

Reactions on Railway Budget 2012-13

"Railway Budget 2012-13 has been positive for both passengers and freight and offers a wide assortment of benefits to the commercial and the logistics firms as there have been no major changes in fares and freight rates. TCI welcomes the proposed step of Indian Railways to set



up a separate railway safety authority to address safety issues. The allocation of a budget of Rs.16, 842 crores for railway safety fund will further help in strengthening various safety issues. In addition to this the proposal to create an additional post of new board member has indicated its seriousness to deal with the issue. It will eventually improve the railway's image and will encourage confidence in the end user. The decision of the ministry to create a separate Railway Research Development Corporation is also a positive step which has sent a positive message of the seriousness of the Indian railways in help in speeding the implementation of the pending projects. The body will also be responsible to put all developmental projects on a fast track."

— Vineet Agarwal,
Joint Managing Director, TCI

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"The Railway Budget 2012-13 announced by the Union railway minister today may have provided relief to various sectors but the announcement on introduction of special coaches for disabled friendly is not a welcome step. We expect the government to have a universal design / coaches which would be accessible for all with furnished accessible washrooms, considering the needs for differently abled people. We have been working hard to



provide equality and dignity to all including elderly and disabled and this step goes in the opposite direction which discriminates the disabled from the rest. This is more vulnerable for the community, as it does not allow mainstreaming and restricts disabled from travelling on general coaches. Further announcement of building escalators, will not come in aid of differently-abled people, we would request the Hon'ble Minister to alongside build ramps and elevators which would help all."

— Sminu Jindal,
Chairperson & MD, Jindal SAW

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"The Railway Budget announced by the Hon'ble Minister had two key takeaways – Modernization and doubling of tracks. It should largely benefit infrastructure companies because he has outlined a substantial amount of capex which he wants for modernization of the railway network. While we welcome the move of developing 100 stations through PPP format, but there needs to come out with a clear tender and clear policy on this. The biggest issue that can mar Minister's plan is if the central allocation does not happen for railways, how is this going to get funded, because the Minister has not spelt out anything other than the modernisation of railway station in PPP format. Implementation & increase in efficiency needs to be the focus of the infrastructure sector."

— Rajiv Mundhra,
Director, Simplex Infrastructures Ltd

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"The Railway Budget 2012-13 announced today is a mixed bag for the sector. Setting up of an Independent Railway Authority to look after Railway Safety related issues is a welcome step and would eventually improve Railway's image. Introduction of private investment schemes for Wagon

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leasing, sidings, private freight terminals provides good opportunity for the sector but at same time if central allocation doesn't not happen for railways, funding will become a constraint. On the PPP front, sector calls for the Government to role out with clear tender and policies. The Annual Plan for Rail-

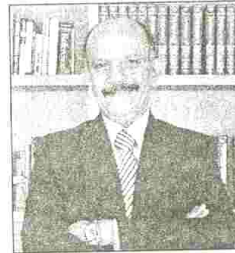


way for 2012-13 is at highest ever Rs60,100 crore and focus on modernization, redevelopment of stations, introduction of new trains are few encouraging move for the sector. Rail Based industries has been given boost by the government through setting up of wagon manufacturing factory, rail coach factory etc. Though, railways have got higher budgetary support from the government, we need to carefully allocate and implement our resources for a better output. We hope this populist budget would have proper implementation of the announcements, providing an opportunity to strengthen the system."

— **Indresh Batra,**
MD, Jindal SAW & Chairman,
JITF

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"With the highest outlay ever of Rs. 60,100 crore and greater emphasis on safety and modernization the Railway Budget looks good. Earmarking



Rs.4.410 crore towards capacity augmentation is another step in the right direction that will help address the current congestion. It is noteworthy to see the setting up of Indian Railway Station Development Corp to maintain around 100 railway stations on par with airports. The proposal to set up logistics corporation & logistics park should address the current shortcomings. To have high speed trains for freight is another encouraging step. It is very heartening to note that for safety there would be a plan outlay of Rs. 16,842 crore. What we hope to see is real-time implementation of the proposals announced."

— **Anil Khanna,**
MD, Blue Dart Express Ltd.

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The railway minister has put the budget within the limits of moderate growth prospects of the Indian economy and the policy stance not to put any burden on 'Aam Aadmi'. The budget is progressive as it has targeted 725 km new lines, 700 km doubling of railway tracks and setting up of a factory in West Bengal for the manufacture of next-generation propulsion system for electric locomotives."

— **Deepak Jalan,**
Senior-Vice President, MCC