Electrification on the fast track

The Railways has upped targets on establishing electric trains but achieving them may be a challenge

The Indian Railways appears to have moved fast in electrifying its tracks, but a lack of follow-through may yet derail the ambitious electrification drive.

In September 2018, the Railways Ministry had announced a new electrification target of 10,500 km (2018-19) and 20,400 km (2019-20). It had also planed to electrify 3,000 km of tracks in FY20.

However, by March 2019, the Railways had only electrified 4,577 km of tracks. By March 2020, the figure had risen to 5,072 km. In March 2021, the Railway Board had revised the electrification target to 10,000 km (2021-22), 15,000 km (2022-23) and 20,000 km (2023-24).

As of March 2022, the Railways had electrified 10,307 km of tracks. This is slightly below the 10,500 km target for FY20-21.

The reason for the delay is a combination of factors, including the pandemic, resource constraints, and technical challenges.

At any rate, the overall public interest, which is significant in the context of electrification, has receded to the background.

The exception is the Prevention of Corruption Act, 2018, which was enacted to prevent fraud in the context of electrification. The Act is yet to be put into effect.

In conclusion, the electrification drive is a promising development, but the lack of follow-through raises doubts about the government's commitment to the project.
Becoming seize to seize a breakthrough approach

A practical solution, made by Indians, is to address the serious problems of ecological and farmer distress

India’s economic growth was an average of 7.2 per cent over 2015-16, 2016-17 and 2017-18. This compares favourably with the performance of the Organisation for Economic Co-operation and Development (OECD) of some other countries, like that on cooking gas, where a single country can have a different price pattern, and the prices vary from farmer to farmer and crop to crop and no specific data is available for each crop in each region of the country.

As if, if reported in the media, the ministry is planning to use the database of the Prime Minister’s Office to issue a fresh subsidy cheque to the beneficiaries. The total amount of the subsidy cheque would be Rs 12,000, of which Rs 6,000 will be paid to the beneficiaries and Rs 6,000 would be deposited in their bank accounts. The total amount of the subsidy cheque would be Rs 12,000, of which Rs 6,000 will be paid to the beneficiaries and Rs 6,000 would be deposited in their bank accounts.

While the government’s attempts to address the slowdown in insolvency process through the IBC are commendable, there are limitations to the approach. One of the main limitations is that the IBC process is designed to address the problem of insolvency and not to promote growth or sustainability. Another limitation is that the IBC process is only effective in cases where the company has a viable business model and is solvent. In cases where the company is insolvent and has no viable business model, the IBC process may not be effective.

The government’s approach to address the slowdown in insolvency process through the IBC is commendable. However, it is important to note that the IBC process is only effective in cases where the company has a viable business model and is solvent. In cases where the company is insolvent and has no viable business model, the IBC process may not be effective.

India’s average growth over the past two decades has been about 6.5 per cent. Recent growth estimates of 6.5 per cent for 2016-17 and 6.7 per cent for 2017-18 show positive signs of recovery. Further, the government’s recent initiatives such as the Goods and Services Tax (GST), the National Health Mission, and the Jan Dhan Yojana have contributed to the economic growth. However, the growth rate has not been consistent, and there have been ups and downs in the economy.

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