

**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
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Overall Grade/Score	

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Q.1)

India has one of the longest rail network in the world and is called the lifeline of Indian economy.

Railway as the driver of India's Economic growth

- ① An efficient railway network provided contributed to 1% of GDP.
- ② Spread across length and breadth of country - facilitate people and freight movement.
- ③ Promotes tourism and people-to-people ties.
- ④ Connects SEZ to major cities.
- ⑤ Part of multi-modal connectivity network.



## Challenges

- ① Old railway tracks ~~are~~ - India added only 18,000 km of rail network post independence.
- ② Passenger tickets are highly subsidised leading to Indian railway facing huge losses.
- ③ Poor monitoring to safety compliance at times leads to accidents.
- ④ Challenge due to lack of trained staff.

## Way forward


- As suggested by Sam P Committee
- maint investment in repair of old track, bridges etc is needed.

Railway forms the lifeline of Indian economy (62000). It is important to solve the challenges. DFC is a step in the right direction it will enhance the capacity of railway by <sup>shifting</sup> decreasing 70% of freight trains to DFC.

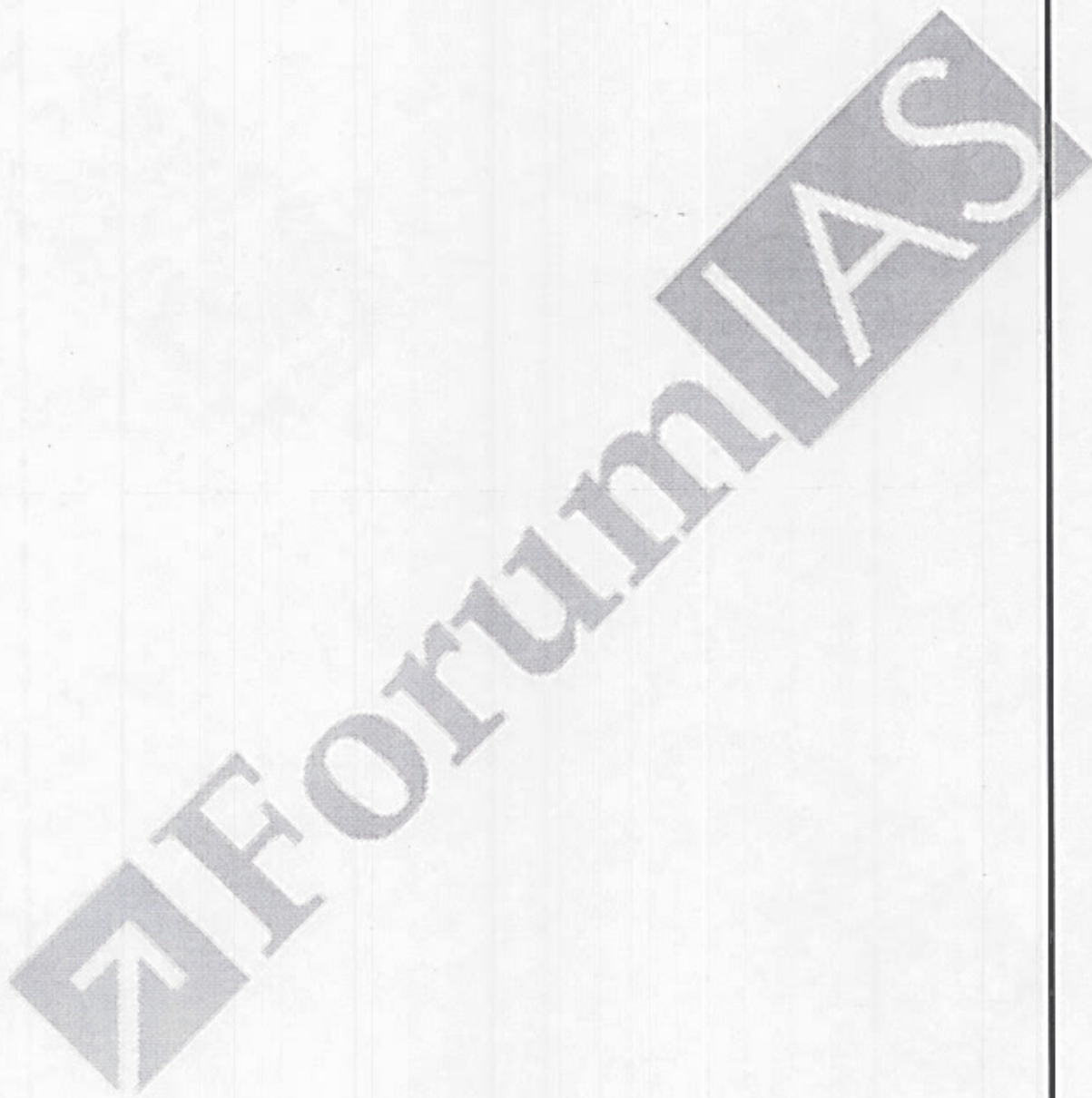
Overall Grading (✓)

Poor			Average			Good		
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Q.2)

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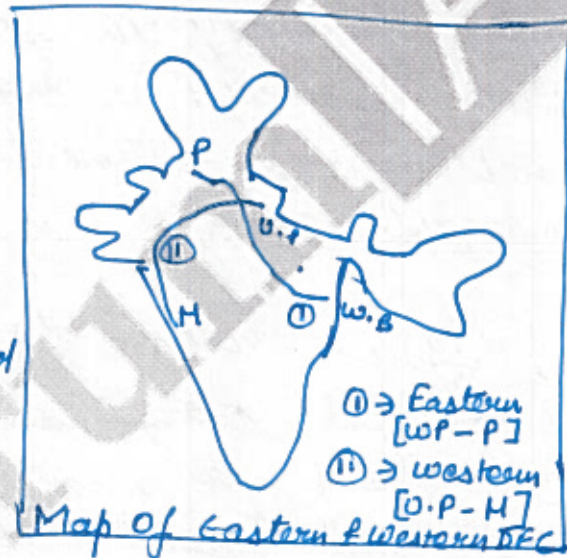
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Q.3) The average speed of a freight train in India is 18 km/hr while in China it is 60 km/hr. In India it is majorly due to lack of dedicated tracks for freight trains. To counter this DDFC's have been institutionalised

### Importance of freight corridors

- ① Decreases the road congestion
  - Golden quadrilateral on 17% but has 80% traffic.
- ② Lead to logistic hub and industrial corridor development.
- ③ will enhance efficiency as it will reduce transit time of freight goods.
- ④ will solve the issues of lack of multimodal connectivity.
- ⑤ will decrease CO<sub>2</sub> emission





### Roadblocks

- Issue of land acquisition.
- Project delay leading to increase financial burden.
- India pushing for cost diesel engine trains however partner Japan pushing for electric trains.
- Project viability in future - as Eastern corridor is mainly for coal transport and future is towards renewable energy.

Above, issues needs to be solved through proper compensation mechanism to solve land acquisition issue and pushing towards faster completion of project.

DFC has potential to fulfill India's commitment to Basilea Declaration to decrease road traffic and enhance freight trade through efficient freight movement.

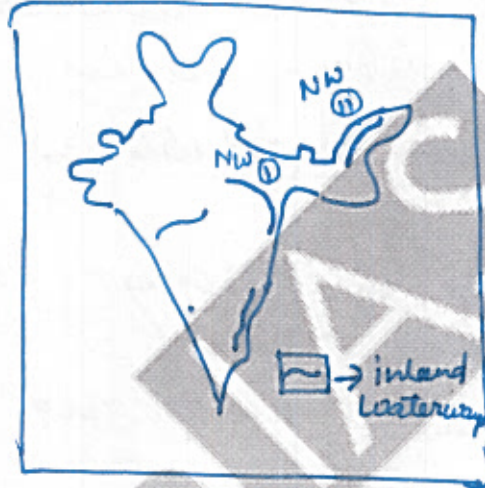
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Q.4) India has inland waterway capacity of around 4,503 km including rivers, Cannals etc.

### Benefits of Inland waterways



- ① ~~Reduce cost of~~
- ① Reduce freight cost and time
- ② Low green house gas emission as compared to road and rail transport.
- ③ Due to low traffic faster mode of transport.
- ④ Promote international trade through connection with ports.
- ⑤ Contribute to GDP growth through enhancing tourism potential.



### Issues

- Only 6% of freight trade is carried through Inland Waterways.
- States do not increase water flow in rivers during lean season.
- Cargo Incapable of handling large containers.
- Lack of storage facility around waterways.
- Lack of hinterland connectivity.

### Way forward

- Investment in infrastructure development through developing industrial areas around rivers.
- Multimodal connectivity.
- Promoting 'River Cruise' on Ganga, Brahmaputra etc.

India is blessed with perennial and seasonal rivers, to take the advantage of it and to move toward 'net zero' carbon emission by 2070 a shift from road and rail to inland water ways is needed.

#### Overall Grading (✓)

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Q.5)

To take flying to the masses and establish an integrated eco-system which will lead to significant growth of the civil aviation sector government came up with National Civil Aviation Policy of 2016.

### Features of Policy

- ① To enhance the connectivity between small towns (i.e Tier 3 & Tier 4 towns) provision of subsidised tickets.
- ② Aeroplane Operators to be provided funds through viability Gap Funding for their loss.
- ③ Reconstruction - renovation of already existing airstrips. (NABH)
- ④ AAI to develop 'no-fill' airport with basic safety and structure in NE and small towns.
- ⑤ UDAN Scheme or regional connectivity scheme.



⑥ 20 aeroplanes or 20% of flights to be for domestic travel mandatory for all operators.

⑦ 'Open Sky' Treaty with SAARC nations to enhance air travel.

### Measures taken by government to promote regional connectivity

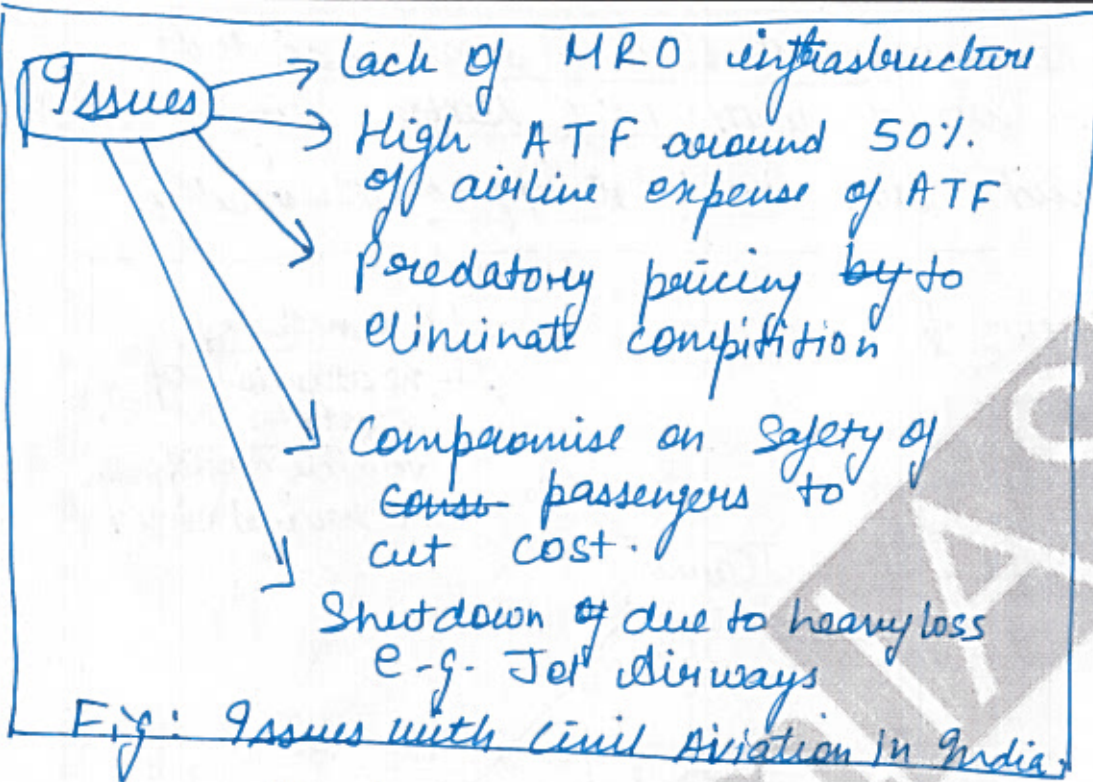
① UDAN or Regional Connectivity Scheme.  
- subsidised flights between tier-3 & tier-4 towns.

② UDAN 2.0 to connect small towns with tourists destinations of neighbouring countries.

③ Aerodrome project - e.g. statue of Unity, Sardar Sarovar dam.

④ Ceiling of price of ticket. e.g. flights between from Mumbai to Delhi not less than 3000 not more than 10,000 to counter predatory pricing.





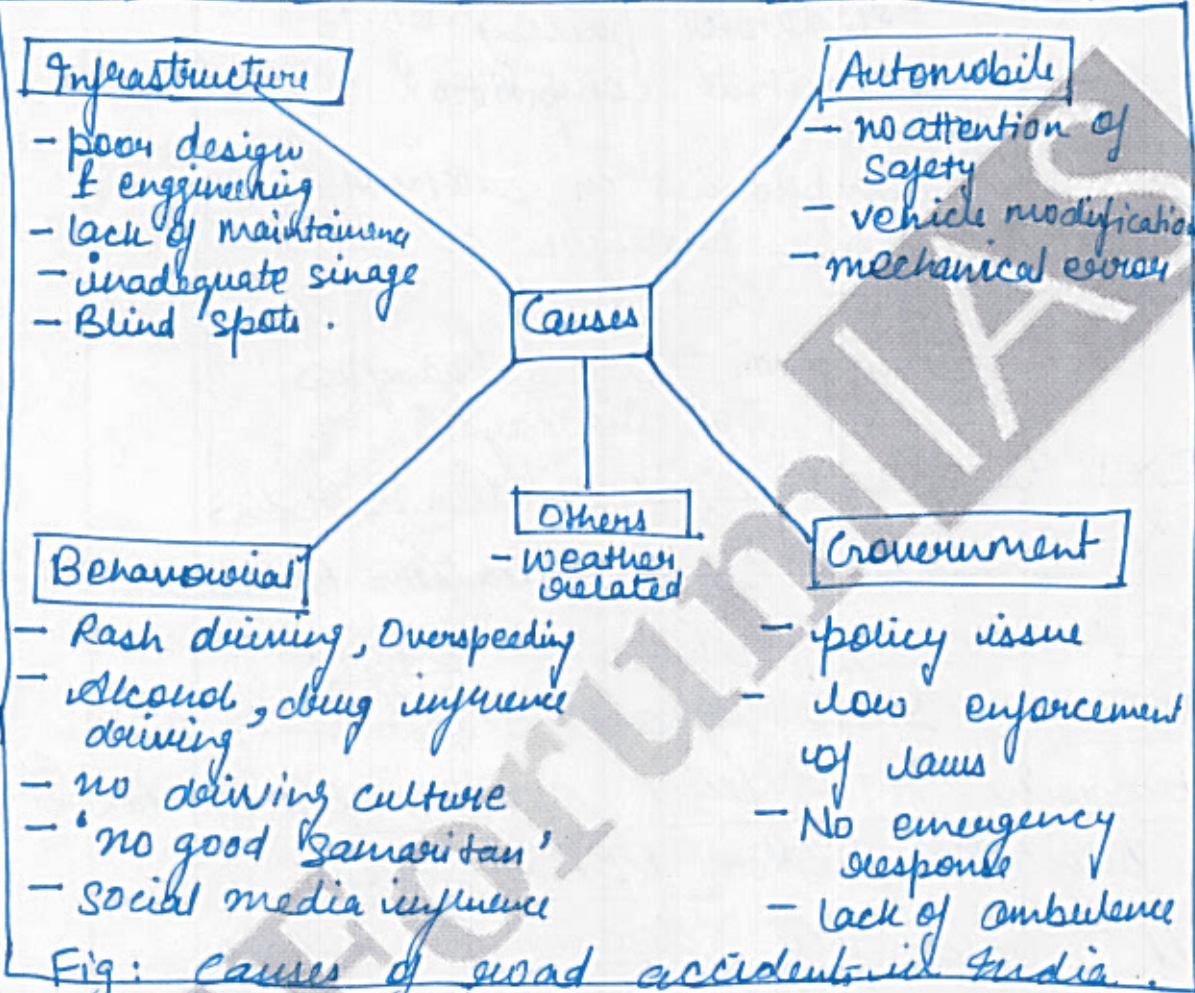
National Civil Aviation Policy, 2016 is a step in the right direction, some more steps like decreasing ATF price and implementation of projects under VDAN Scheme will make the dream of taking flying to masses 'will come true'.

Overall Grading (✓)

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Q.6) India has the 3<sup>rd</sup> highest road accidents in the world with 1.5 L people being killed and over 3.5 L crippled annually.



Above are the factors that lead to high number of accidents in India with Chennai having the highest road accidents in India.



## Initiatives by government,

### 1) Motor Vehicle Amendment Act 2019.

- Strict traffic rules.
- increase in the penalty
- 'good Samaritan' - no harassment to save the people in 'golden hour'
- Road Accident Fund - to provide insurance to and save life during golden hour through paperless transaction.
- Road safety authority at central level to guide government on policy issues.

### 2) New 'star rating for vehicles' according to the safety standards complying with global standards.

### 3) Public campaign to wear seat belts, helmets etc.

### In Save Life Foundation vs U.O.I.

- S.C asked for protection of 'good Samaritan'.



## Suggestions

S.C committee under Radhakrishnan suggest following.

- 1) Institution - State Road safety Council and district road safety committee.
- 2) Enforcement - of laws strictly.
- 3) Engineering - to improve the design of roads and identify blind spots.
- 4) Emergency - a toll free common emergency response number.

of total road accidents 63% people are of age group (18 - <sup>45</sup>~~28~~) the working age group. It is important to follow best practices like Himachal Pradesh's identification of peak hrs. of 'Predictive policy' to achieve SDG 3.6, to decrease the no. of road accidents.

### Overall Grading (✓)

Poor			Average			Good		
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Q.7)

India has a coast line of 7.5k 7500 km with 9 states having coast. Indian maritime trade is 95% by volume and 70% by value.

### Challenges faced by ports in India

1) Shallow port with low dredging and facility

— mainly in seaside port.  
e.g. — Haldia.

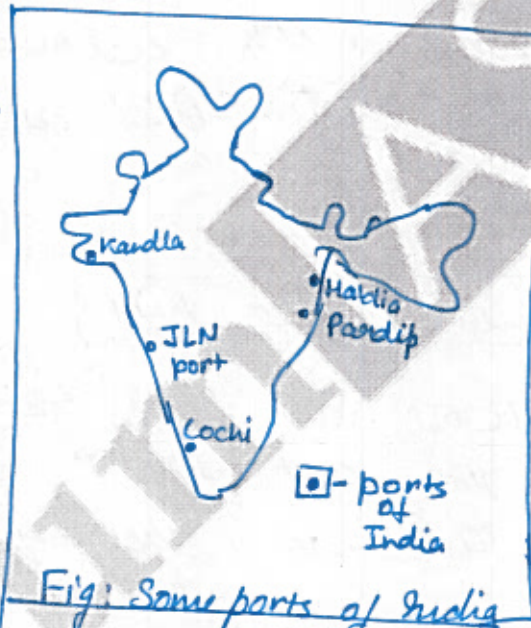


Fig: Some ports of India

2) Low mechanisation lead to lower efficiency — e.g. — Paradip port.

3) Underutilization of port infrastructure — e.g. in case of Cochi port.

4) Lack of multimodal connectivity and congestion of roads leads to increase in time. as seen in JLN port.

5) High turnaround time of 5-6 days as compared to 6-7 hours in developed countries.



- ⑥ Most of the ports are on 'Trust model' lead to multiple layers of regulation also frequent strikes decreases efficiency.

To solve the <sup>above</sup> issues of and issues associated with administration 'Port Authorities Bill 2020' was introduced.

### Provision of the bill

- ① Decrease in the number of sections in the act from 734 to 76 to remove overlapping sections.
- ② No. of members in Board of ~~Port~~ Trust Port Authority to 11-13 from 17-19 to decrease administrative delay.
- ③ Given PPP partners can decide the provision of charges for port.
- ④ Port Authority of India given power to decide tariff.



Provision of the bill can alleviate the issues associated with the ports in India.

More steps in following ways can be taken

- ① Increase in mechanisation.
- ② Entry of private players in dredging to remove the monopoly of 'Dredging Corporation'
- ③ Multimodal connectivity to decrease congestion on roads and enhance connectivity in hinterland.

India is looking towards enhancing maritime trade through and cooperation in Indo-Pacific and for that Indian ports need to be future ready.

Overall Grading (✓)

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