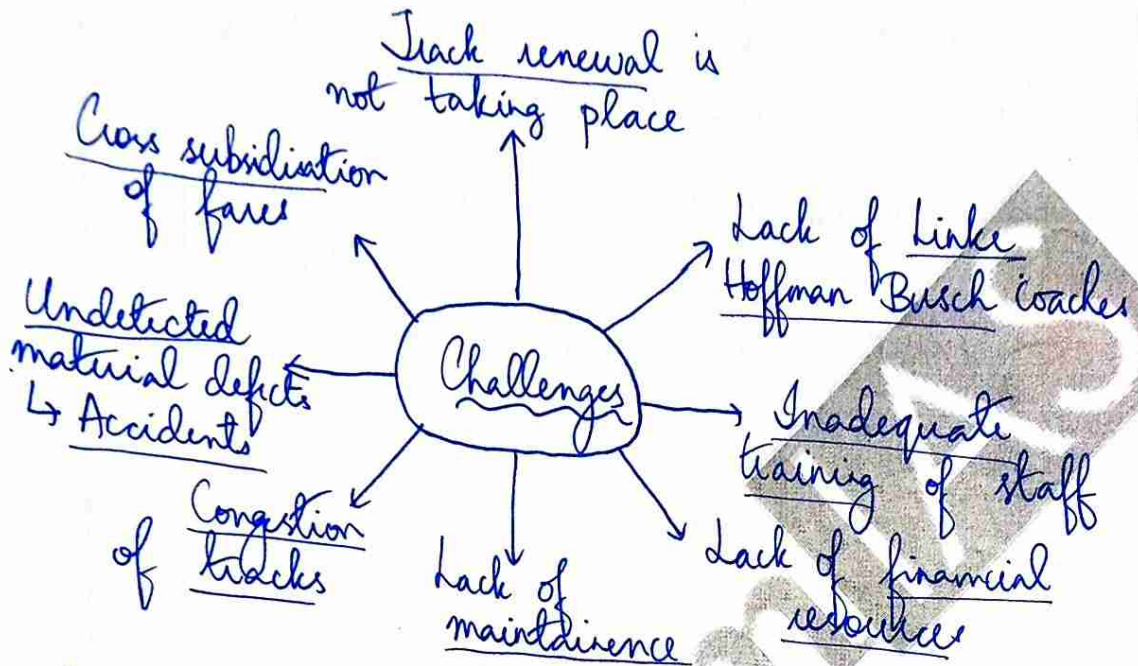
(iii) It aids in promoting indigenous technological innovations → 12 independent clusters have been identified for upgradation of railway technology

(iv) Dedicated Freight Corridors are being built to free existing tracks for passenger trains
↳ 70% goods trains will shift to DFC

v) Through its Freight Business Development portal, ease of doing business is enhanced

vi) Helped in fight against Covid-19 through

transportation of essentials like medicines, food etc.



Solutions

- (i) Replace ICF coaches with LHB coaches
- (ii) Training of staff regularly
- (iii) Building Rail over Bridges & Rail under Bridges

By using systems like KAVACH and following recommendations of Kakodkar Committee regarding safety measures will hugely benefit the Railways in improving its efficiency.

Overall Grading (✓)

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

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(2)

Rail infrastructure would need an investment of almost Rs. 50 lakh crore by 2030. In this context, explain the role of PPP in rail infrastructure development and railway station modernisation

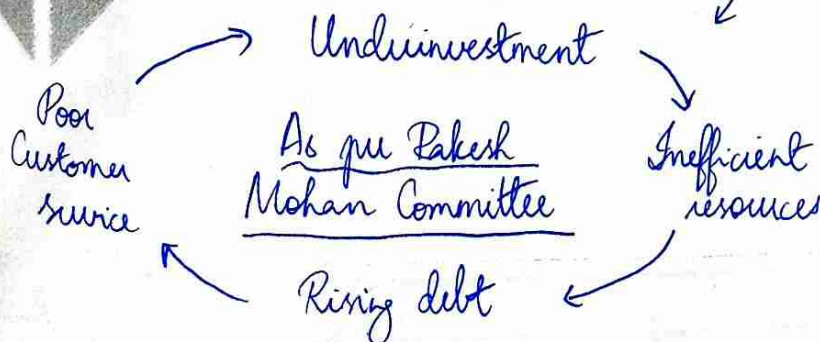
The Bibek Debroy Committee advocated for private participation into operation of both freight and passenger trains.

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graph TD
    PPP[PPP] --> Private[Private sector]
    PPP --> Public[Public sector]
    Private --> Tech[Technical expertise & funding]
    Public --> Interest[Public interest]
  
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PPP in rail infrastructure development

- It provides long term planning
- It can improve the efficiency, as there is pressure from shareholders
- Latest technology will be deployed
- Can overcome limitations of Indian railways



- PPP in Railway station modernisation
- Mandatory station redevelopment
 - ↳ Travel made smooth
 - ↳ Historical significance of stations retained
 - Station Estate development
 - ↳ Spare railway land developed
 - ↳ Several revenue streams to ensure viability

The clear cut delegation of roles and responsibilities between entities and ensuring transparency + accountability in tender monitoring process is the way forward

The introduction of PPP is a welcome step that can transform Indian Railways into a global leader.

Overall Grading (✓)

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

23)

The Dedicated Freight Corridors of Railways would transform the logistics sector and ease the stress on passenger railways. Explain the importance of freight corridors and the roadblocks they are facing.

The Dedicated Freight Corridors are a high speed and high capacity railway corridor dedicated exclusively for freight movement. At present, we have 2 DFCs

- (i) Eastern DFC (West Bengal to Punjab)
- (ii) Western DFC (Uttar Pradesh to Mumbai)

Importance of DFCs

- (i) DFCs reduce unit cost of transportation
- (ii) The carrying capacity will be improved by adopting state-of-the-art technology
- (iii) It will increase rail share in freight market
- (iv) It helps in reduction of Green House gas emissions which 3 times higher on road movement
- (v) Traffic decongestion especially along the Golden Quadrilateral

Roadblocks

- (i) Issues of land acquisition especially with respect to legal hurdles and compensation
- (ii) Slow progress of existing DFCs
- (iii) Delay in project completion due to delay in seeking clearances
- (iv) Raises the question of the viability in the future project
- (v) Concern over technology Renewable resources vs. Coal

As said by Anand Mahindra, "When those iron wheels start turning, you can feel this giant nation beginning to reconnect". Adequate steps may be taken to ensure ease in getting clearance and finish the projects at the earliest

Overall Grading (✓)

Poor			Average			Good		
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(4)

The benefits of inland water transport are manifold but they also face many challenges which inhibit their capacity from being used to the maximum potential. Critically analyse.

The potential of inland waterways is extremely high in our country which has roughly 14,500 km of navigable inland waterways.

Benefits

- (i) Low land requirement
- (ii) Safe mode for transporting hazardous cargo
- (iii) Reduces pressure on road and rail transport → lowers accidents
- (iv) Low cost → only 5-10% when compared to roads & railways to develop
- (v) Lower maintenance costs
- (vi) Environmental friendly + greater fuel efficiency

Challenges

- (i) Inadequate discharge of water into rivers during lean season

- (ii) Transport of cargo via inland waterways account for just 6%.
- (iii) Shortage of vessels & bridges
- (iv) Insufficient unloading facility at terminals
- (v) Poor hinterland connectivity

Way forward

- (i) Take measures for year long navigation
- (ii) Open India's dredging market to private players
- (iii) Integrate with multimodal connectivity
- (iv) Promote industrial corridors along riverbanks
- (v) Promote river cruise tourism

By promoting waterways-based industrialisation & through incentives for cargo transport via inland waterways, India can greatly benefit from its riverbodies to becoming a global leader

Overall Grading (✓)

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25) The National Civil Aviation Policy 2016 aims to take flying to the masses & establish an integrated eco-system which will lead to significant growth of the civil aviation sector. Discuss the features of the Policy and the measures taken by government to promote regional connectivity.

The National Civil Aviation Policy gains immense significance as data reveals that domestic traffic in India has more than doubled from 61 million (2013-14) to 137 million (2019-20).

Features

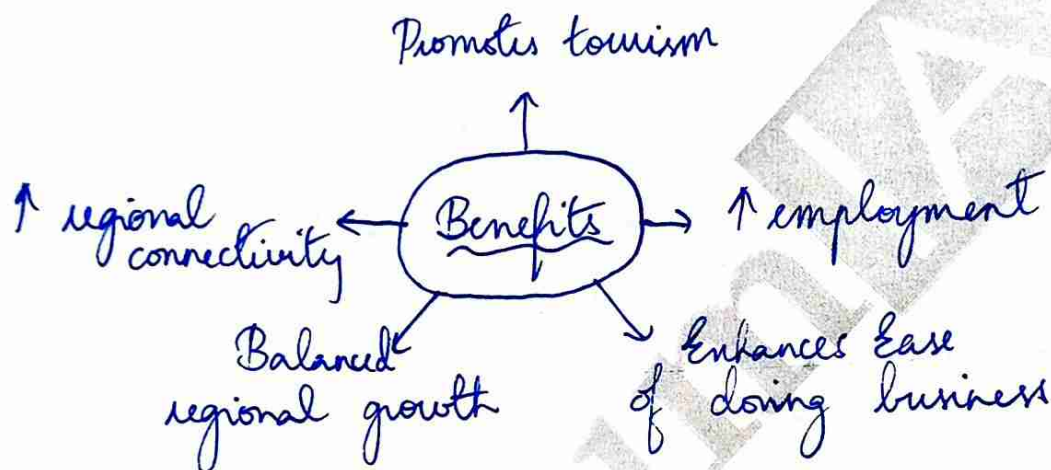
(i) Regional Connectivity Scheme (UDAN)

- Viability Gap Funding to airline operators
- Revival of airstrips → No fills
airports

(ii) Encourages development of airports by AAI, state government, private sector, PPP

(iii) Steps given for Aviation Education and Skill building

- (iv) Ground Handling policy
- (v) 5/20 requirement to commence international operation
- (vi) Bilateral Air Traffic rights with SAARC countries



Government measures

(i) Udan 3.0

- Inclusion of Tourism routes
- Inclusion of sea planes for connecting water aerodromes
- Bringing in a number of routes in North East region under ambit of UDAN

(ii) NABH Nirman scheme

- Nextgen Airport for Bharat Nirman

scheme aims to increase the number of airports and their capacity to handle traffic

→ It will improve passenger amenities and cargo handling facilities

(iii) 100% FDI in non-scheduled air transport services under automatic route

(iv) Air-Seva app

(v) e-Sahaj portal

The ongoing projects under UDAN must be completed in a timebound manner.

By promoting advanced research in aviation and the Start up India initiative, India can rise as a manufacturing hub in the world.

Overall Grading (✓)

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

Q.6)

India accounts for the highest road accidents globally, with 1.5 lakh people being killed and over 3.5 lakh crippled annually. Discuss the major causes for road accidents and the steps taken by the govt to improve Road safety in India.

Road safety has become a serious public health issue in India, causing several deaths. With more than 400 fatalities a day, India tops the road crash deaths in the world.

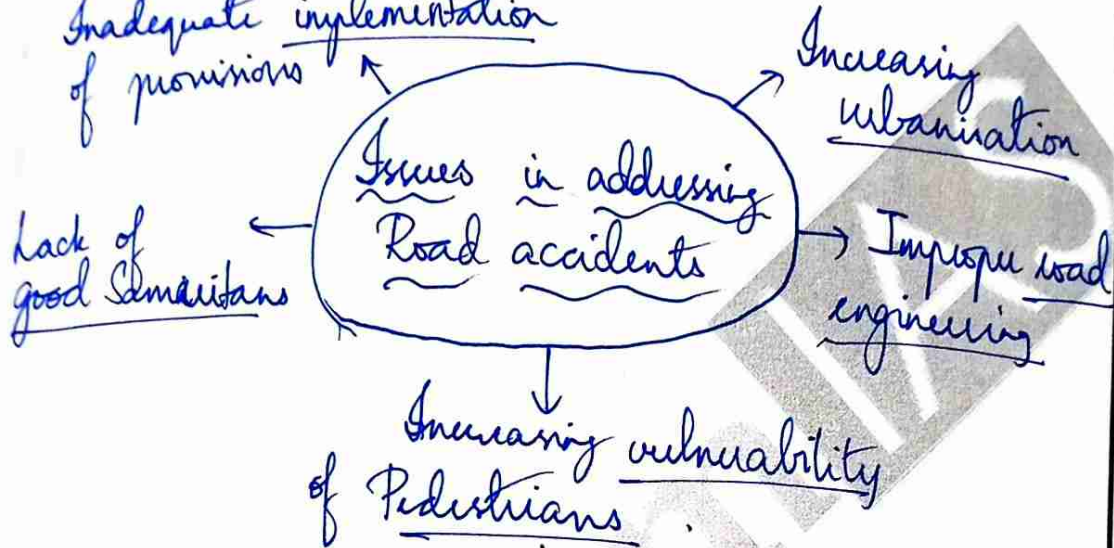
Highest number of road crashes
(State-wise)

- Tamil Nadu - 1st
- Madhya Pradesh - 2nd
- Uttar Pradesh - 3rd

Causes

- (i) Traffic rule violations
 - Overspeeding
 - Drunken driving etc
- (ii) Not using safety features
 - Seatbelts
 - Helmets

- (iii) Overloading + Over aged vehicles
- (iv) Weather conditions
- (v) Improper road planning
Inadequate implementation
of provisions



Steps taken by the Government

- (i) Pradhan Mantri Surakshit Sadak Yojana
→ To eliminate dangerous spots from highways
- (ii) Anti-Brake lock system
→ Made mandatory for 2 wheelers by the govt.
- (iii) National Road Safety Policy
→ A National Road Safety Information system to be established
→ Strengthen the system of driver licensing

- training
- Review standards regarding the design of urban and rural roads
- (iv) National Road Safety Board
- To give guidelines, research on road safety & traffic management
 - Capacity building
- (v) Motor Vehicles Amendment Act 2019
- Compulsory insurance
 - Recall of vehicles in case of harm to environment, driver, users
 - National Transportation Policy to be developed

By carefully following the various initiatives brought out by the govt, India can save thousands of lives and become one of top most road-safe countries in the world.

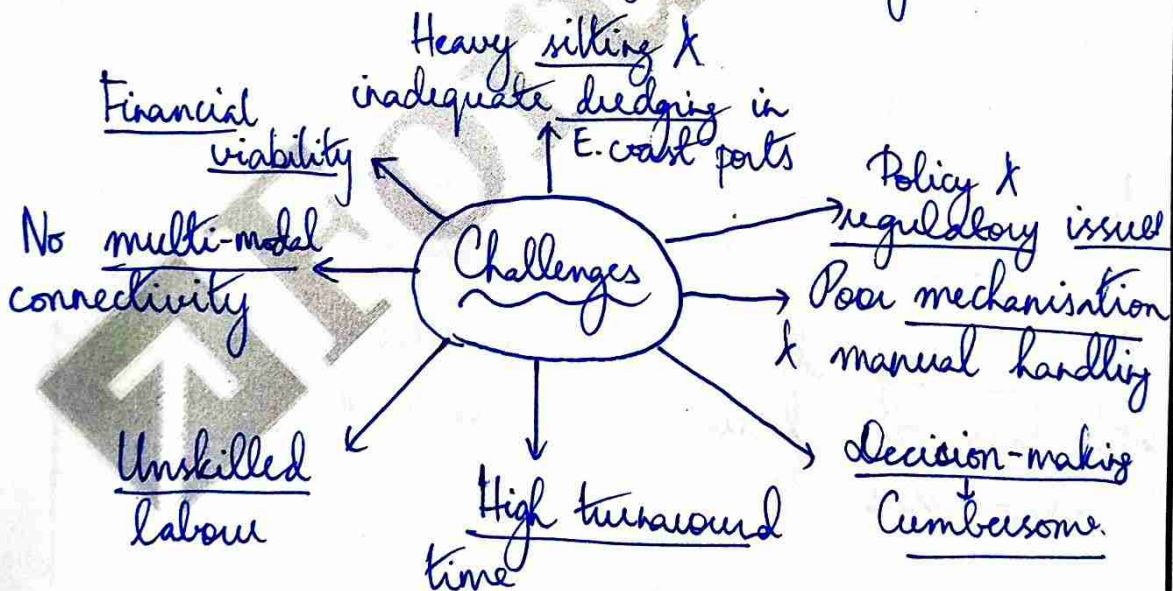
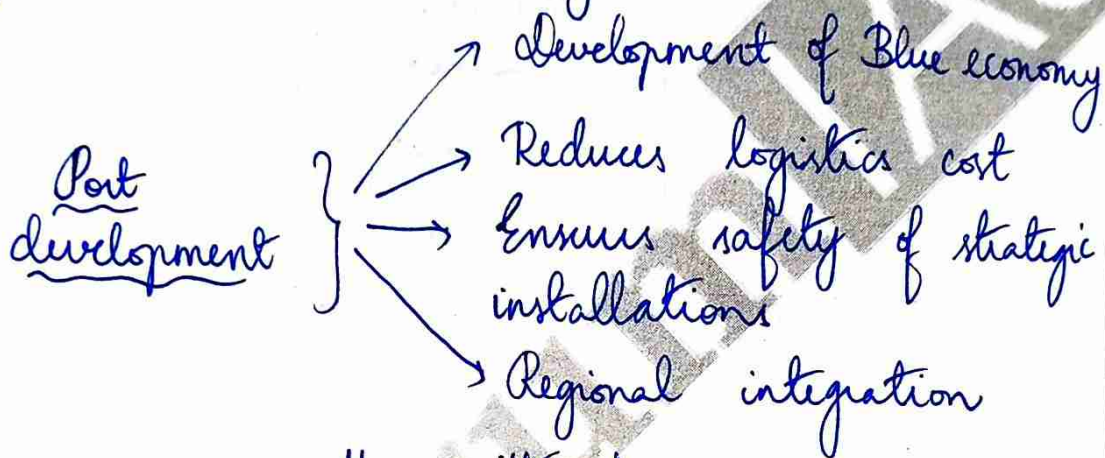
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Discuss the plethora of challenges faced by Ports in India and how the Port Authorities Bill would help to alleviate these issues.

With a 7500 km long coastline, Ports assume great significance as maritime trade accounts to about 95% of India by volume and 70% by value.



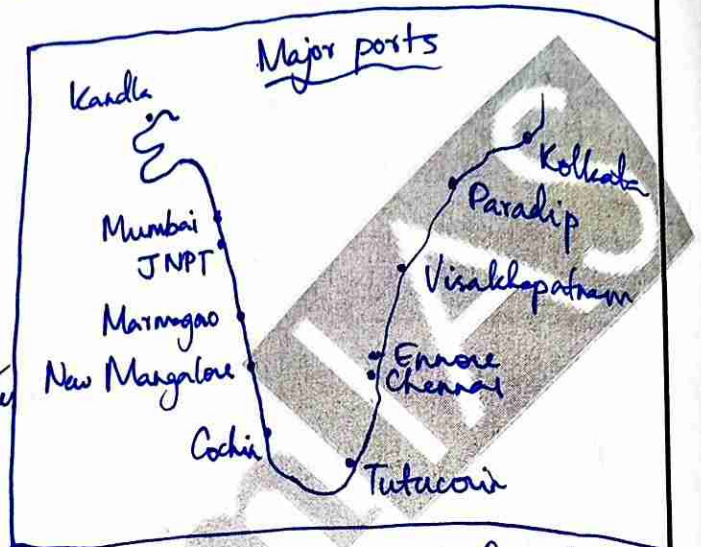
Port Authorities Act (2021)

The act empowers major ports to perform

with greater efficiency on account of full autonomy in decision making and modernisation of ports.

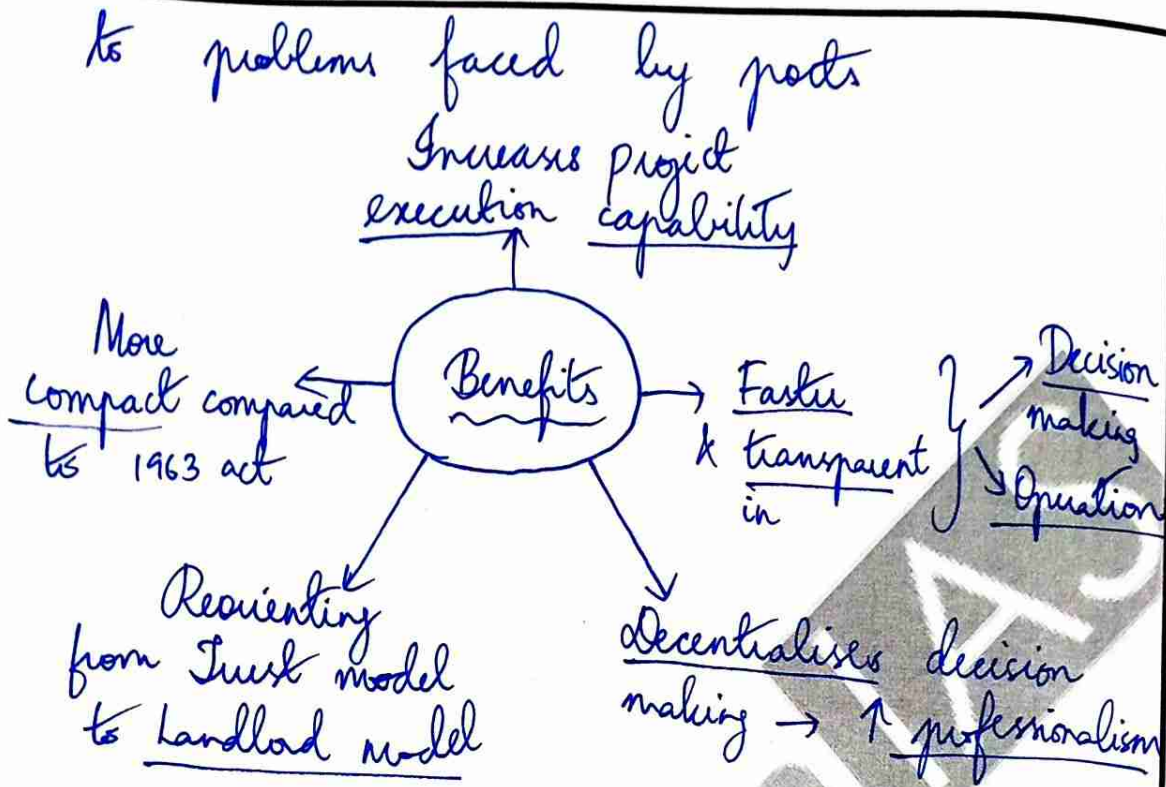
Features

- (i) More compact compared to the 1963 act
- (ii) Major Port Authorities Board formed for each major port
- (iii) Board can use its property, assets, funds as deemed fit
- (iv) Board can determine rates and services available at port
- (v) Board may raise loans within / outside India from any financial institution
- (vi) Adjudicatory board to be setup to look into disputes between ports and PPP concessionaires



Significance

By replacing the Major Port Act 1963, the 2021 act provides significant solutions



The various features of the Major Port Authorities Act of 2021 removes the hurdles faced by ports to a large extent and helps in fulfilling India's role in achieving global integration and engagement with trading partners

Overall Grading (✓)

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