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GS Advanced Program 2023

Generic Booklet

Test Name/Code/No. :

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	

Start Writing Here

Q.1)

Indian railways, the 4th largest railway network in the world with ~13000 passenger trains & ~9000 freight trains is a major driver of India's economic growth.

Railways → Driver of Economic Growth

(i) Inclusive Growth :- With subsidized cheap fare, this mode of transport is accessible to all.

(ii) Employment :- 1.3 million employees, world's 8th largest employer.

(iii) Intra-country Trade & Commerce :- Accounts for 25% of India's cargo transport.

(iv) FDI inflow :- 100% FDI allowed in Railway infrastructure.

(v) Tackling the Pandemic :- Was involved in bulk transportation of food grains, medicines etc. during COVID 19.

With success
countries li
offers a la.

(vi) Ease of Doing Business

(Ex) Freight Business Development Portal
introduced for freight customers with
track and trace features

Challenges

① High operating ratio of $\sim 95\%$ $\rightarrow$ Mainly
due to cross subsidization of passenger fare
through freight fare.

② Legacy Infrastructure $\rightarrow$ Lack of maintenance $\rightarrow$ Increasing trainload
 $\downarrow$
High chance of Accidents

③ Poorly trained manpower

④ Under heavy financial crunch.

⑤ Lack of LHB coaches [more safe]

⑥ Demand-supply deficit $\rightarrow$ during peak
season $\sim 13\%$ passengers donot get
confirmed reservation

Way forward

$\rightarrow$ Expedite setting up DFC (Dedicated freight corridor)

$\rightarrow$ Bibek Debroy Committee recommendations $\rightarrow$
Allow private entry, Investment advisory
Committee etc

Overall Grading (✓)

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

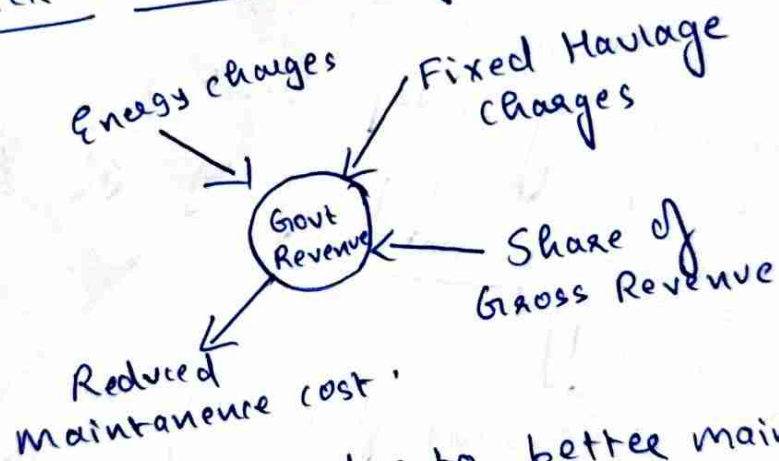
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Q.2)

With success of private trains in countries like Japan and government coffers alone not being ~~of~~ sufficient to meet the targeted investment of 50 lakh crore by 2030, PPP seems to be one of the viable options going forward

Role of PPP

- ① Improved technology :- Rolling stock, LHB coaches, station facilities, online services etc
- ② Long term planning :- Government sometimes stuck in 5 year election cycle.
- ③ Better net revenue for the government :-



- ④ Improved safety due to better maintenance
- ⑤ World class travel experience due to better amenities

Dedicated
 Speed and
 Corridor ded

⑥ Reduce demand-deficit supply :-
 Lead to increase in confirmed reservation
 during busy seasons

⑦ Self Reliant India :- Government
 announced that 70% of private trains
 will be manufactured in India.

Issues that might arise

① Might lead to exclusion of less financially
 viable routes

② Confusion over fixing responsibility in
accidents, derailments → Investor vs Railway

③ Marginalization of vulnerable sections :-
 (Ex) Reservation in employment, seat
 reservation for PWD.

④ Absence of independent regulator to
create a level playing field →
conflict of interest

Way forward

↳ Taking lessons from the successful
 PPP models like Hyderabad metro model
 ↳ Implement recommendations of
Bibek Debroy committee.

Overall Grading (✓)

Poor			Average			Good		
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Q.3)

Dedicated freight corridors are high speed and high capacity railway corridor dedicated exclusively for freight movement.

Importance of Freight Corridor

In spite of the low cost associated with cargo movement over rail, Roads still take up the major share of freight movement. This is mainly because :-

- ① Delay in freight movement → because of high priority given to passenger trains
- ② Congested network
- ③ Poorly maintained tracks & Bridges → low speed of freight train (18km/hr) → to prevent accidents

~~④ Diesel powered locomotives with less horse power is commonly used~~
DFC can solve the above problems.

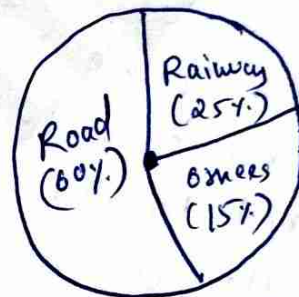


Fig: Cargo transport break up

	Cost per km
Road	₹ 2.5
Railway	₹ 1

- ④ Revenue Generation: - Investment in the forms of industrial corridors and logistic parks along these routes

Challenges & Roadblocks

- ① Issue of land acquisition: - Legal Hurdles + Huge Compensation

- ② Slow progress

- ③ Project Viability in future: -

Most of the traffic from Eastern corridor was expected to be transportation of coal. With increasing focus on renewables, coal consumption & transportation would reduce in future.



- ④ Concern over technology: Diesel locomotives vs Electric [as wanted by JICA → project financed]

DFC is required to augment the revenues from freight for railways. It's imperative that the above issues are solved at the earliest.

Overall Grading (✓)

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

Q.4)

With roughly 14500 km of navigable waterways in India and its manifold benefits, inland waterways should have been the natural choice of transport. But the challenges faced by inland waterways is limiting its choice.

Benefits of Inland Water Transport

① Low cost of transport.



- ② Lower emissions compared to other modes
- ③ Do not require large swathes of land and thereby no issue of displacement of people.
- ④ Address traffic congestions & accidents
- ⑤ Cost of construction cheaper than other modes.

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- ① Potential of :-
- ▷ Industrial corridors along waterways
 - ▷ Cruise tourism

Challenges

- ① Huge silt of Indian rivers → Requires frequent dredging → Ecological Impact
- ② Climate change → Unpredictable water levels
- ③ Competing claims for water use → Irrigation, Electricity production
- ④ Investments required for jetties, terminals, navigation channels
- ⑤ Ecological impact :- (Ex) Ganga's Dolphin's (in National Waterway I) recolonisation affected by frequent movement of vessels.

Wayforward

- ① Open dredging market to private sector.
- ② Complement it with National river interlinking project
- ③ Integrate with multi modal connectivity.

Overall Grading (✓)

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

Q.5)

IATA has ~~predicted~~ projected that India would overtake the UK to become the 3rd largest air passenger market (both domestic & international) by 2025. The National Civil Aviation Policy & its implementation is crucial for the same.

Features of the Policy

- ① Regional Connectivity Scheme :-
 - ↳ Viability Gap Funding (VGF)
 - ↳ Revival of airstrips/airports as no frill airports.
- ② 5/20 requirement :- International operations can commence only when airlines deploy 20% of their capacity for domestic operations.
- ③ Open Sky Agreement → with SAARC countries on a reciprocal basis.
- ④ PPP model for new Airports
- ⑤ Light regulations for helicopters

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⑥ Steps for Aviation Education and Skill building

Measures taken by Government

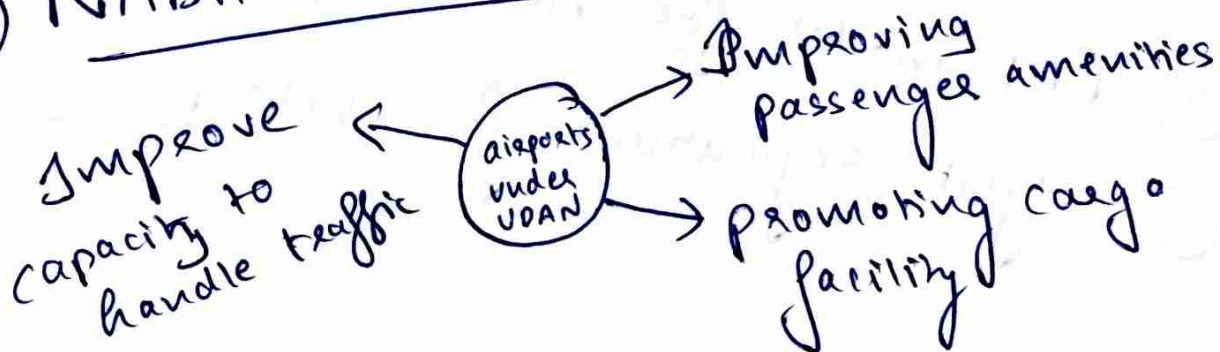
1) UDAN scheme was set forth as per National civil Aviation policy.

Under this scheme subsidies will be provided to airline operators to fly on certain routes.

2) UDAN 3.0

- Inclusion of tourism routes
- Inclusion of sea planes for connecting Water Aerodomes
- Bring more air routes of North East region under UDAN.

3) NABH NIRMAAN SCHEME :-



In spite of these steps, regional connectivity is faced with several constraints

- ↳ Lack of adequate time slots at large airports → which are hubs for multiple small/regional airports
- ↳ Inadequate subsidy → Rising excise duty on fuel, user development fee etc.
- ↳ Lack of commitment from airlines

The successful implementation of the policy & corresponding schemes will promote tourism, increase employment, enhance ease of doing business and balanced regional growth.

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

Q.6)

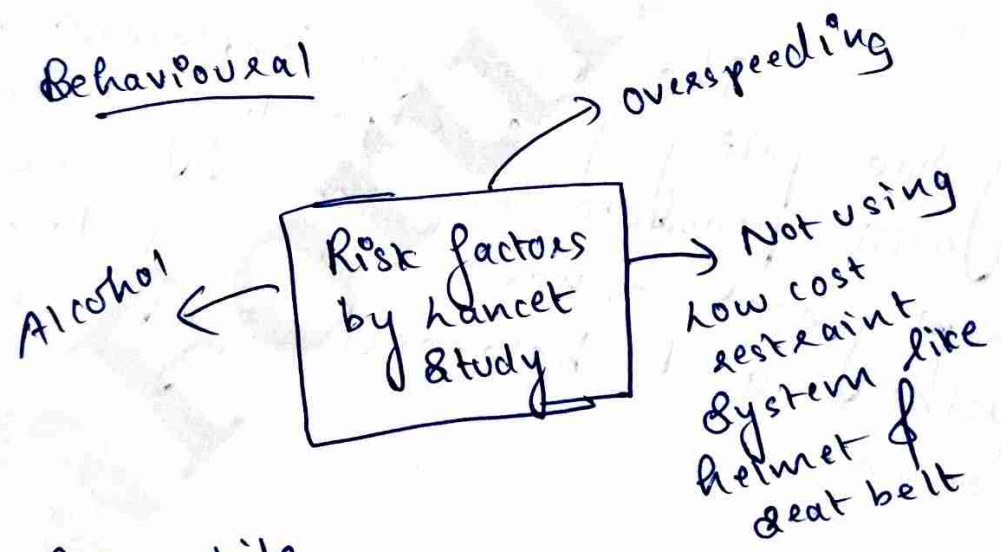
According to WRS data, India ranks 3rd in the world when it comes to number of road accidents.

Major Causes

I Infrastructure

- ▷ Design & Engineering issues
↳ Presence of Blindspots
- ▷ Lack of adequate signage
- ▷ Poor maintenance

II Behavioural



III Automobile

- ▷ No attention to safety standards
- ▷ Vehicle alterations
- ▷ Mechanical defects

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IV Government

△ Non-enforcement of rules

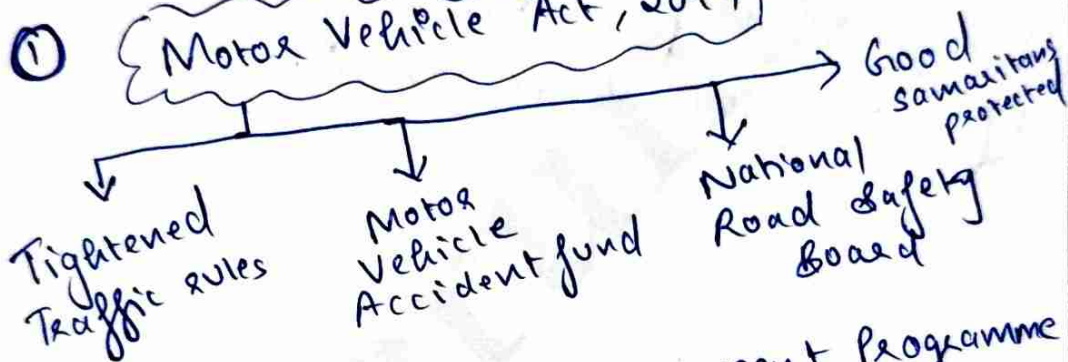
△ Corruption

△ Lack of Ambulance services → Missing the golden hour.

V Adverse weather conditions

Steps taken by government

① Motor Vehicle Act, 2019



② Bharat New Car Assessment Programme Star ratings on automobiles based on their performance in crash test.

③ National Urban Transport Policy, 2014 → Focus on infrastructure both in quantity & quality

- ④ India signatory to Brazilia declaration to reduce road accidents.

Way forward

- ① Using Predictive Policing as was used in Himachal Pradesh, where in data intensive methods used to predict peak accident time
- ② Effective implementation of recommendations of KS Radhakrishnan committee.

Overall Grading (✓)

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Q.7)

India has a vast coastline of more than 7500 km, 12 major ports and more than 200 minor ports. In spite of that ports in India have not developed to its full potential.

The Major Port Bill 2020 was put forward to replace the existing Service Model of major ports with hand held port model where ownership would remain with Port authority; but infrastructure would be leased to private sector.

Issues faced by Port-

Port Authority Bill 2020

① Unbersome decision making due to the large board of trustees comprising representatives from various groups like shippers, labor union etc

Port Authority would have ownership, but effective and quick decision making by private sector.

② Underutilization of physical infrastructure in ports.

③ High Turn around time → due to lack of ^{proper} material handling equipments

④ Port congestion → due to lack of mechanisation

⑤ No multimodal connectivity

Increases opportunity for public & private investment by removing barriers to entry & simplifying processes.

⑥ Tariff Authority of major ports (TAMP) lacks a uniform common accounting procedure
→ Each port now has its own tariff schedule

⑦ Role of TAMP redefined

① Port Authority to fix reference tariff

② PPP operator free to fix tariff based on market conditions

⑦ Frequent labor strikes, inefficiency and low labor productivity

Provisions made for safeguarding pay & allowance & service conditions including pensionary benefits of employees of major ports & ~~taxis~~

Port Authorities Bill creates a mechanism that would address major hurdles faced by Indian ports. But mechanisms are not enough. The board that is created must use the autonomy granted to it to improve service quality & efficiency of the ports.

Overall Grading (✓)

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