

GOVERNMENT OF INDIA
MINISTRY OF PLANNING

RAJYA SABHA
STARRED QUESTION NO. *136
TO BE ANSWERED ON 5.08.2024

VIKSIT BHARAT 2047

136 SHRI BRIJ LAL:

Will the Minister of PLANNING be pleased to state:

- (a) the policy steps taken in the infrastructure and connectivity sector to boost growth and development;
- (b) whether financial assistance has been provided to States for Viksit Bharat projects; and
- (c) if so, the details thereof?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF STATISTICS
AND PROGRAMME IMPLEMENTATION; MINISTER OF STATE (INDEPENDENT
CHARGE) OF THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE
MINISTRY OF CULTURE

(RAO INDERJIT SINGH)

(a) to (c): A Statement is laid on the Table of the House.

**STATEMENT REFERRED TO IN REPLY OF PART (a) TO (c) OF RAJYA SABHA
STARRED QUESTION NO. *136 FOR ANSWER ON 5.08.2024 REGARDING VIKSIT
BHARAT 2047**

Government firmly believes infrastructure and connectivity sector to be growth engines towards Viksit Bharat. Infrastructure development is an ongoing priority of the Government to boost growth and development.

Ministries are taking various policy steps to promote the infrastructure and connectivity sector in India. All these policies are aimed at expanding quality infrastructure with focus on inclusive geographies and empowering the users through digital and other initiatives. All the projects, programmes and schemes are aligned to the policy of ramping up infrastructure and connectivity. **PM GatiShakti National Master Plan (NMP)**, launched by the Hon'ble PM on 13th October, 2021, is a **transformative approach** for integrated planning of multimodal connectivity to various economic zones, using technology and innovation. Its comprehensive focus has improved multimodal connectivity infrastructure in economic zones. It aims to combine infrastructure schemes like Bharatmala, Sagarmala, and UDAN on a digital platform and reduce logistic costs, increase cargo handling capacity, and shorten turnaround times. PM GatiShakti's twin framework including an inter-ministerial institutional mechanism at the Centre and State levels, and a GIS-data-based decision support system for integrated planning in the logistics and infra sector, is aimed at building **Next Generation** Infrastructure that improves **Ease of Living** as well as **Ease of Doing Business**.

INR 111 lakh crore National Infrastructure Pipeline (NIP), launched 2019, has since expanded to over 9,288 projects across 34 sub-sectors and included both brownfield and greenfield infrastructure projects. National Monetisation Pipeline (NMP) announced August 2021, is based on the principle of 'asset creation through monetization'.

Many policy steps have been taken by the Government for promotion of infrastructure and connectivity sector. An indicative list of major policy, projects, programmes and schemes related to infrastructure and connectivity sector are placed at Annexure A.

Viksit Bharat, is not a project per se, but it is a vision document that is under preparation as growth trajectory for India by 2047. As Viksit Bharat is not a project, therefore, provision of financial assistance to states does not arise.

ANNEXURE REFERRED TO IN REPLY TO PART (a) to (c) OF RAJYA SABHA STARRED QUESTION *136 FOR ANSWER ON 5.08.2024 REGARDING VIKSIT BHARAT 2047

Policy Initiatives has taken by the ministries:

(i) **Ministry of Road Transport and Highways:**

The Ministry is primarily responsible for development and maintenance of National Highways (NHs). NH network in the country has increased from about 91,287 km in March, 2014 to about 1,46,145 km at present.

National Road Safety Policy: This policy aims to reduce road accidents, injuries, and fatalities by raising awareness, establishing a road safety information database, ensuring safer vehicles, and improving driver training and licensing.

Green Highways Policy: This policy focuses on the development of green corridors along national highways by planting trees and shrubs, which helps in environmental conservation and provides employment opportunities.

Vehicle Scrappage Policy: This policy encourages the scrapping of old, polluting vehicles to promote the use of newer, more efficient, and less polluting vehicles.

Electronic Toll Collection (ETC): This policy promotes the use of FASTag for electronic toll collection to reduce congestion and improve efficiency at toll plazas.

Road Transport and Safety Bill: This bill aims to provide a framework for safer, faster, cost-effective, and inclusive movement of passengers and freight in the country.

Setu Bharatam: Launched to ensure the construction of bridges for safe and seamless travel on national highways.

National Highways Development Project (NHDP): Continued expansion and improvement of the national highways network.

Highway Advisory Services: Implemented to provide real-time information to highway users on traffic conditions, weather updates, and other relevant information.

Logistics Efficiency Enhancement Program (LEEP): Aimed at improving the efficiency of freight movement across the country.

Integrated Road Accident Database (iRAD): to create a comprehensive database of road accidents to help in analyzing and formulating policies for road safety.

FASTAG: Made mandatory for all vehicles to ensure seamless toll collection and reduce waiting times at toll plazas.

National Highways Authority of India (NHAI) InvIT: Launched to monetize completed national highway projects and attract private investment.

Hybrid Annuity Model (HAM): Introduced for the development of highway projects, combining the benefits of both EPC (Engineering, Procurement, and Construction) and BOT (Build, Operate, Transfer) models.

Bharat Mala Pariyojana: An umbrella program for the development of highways, including economic corridors, inter-corridor and feeder routes, national corridor efficiency improvement, border and international connectivity roads, coastal and port connectivity roads, and expressways. The additional initiatives of the Ministry are:

- Promoting Contractor's Ecosystem by rationalising the projects and contract documents for EPC and PPT projects.
- Simplification of land acquisition notification through BhoomiRashi portal
- Project planning on PM Gatishakti principles through NMP portal with Comprehensive guidelines regarding procurement, preparation, review and approvals of DPRs and also mandated preparation of DPR
- Focus on development of High Speed Access controlled NHs for improving the logistics efficiency of the country. Also adopted a policy to improve all NHs to minimum Two Lane with paved shoulders standards except for ecologically sensitive Himalayan region where development plan is finalised considering the geological, environmental factors etc.
- Relaxations in contract provisions under "Atmanirbhar Bharat" to improve liquidity of funds.
- Revamped dispute resolution mechanism.
- Portal based project monitoring leading to early resolution of issues.
- Periodic reviews of projects at various levels
- Raising resources from innovative financing models like monetization
- Increased toll collection through Fastag
- Resolving the inherited stalled projects (stalled projects till 2013-14) by close monitoring at the highest levels and also by suitable policy interventions like one time fund infusion, substitution, termination & repackaging etc.
- Award for ropeways projects for connecting remote, religious and tourist places

(ii) **Ministry of Railways:** As on 01.04.2024, across Indian Railways, 488 Railway Infrastructure projects (187 New Line, 40 Gauge Conversion and 261 Doubling) of total length 44,488 Km, costing approx. Rs.17.44 lakh crore are in planning/approval/construction stage, out of which, Ra.12,045 Km length has been commissioned, an expenditure of approximately Rs. 12.92 lakh crore has been incurred upto March, 2024.

Steps taken by the Railways for effective and speedy implementation of rail projects (i) substantial increase in allocation of funds, (ii) delegation of powers at field level, (iii) close monitoring of progress of project at various levels (iv) regular follow up with State Governments and concerned authorities for expeditious land acquisition, forestry and Wildlife. Railways implement infrastructure projects

under the PM Gati Shakti Mission with corridor approach namely Energy, Mineral, and Cement (192 Projects), Port Connectivity Corridors (42 Projects), High Traffic Density Corridors (200 Projects). Indian Railways have prepared a National Rail Plan (NRP) for India – 2030. The Plan is to create a ‘future ready’ Railway system by 2030, which in turn would also cater to future growth in demand right up to 2050. This is a strategic initiative to promote growth and development in the country.

- (iii) **Ministry of Civil Aviation** To promote Air infrastructure, Ministry took many policy steps and the major one is **The National Civil Aviation Policy, 2016** which aims to establish an integrated eco-system which will lead to significant growth of civil aviation sector, which in turn would promote tourism, increase employment and lead to a balanced regional growth.

Regional Connectivity Scheme (UDAN), 2016. UDAN scheme was launched in 2016 with the objective of enhancing remote and regional connectivity through expansion of aviation infrastructure in the country. The scheme envisages revival / upgradation of unserved & underserved airports on its identification through valid bid & award to the SAO (Selected Airline Operator) to operate the route connecting the identified airport. Based on their assessment of demand on particular routes, interested airlines submit their proposals at the time of bidding under UDAN. An airport which is included in the awarded routes of UDAN and requires upgradation/development for commencement of UDAN operations, is developed under the 'Revival of unserved and underserved airports' scheme. As of now, 85 RCS airports, including 2 water aerodromes & 13 heliports have been operationalized under the UDAN scheme and more than 142 lakhs passengers benefited from the UDAN flights.

Policy on Airport Infrastructure, 2015 The objectives of the policy are to provide a boost to international trade and tourism; to augment airport capacity for handling an increasing volume of air traffic to enhance airport facilities ; to ensure total safety and security of aircraft operations; to provide multi-modal linkages; to foster the development of a strong airport infrastructure and to lay special emphasis on the development of infrastructure for remote and inaccessible areas, especially the North East, the hilly and island regions.

Upgradation/ Modernisation of airports is a continuous process and is undertaken by Airports Authority of India (AAI) and other Airport Operators from time to time depending on the availability of land, commercial viability, socio-economic considerations, traffic demand / willingness of airlines to operate to/from such airports.

AAI and other Airport Operators have targeted capital outlay of approximately Rs. 90000 crore in Airport Sector for a period from FY-2019-20 to FY-2024-25. Till FY 2023-24, more than 72000 crore capex has been incurred by various airport developers across the country for development of new airports and expansion/upgradation of existing airports.

Recent Expansion work completed at PPP & AAI airports include construction/upgradation/expansion of Terminal Buildings at Delhi, Hyderabad, Bangalore, Lucknow, Chennai, Kanpur, Port Blair, Tezu, Surat, Trichy, Bhuvaneshwar, Dehradun, Kolhapur, Gwalior, Jabalpur, Aligarh, Azamgarh, Chitrakoot, Moradabad, Shravasti, Adampur etc. In addition airport at Ayodhya has also been developed and operationalized.

With the concerted efforts from all the stakeholders, the total number of operational airports in the country has increased to 157 with capacity to handle more than 530 Millions Passengers Per Annum (MPPA).

- (iv) **Ports, Shipping & Waterways:** To promote Port Connectivity in India Ministry of Ports, Shipping and Waterways has taken holistic approach through Sagarmala programme, as part of the program, a National Perspective Plan (NPP) for the comprehensive development of India's coastline and maritime sector. Sagarmala Program aims to reduce logistics cost for EXIM and domestic trade with minimal infrastructure investment and to promote port-led development in the country through harnessing India's 7,500 km long coastline, 14,500 km of potentially navigable waterways and strategic location on key international maritime trade routes. The vision of Sagarmala is to reduce logistics cost with minimal infrastructure investment, thereby improving the overall efficiency of the economy and increasing competitiveness of exports. The projects under Sagarmala Programme are categorized into five pillars – port modernization, port connectivity, port-led industrialization, coastal community development and coastal shipping & inland water transport.

Under the budget head of Sagarmala, 130 projects worth Rs. 9,600 crores have been sanctioned with funding support of Rs. 3,700 crores. Out of total 130 projects sanctioned under Sagarmala, 62 projects worth Rs. 4,000 cores have been completed and 52 projects worth Rs. 5,200 crores have been awarded and are under implementation. Remaining projects are under development stages. These projects are focusing on various critical aspects of maritime sector such as capacity enhancement at Indian ports, improving connectivity infrastructure, RO-RO, and tourism jetties along with urban water transportation, fishing harbor and skill development of coastal community. Major projects which have been completed in 2023-24 includes Bunker Berth at Bharathi Dock in Chennai Port, Breakwater in North and South side of entrance channel & Capital Dredging at Cuddalore Port,

Capital Dredging for Puducherry Port, Ro-Pax Facility at Hazira, 12 m wide concrete road connecting berth 5 6 7 8 & 9 to new entry / exit road at Mormugao Port, and improvement of road connectivity to facilitate trade and port users at Kolkata Dock, Phase-2.

Based on consultation with Major Ports and state maritime boards, 107 last mile road and rail connectivity infrastructure gaps have been identified and included in the Comprehensive Port Connectivity Plan (CPCP) prepared by Department for Promotion of Industry and Internal Trade (DPIIT) in September 2022. State Multimodal Committees have been formed which has representatives from Major Ports, State Maritime Boards, Ministry of Road Transport and Highways / National Highway Authority of India, and Ministry of Railways to review the projects periodically.

The Major Port Authorities Act, 2021, has granted major ports increased autonomy and introduced market-based tariffs for public private partnership (PPP) operators. Formulation of Model Concession Agreement, 2021 have led to improvements in infrastructure, efficiency, and service quality through private participation at major ports across India.
