

**MEMORANDUM TO MR. ANUPAM SHARMA, GENERAL MANAGER,**  
**EAST CENTRAL RAILWAY, HAJIPUR**

It is our privilege to welcome General Manager, East Central Railway and other senior officials of East Central Railway this evening. The Bihar Chamber of Commerce and Industries is the apex body of Industries, Trade, Commerce and Transport in the State and is an inclusive organization with representations from all trades and businesses. We are confident that today's interaction between the Senior Railways' Authorities from the Eastern Central Railways and our members shall yield very positive results and would result in increase in mutual business between the Railways and the traders / customers.

The purpose of today's meeting is to welcome the Hon'ble General Manager of East Central Railway Mr. Anupam Sharma and other Senior Departmental officers who are present for this meeting. Our association is aware of the progressive work done by the Hon'ble General Manager during his previous tenure as Additional General Manager, South Eastern Railways. Sir, we applaud your extensive experience and education from prestigious institutions like the IIM, Ahmedabad and Carnegie Mellon University, Pittsburgh, USA amongst others. We look forward as well as wish a successful tenure to your good self as General Manager, East Central Railways.

We would like to submit for your kind consideration the following problems with their possible solutions.

**1. REGARDING GOODS SIDING AND ITS FACILITIES**

**1A. Goods Siding and Sheds Facilities:**

The state of Bihar has been growing at above 10% every year, which causes the state economy to double every 6 years. Such growth requires growth in facilities and support from Railways as well. We request your good self that to facilitate such growth with more siding and sheds infrastructure in the state of Bihar.

**In view of the above, Indian Railways should consider the growth rate of Bihar and consider doubling of Goods Sheds, siding and other infrastructural facilities and passenger trains and related facilities.**

We further draw your kind attention that there is an urgent need of more goods siding with adequate infrastructure and other facilities for sustainable growth in the state. We are giving some of our suggestions.

- i. At least two full rake goods siding should be provided in all the districts of Bihar.
- ii. All half rakes siding located in the state should be converted to full rake siding.
- iii. A new freight terminal with multiple sidings cum shed be established near

- a. Patna
- b. Muzaffarpur
- c. Hajipur and other important towns of Bihar.

**Note:**

**Hajipur is a major Industrial Town of Bihar and at present is being served with only one rake siding at Sarai, which has water logging problem and lacks other infrastructure like proper wagon lighting at night and basic facilities for rake workers like toilet and drinking water. It is requested that two rake siding under Construction at Harauli and one rake siding under Construction at Akchayavat Nagar (Bidupur) be developed and opened for goods traffic at the earliest.**

**1B. Consideration on developing goods siding:**

Goods siding require spare land say about 50 meters wide along one side of one rail line and land should be connected to road network of the state. The land has to be developed by way of concreting for smooth movement of Trucks and stocking of Goods. Railways have land at several stations suitable for goods siding, which should be examined and goods siding should be developed accordingly. **Main source of earning of Railways is from freight so Railways should invest in goods siding which will enhance Railways earnings.**

**1C. Consideration of PPP Model:**

It was great step taken by Indian Railways considering PPP (Public Private Partnership) Mode for development of Railway siding cum shed. However, current policy for development of siding under PPP mode considers a concession period of 10 years only and this is insufficient as this does not allow the amortization of costs and is not acceptable to the investment banks due to this short span. Hence, **we hereby suggest you to reconsider the said policy and enhance the revenue sharing period from 10 years to 20 years to make it more feasible.**

**1D. Maintenance and reliability**

Infrastructure at some sidings has deteriorated because of lack of maintenance and concreting of platforms, approach roads need to be done.

**1E. Infrastructure at Railway Siding**

Insufficient shed and lights at most of the Railways siding. New siding posts are now being developed at the out skirts of the City and the existing sidings in city limit area are either closed or being shifted outside the city limit area but there are concerns of safety and security measure in and around sidings due to insufficient policing.

**Further, Indian Railways should take necessary steps for night working like provision of lighting arrangement so that all Wagons are fully lighted area at night and security guard posting and staff posting should also be done.**

- 1F.** Container siding with container handling facilities are still not there in the state of Bihar. At Fatuah, Patna, one container siding was developed which was later on assigned to SAIL. It is hereby suggested to develop container siding along with container crane and associated container handling facilities near **Patna, Gaya, Muzaffarpur, Bhagalpur, Darbhanga, Motihari, Raxaul, ChapraKachari, Biharsharif etc.**

This will help Industries/Trade/Commerce/Construction sector for export of goods produced in Bihar with the help of this container. Further, this will expand the revenue of Indian Railways.

**2. REGARDING DEMURRAGE AND WHARFAGE**

**2A. Penal Demurrage Charges**

Imposition of Penal DC/WC charges occurs maximum during monsoon season and around major festival season. Hence, it is hereby suggested that imposition of Penal DC/WC charges should be rationalized or completely avoided on the account of dearth infrastructure and difficult working condition at sidings.

**Imposition of penal demurrage charges should be done in line with the rate circular of the railway board.**

**2B. Pre-payment of Demurrage Charges:**

Imposition of 100% pre-payment of demurrage charges before appeal is not justifiable because in most of the case demurrage charges are **imposed due to reasons beyond the control of stakeholders. Hence, it is hereby suggested to consider the waiver or rationalization of demurrage charges on merit.**

**2C.** Since COVID-19 pandemic, the Indian Railway Board has provided many avenues to the divisional railways enabling them to grant relief to its users. However, other than the blanket ban, on imposing DC/WC, other relief has not been given to the users of this state. Hence, with the view of Covid-19 pandemic, it is hereby suggested to grant more relief to the users of the State.

**2D. Round the Clock Working**

Initially the railway sidings worked from 6:00 AM to 10:00 PM and rest was considered as free hours. At present, working hours at siding has been converted to 24 hours but same is not in practice due to lack of infrastructure and security concerns resulting in imposition of demurrage and penalty for the stakeholders.

**3. REQUEST TO FORM A FORUM FOR GRIEVANCE REDRESSAL**

**3A. Grievance Redressal Forum:**

Redressal of stakeholder grievances has already been initiated by some of the divisions. We appreciate such steps taken by divisions but it was found that decisions taken in the meeting are either not implemented or partially implemented. We suggest to your good self for formation of Grievance Redressal Forum with the representatives of Industries/Trade/Commerce/Construction sector and others.

**4. SUGGESTIONS REGARDING TRAFFIC /TRAIN FACILITIES ARE ANNEXED HEREWITHIN “ANNEXURE A”.**

**5. MISCELLANEOUS**

- 5A.** Indian Railway has surplus unutilized land near siding. Hence, considering the growth rate of the state and requirement of warehouse, it is hereby suggested to develop warehouse on such surplus land on PPP Mode.

Further, for making policy more effective lower rate of land should be considered.

**Note:**

Some of our members had intimated that E.C Railway is fixing fresh land rent for existing users and increasing land rent indiscriminately thereby making the system unviable and a special mention is that of Sonapur Division.

- 5B.** We hereby further suggest East Central Railway, Hajipur, G.E Diesel Locomotive Factory, Marhowarh and Electric Locomotive Factory, Madhepura should give preference to local Industries and be more focused on development of local ancillary units for supply of materials, spare parts and other requirements. It will be in the long term interest of Indian Railways.
- 5C.** All ZRUCC, DRUCC and other Advisory Committees have been formed but no meeting has been held and same should be done.
- 5D.** We suggest that every 6 Months, General Manager East Central Railways should hold a meeting with the BCCI and its members for better coordination and also for development of goods traffic of East Central Railway.

We thank you, all East Central Railway officials, representatives of various organization and members of Bihar Chamber of Commerce & Industries.

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**Place :- Patna**

**Date:- 04 September, 2021**

## Annexure A

### SUGGESTIONS REGARDING TRAFFIC /TRAIN FACILITIES

- Based on representation received from our member units, it has been seen that most of MEMU/ DEMU passenger trains are yet to be normalized matching the Pre-Covid-19 levels. This is aggravating the problems for local people and labour to commute daily to their work place.
- In the state of Bihar, Uttar Pradesh and most of the Northern and Eastern India, Covid-19 situation is under control and accordingly government has rationalized most of the restrictions. It is suggested to start running of passenger trains on regular basis.
- In view of the improvement in CORONA- PANDEMIC situation in the country, now the SPECIAL TRAIN” status should to reverted back to pre-CORONA status.
- Recently the speed of trains has been increased with the track improvement etc but the travelling public is deprived of its benefit in the absence of New Time Table. It should be expedited.
- Railways plan for Medical- Facility on Board running trains should be implemented ASAP.
- Current running status of trains inside compartments should be introduced ASAP.
- Work on Hardinge-Park Platform/Siding should be taken at earliest which will reduce the load on Patna Junction.
- Modernization Plan for Rajendra Nagar Terminal should be completed at the earliest More escalators should be installed not only at Platform No-1 but on Platform No. 2-3 also.
- A train should be introduced between Patliputra to Muzaffarpur via-Hazipur-Vaishali. Vaishali station is functional now. (Foundation Stone was laid by the then Hon’ble PM Shri Atal Bihari Bajpayee). A large number of public of the area will be benefited and railway will earn more revenue.
- DEMU train between Chapra-Sonepur (63353/53354) and 63351/63352, 75203/75204 between Sonepur- Panchdeori Halt may also be extended to Patliputra Station which benefit large number of public.
- Pune-Danapur train 12149/12150 remains for almost 19 hours at Danapur. This may also be run between Patliputra to Chapra( May be upto Siwan) and come back the same day for onward journey to PUNE.

**Contd....2**

- Likewise Sanghmitra Express (12295/12296) may also be run upto Chapra and come back the same day.
- Improvement of approach road to Patliputra Station should be expedited. Hon'ble Patna High Court has also passed some orders for the same.
- It is heartening to note that "Patliputra" Station is being developed with all kinds of modern amenities required for the passengers. More escalators services are required for the benefit of senior-citizens and sick people. Under-pass from one platform to other platform is also required.
- Battery operated carts should be made available on major stations for the benefit of senior- citizens, ailing patients, women & children at all the major stations.
- We request yourself to utilize your good offices for the introduction of a train from Patna/PPT to Ahmedabad via Chapra-Gorakhpur-Lucknow-Delhi-Lohau. Many places of religious importance like Jhujhunu, KhatuShyam, Salasor Balaji etc are on this route which will also cater to the needs of religious tourism also.
- Mithapur ROB should be completed at the earliest.
- Under pass from one platform to other at all the important stations should be provided.
- All passenger trains should be allowed to run.
- Some MEMU trains are numbered starting with 0 and charged mail/express fare, should be charged ordinary fare.
- Timing of DN Vikramshila express at Patna Junction should be revised.
- In some trains like 08624, current booking/after chart booking is not allowed from Patna Junction.
- Parcel office at Ara should be restarted. Ara is 2<sup>nd</sup> most revenue generating station in ECR.
- Steps may please be initiated for Ara-Mohania new railway line.
- A new train should be started from Ara to Chapra.
- Nirmali-Jhanjharpur section of the Sakri-Nirmali railway gauge conversion project is almost complete now. We would request the railways to get the CSR done as soon as possible and start running the train on priority basis.

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- Durgam Express service should be made available between Patna-Mumbai, Patna-Ranchi, Patna-Lucknow, Patna-Delhi, Patna-Pune, Patna-Bangalore, Patna-Chennai and Patna- Hyderabad routes.
- Shatabdi Express Train services should be made available between Patna Kanpur route.
- Intercity Train services should be made available between Patna-Raxaul route.
- New train services should be made available between Patna-Jabalpur route.
- Patna-Howrah Durgam Train services should be available all days. Further, Patna Howrah Janshabdi Express services should be available on Sunday as well.
- Patna - Kochin Express (6309/6310) services should be made available all days and should be made Superfast train as well. This train service is one of the most preferable and important for passengers travelling to South India. Hence, this train should have more coaches as well.
- Long route train to and fro from Patna should be facilitated with pantry cart and life saving medicine.
- Members of BCCI and industrialist should be provided reservation in emergency quota.

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