



Recommendations for the Railway Budget 2010-2011

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1) As the existing rail network is not adequate as compared to the burgeoning rail freight business, it should be expanded and dedicated freight lines should be upgraded or accelerated to avoid congestion on the operative routes. The number of existing rakes, wagons and racks should also be substantially increased to cater to the increasing demand.

2) To commit timely delivery of goods, Railways should run the freight trains like passenger trains i.e., time-scheduled freight trains in all-major routes to ensure better customer service.

3) Loading and unloading times must be increased for full wagons. Improve handling at terminals (pay and use system can be incorporated). The handling work at terminals is done by the pre-approved labour force, who work at their own pace and charge high rates. Allowing outside labour will reduce the time spent on loading or unloading of the rakes leading to a quicker turnaround time.

4) The Rail Ministry should follow a PPP model wherein building the network, tracks, terminals and haulage points would be undertaken by the railways (as in the case of roads) while the running of freight trains would be the responsibility of private players.

5) The Arbitrator of disputes (pilferage, damage, service efficiency) should be moved to an independent authority. Any loss or claim against the railways is referred to the Arbitrator for settlement. There should be a third party (independent party) to look into these matters.

6) As proposed by Indian Railways earlier, it should work towards the development of multi-modal logistics park along the eastern and western freight corridors much

earlier than the freight corridors are established. This will ensure road and rail traffic flows to get oriented by the time the freight corridors are operational.

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