

Setu Bharatam: Project the Need of Hours

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Abstract:- *Level crossing constitute high risk spots for Indian railway. In 2012, the Kakodar Committee strongly recommended eliminate of all the level crossing within 5 years. The expenditure for undertaking such a massive project, the report would be recovered due to saving through improving train operation. In India half the train accidents occur at level crossing out of 54 such incident in 2014-15, 48 accident take place at unmanned level crossing which can be attribute to negligence of road user. In most cases the road users are the casualty and some time heavy road vehicle can present a risk to trains as well. More than 50% of fatalities and a quarter of all injuries sustained by passenger, railway*

employees and others due to train accident occurred at level crossing. Railway and road crossing the two different infrastructure network during their normal operations results in increased chances of loss of life and property. These accidents also create a drag in the limiting capacity of trains leading to increased costs for operation and maintenance of the railways. An estimate 5% trains punctually on account of non closure of safety gate at crossings in time.

Keywords:- Attribute, consultancy, eliminate, infrastructure, imperative, recommendation, smoothing, corridor, frequent, improvisation, negligence

Introduction:- SETU Bharatam project has been launched on 4th

March 2016 by the Prime minister of India Sh. Narendra Modi Ji in New Delhi for building bridges for safe and seamless travel on national highways. This project will ensure all the highways to be railway crossing free by 2019. Prime minister asserted the present government commitment for the good governance by stating that India is set to take a quantum leap in infrastructure through project. He said that a good infrastructure network is vital for the growth and development of the nation. He said in order to satisfy the aspirations and long felt needs of people it is necessary to bring in a quantity and qualitative change and comprehensive, integrated approach in developing infrastructure in the Indian economy. Sh. Nitin Gadkari the minister of occasion Road transport and highways and shipping said that the SETU Bharatam program aims to make all National Highways free of railway level crossing by 2019

Provision of SETU Bharatam project:-

Following provision of Setu Bharatam have been taken by the government of India.

1. The Setu Bharatam program aim to make all National highways free from railway level crossings by 2019.
2. Total 208 Railways over bridge (ROB) and (RUS) Railways under Bridge will be built at the level crossing at a cost of 20,800 crore as part of this program
3. This is being done to prevent the frequent accidents and loss of lives at level crossing.

4. Details of the construction of (ROBs),(RUBs) in the following table:-

S. N	STATE NAME	No of ROBs	S.N.	STATE NAME	No of ROBs
1	ANDHRA PRADESH	33	7	JHARKHAND	11
2	WEST BENGAL	22	8	HARYANA	10
3	BIHAR	20	9	PUNJAB	10
4	KARNATAKE	17	10	RAJASTHAN	9
5	MAHARASHTRA	12	11	TAMIL NADU	9
6	ASSAM	12	12	GUJARAT	8

Maximum ROBs/RUBs will be constructed in Andhra pardesh followed by West Bengal and Bihar. The ministry of railways has also requested the ministry of rural development to include the work building of ROBs/RUBs in the illustrative list of the work under the MANRAGA act. The ministry of Road Transport & highways has also established an Indian Bridge Management System (IBMS) at the Academy for Engineer in Noida (UP). It will require a streamlined decision making and project

management system to realize the aim of 100% eliminate of all manned and unmanned level crossing in the country. SETU Bharatam is a welcome step towards achieving this goal.

Progress of the project SETU Bhartam:-

1. Detailed project report have already been received for 73 ROBs and of these 64 ROBs are likely to be sanctioned with an estimated cost of 5600 crore by the financial year 2015-16

2. The Ministry of road transport & highway and shipping has already invited bids for appointing consultancy for preparing detailed project report for the project. The target is to award the consultancy work by March 2016.
3. The ministry of the same department has been established an Indian Bridge Management System (IBMS) at the Indian Academy for Highway Engineer in Noida (U.P.). Its aim is to carry out conditions survey and improvisation of all bridges on national highways in India by using Mobile inspection.
4. About 1500 old and worn down bridges will also be improved by strengthening in a phased manner at a cost of 30,000 crore.
5. Till the end of 2016, 50,000 bridges has been improvised. The first cycle

of the survey is expected to be completed.

6. The data base will be the largest of its kind and also help in smoothening the movement of over-Dimension and over-weight consignment on national highway.

Analysis study of the project:-

Setu Bhartam project lays emphasis on mending, repairing of old bridge rather than building altogether new one. It will not reduce the overall cost and avoid land acquisition but will not only reduce the overall cost and avoid acquisition but will also implement quickly. Constructing a new bridge starting from the scratch at times becomes tedious process because to clearance from railways blocking prominent rail and road traffic, hence revamping old bridges wherever possible is a wise move. Even construction of

bridges from scratch at various place have been imperative for long and for large amount of projects funds have been issued.

The present NDA government Endeavour's to ameliorate infrastructural issues, NDA government attempts to streamline the infrastructural loopholes and its genuine ways to uplift highways and railways. SETU Bhartam timely has been perfect. Considering low capacity utilization, mostly in capital goods and showing down of global economy, it is quintessential to strengthen all the limbs and part of our infrastructure. Indian government has been up lift the plight of manufacturing amidst Chinese slowing manufacturing. India demographic dividend, enhancing organized employment and enhancing country infrastructure at world level. Streamlining of our highways hole the key in this

regard, as also evident from following scenarios:

1. Constrained capacity and over utilization of Indian railway.
2. High efficiency of the roads for the freight as well as passenger traffic for the short as well as middle distance in term of cost and time.
3. The capability of the freight as well as passenger traffic for short as well middle distance in term of cost and time.
4. Roadways are the freight carrier of more than two third of Indian goods.

Suggestions for the improvement of SETU Bhartam project

1. Reducing the regional inequalities in highway construction and prevalence across the country.
2. Bypassing the town and cities in the way of highway.
3. Constructing and streamlining highways, so as to properly compliment with other modes of transport, Inland waterways railways and project etc.

4. Provision of at least lanes of highways all across the country.
5. Reducing accident prone areas, gentling of curves and gradient and provision of proper street light, especially at mergers.

Conclusion:-

The advantage and multiplying effect of SETU Bhartam project can hardly be challenged. This scheme requires effective coordination among various ministries (waterway, urban development, railway and rural development etc.). We need a good synergy is present among them for effective implementation of the scheme.

The scheme depending upon the capabilities, priorities and complimentary of various mode of transportation, multi-modal transport can easily be developed ameliorating the overall transportation infrastructure of India.

“In order to future ease out the “ease of doing business”, compliment highway with the future “dedicated freight

corridor”, action an veins and arteries of forthcoming “national manufacturing zone” and for strategic and security purpose, such projects are not leisure but imperative essential. In this regard SETU Bhartam project has a long way in delivering seamless connectivity to masses.

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