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# YOJANA

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## INFRASTRUCTURE IN INDIA

### Power:

- ▶ India has electrified all its villages twelve days ahead of a deadline set by Prime Minister Narendra Modi. The electrification of Leisang, in the eastern state of Manipur, marked a landmark moment in Prime Minister Narendra Modi's program to bring light to every one of India's villages. Data showed that all of India six lakh census villages have now been electrified.

### What does Electrified' Mean?

- ▶ Electrified means the village is connected to power grid. It essentially does not mean that all its habitants have access to electricity.
- ▶ The government deems a village "electrified" if power cables from the grid reach a transformer in each village and 10% of its households, as well as public places such as schools and health centers, are connected.

### Issues that have plagued the sector: Present & Future:

- ▶ Efforts to provide electricity to every Indian have historically been hampered by poorly designed and implemented schemes that encouraged contractors to do the bare minimum to make sure a village qualified as electrified, resulting in inconsistencies in official data, and glaring disparities on the ground.
- ▶ The next challenge for the government will be to install electrical connections to about 30 million homes that are still off the grid.
- ▶ Electricity supply is controlled and maintained by India's state governments, and, these government-owned distribution companies "remain the weakest link" in the power sector value chain. They are badly run and unable to invest in upkeep of the local distribution infrastructure. Reliability of electricity supply is "likely to remain a dream" for most consumers in India for years to come.
- ▶ Grid reliability challenges are more severe in dispersed rural areas than in cities. Though India has put rural electrification in a sharper focus over the last few years, upgrading of local distribution infrastructure, including metering and billing, is crucial.
- ▶ That will determine whether the schemes launched for total village electrification bear the desired results and lead to true 100% household electrification.
- ▶ Most power distribution companies (discoms) continue to struggle with their financial turnaround plans despite implementation of the Centre's mega loan recast scheme called UDAY.
- ▶ Unable to charge cost reflective tariffs, discoms have been resorting to widespread load-shedding to check their operational losses.

## The Way Ahead:

- ▶ As electricity comes along it creates a consumption multiplier. It acts as an investment multiplier.
- ▶ It works as an education multiplier. It works as a health multiplier.
- ▶ What is required from the federal government is to push the state-run distribution companies to carry out robust ground surveys and organize frequent camps to achieve the target so that not one household is left out from electrification. Unless that is done, the reliability of supply and viability of the distribution business will be difficult to achieve.
- ▶ To achieve a consistent round-the-clock power supply, considerable improvement in the operational efficiency of distributors through extensive and intensive change management and capacity-building programmes as well as strengthening of the electricity sub-stations and sub-transmission network are required. “At the same time, electricity must be priced rationally and the tariff structure is simplified.
- ▶ Decentralized renewable energy solutions such as mini-grids and rooftop solar, where the grid can't reach or reliably serve, and operating together is the most sustainable last-mile solution to reach consumers and achieve universal access to energy.
- ▶ We need innovative solutions to address the electricity access challenges posed by rural India:
- ▶ Village-level entrepreneurs could be contracted to operate and maintain the local distribution while generating bills and collecting revenues from the customers.
- ▶ Banking on community relationships, these entrepreneurs could improve compliance on payments as well as curb stealing of power.
- ▶ Recruiting and training local youth could help address maintenance issues. This will also help in creating more skilled jobs and entrepreneurs in rural areas.
- ▶ Pre-paid and smart metering systems are other ways to encourage payments. Such solutions need to be piloted and tested.

## National Water Ways: Integrated Transport Network:

- ▶ The Government of India is aggressively pushing for the development of inland waterway routes as part of an integrated transport network strategy.

## Steps taken:

- ▶ In November 2018, India's first riverine multimodal terminal on river Ganga (National Waterway-1) at Varanasi was dedicated to the nation.
- ▶ On the same day, country's first container cargo that travelled on river Ganga (National Waterway- 1) from Kolkata to Varanasi was also received. 106 new national waterways were announced under the National Waterways Act, 2016. With the five existing National Waterways (NW), the addition of the new ones takes the total number to 111 in the country.

- ▶▶ Inland Waterways Authority of India (IWAI), the nodal agency under the Ministry of Shipping is mandated to make National Waterways commercially navigable.
- ▶▶ IWAI aims to increase the cargo transportation through IWT on National Waterways in the country from 55 million tones currently to 150 million tones by 2023.
- ▶▶ Jal Marg Vikas Project (JMVP) was announced on National Waterway-1 (NW-1) to enable commercial navigation on Varanasi-Haldia stretch of river Ganga.
- ▶▶ Of the three multimodal terminals being built on river Ganga under JMVP, the one at Varanasi is already operational and second in Sahibganj (Jharkhand) will be ready by mid-2019.
- ▶▶ According to a World Bank economic analysis, approximately 1.5 lakh direct and indirect employment opportunities will be created due to interventions under the Jal Marg Vikas Project.
- ▶▶ JMVP is a wholly inclusive, economic and environment friendly game changer intervention on river Ganga.
- ▶▶ The project not only creates an alternative, cost effective mode of transport but will create „Room for River“ which has proved to be an effective flood mitigating and river conservancy measure internationally, especially in low lying Netherlands.
- ▶▶ NW-1, along with the proposed Eastern Dedicated Freight Corridor and NH-2, constitute the Eastern Transport Corridor of India connecting the National Capital Region (NCR) with the eastern and North-eastern states and Myanmar, Thailand, Nepal and other east and Southeast Asian countries through the Kolkata Port and Indo-Bangladesh Protocol Route.
- ▶▶ IWAI launched a dedicated portal „FOCAL“ connect cargo owners and shippers with real time data on availability of vessels.
- ▶▶ A developed IWT will not only augment the overall transport capacity of the country, but will also help correct the transport modal mix that impose huge logistics costs on the Indian economy.
- ▶▶ The costs of logistics in India, at 15 per cent of GDP, is about twice those in the United States.
- ▶▶ The logistic share of waterways in the USA is 8.3 per cent, in Europe (7 per cent), in China (8.7 per cent), while in India it is only about 1.5 per cent. India has 14,500 kilometers of navigable inland waterways.
- ▶▶ Vessel design - In August, 2018, IWAI made public 13 standardised state-of –the-art ship designs suitable for large barge haulage on river Ganga.
- ▶▶ It will serve as an enabler for the domestic shipbuilding industry working on inland vessels and open huge possibilities for cargo and passengers movement on National Waterway-1.

### **IWAI at Social Congregations:**

- ▶ Inland Waterways Authority of India (IWAI) has been working hard towards facilitating safe passenger movements at Kumbh-Mela 2019.
- ▶ In the past, IWAI has provided similar facilities of ferrying pilgrims and channel marking at Ganga Sagar Mela in West Bengal and Prakash Parv at Patna.

### **Benefits of Inland Water Transport:**

- ▶ IWT provides supplementary mode of transport which is cost effective, fuel efficient and environment friendly.
- ▶ missions – CO<sub>2</sub> equivalent greenhouse gas emission per ton-km of cargo transportation is 15g by IWT, Rail and 64 g by Road transport.
- ▶ Energy consumption – 1 HP can carry 400 kg load in waer, 500 kg by Rail and 10 kg on Road.
- ▶ eld cost – 1 litre fuel can move 105 tonne-km by IWT, 85 tonne-km by Rail and 24 tonne-km of freight by
- ▶ IWT can provide optimal modal mix by integrating river transport with other modes thereby reducing total logistics costs.
- ▶ It eases congestion on Road and Rail networks.
- ▶ IWT requires very little land acquisition as compared to Road and Rail modes.
- ▶ Caters to the needs of the relatively under developed hinterland.

### **Business Opportunities:**

- ▶ The development works being undertaken by IWAI provide business opportunities to players involved in waterways in the fields of:
  - ▶ Cargo movements
  - ▶ Dredging works
  - ▶ Construction, Operation and Maintenance of Terminals
  - ▶ Barge Construction and Operations
  - ▶ Navigation Aids
  - ▶ Hydrographic Surveys
  - ▶ Manpower Supply for Vessels and Terminals. Training of Vessel Crews
  - ▶ Stevedoring and Forwarding
  - ▶ Cruise Operations
  - ▶ Consultancy Services for Techno-Economic Feasibility, Environmental and Social Impact and Market Analysis Studies, Preparation of DPRs.
  - ▶ Project Management Consultancy
  - ▶ Construction Supervision
  - ▶ Proof Checking of Design, Model Studies.

### Promoting River Tourism:

- ▶ International publication „CondeNast Traveller“ listed Ganga cruise as one of the „six river cruises to take in 2017“.
- ▶ In addition to becoming one of the principal cargo movement routes in India, this stretch on NW-1 has good potential for river cruise tourism.

### Other National Waterways:

1. National Waterway-2
  - ▶ River Brahmaputra from Bangladesh Border to Sadiya (891 km) was declared as National Waterway -2 in 1988.
2. Indo-Bangladesh Protocol Route
  - ▶ Day to day protocol permissions are issued by IWAI to barges to sail in the designated port of calls in India and Bangladesh. The Protocol was first signed in 1972 and is presently valide up to 05th June 2020.
3. NW-3 has been fully developed for commercial navigation, while NW-4 and NW-5 are being developed with infrastructure of Inland Waterways.

### Development of 8 new National Waterways taken up during 2017-18 as:

- ▶ Gandak River has been declared as National Waterway – 37. It is located from Bhaisaslotal Barrage near Triveni Ghat to Hajipur in Bihar and Uttar Pradesh.
- ▶ Rupnarayan River has been declared as National Waterway – 86. It is located from Pratappur to Geonkhali in West Bengal. Alappuzha – Kottayam – Athirampuzha canal has been declared as National Waterway – 9. It is located from Boat jetty, Alappuzha to Athirampuzha market in Kerala. Sundarbans Waterways has been declared as National Waterway -97 in West Bengal.
- ▶ Barak River as NW 16. Cumberjua Canal (NW27) –Confluence of Cumberjua and Zuari rivers near Cortalim ferry terminal to confluence of Cumberjua and Mandovi rivers near Sao Martias Vidhan Parishad.
- ▶ **Mandovi River (NW68):** Bridge at Usgaon to confluence of Mandovi River with Arabian Sea at Reis Magos.
- ▶ Zuari River (NW111) Sanvordem Bridge to Mormogao Port.

### Shyama Prasad Mukherjee Rurban Mission (SPMRM):

- ▶ “Shyama Prasad Mukherjee Rurban Mission (SPMRM)” was launched on February 22, 2016. The aim of the Mission was to develop rural growth clusters in all States and Union Territories (UTs) so that overall development in the region can be triggered. These clusters are to provide economic activities, developing skill and local entrepreneurship and providing infrastructure amenities.
- ▶ ational Heritage City Development and Augmentation Yojana (HRIDAY)

- ▶ The Ministry of Housing and Urban Affairs, Government of India, launched the National Heritage City Development and Augmentation Yojana (HRIDAY) scheme on January 21, 2015, with a focus on holistic development of heritage cities. The main objective of HRIDAY is to preserve character city and facilitate inclusive heritage linked urban development by exploring various avenues including involving private sector.

### **Achievements of Major Ports:**

- ▶ Some of the major policy and procedural steps and achievements in the recent past are:
- ▶ A new Special Purpose Vehicle, namely Indian Port Rail Corporation Ltd. has been set up as
- ▶ A public limited company to undertake last mile rail connectivity projects in major ports.
- ▶ Average Turn-Round Time, Which was 82.28 hrs during 2016-17, came down to 64.43 hrs.
- ▶ Average Output per Ship Berthday improved to 15333 tonnes during 2017-18.

### **Atal Mission for Rejuvenation and Urban Transformation (AMRUT):**

- ▶ The Government of India launched the Atal Mission for Rejuvenation and Urban Transformation (AMRUT) with the aim of providing basic civic amenities like water supply, sewerage, urban transport, parks as to improve the quality of life for all especially the poor and the disadvantaged. The focus of the Mission is on infrastructure creation that has a direct link to provision of better services to the citizen.
- ▶ The purpose of “AMRUT” mission is to:
- ▶ Ensure that every household has access to a tap with assured supply of water and sewerage connection increase the amenity value of cities by developing greenery and well-maintained open spaces e.g. parks and reduce pollution by switching to public transport or constructing facilities for non-motorized transport e.g., walking and cycling.

### **UDAN – Giving New Meaning to Air Connectivity:**

- ▶ The Union Government’s flagship regional connectivity scheme, UDAN has become an important means for making low cost flying available to people in smaller Indian cities.
- ▶ The scheme has brought first time air connectivity to people of 35 tier-II and tier-iii cities (as on December 2018).
- ▶ Since the last 10 years, air traffic has grown three folds in India and it has the potential to be among the global top three nations in terms of domestic and international passenger traffic.
- ▶ In 2016 Government of India launched National Civil Aviation Policy (NCAP) to provide an ecosystem for the harmonized growth of various aviation subsectors like airlines, airports, cargo, etc
- ▶ The policy envisions creating an eco-system to make flying affordable for the masses and to enable 30 crore domestic ticketing by 2022 and 50 crore by 2027, and international ticketing to increase to 20 crores by 2027.

### **Making Air Travel Convenient:**

- ▶ UDAN (Ude Desh Ka Aam Naagrik) is a fulcrum under NCAP to make air travel convenient and affordable for the common man in small cities, and through this, push regional growth. Currently, 70 per cent of air traffic in the country caters only to the metros. UDAN addresses the challenges relating to the issue of lack of infrastructure and affordability by upgrading the airports and cutting down on the cost of operations by extending various incentives to airlines and thus making air tickets affordable. The scheme provides for revival and upgradation of existing airstrips in small cities where UDAN operations would happen. To reduce the costs of operations for airlines, concessions from Centre, States and airport operators are extended.

### **Salient Features of RCS-UDAN:**

- ▶ The Regional Connectivity Scheme-UDAN intends to enable air operations on unserved routes connecting regional areas, promote balanced regional growth and make flying affordable for the masses. RCS-UDAN is a demand driven scheme where the interested airlines and helicopter operators are selected through competitive bidding process. The selected airline operator of RCS-UDAN would have to provide a minimum of 9 and a maximum of 40 RCS seats on the RCS flight for operations through fixed wing aircraft. All seats upto 13 passengers for helicopters will be considered as RCS seats. The fare for one hour journey of approximately 500 km on a fixed wing aircraft or for a 30 minute journey on a helicopter would be approximately Rs. 2,500, with proportionate pricing for routes of different stage length/flight duration. On RCS route, the minimum frequency would be three and maximum of seven departures per week in other than priority areas.

### **Challenges:**

- ▶ Preparedness of airports, readiness of airlines and involvement of State Government are very important. Civil aviation sector is highly regulated due to its sensitive nature. Licensing of airports is a tedious process. Implementation challenges not only involve monitoring and assisting for revival of airports but also facilitation for obtaining Air operator permits for selected airlines and helicopter operators under the scheme.
- ▶ Few small operators who have bid under UDAN are facing teething problems due to their limited capacities. It is imperative for UDAN to work with small airlines which have potential to take the regional scheme to remote areas. Availability of qualified crew is also a major challenge for airlines and significant efforts are needed to create a pool of skilled professionals.
- ▶ Safety and security are paramount and the operations have to comply with required regulations. To address these challenges, the implementation mechanism needs to be strengthened. Airport Authority of India (AAI) is providing necessary support to State Governments in developing the airports, documentation for licensing, etc.



## Conclusion:

- ▶ Today, airports like Nanded in Maharashtra and vidyanagar in Karnataka have become shining example under UDAN.
- ▶ Plans are already affot to take the Regional Connectivity Scheme (RCS) for tourist destinations and expanding the scheme for international routes based on the requests from the State Governments.

## TRANSFORMING CONNECTIVITY: INDIAN RAILWAYS ON THE GO

- ▶ Indian Railways, the third largest railway network in the world, has, in the past few years, undergone transformational changes to expand its reach.
- ▶ The railways maintain a gigantic network of 63,000 kms and run 22,000 trains to transport 1.50 million passengers daily. The Railways are now connecting India at a faster pace with a 59 per cent increase in the average speed of commissioning new lines from 4.1 km (2009-14) per day to 6.53 kms per day (2014-18).

## Connecting the Seven Sisters:

- ▶ In the North East, rail connectivity has come to all the Seven Sister States of Assam, Meghalaya, Nagaland, Tripura, Mizoram, Manipur and Arunachal Pradesh.
- ▶ The Bogibeel Bridge, the longest Rail-cum-Road Bridge of the country running 4.94 km in length across river Brahmaputra near Dibrugarh in Assam has been commissioned, connecting Assam and Arunachal Pradesh.
- ▶ India's tallest bridge with pier height of 141 m is being constructed on Irang River at Noney in Tamenglong district, Manipur as part of the Jiribam-Tupul-Imphal new line, a marvel of railway engineering. Its height will be almost equal to two Qutub Minars combined.

## Capacity Augmentation:

- ▶ The railways launched two Dedicated Freight Corridor (DFCs) projects, Eastern and Western Dedicated Freight Corridors for the purpose.
- ▶ It would lead to a fundamental change in reduction in unit cost of transportation, smaller organization and management cost, with higher efficiency and lower energy consumption.
- ▶ To overcome the problem of congestion and over-saturation of routes, doubling of tracks and laying of additional lines has been going on.

## Speeding up Electrification:

- ▶ To reduce dependence on imported diesel fuel and carbon emission, Indian Railways have embarked upon a major programme to speed up electrification of railway lines.
- ▶ Electric traction accounts for just 37 per cent of the total energy expenses of Indian Railways.
- ▶ Through electrification, Indian Railways is likely to save Rs. 13,510 crore per annum in fuel bills and the same will improve its finances.

- ▶▶ Electrification will reduce the use of imported fossil fuels thereby improving energy security to the nation.
- ▶▶ 100 per cent electrification will provide seamless train operation by eliminating detention of trains due to change in traction from diesel to electric and vice versa.
- ▶▶ It will help Railways in enhancing line capacity due to higher speed and higher haulage capacity of electric locomotives. There will be improved signaling systems, which will lead to enhanced safety in train operations.

### Ensuring Safety:

- ▶▶ To ensure connectivity with safety, the railways created the Rashtriya Rail Sanraksh Kosh (RRSK) a dedicated fund for safety projects during 2017-18, for clearing the backlog of critical safety related works. Safety has been accorded priority and consequential train accidents reduced to 62 per cent from 118 in 2013-14 to 73 in 2017-18.
- ▶▶ It had been decided to completely stop the manufacture of ICF Coaches from 1st April 2018 and shift to safer Linke Hofmann Busch (LHB) design coaches having anti-climbing features.
- ▶▶ The railways signaling system is being completely modernise
- ▶▶ Responding to the problem of accidents at unmanned level crossings, the Governments has planned to remove or man all unmanned level crossings on Broad Gauge.

### Offering Better Services:

- ▶▶ To make the railways smart, for punctuality, instead of the stationmaster recording the time, data loggers have been put at interchange points which would be computer generated. The Step has already improved punctuality to 73-74 per cent.
- ▶▶ Indian Railways is working on putting a GPS device on every locomotive so that every train can be tracked on mobile phones knowing exactly where they are. Railways is reviewing to engage itself with artificial intelligence.
- ▶▶ Railways has also planned to make 6,000 railway stations Wi-Fi enabled.
- ▶▶ Railways is improving passenger services including a complete makeover of stations while instilling local art and culture in the design. Government has improved trains and coaches including launching the Tejas, Antyodaya and Humsafar trains.
- ▶▶ “Make in India” has been given a boost by indigenous manufacturing of Semi High Speed (160 Kmph) self-propelled Train 18. Work has started on Mumbai-Ahmedabad Bullet train project on Japanese model. Decision has been taken to transport empty containers and empty flat wagons for private container rakes at a discount of 25 per cent.
- ▶▶ The move is likely to give a thrust to movement of empty containers by rail towards ports to return as loaded, thus profiting Indian Railway with higher container share.

### Connected North East: Building Pan India Ties:

- ▶▶ The North East is connected to the rest of the country through Siliguri Corridor, popularly known as the chicken neck area in North West Bengals. It is flanked by Nepal and Bangladesh.
- ▶▶ The region accounts for 3.78 per cent of India's population and covers 7.98 per cent of its total geographical area. Its contribution to national GDP is 2.5 per cent.
- ▶▶ The region is strategically important for India both for its geographical location and its resources and shares about 5,437 km of international boundaries with Bangladesh, Bhutan, China, Myanmar and Nepal.
- ▶▶ Recognising the need to augment infrastructure in the region, the government of India has sanctioned projects for construction of road projects for over 12,000 kms.
- ▶▶ The projects are being executed by National Highways & Infrastructure Development Corporation (NHIDCL). NHIDCL was incorporated on July 18, 2014 as a public sector undertaking under the Ministry of Road Transport and Highways.
- ▶▶ Special Accelerated Road Development Programme for the North-Eastern region (SARDP-NE) – is another initiative of the government to fast-track infrastructure projects in the region.
- ▶▶ The government think tank NITI Aayog, advocating to develop the region by 2022-23 for enhanced trade, particularly for the export of products made in the NER, to the Association of Southeast Asian Nations (ASEAN) region and other neighbouring countries (Bangladesh, Bhutan and Nepal), has stressed the need to fast-track highway projects.
- ▶▶ It said the projects like Kaladan Multi-Modal Transit-Transport Project, the India-Myanmar-Thailand Trilateral Highway, the 5 km road stretch between the border city of Zokhawthar in Mizoram and Rih in Myanmar need to be expedited besides improving “about 4,099 km in the North-East”.

### Indo Myanmar Connectivity:

- ▶▶ The upgradation of the Kalewa-Yagri stretch of the India-Myanmar-Thailand (IMT) Trilateral Highway is being executed by National Highways Authority of India.
- ▶▶ India and Myanmar are keen on bus service after operationalising the Land Border Crossing Agreement, which allows nationals from the two countries holding valid passport and visa to cross over without requiring special permission. In addition to other programmes, the Center has approved a scheme named North East Special Infrastructure Development Scheme (NESIDS), a 100 per cent Central Sector Scheme to be implemented till March 202

### Affordable Housing: Taking Centre Stage:

- ▶▶ The quality of a nation's infrastructure is a critical index of its economic vitality. Reliable transportation, clean water, and safe deposit of wastes are basic elements of a civilized society and a productive economy.

- ▶▶ The importance of infrastructure for sustained economic development is well recognized.
- ▶▶ Physical infrastructure covering transportation, power and communication through its backward and forward linkages facilitates growth, while social infrastructure including water supply, sanitation, sewage disposal, education and health, which are in the nature of primary services have a direct impact on the quality of life.
- ▶▶ With the Government permitting 100 per cent FDI in the road sector, several foreign companies have formed partnership with Indian player to capitalize on the sector, s growth.

### **Population Growth & Housing:**

- ▶▶ Urban population in Indian may reach 600 million by 2031(over 50 per cent of the total population), from 377 million in 2011 and the total number of cities is expected to rise to 87 (from 50 in 2011).
- ▶▶ Further, the urban share of the GDP is projected to increase to 75 per cent in 2031 from an estimated 62-63 per cent in 2009-2010.
- ▶▶ Consequently, there is a dire need to. Address the current and anticipated future shortage of housing along with other infrastructure deficit prevalent in our urban centers.

### **Pradhan Mantri Awaas yojana (PMAY)- Housing for All 2022:**

- ▶▶ While efforts to provide low-cost housing have been made for many years, the PMAY launched in 2015 provides urban housing a fresh impetus.
- ▶▶ The PMAY-Urban (PMAY-U) subsumes all the previous urban housing schemes and aims at Housing for All“ to be achieved by the year 2022. Housing shortage of 20 million is envisaged to be addressed through the PMAY-U.

### **The mission has four components:**

#### **▶▶ A. In Situ Slum Redevelopment (ISSR):**

- ▶▶ This uses land as resource. The scheme aims to provide houses to eligible slum dwellers by redeveloping the existing slums on public / private land. A grant of INR 1 Lac per house is provided by the Central Government.

#### **▶▶ B. Affordable housing in partnership (AHP):**

- ▶▶ This aims to provide financial assistance to private developers to boost private participation in affordable housing projects; Central assistance is provided at the rate of INR 1.5 Lac pre EWS house in private projects where at least 35 per cent of the houses are constructed for the EWS category.

#### **▶▶ C. Credit-linked subsidy scheme (CLSS):**

- ▶▶ This scheme facilitates easy institutional credit to EWS, LIG and MIG household for the purchase of homes with interest subsidy credited upfront to the borrower“s account routed through primary lending institutions (PLIs).

▶▶ **D. Beneficiary-led Construction or Enhancement (BLC):**

- ▶▶ This scheme involves central assistance of INR 1.5 lakh per family for new construction or extension of existing houses for the EWS/LIG.

**Urban Housing Initiatives:**

- ▶▶ PMAY scheme is converged with other schemes to ensure houses have a toilet, Saubhagya Yojana electricity connection, Ujjwala Yojana LPG gas connection, access to drinking water and Jan Dhan Banking facilities, etc.
- ▶▶ The union Budget 2017-18 announced a number of measures to boost affordable housing:
1. Affordable Housing has been given Infrastructure status.
  2. One crore rural house will be created by 2019.
  3. Real estate developers to get tax relief on unsold stock as liability to pay capital gains will arise only in the year a project is completed.
  4. Instead of Built up area of 30 and 60 sq meter, the carpet area of 30 and 60 sq meters will be applicable for affordable housing.
  5. Holding period for capital gains tax for immovable property reduced from 3 years to 2 years
  6. Tax break of 1-year post receipt of the completion certificate, for the unsold stock.
- ▶▶ There is another push to low cost housing through Pradhan Mantri Awas Yojana (PMAY).
- ▶▶ Under the scheme, government has announced that an interest rate of only 4 per cent would be charged on loans above Rs 12 lakh. The government has also extended the time of completion of such projects from 3 years to 5 years. Thus, more projects will now be eligible for profit-linked income tax exemptions.
- ▶▶ Affordable housing finance is estimated to be a Rs. 6 lakh crore business opportunity by 2022, by when the Government seeks to achieve housing for all citizens.
- ▶▶ Due to the big push from PMAY to create housing for all, a new group of Affordable Housing Finance Companies has emerged, which is now serving low-income, urban informal customers using an innovation pioneered in India-field-based credit assessment.

**National Youth Parliament Festival 2019 Launched:**

- ▶▶ The National Youth Parliament Festival 2019 was launched on 12th January 2019 by the Minister of State (IC) for Youth Affairs and Sports thereby beginning the celebration of the National Youth Day 2019. It is to provide a chance to the youth to brainstorm about new India and to find ways and chalk out plans to realize our resolves before 2022.
- ▶▶ National Youth Parliament Festival 2019 is organized on the theme of “Be The Voice of New India” and “Find solutions and contribute to policy”. Youth in the age bracket of 18-25 years are invited to participate in the District Youth Parliament.
- ▶▶ First Central University in India, Focusing Solely on Sports Education

- ▶ National Sports University, Manipur was set up in 2018. The University is presently functional from its temporary campus at the Khuman Lampark Sports Complex of Imphal. University – with four schools.
- ▶ School of Sports Science and Sports Medicine
- ▶ School of Sports Management and Technology
- ▶ School of Sports Education
- ▶ School of Interdisciplinary Studies

### **Creating Adequate Infrastructure in Health Care:**

- ▶ Health infrastructure is an important indicator for understanding the health care policy and welfare mechanism in a country.
- ▶ Health Indicators for India:
- ▶ India has systematically improved health conditions. Life expectancy has doubled from 32 years in 1947 to 66.8 years at present.
- ▶ Infant Mortality Rate (IMR) has fallen to 50 per thousand live births.
- ▶ Further, it is estimated that public funding accounts for only 22 per cent of the expenses on healthcare in India. Most of the remaining 78 per cent of private expenditure is out of pocket expense.

### **Healthcare Structure in India:**

- ▶ Indian healthcare delivery system is categorized into two major components – public and private. The Government i.e. public healthcare system comprises limited secondary and tertiary care institutions in key cities and focuses on providing basic healthcare facilities in the form of Primary Healthcare centres (PHCs) in rural areas.
- ▶ The private sector provides majority of secondary, tertiary and quaternary care institutions with a major concentration in metros, tier I and tier II cities. Medical education infrastructure in India has shown rapid growth during the last 20 years. The country has 476 medical colleges, 313 colleges for BDS courses and 249 colleges which conduct MDS courses.

### **Towards Universal Access to Health Care:**

- ▶ India's National Health Policy, 2017 envisions the goal of attaining highest possible level of health and well-being for all at all ages through a preventive and promotive health care orientation in all development policies.
- ▶ It also talks about universal access to good quality health care services without financial hardship to the citizens, under health-related Sustainable Development Goal (SDG) no. 3 (Good Health and Well-Being), a commitment towards global effort to eradicate disease, strengthen treatment and healthcare, and address new and emerging health issues has been pronounced.

## Major Government Initiatives:

- ▶ Government of India launched Pradhan Mantri Jan Arogya Yojana (PMJAY), to provide health insurance worth Rs. 500,000 to over 100 million families every year. In August 2018, the Government of India has approved Ayushman Bharat-National Health Protection Mission as a centrally Sponsored Scheme.
- ▶ **A. Pradhan Mantri Swasthya Suraksha Yojana (PMSSY):**
- ▶ It has the objectives of correcting regional imbalances in the availability of affordable/reliable tertiary healthcare services and also to augment facilities for quality medical education in the country.
- ▶ I. PMSSY has two components:
  - a) Setting up of AIIMS like institutions
  - b) Upgradation of Government Medical College Institutions.
- ▶ II. Six AIIMS-like institutions, one each in the States of Bihar (Patna), Chhattisgarh (Raipur), Madhya Pradesh (Bhopal), Orissa (Bhubaneswar), Rajasthan (Jodhpur) and Uttranchal (Rishikesh) have been set-up under the PMSSY scheme.
- ▶ **B. Kayakalp**
- ▶ The Ministry of Health & Family Welfare, Government of India has launched a National Initiative to give Awards to those public health facilities that demonstrate high levels of cleanliness, hygiene and infection control.
- ▶ “Kayakalp” is an initiative to promote sanitation and hygiene in public healthcare institutions. Facilities which outshine and exceed the set measures are awarded and incentivized under Kayakalp.
- ▶ **C. Mission Indra dhanush**
- ▶ The Government of India has launched Mission Indradhanush with the aim of improving coverage of immunization in the country. It aims to achieve at least 90 per cent immunization coverage by December 2018 which will cover unvaccinated and partially vaccinated children in rural and urban areas of India.

## Private sector in Health Care:

- ▶ The Supreme Court in a recent judgment directed government hospitals in Delhi to refer poor patients to private hospitals. This decision has been described as a pro-poor decision which aims at bringing the poor rural patients at par with the urban rich patients.

## Market size:

- ▶ The healthcare market can increase three-fold to Rs. 8.6 trillion by 2022. India is experiencing 22-25 per cent growth in medical tourism and the industry is expected to double its size from present (April 2017) US\$3 billion to US\$6 billion by 2018.

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### Achievements:

- ▶ In 2017, the Government of India approved National Nutrition Mission (NNM), a joint effort of Ministry of Health and Family Welfare (MoHFW) and the Ministry of Women and Child Development (WCD) towards a lifecycle approach for interrupting the intergenerational cycle of under nutrition. Many patients have benefitted from Affordable Medicines and Reasonable Implants for Treatment (AMRIT) Pharmacies. The Government of India approved the National Medical Commission Bill 2017. It aims to promote medical education reform.

### Conclusion:

- ▶ Public healthcare service should ensure three “Es-Expand-Equity-Excellence”. India is well poised to a better public healthcare infrastructure, facilities and services and hopefully with all the well-intentioned initiatives we shall see health taking a top priority agenda in the coming years and delivering on the promises that the new and bold initiatives in the health sector.

