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## Atmanirbhar Bharat with reference to Indian Railway

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### Abstract

Atmanirbhar Bharat, which means, Independent Indian is the vision of Prime Minister of India Narendra Modi making India a great and more significant aspect of the world wide economy. Atmanirbhar Bharat Abhiyan upholds Indian economy in battling against COVID-19. The clarion call given by Hon'ble Prime Minister to utilize these difficult occasions to become Atmanirbhar has been very generally welcomed to empower the resurgence of Indian Economy. Hon'ble Prime Minister Narendra Modi announced the economic package to tackle the COVID-19 pandemic known as "Atmanirbhar Bharat Abhiyan" on 12<sup>th</sup> May 2020. During this period India experienced different kinds of losses. The effect of lockdown Indian Economy also collapsed makes India independent against the tough global supply chain competition and helps the labourers, poor and migrants who had been severely affected by COVID-19 pandemic. In that time PM Modi announced a special economic package 20,97,053 crores, which is 10% of India's GDP. After the announcement of Atmanirbhar Bharat Abhiyan, India started producing many items in our own country which boosted the country's economy and also benefits our employees, also creating job opportunities and reducing unemployment.

**Keywords:** Atmanirbhar Bharat, Indian railway, pandemic, self-reliance

### Introduction

During the corona virus pandemic in India, the lockdown and an existing slowdown in the growth of the domestic economy and the economic impact of the pandemic, the government issued an adapted idea of self-reliance. On 12 May 2020, Prime Minister Modi publicly used the Hindi phrase for the first time when he said; (trans.) "the state of the world today teaches us that (Atma Nirbhar Bharat) 'Self-reliant India' is the only path. It is said in our scriptures—EshahPanthah. That is—self-sufficient India." While the speech was in Hindi, the reference by Press Information Bureau to both "self-reliance" and "self-sufficiency" caused some confusion. In the days following Modi's speech, the Indian government issued an economic package called the *Atmanirbhar Bharat Abhiyan* (transl. Self-reliant India Mission). It was met with a mixed response.

According to economist Swaminathan Aiyar, "atmanirbhar" can be translated as both self-reliance and self-sufficiency. In the 1960s and 1970s, India's drive for self-sufficiency was unsuccessful, and doing the same again is not advisable. Sadanand Dhume was sceptical of the terminology and language related to the phrase, and whether it meant a revival of pre-liberalisation era policies. *AtmanirBharata* or Self-Reliance was the Oxford Hindi Word of Year in 2020.

The adapted plan for self-reliance or *atmanirBharata* that emerged included a readiness to associate with and challenge the global economy, unlike past decades where there had been a wish to disassociate, such as during the pre-independence swadeshi movement and with post-independence foreign aid. Swadeshi, however, has been adapted with slogans such as "vocal for local" while at the same time, global interconnectedness is being promoted. The government aims to reconcile this; according to Economist Intelligence Unit; "Modi's policy aims to reduce domestic market access to imports, but at the same time open the economy and export to the rest of the world".

Along with the corona virus pandemic, Atmanirbhar Bharat Abhiyan could be seen in the context of India-China border relations and India's economic dependence on China in some sectors. Calls for India to boycott Chinese products and promote an *Atmanirbhar Bharat* instead are practically difficult in the short term for India, which imports US\$75 billion worth of goods every year from China, and parts of Indian industry are dependent on China.

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Following the Galwan Valley skirmish on 15 June 2020, which resulted in a number of deaths, Swadeshi Jagaran Manch, an affiliate of the Rashtriya Swayamsevak Sangh, said if the government was serious about making India self-reliant, Chinese companies should not be given contracts for projects such as the Delhi–Meerut Regional Rapid Transit System. A Chinese company was awarded a contract for 5.6 km (3.5 mi) of the project.

**Political self-reliance and self-rule**

India saw a promotion of political self-reliance for *swaraj* (self-governance or self-rule) during the independence movement. Activists such as Mahatma Gandhi and Rabindranath Tagore explained self-reliance in terms of the nation and of the self. This included the discipline of an individual and the values of a society. With the foundation of educational institutes such as Visva-Bharati University, Tagore had a role in bringing India closer to self-reliance in education. M. S. Swaminathan said in his youth is the 1930s, he like his peers, "young and old shared the dream of a free and self-reliant India. Purna swaraj (total freedom) and swadeshi (self-reliance) were our goals ..."

In 2022, Union Home Minister Amit Shah acknowledged slogans such as "atmanirBharata", "Make in India" and "vocal for local" were adapted from Gandhi's efforts towards swadeshi. Pre-independence aspirations that had been forgotten are now being revived and adapted, and are being

put into practice.

**Atmanirbhar Bharat**

After the severe crisis in all major sectors, it was mandatory for the Government not to just boost the economy but also to provide a new ray of hope in minds of 135 crore people. Workers were started migrating, manufacturing hubs were closed, transportation was not there, these all factors along with others hit the economy hard. To get things back on the track PM Modi announced a Covid-19 special economic package of 20 lack crore on the 12<sup>th</sup> May 2020. The package was based on five pillars Economy, Infrastructure, System, Vibrant Demography and Demand. This package was equivalent to 10% of India's GDP and was announced to boost cottage industry, MSME's, laborers, middle class, industries and others. The package will be distributed in five phases:

**Table 1:** Phase of Atmanirbhar Bharat source GOI (Ministry of Finance)

Phase 1	Business Including MSMEs
Phase 2	Poor including migrant and farmers
Phase 3	Agriculture
Phase 4	New horizons of growth
Phase 5	Govt. reforms and enablers

Recently Atmanirbhar package 3.0 was announced by the Finance Minister N. Sitarman on 12<sup>th</sup> November 2020.

**Table 3:** Items under Package

Sr. No.	Items	Rs. Crores
1	Pradhan Mantri Garib Kalyan Package (PMGKP)	1,92,800
2	Atmanirbhar Bharat Abhiyan.1.0	11,02,650
3	PMGKY Anna Yojana Extension-5 months July-Nov.	82,911
4	Atmanirbhar Bharat Abhiyan 2.0 (12 <sup>th</sup> . October)	73,000
5	Atmanirbhar Bharat Abhiyan 3.0	2,65,080
6	RBI Measures announced till 31 <sup>st</sup> . Oct. 2020	12,71,200
	Total	29,87,641

*Source:* Atmanirbhar Package 3.0, Ministry of Finance

Indian Railways is committed to achieve the objectives of Atmanirbhar Bharat. A number of infrastructure development initiatives are envisaged in the National Rail Plan (NRP) being prepared by Indian Railways.

- The objective of the Plan is to create infrastructure capacity ahead of demand, which in turn would also cater to future growth in demand right up to 2050 and also increase the modal share of Railways to 45% in freight traffic and to continue to sustain it.
- The draft plan has been put up in the public domain (The Indian Railways website) and is also being circulated amongst stakeholders for comments/remarks.

**Key initiatives taken by Indian Railways to achieve objectives of Aatma Nirbhar Bharat are**

- Complete the identified 58 super critical, 68 critical and 20 coal projects for capacity augmentation.
- Complete all executable gauge conversion projects.
- As part of the National Rail Plan, Vision 2024 has been launched for accelerated implementation of certain critical projects by 2024 such as 100% electrification, up gradation of speed to 160 kmph on Delhi-Howrah and Delhi-Mumbai routes, up gradation of speed to 130 kmph on all other Golden Quadrilateral-Golden

Diagonal (GQ/GD) routes and elimination of all Level Crossings on all GQ/GD route.

- Proliferation of indigenously developed Automatic Train Protection (ATP) Systems in signaling for enhancing safety of running trains.
- All coaches manufactured in Production Units are completely indigenous except for the forged wheel and axle. Efforts are being made to indigenize them also.
- 97% of Electric loco equipment are indigenously sourced.
- Most of the track machines (around 87%) are manufactured in India.
- 3 new Dedicated Freight Corridors identified.
- Strive for Net zero carbon emission by 2030.

In furtherance to the objective of providing world class modern travelling experience for the passengers, Indian Railways successfully completed the speed trials of the newly designed Vistadome tourist coach manufactured by ICF. The coach has successfully completed 180 KMPH oscillation trial. Squeeze test of the above coach were already completed in ICF in the December. The Vistadome tourist coach is provided with larger viewing area including roof top glasses with 44 seats for passengers with rotation

up to 180 degree to face the direction of train movement. The coach is also having Wi-Fi based Passenger information system.

During the last few years Indian Railways has taken huge steps to add it's muscle to the Atmanirbhar Bharat Mission. Extra Ordinary results are now getting visible on all the fronts especially the quality of engines, coaches, tracks and signaling systems. All these go a long way in make transformational changes in the quality travelling experience of the citizens of the country.

India's corona virus crisis has spurred Asia's oldest railway network to look inwards for solutions. Several railway infrastructure firms are lining up plans underscoring Prime Minister Narendra Modi's call to become self-reliant. Here's listing a few.

### **1. Made-in-India RRTS coaches**

India's first Regional Rapid Transit System (RRTS) project aims to provide regional connectivity to NCR with an operational speed of 160 kilometers per hour. The coaches of these trains will be made in India with transverse seating, allowing more people to sit. According to Durga Shanker Mishra, Secretary, MoHUA, the entire rolling stock of RRTS will be manufactured at Bombardier's Savli plant in Gujarat. The Rolling stock comes equipped with a.

### **2. NCRTC rapid-rail track**

RRTS owns many firsts in terms of technology. One of them is the ballast less track, where concrete or asphalt replaces the traditional elastic combination of ties/sleepers and ballasts. NCRTC will use indigenously designed ballast less tracks for RRTS, a technology that supports high-speed trains. These tracks will support high performance and require low maintenance, reducing the life-cycle cost.

### **3. Manufacturing platform screen doors (PSDs)**

NCTRC and Bharat Electronics (BEL) will be jointly making indigenous platform screen doors (PSDs) for RRTS, metro, and other high-speed rail projects. PSDs will help reducing the risks of accidents such as jumping or falling on tracks. It will also ensure better crowd management. PSDs used in India are currently imported and there exists a huge demand for affordable PSDs in upcoming railway projects in the country.

According to Vinay Kumar Singh, MD, NRCTC, the company is identifying the products that country is currently importing for Metro, RRTS & other high-speed trains and is simultaneously working on a strategy to bring new technologies in India through RRTS project to trigger domestic development capacity.

### **4. Salasar track contract**

Salasar Adorus Infra LLP, a subsidiary of Salasar Techno Engineering Limited, an India-based multi-conglomerate in engineering and infra.

### **5. DMRC's signaling technology**

DMRC took a major step towards the development of an indigenously-built signalling technology for metro trains in line with the government's flagship 'Make in India' initiative. DMRC developed an indigenously built Communication Based Train Control (CBTC) based signalling technology for the metro rail network with the

launch of the i-ATS (Automatic Train Supervision). The i-ATS is a computer-based system, which manages the operation of trains.

As a part of Atmanirbhar Bharat, 2,000 km of rail network will be brought under the indigenous world-class technology 'Kavach', for safety and capacity augmentation in 2022-23. The new Vande Bharat and Kavach announcement will change passenger experience. 'Kavach' is an anti-collision device (ACD) network. It is a Made-in-India technology that is designed to help Indian Railways achieve the goal of "zero accidents". The Indian Railways has finalised the tender of Vande Bharat trains for 44 rakes of 16 car each. The procurement of the Vande Bharat type trains sets includes five years of a comprehensive annual maintenance contract with the supplier. It was finalised on Thursday for design, development, manufacture, supply, integration, testing and commissioning of IGBT based three-phase propulsion, control and other equipment. The specifications were prepared after multiple deliberations with the industry at various levels for manufacturing the train sets indigenously. For the first time, the tender required minimum 75% local content requirement of the total value of the tender. This is expected to give a boost to "Atma Nirbhar Bharat" mission.

### **Conclusion**

Atmanirbhar package was introduced to review the economy that was fall flat due to Covid-19. This Special economic package was released in such a way that it supports all the sectors that were hit hard by Covid-19. The Atmanirbhar Package aimed to strengthen the manufacturing process, enhance employment opportunities, and boost entrepreneurship among youth so that the economy get back on track. Migrant laobueres, farmers and street vendors were at the top for whom the package was released. The package was announced to lighten the ray of hope in the minds of people. However, government announced it but it was hard to channelize the things to 135 crore people and the results are also pointing to the same. The things were not properly managed as it should be. The scheme was launched in three phases and all three phases were total of reforms for business, employment and manufacturing.

All countries are engaged in a fight against Covid-19 in their way. Countries are imposing lockdowns, restricting flights and aviation, to aware the people about the consequences, and some of the countries have even been successful in it. It will take years to recover the damage that has been done to economies by Covid-19. Countries are trying hard to stabilize the economies by announcing the Covid-19 relief package. The Indian Government announced the special economic package under Atmanirbhar bharat to revive the economy. Under then Atmanirbhar package, an extensive focus was made on reshaping the economy by aligning all sectors in one direction. Things were looking stable and everything started happening as before Covid-19 in the minds of people but the second wave has staged the healthcare system. Atmanirbhar bharat relief package is still out of reach and there is a state of confusion in the minds of people. People are not getting basic health care facilities. Government has to take care of the implementation process of the Atmanirbhar Bharat package and the basic system has to be fixed.

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