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# EXCLUSIVE

# → INTERVIEW

## Exclusive Interview with Sanjay Risbood, CEO, Getzner India Pvt. Ltd.



**Mr. Sanjay Risbood**  
CEO  
Getzner India Pvt. Ltd.



Metro Rail News conducted an email interview with **Sanjay Risbood, CEO of Getzner India Pvt. Ltd.** In the interview, Sanjay Risbood talked about vibration mitigation systems for urban Railways.

Mr Sanjay Risbood, as a CEO and Resident Director of Getzner India Pvt Ltd., heads Getzner's operations in the Indian subcontinent. Getzner is an Austrian company – a leading provider of vibration mitigation solutions for the track superstructures of urban and mainline railways.

Under the leadership of Mr Risbood, Getzner, in the last 12 years, has provided vibration mitigation solutions to almost every metro project in India,

including Delhi, Bangalore, Hyderabad, Lucknow, Mumbai, Jaipur, Kochi, and the international projects like Riyadh, Mauritius, and Dhaka metros.

Apart from railways track superstructures, Mr Risbood has led the entry of Getzner in the construction sector of India for vibration isolation of heavy machine foundations in the power, steel, and cement industries.

An alumnus of the prestigious College of Engineering- Pune, Mr Risbood brings with him vast experience of 35. He has headed the sales department of engineering industries and consulted various organisations in management, sales and marketing.

Mr Risbood is also a Chairman of the Railway Sector Committee of EBG India. European Business Group (EBG) is a joint initiative of the European Commission and The Indian Government recognises European Business Community in India as the premier industry advocacy group.

Here are the edited excerpts: –

**Q.1. What are the company's significant developments in vibration mitigation systems for urban railways? Please quote major orders on the book and project accomplishments.**

Our first project in India was in 2009 with MMOPL (Mumbai Metro), followed by DMRC Phase II, where we installed a mass-spring system under a tight schedule just before the beginning of the Commonwealth games. From that point onwards, we have been a part of almost every metro project in India. Our vibration mitigation systems are adopted on DMRC Phase III, Delhi Airport extension line, Lucknow Metro, Ahmedabad metro, Bangalore metro, Mumbai metro, Kochi Metro, Jaipur Metro, etc.

Some of the prestigious projects under progress are NCRTC- RRTS (Delhi Meerut) high-speed metro, Kanpur and Agra metro. While I am giving this interview, my team is already working on the Pune metro project to install our systems.

Apart from India, our systems are adopted at Dhaka Metro, Riyadh Metro and Mauritius metro projects where L&T had been a track work and turnkey contractor.

Our solutions are also a part of the fastening systems of renowned manufacturers like Vossloh, Schwihag, and Patil. We are also on the slab track turn-out solutions from VAE VKN and Vossloh Conifer. Different track systems like Sonnevile (LVT) in Mumbai line III, Porr track slabs and Rheda from PCM Rail One across the world and in India use our solutions.

In urban railways, Getzner is present on more than just tracks. Getzner's vibration mitigation solutions are also used under the floating floors of metro rolling stock to prevent vibrations from entering the coach floors from the wheel sets. All the leading coach manufacturers such as Alstom, Bombardier, BEML, Titagarh-Firema are using our solutions on the rolling stocks manufactured by them for Delhi, Kolkata, Kochi, Lucknow, Mumbai, Pune, Jaipur, etc. projects.

**Q.2. Do you think developing a vibration mitigation system for IR is particularly challenging as the national transporter in India is one of the world's largest in terms of passenger and freight transportation?**

Because of the challenges, the priorities in front of IR differ from the urban railways. IR's primary focus is safety, network capacity enhancement, speeds like 160 - 200, upgrading the rolling stock (Vande-Bharat), Electrification, etc. Vibration

mitigation is not their top priority, as IR and DFCC mainly operate on open tracks outside the city limits. However, when IR starts operating at higher speeds, the corridors running in and out of the cities will need to be equipped with vibration mitigation solutions to avoid any concerns for the citizens staying in the vicinity of the railway tracks. In future, in the cities, the main line corridors also may run underground. Therefore, adopting vibration mitigation systems on the IR tracks will become necessary.

Having said this, it is also important to note that IR's foremost priority is track quality improvement, reducing the maintenance requirements, increasing track availability for the traffic and reducing the overall life cycle cost (LCC) of the track assets. And I am glad to mention that Getzner is already working with IR and DFCC with our high-quality elastic solutions like Under Sleeper Pads, Under Ballast Mats to achieve the high initial track quality that requires far less maintenance. These solutions are already in use on advanced railway systems from Europe and heavy haul lines in Brazil, Australia etc. and are under trial at various locations at IR and DFCC.

**Q.3. What is 'structure-borne noise', a common term that we generally come across while talking about noise and vibration caused by the running of trains on wheels?**

Structure-borne noise is caused by vibrations transmitted via solid or liquid bodies. Imagine a heavy train running near a condominium: the wheels transfer vibrations to the rail track and transmit them to the surrounding grounds and buildings. You can often feel the vibrations inside the house, and if windows or tableware start to shake, you can even hear it as secondary airborne noise. So very often, the effect of vibrations is noise. Therefore, vibration isolation prevents structure-borne noise, has less harm to building structures and causes less noise pollution.

**Q.4. In what ways Getzner is helping urban transport planners to provide sustainable transportation and urbanisation solutions for approx. 2.5 billion new citizens who are expected to join cities globally by 2050?**

In India, migration to urban areas is a fact today and will remain a reality in

future also. We have no choice but to adapt to mass rapid transit systems for convenient, affordable and environment-friendly movements of people. The urban transport systems, especially the metro, while helping people to move efficiently, should not create problems for the citizens staying or businesses, hospitals, or schools established around the corridors. In these cases, the primary cause of concern is getting disturbed by the vibrations and structure-borne noise. If urban planners and metro companies do not consider this aspect, the people will not support such projects. If proper measures for mitigation are taken, disruptions, rework, and litigations will be avoided.

This is precisely where Getzner is helping the metro companies and contractors. We not only supply our solutions but work with metro companies from a very early stage of the project and try to share with them the best practices in the NV assessment of the corridors, predictions, selection of the suitable mitigation systems considering their boundary conditions, supply, installation training and supervision, measurements etc. Over the last five decades, Getzner has worked with different track systems, consultants, speeds, and underground and elevated corridors and has gathered valuable expertise, experience and knowledge. Getting this on the table helps metro companies get a holistic picture of the vibration mitigation aspects, and they can make the themed decision for adopting sustainable solutions for their project.

**Q.5. What, in your opinion, is more challenging - providing sustainable transport solutions or ensuring better urbanisation options for citizens? Do you think a well-developed urban rail transit system is the best solution for a sustainable and clean transport system for cities?**

Ensuring better urbanisation options for the citizens is more challenging than merely providing sustainable transportation solutions. Transportation solutions are part of the whole "better urbanisation" puzzle. Better urbanisation is a far-reaching concept that includes many parameters like housing, energy, sanitation, health, environment, transportation, education, trade, and industry.

In transportation, only thinking of rail-based transit in isolation will not work. One has to think of the entire spectrum of efficient bus services, concepts like trams (LRT), last-mile connectivity, enough parking space, corridors connecting different corners of the city, interchange points, etc. The entire public transport system will be successful if it's planned with a broader long-term view.

Gustavo Petro, a Mayor of Bogotá, once said, "A developed country is not a place where the poor have cars. It's where the rich use public transportation". The measure of the success of any public transport system can't be described in better words than this.

**Q.6. You have a long experience with innovative vibration isolation solutions for rail, construction, and industry sectors for nearly five and a half decades. How do you see the Indian market in this context? What are your long-term goals in unity with the Make in India & Aatmnirbhar Bharat campaign?**

A fast-growing economy, rapid urbanisation, expanding rail-based urban transit systems, ever-expanding and modernising railway infrastructure and the stable investment-friendly government are the key drivers for the entry, growth and success of Getzner's solutions in any market. And in India, we see that happening. So, we are confident about our growth here and strongly believe in the success story of India. With all the conducive environment around, we see enormous opportunity for our solutions in the central line railway, heavy haul, high speed, urban railway, rolling stock, building acoustics and industrial foundations.

We are already thinking of a manufacturing facility in India under the "make in India" policy of the government.

**Q.7. How are you planning to help IR in its modernisation efforts with some major key players already in the market? Seeing the rugged terrains and demographics IR operates, do you have any class apart customised solution in your category which gives you an edge over other companies? Please mention.**

The government of India, through its "Gati Shakti" initiative and the vision document "National Rail Plan" (NRP), is focusing on



the expansion and modernisation of the Indian Railway network. The prime objectives are

- Increasing the speed on the essential routes to 160-180-200 KMPH.
- Shifting the significant share of freight movement to railways (Target 45 %). Develop Dedicated Freight Corridors, and feeder routes – (By increasing speed and lowering operational costs)
- Increasing the capacity and reliability of the whole network.
- Track Infrastructure's focus is capacity creation and expansion. Significant capital expenditure in creating track infrastructure (DFC, HSR and Core Track Infrastructure). This planned expenditure accounts for 60 ~ 66 % of investments till 2031 and further up to 2051

However, more than capacity creation will be needed. The enhanced capacity should be available for the train traffic to run. This means that the tracks should not need frequent maintenance, block closures for maintenance should reduce, and no speed restrictions should be required.

One of the fundamental aspects of achieving the above objective is introducing the designed elasticity into the ballasted tracks. Getzner's flexible solutions have been used successfully for decades on modern railway systems across Europe on mainline, high-speed ballasted tracks and heavy haul tracks in Brazil, China, and Australia.

On IR and DFCC, Getzner's Under sleeper pads are already under trials with encouraging results. Getzner's experts continuously interact with IR and DFCC officials about good practices, track specifications, component design, solutions for maintenance-prone areas, etc. We are glad to mention that the railway board, RDSO, is taking various initiatives to adopt the designs and specifications to build/upgrade tracks with initial high quality, use of suitable quality track components, adoption of proven technologies used on advanced railway systems (USP/UBM), adoption of international standards, etc.

"Indian railways" is such a massive market that there is a place for many players capable of supplying products with the required quality, long terms sustained performance and a reasonable price. So Getzner is not worried about existing players or the upcoming competition. Our high quality, service, technical expertise, experience, and the quest for innovation make us stand apart from other players. Also, our commitment to "Make in India" by adopting these technologies by IR will go a long way in making our footprint bigger in the railway sector of India.

#### Q.8. What would be your message to our readers? Any views for MRN?

On the background of the phenomenal and remarkable pace and nature of changes coming in IR over the past few years, I can only say that we, as Indians, should have a strong faith in India's growth story, especially that of railways and metros. There are ample opportunities for excellent quality, innovative products and solutions are proven on the modern railway systems. Adopting new technologies may take longer than one wants, but it will happen. Days are not far off for IR to use high-quality, reliable, "made in India" products and solutions that meet international standards.

Congratulations to MRN on publishing a magazine in such a niche sector. Your initiative will go a long way in bringing the decision-makers, suppliers, industry experts, academicians, and policymakers on one platform for sustainable development.



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