

Ref No.106/ 8287

5 February 2010

Kumari Mamata Banerjee Ji,
Hon'ble Minister
Ministry of Railways
Rail Bhawan,
New Delhi

Subject : Suggestions/ Recommendations of Indian Industries Association(IIA) for kind consideration.

Madam,

We are thankful to you for providing us an opportunity to meet you on 6th Feb. 10 at Delhi. Indian Industries Association (IIA) is an apex body of Micro, Small and Medium Enterprises(MSME) in India. Through 45 Chapters more than 7000 MSME's are members of IIA in U.P, Uttrakhand, Punjab, Haryana, Himachal Pradesh and Delhi.

Indian Railways being one of the biggest public sector not only in the Country but in the world, plays a significant role in overall growth and development of MSME Sector in many ways. Apart from providing services to this Sector, Indian Railways is a big purchaser of supplies from MSME . As such, for mutual benefits we are submitting following suggestions/ recommendations for your kind consideration:-

1. We are aware that you are protector and supporter of Micro and Small Industries in the Country. Govt of India also recognizes the importance of this sector for its contribution in generating employment to large number of Indian population. As such, Govt. of India have suggested all the State Govt's and Public Sector Companies/organizations to provide purchase and price preference to Micro and Small Enterprises. **We request you to reserve atleast 30% of the supplies to Indian Railways from MSME Sector.**
2. Few departments of Indian Railways impose restrictive conditions such as minimum turnover etc for participating in the tenders floated by them. Such conditions are detrimental for the growth and promotion of MSME. It is therefore requested that such conditions should not be imposed. However, we agree that the quality of the supplies may not be compromised and Indian MSME's are capable of supplying material at competitive quality and price.
3. One of the main reason for MSME sickness is restricted flow of finance. As such whenever the payments are delayed, the MSME gets into a severe problem. IIA keep on receiving complaints from MSME regarding delays in the payments within

stipulated period after execution of the supplies to various departments under the Railway Ministry. **It is requested that all departments of Railway Ministry may be instructed to make payments within stipulated time as per MSMED Act-2006.**

4. Continuous Computer Stationery required for processing Railways ticket is supplied to Indian Railways by Small Scale Units only. However to do so, the Small Scale Units are required to register with Indian Banking Association (IBA) as per the terms and conditions of the tenders of Indian Railway. Registering with IBA require Rs1Lack at the time of registration and Rs. 50000 every year for renewal. This is a heavy financial burden on Small Scale unit and is beyond the affordable limits of many units, hence they are not able to participate in the tender.
It is requested that this condition may be relaxed for MSME units.
5. Representatives of National Level MSME Associations having membership strength more than 5000 Enterprises such as Indian Industries Association should be nominated on Zonal Railway user Co-ordination Committee (ZRUCC) and Divisional Railway user Coordination Committee(DRUCC) for effective operation of these bodies.
6. **Condition of goods sidings/terminals** :- In past few years the load of rakes has been increased by almost 20% and the conditions for clearance of rakes have been toughened by reducing the permitted time and by increasing the rates of Demurrage and Wharfage, but the conditions of railway sidings have not been improved to facilitate the fast clearance of rakes. The grading of railway sidings should be done on the basis of the facilities provided by the railways to the customers at each siding for determining the free time for clearance of rakes and for deciding the rates of demurrage/wharfage.
7. **Minimization of losses to material at railway sidings:** - Presently material worth several crores of rupees is damaged at each railway siding. The maximum damage is to Cement and Fertilisers which apart from loss to the Industry/Traders is also huge national loss. The sidings should be improved to reduce loss to material.
8. **Rules for imposing Wharfage & Demurrage** :- Similar rules are applied for all rake load customers irrespective of the type of wagons or the commodity loaded or the condition of the railway siding. For example : If a wagon of coal is unloaded on platform, the wharfage is levied on full wagon load as the quantity on the platform cannot be counted/ascertained and the similar rule is applied on cement, fertilizer or salt although the stock of these bagged commodities can be easily counted which is grossly unreasonable.. The wharfage should be charged on actual quantity on the platform.
9. For the sidings which are situated inside the cities the load of rakes should be reduced as the removal from sidings is difficult and also causes inconvenience to the public.
10. Shortage of coolies / Porters at the stations. Lately there is a shortage of coolies at nearly all the railway stations and it many times causes great inconvenience to the

passengers especially the sick and old aged. As such arrangements of sufficient numbers of Coolies / Porters may be ensured at railway stations.

11. Business travellers often come across situations where they have to attend some meeting immediately upon reaching their destination after overnight journey especially when trains are running late. In such cases, many of the times, they even do not have time to go to some hotel and take bath and get ready. While the toilet facility is there in all the trains, it would be great relief if railway can provide shower facility in atleast one of the 4 toilets to facilitate taking of bath.
12. Internet broadband (Wi-fi or LAN) should be provided in trains like Shatabdi, Yuva , Rajdhani etc.
13. Mobile and laptop charging facility is yet not available in all trains and all coaches. This is a basic requirement now a days. Hence the facility may be ensured in all trains and all coaches.
14. All long distance trains (above 75 Kms) must have pantry service. For example, Train # 2943 /2944 (Kanpur to Valsad Via Udhna(Surat)-1299 Kms. and 2173 /2174 Udyog Nagri Exp - 1339 Kms. between Kanpur and Mumbai LTT do not have such service.
15. Railway Stations must have well furnished AC waiting hall , with attendents , video games , LCD TV , Books , comfortable sitting , Internet , restaurant , music on every chair and other such recreational facilities . The waiting rooms may be outsourced for development and maintenance to private partners who in turn may charge nominal fee from the passengers who wants to relax in these halls during waiting time of trains .
16. Escalators should be provided on the platforms to go from one platform to another. This will facilitate the ladies, children , senior citizens and passengers with extra luggage whenever platform is changed at the time of departure of the train.
17. ATM of leading banks may be installed on Railway Stations .
18. Meerut, Saharanpur, Kanpur and Bareilly are important Cities in Uttar Pradesh experiencing heavy railway traffic. The infrastructure and movement of trains is required to be improved at all these four stations immediately. Following is submitted for kind consideration:-
 - (a) About 120 trains passes through Saharanpur Railway Station which has only two platforms. New platform and a washing yard may therefore be added on this station.
 - (b) Saharanpur is an important business centre and there is no train between 9.30 AM to 3 PM from this station to Delhi. Hence a train around 12 noon may be introduced between Saharanpur and Delhi.
 - (c) 175 km distance between Saharanpur and Meerut is covered in about 5 Hrs due single rail line. Hence work for double rail line may be taken up urgently.
 - (d) Sangam Train runs between Meerut and Allahabad. The Train may be conected to Haridwar through 5-6 coaches. This not only will connect two

holly Cities but will connect Saharanpur with industrial towns such as Kanpur and Aligarh.

- (e) More Link Trains from Saharanpur to Tapri Station may be introduced so that passengers of Saharanpur are able to catch Jansatabdi, Okha and Ahmedabad Mail. All Trains moving through Tapri to Haridwar may be halted at Tapri so that Tapri is developed like Nizamuddin.
- (f) Meerut is required to be connected with Delhi with more frequent trains.
- (g) Long distance trains may also originate from Meerut in order to reduce the traffic load in Delhi.
- (h) Meerut is required to be connected with Lucknow the state capital properly. As such there is a need for a Jansatabdi train between these two important cities.
- (i) One Shatabdi Train is required from Delhi to Chandigarh via Meerut, Muzaffarnagar, Saharanpur and Ambala.
- (j) Due to heavy rush of passengers between Kanpur – Mumbai and Kanpur-Surat, Train No. 2943/2944 and Train No. 2173/2174 may be run daily instead of bi-weekly and weekly at present.
- (k) Bareilly which has been declared as Magnet City should have direct trains to Bangalore, Chennai and Agra. The frequency of Mumbai Trains from Bareilly should also be increased to at least 3 days in a week. If it is feasible the Pushpak Express may be extended to Bareilly to facilitate more tourists to visit Nainital and Bareilly.

We hope, you will find our suggestions/recommendations in the overall public interest as well as in the interest of Indian Railways and will be kind enough to consider these favorably.

Thanking you,

Yours truly

Jugal Kishore
Senior Vice President