



संगणक विज्ञान एवं अभियांत्रिकी विभाग  
भारतीय प्रौद्योगिकी संस्थान मुंबई  
पवई, मुंबई-400 076, भारत  
**Department of  
Computer Science and Engineering**  
Indian Institute of Technology Bombay  
Powai, Mumbai-400 076, India



Tel : (+91-22) 2576 7901  
(+91-22) 2576 7902  
Fax : (+91-22) 2572 0022  
Email : office@cse.iitb.ac.in  
Website : www.cse.iitb.ac.in

To  
Shri Piyush Goyal  
Hon. Minister for Railways  
Govt. of India  
Rail Bhavan  
Raisina Road, New Delhi 110001

27th May, 2020

Dear Sir

This is in connection with the operation of Shramik trains, which presumably are following the directives of 2nd May, 2020, issued by your ministry. It is also with respect to the recent discussion between the Govt. of Maharashtra and yourself on the provisioning of Shramik specials.

1. My suggestion is that the current guidelines should be modified. Given that Indian Railways would like to maximize the transfer of migrants, the states should not have been asked to aggregate passengers according to source and destination. Consider the situation:

Req.ID.	Source	Destination	Number
1.	Kurla	Gorakhpur	500
2.	Kurla	Basti	500
3.	Nasik	Gorakhpur	200
4	Kurla	Gonda	900

Clearly it is worthwhile to run a train along the route 11015 Kushinagar Express using the demand (1) and (2), rather than ask the state to wait for the demand to rise to one train-load for each district. If the train cannot stop at Basti, most passengers going to Basti will be very happy to reach Gorakhpur. With some more logistics, demand (3) may also be accommodated. Another option is to club (3) and (4) and run it on the same route. Given this, the Railways should (i) do passenger aggregation and scheduling and in fact, design better forms to elicit demand details, and (ii) discuss with the states on intermediate stops.

This should be a routine matter for the logistics department of the railways. It would not be possible for the states to know the routes of the trains so that passenger

aggregation can be done. The only input you should expect from them is the **(request\_ID, source, destination, demand)** as a table.

2. There is now a National Migrant Information System (NMIS) on the NDMA database which includes a GIS system. This should serve as a natural platform for logistical management. It would be useful to display the individual requests by states and their status in the above supply-demand format in the GIS system so that they can be processed by the receiving state as well as the Railways. The site should also contain the schedules and routes of past Shramik trains and status of those currently running.
3. An online display of current demand and supply status and reasons for delay, e.g., approval of receiving state, pending at railways etc., would help us all get a better picture of how well and how promptly migrant needs are being addressed.
4. We hear that there is congestion in the Eastern section, around Kanpur. It would be useful to open up the data surrounding various movements - freight, shramik special and Rajdhani, the network details and the operating headways. This would help us all formulate possible traffic corridors for the movement. This will give further impetus to **Smart India, Make In India** and **Vocal over Local initiatives** for young innovators.

We understand the Indian Railways is a professionally run establishment with a glorious heritage. We also know that it has many technical institutions to advise its operations. In addition to this, as a Govt. of India ministry, it has access to the elite and world-class MHRD institutions such as the IITs or IIMs. Compared to these resources, the states have little intellectual resources, especially in these trying times, and the migrants, even less so.

Hence, I would like to urge the Center to take leadership in identifying and solving such problems of coordination and logistics, within Railways and outside it as well, such as in PDS. This will provide much support to the states in their management of the epidemic.

I also request the Center to share data and procedures so that our young innovators see a future to which they can contribute in times of Corona and beyond it.

Regards,



Milind Sohoni  
Professor