



GS Advanced Program 2023

Generic Booklet

Test Name/Code/No. : **23**

Name			
Email ID.			
Roll No.			
Mobile No.		Date	25 11-22

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	

171664_692023_1910105253_(2022-11-25 15:08:19)

Start Writing Here

Q.1) India's rail Network in Asia is largest & 2nd world largest under single management. Indian Railway is life line of India. It provides both freight & passenger mode of transportation.

Railways as Growth Driver

→ Growth of textile industries in Mumbai, coal industry in Jharkhand etc is largely due to the development of rail networks in these areas.

Railways as India's Economic Growth Driver

→ Commercialisation of Agriculture has been possible only because of Railway.

→ Kisan Rail service transporting ~ 6 lac tonnes of perishable goods

→ It carries 4th highest tonnage of freight globally.

→ FDI inflows in Railway is \$1.2 Billion from 2000 to 2022

→ It removes isolation between cities & rural areas & → Triggering urbanisation.

Challenges faced by Railway Sector

- ↳ Inadequate training to manpower
- ↳ Logistic problem → Lack of links Hofmann Bush (LNB) which help in reducing damage during accidents.
- ↳ Old Railway lines → cannot able to carry high load at high speed.
- ↳ Highly subsidised passenger services → increase financial burden
- ↳ level crossings & Material defects → Accidents.

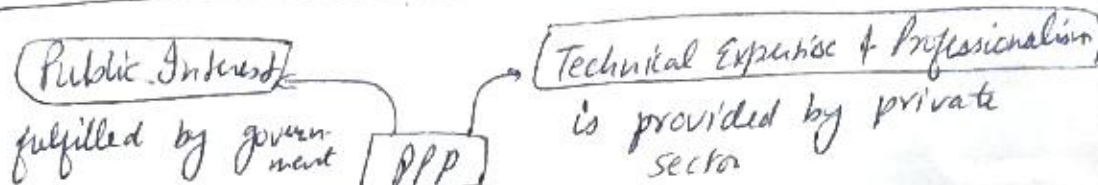
Way forward

- ↳ According to Kakodar Committee recommendations ₹ 1 lac crore should be invested in Railways for safety purpose. To eliminate level crossings rail over & under Bridges needs to be Build.
 - ↳ Sam Pitroda Committee recommended for modernisation of existing tracks & straightening of Bridges to sustain higher load at higher speed.
- Thus, Railways sector contributes in national growth & economic integration of the country.

Overall Grading (✓)

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

- 2.2) Public Private Partnership (PPP) is a collaboration between government & private sector on various development projects.



PPP in Rail Infrastructure & Station Modernisation

↳ On the basis of recommendations by Bibek Debroy Committee, Ministry of Railway invited private participation in Railway sector.

↳ PPP played various Role in Rail infrastructure development & station modernisation -

① Improved efficiency - As private sector is interested in profit making, it will cut on cost & be efficient.

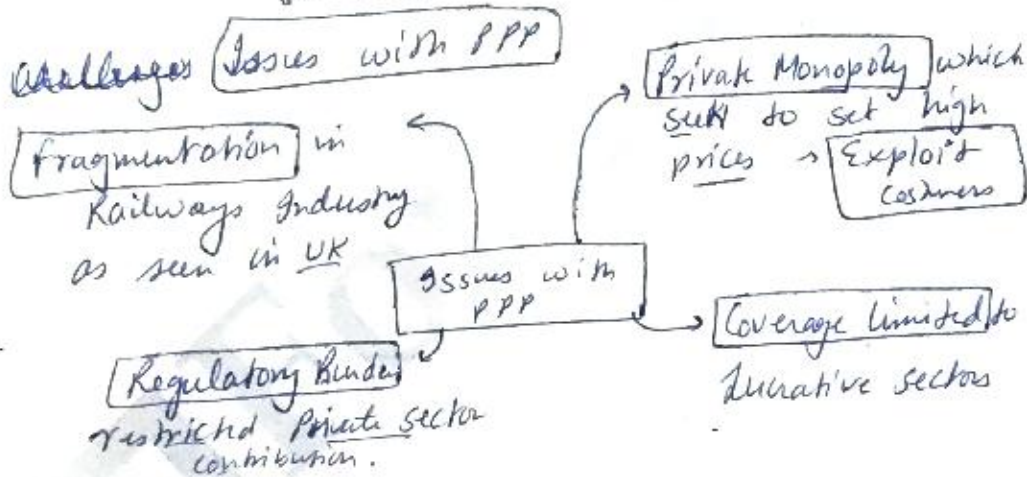
② Improved quality of services with competitive fares due to the increased competition.

③ Latest technology - Private players helps in accommodating the latest technology in Railway coaches, online services, etc.

④ Lesser Accidents because of improved Better maintenance. It results in higher monetary savings in long run.

⑤ It will overcome the limitations of Indian railways & also helps in preventing govt loss.

⑥ Railways stations are endowed with state-of-art amenities i.e. security & surveillance system, segregation of arrival & departure. It will increase Tourism Potential.



Way Forward

- Clear cut not delegation of Roles & Responsibilities
- Transparency & Accountability in Tender Monitoring Process
- Rationalise fin structure & subsidies of Indian Railways
- Independent Regulator.

Overall Grading (✓)

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

- 2.3) Dedicated Freight Corridors (DFCs) are high speed & high capacity railway sector corridors dedicated extensively for freight movement.

DFCs in India

- Initially, only 2 DFCs are planned -
 - ① Eastern DFC (West Bengal to Punjab)
 - ② Western DFC (UP to Mumbai)
- Additionally, 4 more DFCs are in the pipeline.
 - ① East coast DFC (Kharagpur to Vijaywada)
 - ② East West DFC (Kolkata to Mumbai)
 - ③ North South DFC (Delhi to Chennai)
 - ④ Southern DFC (Chennai to Goa)

Importance of freight corridors

↳ They decongest the road network from freight transport → Reduce GHG emission

↳ Attract investment in logistics

↳ Improve carrying capacity → Reduce unit cost of production

↳ Kisan Rails → Farmers can send their produce to any Big market.

↳ Increase Rail share in freight market

by providing customised logistic services.

↳ New Economic Activity → Fresh industrial activity & multi-modal value addition services hubs along with corridors.

Challenges

- ↳ Land Acquisition Issues - legal hurdles & compensation amounts.
- ↳ Financial issues - low funding
↳ delay in Project completion because of not giving timely clearances.
- ↳ Slow Progress → Already missed several deadlines
- ↳ Project Viability in Future - Majority of excepted traffic on East corridor is for transporting coal but with Rise in demand of Renewable Resources
↳ Coal consumption & transportation will reduce in future.

Setting up of clear policies to fasten up the process of land acquisition & easing clearances is the way forward.

DFC will reduce the Burden of existing rail lines & will ensure faster, timely & effective freight transportation.

Overall Grading (✓)

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

2.4)

India has roughly 14500 Km of navigable inland waterways including rivers, canals, backwaters, creeks, etc.

Benefits of Inland waterway Transport (IWT) -

- Cost savings, & environment friendly -
- Negligible land requirement
- Safe mode for hazardous & over dimensional cargo
- Reduces pressure on Roads & Rails
↳ Reduces Congestion & Accidents
- Lower Maintenance costs.
- Benefits of IWT

Challenges faced by IWT

- ① Low transport speed → Not suitable where time is an important factor
- ② Limited area of operation - depending on the infrastructural premises & depth of the waterways.

- ③ Only very few cases in which IWT can offer door to door cargo transport
- ④ Operational disruption due to weather.

Government Initiatives

- ① Sagarmala Project - to reduce logistic costs by doubling share of domestic waterways;
- ② Interlinking of Rivers programme
- ③ Tal Mang Vikas Project → to achieve an appropriate depth & width to make commercial navigation of vessels

Solutions

- Open India's dredging market to private players to end monopoly of DCI
- Promote industrial corridors along river banks
- Provide incentives to cargo transported through Inland Waterways.
- Promote River cruise Tourism

Thus, IWT provides cost effective, logistically efficient & environment friendly mode of transport.

Overall Grading (✓)

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

Q.5)

National Civil Aviation Policy, 2016 aims to take flying to the masses by making it affordable & convenient. It establish an integrated ecosystem & enhance regional connectivity.

Salient features of the Policy -

- ① Regional Connectivity Scheme → Viability Gap funding to airline operators, revival of airstrips as No Frill Airports
- ② 5/20 Requirement → allow all domestic airline operators to fly international routes provided they deploy 20 aircrafts or 20% of their capacity whichever higher for domestic purposes.
- ③ Ground Handling
↳ all domestic scheduled operators are permitted to carry out self handling at all airports.

④ Airports PPP/AAI It encourages developm-
-ent of airports by state government,
AAI, private sector through PPP mode

⑤ Separate regulations for Helicopters

⑥ Aviation Education & Skill Building

⑦ Streamline delivery modules for aviation
Security, immigration, customs in
consultation with concerned ministries

⑧ Suitable incentives for MRO activities
to boost MRO Business.

⑨ Bilateral traffic Rights

Measures taken by government to promote
Regional connectivity

• UDAN Scheme → Ude Desh Ka Aam Nagrik

↳ The scheme is aimed at enhancing
connectivity to remote & Regional areas
& to make air travel affordable.

↳ It is a key component of National
Civil Aviation Policy, 2016.

- ↳ Applicable on flights covering distance b/w 200 - 800 Km.
- ↳ Nearly half of the seats in flights are offered at subsidised fares.
- ↳ Revival of Existing Air strips & Airports to provide connectivity to unreserved & under served airports of the country.

NABH Nirman Scheme

- ↳ aims to rise no. of airports & their capacity to handle traffic.
- ↳ improve Regional connectivity & improve passenger service.

Despite numerous difficulties, development prospectus is high in aviation sector. Thus, government needs to take action to enhance the much needed infrastructure while implementing policies.

Overall Grading (✓)

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

Q.6)

Road safety is a serious public health issue in India. According to WHO, India tops the world in road crash deaths & becomes most unsafe country in the world for Road users.

Major Causes for Road Accidents

① Violation of traffic rules

- ↳ Overspeeding is the major Killer → 65% of person killed
- ↳ Driving in the wrong side
- ↳ Driving under the influence of alcohol
- ↳ Use of Mobile Phone while driving, etc

② Not using safety features

- ↳ Non-wearing of seat-belts & helmets

③ Overloading of vehicle

④ Overaged vehicle - loose breaks

⑤ Lack of safety features in vehicles like Air Bags.

⑥ Weather conditions → Winter → fog → Blurred vision ↳ Rainy season → Slippery roads

⑦ Improper Road Planning like unscientific curves, Road humps, etc

Issues in addressing Road Safety

- Issues
- Increasing no. of vehicles on Roads due to increasing urbanisation & Migration
 - Footpaths encroached by Parked Vehicles it increases the vulnerability to Pedestrians
 - Indifference towards good Samaritan approach is lack of helping hand approach at the time of accidents
 - Improper Road Engineering results in poor design quality, visibility, etc
 - Inadequate implementation of Provision by enforcement agencies is does not allow effective deterrent in the mind of violators.

Measures taken by government to improve Road safety in India

- ① Pradhan Mantri Surakshit Sadak Yojana is aimed to eliminate dangerous spots from highways.

- ② Mandatory Anti Brake Lock system in
2-wheelers from 2019 onwards.
- ③ National Road Safety Policy → recommendation
government established National Road
Safety Board - a dedicated
agency to oversee the issues related to
road safety.
- ④ Promotion of good Samaritans & good Practices
- ⑤ Promoted consistency between international
technical standards & domestic
technical standards.
- ⑥ Motor Vehicle Amendment Act, 2019
↳ hikes the penalties for traffic
violation, defective vehicles, etc.

Road transport is the dominant mode of transport
in India, strict implementation of
provision & promotion of awareness among
people will help to reduce accident and
increase road safety.

Overall Grading (✓)

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

- 2.7) India has a 7500 Km long coastline & 14500 Km of potentially navigable waterways. About 95% of India's trade by volume & 65% by value is done through maritime transport facilitated by ports.

* Challenges faced by Ports in India →

- ① Heavy silting & inadequate dredging
capacities → large ships cannot enter India ports or have to anchored in deep sea or at Sri Lankan ports -
- ② Poor Mechanisation & manual handling of critical processes. (Eg) → Paradip port
- ③ Policy & Regulatory issues → Port operate on Trust model → managed by large board of trustees → decision Making cumbersome.
- ④ Under utilisation of physical infrastructure
(Eg) → Cochin port

⑤ Non-uniform tariff structure
↳ make some ports uncompetitive

⑥ High Turn around Time
↳ India → 3 to 4 days while in
Singapore → 6 to 7 hrs

⑦ Financial Viability of port-projects
↳ major deterrent for private developers
4 for financers.

⑧ Overstaffed with Unskilled Labor

Port Authorities Bill 2020

↳ was proposed to replace the Major Port
Trusts Act, 1963.

↳ It aims to resolve the issues faced by
major ports in following ways.

① Reduce no. of sections → that are overlapping
& obsolete.

② Simplified composition of Board of Port
Authority → easy decision making

③ Role of Tariff Authority for Major Ports (TAMP)
has been Redefined. TAMP has given

powers to fix tariff.

↳ act as reference tariff for bidding of PPP projects

- ⑥ Board of Port Authority → has ^{been} delegated with Power to fix scale of rate for other port services.

- ⑦ Proposal for Creation of Adjudicatory Board is to look into disputes between ports & PPP concession.

- ⑧ Port Employees → Provision are made to safeguard their pay & allowances & service conditions.

Way forward

- ↳ Switching for Landlord-Tenant Model
- ↳ Multi Modal port development
- ↳ Training for skill development of labors.
- ↳ Mechanisation & Modernisation of Ports.

Thus, in addition to facilitating trade & travel ports serve as vital hubs of commerce & help in achieving \$ 5 trillion economy goal.

Overall Grading (✓)

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