

## STUDY ON PRIVATISATION OF INDIAN RAILWAYS

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### ABSTRACT

India has experienced worst maintenance from the rail mode of transport. Indian railway is the fourth largest railway in the world. Most of the Income of the government comes from the rail mode of transport. In Britain the railways are privatised but there is no much effectiveness, they are again planning to give it to the government. So privatising not a much deal but increases the price and so it would be difficult for the public who is economically poor and those who are completely relied on this sector. Through this study we will be able to understand the public thoughts about privatisation and their views and we will know whether it is actually necessary. Indian Railways (IR) which is a vertically coordinated association under Ministry of Railways is in dire need of changes. It has been talked about since long that the current hierarchical structure of IR is a noteworthy impediment for its business introduction, advancing rivalry and giving a level playing field to different players in the division. Subsequently, private interests in the division have been immaterial despite a few endeavors made by the Ministry of Railways. Indian arrangement creators have been uncertain about vertical unbundling referring to negative encounters from British Railways. The creators trust that given the system that vertical unbundling accommodates utilizing private ventures and operational efficiencies, it ought to be investigated as a possibility for IR. This paper is an endeavor toward this path wherein the unbundling of approach making, framework and administrations is investigated.

**KEYWORDS:** Privatisation, Railways, Britain railways, Public, Transport.

**INTRODUCTION:**

Privatisation of Indian railways is very difficult. It is very big establishment having all over India stations. If there is an accident to a train, that area there maybe a problem, but the other places it will be running. Railways are 24X7 systems. Come what may, RAILS will be running. If a private Organisation has to run, the whole railway can't be handled by a single party. But coordination is very difficult if area wise given to private parties. Now a days I find some improvement in working of railways. Many of them are in time. It the most reliable way of transport. At this point of time trains are the cheapest mode of transportation. Privatisation of Indian railways shall definitely effect the Indian economy. Railways does not only the passenger travelling mode, but it has the maximum percentage of freight / goods transport system. If it happens to be under private hands, almost of all industries depending on railways related transport would be in the hands of key runner of railways. Indian Railway has tremendous scope for improvement and it can only be performed if it is privatised. The only thing which will be affecting the common people is increase of fares. The aim of this study is to understand the thoughts and views of the public regarding privatisation. The objectives of these study are to analyse the benefit of public after privatisation, to compare the service when it is under the government, to analyse the steps taken for privatisation, to analyse the use of public if it is privatised and to analyse whether privatisation is good or bad.

**MATERIALS:**

This research paper uses primary sources of data such as survey and analysis of the data collected. The secondary sources such as books journals and articles are also referred for this research.

**METHODOLOGY:**

This study is conducted by survey method and getting information from the railway employees.

**RESULT:**

Out of 300 response from the some of the railways employees and the public about the privatisation of railways, age above 18-72 percent below 18-28 percent. Gender female -42.6 percent male-57.4 percent. Railway employee-63 percent not a railway employee-37 percent. Indian railway privatised yes-35.8 No-39.6 maybe-24.5. Indian railway profit making transportation yes-62.3 percent No-37.7 percent. Privatisation gives satisfaction yes-66 percent No-34 percent. Ticket fare remain same yes-54.7 percent No-24.5 percent may be-20.8 percent. Privatisation impact in Indian economy yes-52.8 percent No-22.6 percent may be -24.5 percent. Aware of Britain railway privatised yes-41.5 percent No-58.5 percent. Present Government interested in privatising yes-26.4 percent No-35.8 percent maybe -37.7 percent.

**DISCUSSION:**

Most of the public is actually not interested in privatising the railways but they feel at present that maintenance department must be improved they also know that if it is privatised the maintenance level improves but the ticket rate also increases the normal people who actually uses this kind of transport often would be suffered.

The factors which is actually affecting the study result is the rationality of people because most of them are rational consumers they notice the price of the ticket and the people those who use railways is middle class people.

Private passage into running both cargo and traveler prepares in rivalry with Indian Railways Separation of rail track from moving stock In the UK, the privatization of railroads was taken off in 1993 with the detachment of railroads into 25 prepare working organizations which were privatized, division of foundation from activity, and arrangement of a controller which allowed licenses.

**CONCLUSION:**

In the study most of the railway employees are included who they gave their opinions and most of the male has answered when compared to female. The person those who are above the age of 18 has answered and below 18 only in few numbers. Most of the people are suggesting not to privatise the railways because it affects the people badly those who are dependent on that mode of transportation. Most of the public and employees opinion is that railways is the great profit making transportation of India, it is cheap and so people go in search of trains. Privatisation gives satisfaction is the major answer this is because after privatisation the sanitation part will improve and also the maintenance part this made people that it bring satisfaction for the public. After the privatisation the ticket fare won't be remaining same because they will improve all the maintenance and sanitation for this they will be asking for more charges which will be unable to pay by then lower middle class people. Most of the answer is privatisation bring or creates impact in the Indian economy. Britain railways is actually privatised but most of the public are not aware of that and even the Britain government is thinking to again take back the railway sector and bring it under the government control. The present Government may be interested in privatising the railways from their activities it is clearly evident.

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