

# BJYM

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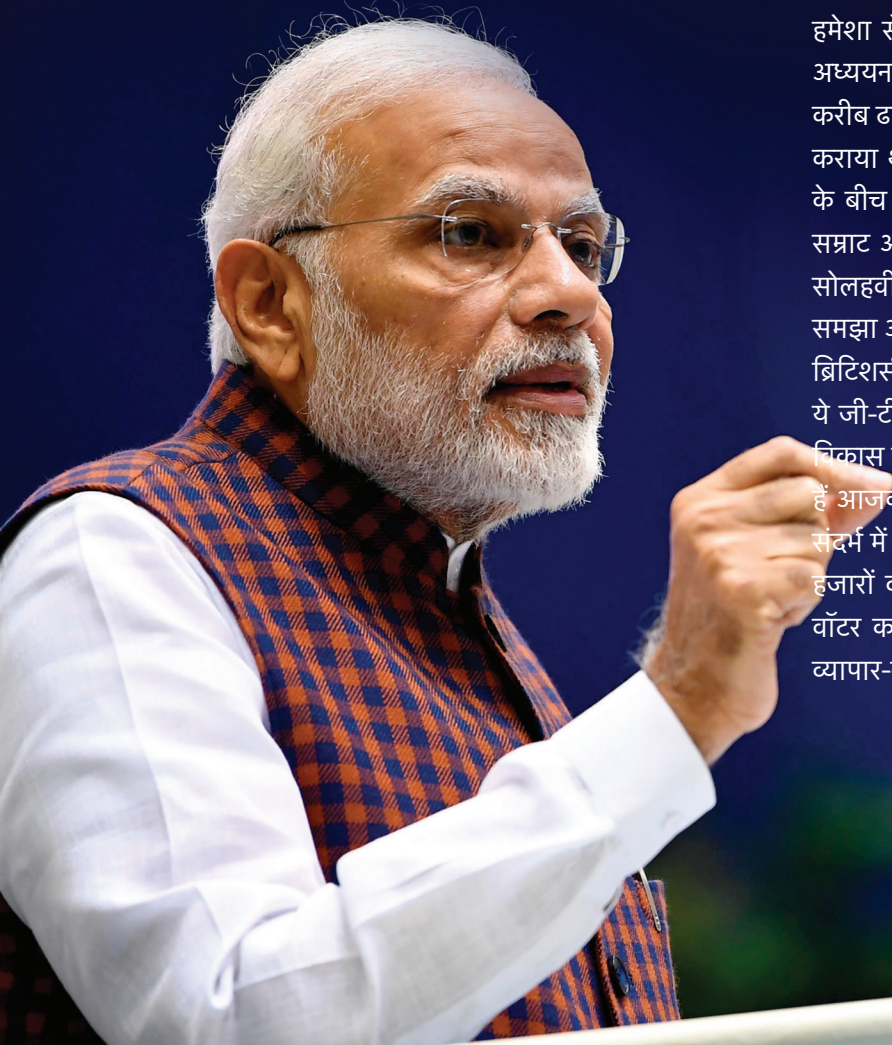
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# बजट वेबिनार में 'बुनियादी ढांचे और निवेश' पर

प्रधानमंत्री  
श्री नरेंद्र मोदी



नमस्कार जी।

मुझे खुशी है कि आज इंफ्रास्ट्रक्चर पर हो रहे इस वेबिनार में सैकड़ों स्टेकहोल्डर्स जुड़े हैं और 700 से ज्यादा तो एमडी और सीईओज ने समय निकाल करके इस महत्वपूर्ण इनिशिएटिव का महात्मय समझ करके वैल्यू एडिशन का काम किया है। मैं सबका स्वागत करता हूँ। इसके अलावा अनेकों सेक्टर एक्सपर्ट्स और विभिन्न स्टेकहोल्डर्स भी बहुत बड़ी मात्रा में जुड़ करके इस वेबिनार को बहुत समृद्ध करेंगे, परिणामकारी करेंगे, ऐसा मेरा पूरा विश्वास है। मैं फिर एक बार आप सभी का समय निकालने के लिए बहुत आभारी हूँ, और हृदय से आपका स्वागत करता हूँ। इस वर्ष का बजट इंफ्रास्ट्रक्चर सेक्टर की ग्रोथ को नई एनर्जी देने वाला है। दुनिया के बड़े-बड़े एक्सपर्ट्स और कई प्रतिष्ठित मीडिया हाउस ने भारत के बजट और उसके स्ट्रेटिजिक डिसिजंस की भूरि-भूरि प्रशंसा की है। अब हमारा कैम्पेक्स, साल 2013-14 की तुलना में, यानी मेरे आने से पहले जो स्थिति थी उसकी तुलना में 5 गुना अधिक हो गया है। नेशनल इंफ्रास्ट्रक्चर पाइपलाइन के तहत सरकार आने वाले समय में 110 लाख करोड़ रूपए इन्वेस्ट करने का लक्ष्य लेकर चल रही है। ऐसे में प्रत्येक स्टेकहोल्डर के लिए ये नए दायित्व का, नई संभावनाओं का और साहसपूर्ण निर्णय का समय है।

साथियों, किसी भी देश के विकास में, स्थायी विकास में, उज्वल भविष्य को ध्यान में रखते हुए विकास में, इंफ्रास्ट्रक्चर का महत्व हमेशा से ही रहा है। जो लोग इंफ्रास्ट्रक्चर से जुड़ी हिस्ट्री का अध्ययन करते हैं, वो इसे भली-भांति जानते हैं। जैसे हमारे यहां करीब ढाई हजार साल पहले चंद्रगुप्त मौर्य ने उत्तरापथ का निर्माण कराया था। इस मार्ग ने सेंट्रल एशिया और भारतीय उपमहाद्वीप के बीच व्यापार-कारोबार को बढ़ाने में बहुत मदद की। बाद में सम्राट अशोक ने भी इस मार्ग पर अनेक विकास कार्य करवाए। सोलहवीं शताब्दी में शेर शाह सूरी ने भी इस मार्ग का महत्व समझा और इसमें नए सिरे से विकास कार्यों को पूरा कराया। जब ब्रिटिशर्स आए तो उन्होंने इस रूट को और अपग्रेड किया और फिर ये जी-टी रोड कहलाई। यानी देश के विकास के लिए हाईवे के विकास की अवधारणा हजारों वर्ष पुरानी है। इसी तरह हम देखते हैं आजकल रीवर फ्रंट्स और वॉटरवेज की इतनी चर्चा है। इसी संदर्भ में हम बनारस के घाटों को अगर देखें तो वो भी एक तरह से हजारों वर्ष पहले बने रीवर फ्रंट ही तो हैं। कोलकाता से सीधी वॉटर कनेक्टिविटी की वजह से कितनी ही सदियों से बनारस, व्यापार-कारोबार का भी केंद्र रहा था।

एक और दिलचस्प उदाहरण, तमिलनाडु के तंजावुर में कल्लणै डैम है। ये कल्लणै डैम चोल साम्राज्य के दौरान बना था। ये डैम करीब-करीब 2 हजार साल पुराना है और दुनिया के लोग ये जानकर हैरान रह जाएंगे कि ये डैम आज भी ऑपरेशनल है। 2 हजार साल पहले बना ये डैम आज भी इस क्षेत्र में समृद्धि ला रहा है। आप कल्पना कर सकते हैं कि भारत की क्या विरासत रही है, क्या विशेषज्ञता रही है, क्या सामर्थ्य रहा है। दुर्भाग्य से आजादी के बाद आधुनिक इंफ्रास्ट्रक्चर पर उतना बल नहीं दिया गया, जितना दिया जाना चाहिए था। हमारे यहां दशकों तक एक सोच हावी रही कि गरीबी एक मनोभाव है- पावर्टी इज अ वर्चु. इसी सोच की वजह से देश के इंफ्रास्ट्रक्चर पर इन्वेस्ट करने में पहले की सरकारों को दिक्कत होती थी। उनकी वोटबैंक की राजनीति के लिए अनुकूल नहीं होता था। हमारी सरकार ने ना सिर्फ इस सोच से देश को बाहर निकाला है बल्कि वो आधुनिक इंफ्रास्ट्रक्चर पर रिकॉर्ड इन्वेस्ट भी कर रही है।

साथियों, इस सोच और इन प्रयासों का जो नतीजा निकला है, वो भी आज देश देख रहा है। आज नेशनल हाईवे का एवरेज एनुअल कंस्ट्रक्शन, 2014 से पहले की तुलना में लगभग दोगुना हो चुका है। उसी प्रकार से 2014 से पहले हर साल 600 रूट किलोमीटर रेल लाइन का बिजलीकरण होता था। आज ये लगभग 4 हजार रूट किलोमीटर तक पहुंच रहा है। अगर हम एयरपोर्ट की तरफ देखें तो एयरपोर्ट्स की संख्या भी 2014 की तुलना में 74 से बढ़ करके डेढ़ सौ के आसपास पहुंच चुकी है, यानि डबल हो चुकी है, यानी 150 एयरपोर्ट इतने कम समय में पूरे होना। उसी प्रकार से आज जब ग्लोबलाइजेशन का युग है तो सी-पोर्ट का भी बहुत महत्व होता है। हमारे पोर्ट्स की कैपेसिटी ऑगमेंटेशन भी पहले की तुलना में आज लगभग दोगुनी हो चुकी है।

साथियों, हम इंफ्रास्ट्रक्चर निर्माण को देश की इकोनॉमी का ड्राइविंग फोर्स मानते हैं। इसी रास्ते पर चलते हुए भारत, 2047 तक विकसित भारत होने के लक्ष्य को प्राप्त करेगा। अब हमें अपनी गति और बढ़ानी है। अब हमें टॉप गियर में चलना है। और इसमें पीएम गति शक्ति नेशनल मास्टर प्लान की बहुत बड़ी भूमिका है। गतिशक्ति नेशनल मास्टर प्लान, भारत के इंफ्रास्ट्रक्चर का, भारत के मल्टीमॉडल लॉजिस्टिक्स का कायाकल्प करने जा रहा है। ये इकोनॉमिक और इंफ्रास्ट्रक्चर प्लानिंग को, डेवलपमेंट को एक प्रकार से इंटीग्रेट करने का एक बहुत बड़ा टूल है। आप याद करिए, हमारे यहां बड़ी समस्या ये रही है कि पोर्ट, एयरपोर्ट बन जाते थे, लेकिन फर्स्ट माइल और लास्ट माइल कनेक्टिविटी पर ध्यान ही नहीं दिया जाता था, प्राथमिकता नहीं होती थी। एसईजेड और इंडस्ट्रियल टाउनशिप बन जाते थे,

लेकिन उनकी कनेक्टिविटी और बिजली, पानी, गैस पाइपलाइन जैसे इंफ्रास्ट्रक्चर में बहुत देरी हो जाती थी।

इस वजह से लॉजिस्टिक्स की कितनी दिक्कतें होती थीं, देश की जीडीपी का कितना बड़ा हिस्सा अनावश्यक खर्च हो रहा था। और विकास के हर काम को एक प्रकार से रोक लग जाती थी। अब ये सारे नोइस एक साथ, तय समय सीमा के आधार पर, सबको साथ लेकर एक प्रकार से ब्लू प्रिंट तैयार किए जा रहे हैं। और मुझे खुशी है कि पीएम गति शक्ति नेशनल मास्टर प्लान के परिणाम भी आज आने शुरू हो गए हैं। हमने उन गैप्स की पहचान की है, जो हमारी लॉजिस्टिक एफिशिएंसी को प्रभावित करते हैं। इसलिए इस वर्ष के बजट में 100 क्रिटिकल प्रोजेक्ट्स को प्राथमिकता दी गई है और उसके लिए 75,000 करोड़ रुपए का प्रावधान किया है। क्वालिटी और मल्टी मॉडल इंफ्रास्ट्रक्चर से हमारी लॉजिस्टिक कॉस्ट आने वाले दिनों में और कम होने वाली है। इसका भारत में बने सामान पर, हमारे प्रोडक्ट्स की कंपटेंसी पर बहुत ही पॉजिटिव असर पड़ना ही पड़ना है। लॉजिस्टिक्स सेक्टर के साथ-साथ इज ऑफ लिविंग और इज ऑफ बिजनेस में बहुत सुधार आएगा। ऐसे में प्राइवेट सेक्टर के पार्टिसिपेशन के लिए भी संभावनाएं लगातार बढ़ रही हैं। मैं प्राइवेट सेक्टर को इन प्रोजेक्ट्स में पार्टिसिपेट करने के लिए आमंत्रित करता हूँ।

साथियों, निश्चित तौर पर इसमें हमारे राज्यों की भी बहुत बड़ी भूमिका है। राज्य सरकारों के पास इसके लिए फंड की कमी ना हो, इस हेतु से 50 साल तक के इंटरेस्ट फ्री लोन को एक वर्ष के लिए आगे बढ़ाया गया है। इसमें भी पिछले वर्ष के बजटरी एक्सपेंडिचर की तुलना में 30 प्रतिशत की वृद्धि की गई है। मकसद यही है कि राज्य भी क्वालिटी इंफ्रास्ट्रक्चर को प्रमोट करें।

साथियों, इस वेबिनार में आप सभी को मेरा आग्रह रहेगा कि एक और विषय पर अगर आप सोच सकते हैं तो जरूर सोचिए। आधुनिक इंफ्रास्ट्रक्चर के निर्माण के लिए विभिन्न तरह के मैटेरियल का होना उतना ही जरूरी है। यानि ये हमारी मैनुफैक्चरिंग इंडस्ट्री के लिए बहुत बड़ी संभावनाएं बनाता है। अगर ये सेक्टर अपनी जरूरतों का आकलन करके पहले से फोरकास्ट करे, इसका भी कोई मैकेनिज्म डवलप हो पाए तो कंस्ट्रक्शन इंडस्ट्री को भी मैटेरियलस मोबिलाइज करने में उतनी ही आसानी होगी। हमें इंटीग्रेटेड एप्रोच की जरूरत है, सर्कुलर इकोनॉमी का हिस्सा भी हमें हमारे भावी निर्माण कार्यों के साथ जोड़ना होगा। वेस्ट में से बेस्ट का कॉन्सेप्ट भी उसका हिस्सा बनना जरूरी है। और मैं समझता हूँ, इसमें पीएम गति-शक्ति



नेशनल मास्टर प्लान की भी बड़ी भूमिका है।

साथियों, जब किसी स्थान पर इंफ्रास्ट्रक्चर डवलप होता है, तो वो अपने साथ विकास भी लेकर आता है। एक प्रकार से डेवलपमेंट की पूरी इकोसिस्टिम साईमलटेनियस अपने आप खड़ी होना शुरू हो जाती है। और मैं जरूर जब अपने पुराने दिनों को याद करता हूँ, जब कच्छ में भूकंप आया तो स्वाभाविक है कि सरकार के सामने इतना बड़ा हादसा आये तो पहले ही क्या कल्पना रहती है। मैंने ये कहा चलो भाई जल्दी से जल्दी काम इधर-उधर करके पूरा करो, नार्मल लाइफ की ओर चलो। मेरे सामने 2 रास्ते थे, या तो उस क्षेत्र को सिर्फ और सिर्फ राहत और बचाव के कार्यों के बाद, छोटी मोटी जो भी टूट फूट है उसको ठीक कर करके उन जिलों को उनके नसीब पर छोड़ दें या फिर आपदा को अवसर में बदलूँ, नई अप्रोच के साथ कच्छ को आधुनिक बनाने की दिशा में जो कुछ भी हादसा हुआ है, जो कुछ भी नुकसान हुआ है, लेकिन अब कुछ नया करूँ, कुछ अच्छा करूँ, कुछ बहुत बड़ा करूँ।

और साथियों आपको खुशी होगी मैंने राजनीतिक लाभ-गैर लाभ न सोचा, तत्काल हल्का-फुल्का काम करके निकल जाने का और वाहवाही लूटने का काम नहीं किया, मैंने लंबी छलांग लगाई, मैंने दूसरा रास्ता चुना और कच्छ में विकास के लिए इंफ्रास्ट्रक्चर को अपने कार्यों का मुख्य आधार बनाया। तब गुजरात सरकार ने कच्छ के लिए राज्य की सबसे अच्छी सड़कें बनवाईं, बहुत चौड़ी सड़कें बनवाईं, बड़ी-बड़ी पानी की टंकियां बनवाईं, बिजली की व्यवस्था लंबे समय तक काम आए, ऐसी करी। और तब मुझे मालूम है बहुत लोग मुझे कहते थे, अरे इतने बड़े रोड़ बना रहे हो, पांच मिनट, दस मिनट में भी भी एक व्हीकल यहां आता नहीं है, क्या करोगे इसको बनाकर। इतना खर्चा कर रहे हो। ऐसा मुझे कह रहे थे। कच्छ में तो यानी एक प्रकार से नेगेटिव ग्रोथ था, लोग वहां छोड़ छोड़ करके कच्छ छोड़ रहे थे, पिछले 50 साल से छोड़ रहे थे।

लेकिन साथियो, उस समय इंफ्रास्ट्रक्चर पर जो हमने इन्वेस्ट किया, उस समय की आवश्यकता को छोड़ करके भविष्य की भी आवश्यकताओं को ध्यान में रख करके सारा प्लान किया, आज उसका लाभ कच्छ जिले को अद्भुत मिल रहा है। आज कच्छ, गुजरात का सबसे तेज विकास करने वाला जिला बन गया है। जो कभी सीमा पर यानी एक प्रकार से अफसरों की भी पोस्टिंग करते थे तो पनिशमेंट पोस्टिंग माना जाता था, कालापानी की सजा बोला जाता था। वो आज सबसे डेवलप डिस्ट्रिक्ट बन रहा है। इतना बड़ा क्षेत्र जो कभी वीरान था, वो अब वाइब्रेंट है और वहां की चर्चा आज पूरे देश में है। एक ही डिस्ट्रिक्ट में पांच तो

एयरपोर्ट हैं। और इसका पूरा क्रेडिट अगर किसी को जाता है तो वो कच्छ में जो आधुनिक इंफ्रास्ट्रक्चर बना, आपदा को अवसर में पलटा, और तत्कालीन जरूरतों से आगे सोचा, उसका आज परिणाम मिल रहा है।

साथियों, फिजिकल इंफ्रास्ट्रक्चर की मजबूती के साथ ही देश के सोशल इंफ्रास्ट्रक्चर का भी मजबूत होना उतना ही आवश्यक है। हमारा सोशल इंफ्रास्ट्रक्चर जितना मजबूत होगा, उतने ही टेलेंटेड युवा, स्किल्ड युवा, काम करने के लिए आगे आ पाएंगे। इसलिए ही स्किल डेवलपमेंट, प्रोजेक्ट मैनेजमेंट, फाइनेंस स्किल्स, एंटरप्रेन्योर स्किल ऐसे अनेक विषयों पर भी प्राथमिकता देना, जोर देना उतना ही आवश्यक है। अलग-अलग सेक्टर्स में, छोटे और बड़े उद्योगों में हमें स्किल फोरकास्ट के बारे में भी एक मैकेनिज्म विकसित करना होगा। इससे देश के ह्यूमन रिसोर्स पूल को भी बहुत फायदा होगा। मैं सरकार के विभिन्न मंत्रालयों से भी कहूंगा कि इस दिशा में तेजी से काम करें।

साथियों, आप सिर्फ इंफ्रास्ट्रक्चर का निर्माण ही नहीं कर रहे, बल्कि भारत की ग्रोथ एज को मोमेंटम देने का भी काम कर रहे हैं। इसलिए इस बेबिनार में जुड़े हर स्टेकहोल्डर की भूमिका और उनके सुझाव बहुत अहम हैं। और ये भी देखिए कि जब इंफ्रास्ट्रक्चर की बात करते हैं तो कभी-कभी रेल, रोड, एयरपोर्ट, पोर्ट उसी के आसपास; अब देखिए इस बजट में गांवों में भंडारण का बहुत बड़ा प्रोजेक्ट लिया गया है स्टोरेज के लिए, किसानों की पैदावार के स्टोरेज के लिए। कितना बड़ा इंफ्रास्ट्रक्चर बनाना पड़ेगा। हम अभी से सोच सकते हैं।

देश में वेलनेस सेंटर बनाए जा रहे हैं। लाखों गांवों में हेल्थ सर्विसेज के लिए उत्तम से उत्तम वेलनेस सेंटर बनाए जा रहे हैं। ये भी एक इंफ्रास्ट्रक्चर है। हम नए रेलवे स्टेशन बना रहे हैं, ये भी इंफ्रास्ट्रक्चर का काम है। हम हर परिवार को पक्का घर देने का काम कर रहे हैं, वो भी इंफ्रास्ट्रक्चर का काम है। इन कामों में हमें नई टेक्नोलॉजी, मैटेरियल में भी नयापन, कंस्ट्रक्शन टाइम में भी समय सीमा में काम कैसे हो, इन सारे विषयों पर अब भारत को बहुत बड़ी छलांग लगाने की जरूरत है। और इसलिए ये बेबिनार बहुत ही महत्वपूर्ण है।

आपका ये मंथन, आपके ये विचार, आपका अनुभव इस बजट को उत्तम से उत्तम तरीके से इंप्लीमेंट करने का कारण बनेगा, तेज गति से इंप्लीमेंटेशन होगा और सर्वाधिक अच्छे आउटकम वाला परिणाम मिलेगा। ये मुझे पूरा विश्वास है। मेरी तरफ से आपको बहुत शुभकामनाएं हैं। धन्यवाद!

## Remarks of BJP President **Shri J.P. Nadda**

Under the able leadership of Hon. PM Shri Narendra Modi Ji, our government has prioritised fast paced infrastructure development to boost India's growth.

Over the past 9 years, we have initiated significant projects like the PM Gati Shakti National Master Plan, Vande Bharat Trains, and the National Logistics Policy that are the foundation of an Atmanirbhar Bharat.

Today, India is providing seamless connectivity to its people and is emerging as an important player in global supply chains.

Source : Tweet on X



Message  
from the BJYM  
President  
**Shri Tejasvi  
Surya**



Namaskar!

Under the stewardship of Prime Minister Shri Narendra Modi, India has witnessed a remarkable transformation in its infrastructure landscape. This change speaks volumes about the government's commitment to progress and development. The extensive infrastructure projects undertaken – spanning roads, railways, airports, and ports – have not only reshaped the physical contours of the nation but have also laid a robust foundation for economic growth and societal advancement. This grand vision of infrastructure development, encompassed by initiatives like the Bharatmala Pariyojana and the Sagarmala Project, demonstrates an unparalleled dedication to the nation's long-term prosperity. Pradhan Mantri Gati Shakti National Master Plan is worth Rs 100 lakh crore and aims to transform India's infrastructure landscape. It will lessen the time taken for infrastructure projects and upgrade India's competitiveness in the market.

The economic dividends of these infrastructure developments are manifold. Enhanced road networks have significantly reduced travel times and logistics costs, directly benefiting industries and boosting India's competitiveness in the global market. The modernization of railways, marked by the introduction of high-speed trains and the electrification of tracks, has revolutionized travel, making it faster and more environmentally sustainable. Meanwhile, the expansion of air connectivity through the UDAN scheme and the modernization of ports under the Sagarmala Project have opened new avenues for trade and tourism, fostering economic integration and regional development. These strides in infrastructure under the Modi government are not just about constructing physical assets; they are about



building the arteries of a vibrant and flourishing economy.

Most importantly, the focus of these infrastructure projects on inclusivity and accessibility marks a new era of development that touches every Indian's life. Improved transportation networks mean more than just economic efficiency; they symbolize bridging distances between the urban and the rural, the mainstream and the marginalized. No other government has worked as hard as the Modi government to develop infrastructure in northeastern India. The focus on infrastructure development in backward and neglected regions is transforming the entire region by unlocking its economic potential. The infrastructure boom under the Modi government has been a catalyst for social empowerment, enabling better access to education, healthcare, and employment opportunities for millions. It is a testament to a governance model that prioritizes the upliftment of the common citizen, ensuring that the fruits of development reach every corner of the nation. This holistic approach to infrastructure, blending economic imperatives with social welfare, is paving the way for a more equitable and prosperous India, underlining the Modi government's foresight and commitment to the nation's future.

### **Vande Mataram**

### **Tejasvi Surya**

National President,  
Bharatiya Janata  
Yuva Morcha



# EDITORIAL

Since assuming office, the Modi government has embarked on an ambitious journey to transform India's infrastructure landscape. This editorial delves into the remarkable strides made in various sectors, including roads, railways, airports, ports, and logistics, shaping India's new era of development and connectivity. The government has recently launched Prime Minister Gati Shakti, also known as the National Master Plan for Multi-modal Connectivity worth \$1.2 trillion, to provide a competitive advantage for manufacturing in India.

One of the most significant achievements under the Modi government is the substantial expansion and improvement of the national highways. The Bharatmala Pariyojana, an umbrella program, aims to enhance road connectivity across the country. This initiative optimises freight movements and connects economic corridors, thereby boosting trade and regional development. The government's commitment to constructing and upgrading highways has improved travel times and spurred economic growth in remote areas, fostering inclusive development. Improved connectivity in rural and remote areas means easier access to markets for farmers, opening up new livelihood opportunities, and better access to healthcare and education. Improved roads are also reducing travel time and costs, making daily commutes more efficient for millions of Indians.

The Indian Railways, often termed the nation's lifeline, has witnessed a transformative upgrade. Emphasising modernisation, the government has introduced high-speed rail projects, including the much-anticipated bullet train between Mumbai and Ahmedabad. Furthermore, the commitment to electrification of railway lines and the introduction of semi-high-speed trains underlines a shift towards faster, more efficient, and environmentally sustainable rail travel. These advancements not only enhance passenger experience but also significantly contribute to the reduction of the carbon footprint. The shift towards electric trains also means cheaper fares, making railway travel more accessible to the economically weaker sections of society.





The UDAN (Ude Desh ka Aam Nagrik) scheme marks a paradigm shift in air connectivity, focusing on regional connectivity and making air travel affordable for the common citizen. The development and upgradation of airports, including in tier-2 and tier-3 cities, have decongested major airports and opened new avenues for regional commerce and tourism, truly democratising air travel in India. It benefits individuals and boosts regional economies by improving access to remote areas, fostering tourism, and creating jobs.

Acknowledging the strategic importance of maritime trade, the Modi government has initiated the Sagarmala Project. This ambitious program aims to modernise India's ports, enhance port connectivity, and develop coastal economic zones. By improving port infrastructure and efficiency, the project seeks to reduce logistics costs and boost the export-import sector, reinforcing India's global maritime trade position. Improved port facilities and coastal connectivity mean that businesses, especially small and medium enterprises, can now participate more effectively in the global supply chain, boosting exports and creating myriad job opportunities. The government has recognised logistics as a crucial driver of economic competitiveness and has focused on integrated development. Initiatives like the Dedicated Freight Corridors (DFCs) and the Logistics Ease Across Different States (LEADS) index are remarkable steps towards streamlining logistics operations. These measures are set to reduce transportation costs, expedite freight movement, and make Indian products more competitive in the global market. Efficiency is not only beneficial for businesses but also for consumers, as it leads to lower prices of goods and faster delivery times. Efficient logistics are particularly crucial for sectors like agriculture, BJYM Magazine | 9

where timely transportation can mean the The cumulative effect of these infrastructure developments is profound. Better roads, railways, airports, ports, and logistics systems translate into a stronger economy. They attract more foreign investment, boost domestic industries, and create millions of jobs, thereby improving the standard of living for the average Indian. As India's infrastructure becomes more robust, the country is well on its way to becoming a global economic powerhouse.

The Modi government's infrastructure drive is not just about physical development; it's a comprehensive approach towards creating a resilient and sustainable future for India. The emphasis on integrating technology, enhancing connectivity, and focusing on sustainability reflects a vision that goes beyond immediate needs, aiming to lay a robust foundation for the future generations of India. As the nation marches forward, this infrastructure buildup under the Modi regime is poised to redefine India's position on the global stage, making it a key player in the international arena of development and innovation.







## India's Aviation Sector Soars to New Heights Under Modi Government

**Shyam Raj**, National Secretary, BJYM & in-charge of BJYM Andhra Pradesh and BJYM Telengana

In recent years, the Indian aviation industry has experienced an unprecedented boom, emerging as one of the fastest-growing sectors in the country. Under the leadership of Prime Minister Narendra Modi's government, the industry has not only recovered from the COVID-19 pandemic but has also set new benchmarks in both domestic and international air travel.

The civil aviation sector in India has shown remarkable resilience, bouncing back robustly from the pandemic-induced downturn. According to recent figures, the air traffic movement in the fiscal year 2023 stood at a staggering 327.28 million, a significant leap from 188.89 million in the previous fiscal year. This recovery is a testament to the government's effective policies and the

inherent strength of the Indian aviation market.

India's ascent in the global aviation landscape is noteworthy. It has become the third-largest domestic aviation market worldwide. In a remarkable forecast, experts predict that by 2024, India is set to overtake the United Kingdom, becoming the third-largest air passenger market. Furthermore, projections by the International Air Transport Association (IATA) suggest that by 2030, India could surpass both China and the United States, securing its position as the world's third-largest air passenger market.

A key factor in this growth story is the government's focus on infrastructure development. The number of operational airports in India has risen to 148 as of 2023, with a plan to expand this number to 220 by 2025. This expansion reflects the government's commitment to enhancing connectivity and accessibility.

The Modi government has earmarked substantial investments for the aviation sector. A planned investment of Rs. 1 lakh crore (US\$ 12 billion) is on the anvil for airport infrastructure development. Additionally, the number of airports operated under Public-Private Partnership (PPP) is set to increase from five in 2014 to 24 by 2024, showcasing a significant shift towards a more collaborative and efficient operational model.

In an ambitious move, the government has introduced the NABH (NextGen Airports for Bharat) - Nirman initiative, which aims to expand airport capacity fivefold over the next 10-15 years. Moreover, the Digi Yatra initiative, launched in 2022, is set to revolutionize the travel experience by digitalizing key processes

across major airports.

The sector has also attracted notable Foreign Direct Investment (FDI), receiving US\$ 3.76 billion between April 2000 and March 2023. This influx of capital is not just a vote of confidence from international investors but also a catalyst for further growth and modernization.

The transformation of India's aviation sector has directly benefited its people. Enhanced connectivity, especially through the UDAN (Ude Desh ka Aam Naagrik) scheme, has made air travel more accessible and affordable for a larger section of the population. This has not only reduced travel time significantly but also opened up new opportunities for business and tourism across the country. The increase in domestic and international flight options has provided greater flexibility and choice for passengers, contributing to an overall improvement in the quality of travel.

A major focus of the Modi government has been to empower regional areas by improving their air connectivity. This has led to the operationalization of numerous new airports in smaller cities and towns, thus bridging the gap between remote regions and major urban centers. The expansion of regional airports is not just about connecting places; it's about connecting people, cultures, and economies, fostering national integration and economic development at a grassroots level.

Looking forward, the Indian aviation sector is set to embrace a more sustainable and technologically advanced future. Plans are in place to develop greenfield airports and implement more eco-friendly practices across existing facilities. The government's vision extends to adopting cutting-edge technologies for operations and passenger services,



ensuring that the growth of the aviation sector is both sustainable and in line with global environmental goals.

The introduction of initiatives like Digi Yatra is a step towards the digitalization of the air travel experience. This will include biometric boarding systems and digital services aimed at making airport processes more efficient and passenger-friendly. Additionally, the government is planning to expand biometric boarding to more airports, further enhancing operational efficiency and passenger convenience.

The journey of the Indian aviation sector under the Modi government is a story of ambitious expansion, modernization, and inclusive growth. With its forward-looking initiatives and strategic investments, the sector is not just poised for more growth but is also set to redefine the air travel experience for millions of people, both within and beyond India's borders. As the sector continues to evolve, it holds the promise of making India a global aviation powerhouse while simultaneously enriching the lives of its citizens. The Indian aviation sector under the Modi government is not just soaring; it is setting new standards and benchmarks. With its focused approach on infrastructure development, modernization, and strategic investments, India is well on its way to becoming a global aviation hub, contributing significantly to the nation's economic growth and global stature.





## Northeast Reimagined: The Modi Effect on Infrastructure

PM Sai Prasad, National Treasurer, BJYM  
and in-charge of BJYM Assam

Over the past several years, the Modi government has made a transformative impact on the infrastructure and overall development of North East India. This strategic focus represents a paradigm shift in policy and investment, aiming to foster socio-economic growth and seamlessly integrate the region into the broader narrative of India's development.

One of the most significant initiatives has been the massive investment in infrastructure. In 2017, the government announced plans to

invest Rs. 1.45 lakh crores in Northeast India for the development of national highways. This investment encompasses the construction and upgradation of key roadways, bridges, and other infrastructure projects, crucial for enhancing physical connectivity and economic growth in the region. These projects include the construction of five national highways in Manipur, a steel bridge on the Barak River on NH37, and various road expansion projects across states like Sikkim, Nagaland, Arunachal Pradesh, and Mizoram.

The government has significantly improved air travel and digital infrastructure. The number of airports in the North Eastern Region increased from nine to sixteen, doubling flight connectivity and boosting tourism and trade. The Maharaja Bir Bikram Airport in Tripura's expansion has made it the second busiest airport in the region.

Moreover, the push for 5G connectivity aims to revolutionize the region's digital landscape, opening new avenues in education, healthcare, and e-governance. This focus on digital infrastructure is intended to empower the people of North East India with the tools necessary for modern entrepreneurship and education.

A key area of focus has been the development of energy infrastructure. The region's vast hydroelectric potential is being tapped to provide clean and sustainable energy. Major hydroelectric projects, such as the Subansiri Lower Hydroelectric Project, are underway, which will significantly boost power supply in the region upon completion. Additionally, efforts are being made to enhance power transmission and distribution networks, ensuring that remote areas have reliable access to electricity.

Recognizing the strategic importance of waterways in the region, the government has initiated several projects to develop inland water transport. The Brahmaputra and Barak rivers are being developed for navigation, which will facilitate trade and connectivity. The development of river ports and terminals is part of this larger vision to harness the region's waterways for economic growth.

Given the strategic location of North East India, border area development is a critical aspect of

the infrastructure push. Projects like border roads and integrated checkpoints are being prioritized to enhance connectivity with neighbouring countries. It not only aids in national security but also promotes cross-border trade and cultural exchange.

Urban infrastructure development is another critical area. The government's 'Smart City' initiatives in the region aim to modernize urban spaces, focusing on sustainable and inclusive development. It includes upgrading urban amenities, improving water supply, sanitation, and waste management systems, and enhancing urban mobility through the development of efficient public transport systems. Improvements in telecommunication infrastructure have also been a priority, with the goal of providing comprehensive mobile and internet connectivity in the region. Deploying extensive fibre optic networks and installing mobile towers in remote areas are steps towards bridging the digital divide.

The Modi government's development strategy extends to social welfare and economic development. The Prime Minister Development Initiative for the North East (PM-DevINE) targets the region's unique needs through various projects, including environmental conservation efforts and health infrastructure developments. Educational initiatives like the Vidyajyoti scheme in Tripura aim to enhance human capital by integrating technology and vocational training in education.

Health and educational infrastructure investments are crucial for the region's human resource development. The establishment of new educational institutions, including medical colleges and technical institutes, is set to improve access to quality education and healthcare services. It will benefit the current

generation and pave the way for future development.

Significant strides in security and governance have been crucial for fostering a stable environment conducive to growth. Reducing violent incidents and lifting the Armed Forces Special Powers Act (AFSPA) from many parts of the Northeast reflect an improving security scenario. Politically, the region's increased representation in the Union Council of Ministers underscores its rising significance and integration into national policymaking.

The development projects are designed with an awareness of the region's rich cultural heritage and diverse environmental landscape. Efforts are made to ensure that these initiatives are sustainable and culturally sensitive, preserving the unique identities of various communities while promoting socio-economic well-being. Despite significant progress, the region's complex geography, cultural diversity, and

historical issues pose unique challenges. However, the government's concerted efforts reflect a strong commitment to overcoming these obstacles and harnessing the region's potential.

In conclusion, the development of North East India under the Modi government marks a new era in the region's history. The holistic approach to infrastructure, connectivity, social welfare, and governance bridges the physical distance between the Northeast and the rest of India and integrates it into the nation's collective consciousness. As these initiatives continue to unfold, Northeast India is poised to play a more prominent role in India's growth story, contributing significantly to the nation's overall development. This transformation of the Northeast is a testament to the government's commitment to equitable and inclusive growth, ensuring that every part of India progresses together.





# Borderlands Rejuvenated: Empowering Frontier Regions of India

Vishu Basoya, NEC BJYM and co-incharge of BJYM UP



The Border Area Development Programme (BADP) launched by the government of Prime Minister Shri Narendra Modi stands as a testament to India's commitment to its frontier regions, often overshadowed in the broader narrative of national development. This ambitious initiative, aimed at uplifting the lives of those residing in India's border areas, intertwines the threads of infrastructure development, economic empowerment, cultural preservation, and national security. Through this editorial lens, we delve into how the BADP is reshaping the lives of countless individuals living on the edges of the Indian map, bringing them into the fold of the nation's burgeoning progress story.

In the far-flung regions of India, where the nation's boundaries blur with its neighbours, life has been predominantly marked by isolation and scarcity. These areas, characterised by harsh terrains and limited access, have historically languished in developmental neglect. However, the narrative began shifting with the inception of the BADP. This project, a brainchild of the Modi government, seeks to construct roads and buildings and pave avenues of hope and prosperity for the border communities.

At the heart of the BADP lies its focus on infrastructure development. Improved road connectivity has been one of the most tangible

outcomes, revolutionising residents' day-to-day lives. Where once journeys were arduous, new roads have stitched together once remote villages with the rest of the country. Electricity, once a luxury, has become a norm, illuminating homes and igniting dreams. Water supply and sanitation facilities have controlled health and hygiene, previously major concerns.

Beyond physical infrastructure, the project encompasses a broader vision of socio-economic empowerment. Agriculture, the mainstay of many border villages, has significantly improved. New irrigation schemes and modern farming techniques have led to better yields and more stable incomes. Simultaneously, small-scale industries and tourism, leveraging these regions' unique cultural and natural landscapes, have started providing alternative sources of livelihood. These initiatives, while boosting local economies, also serve as anchors, preventing the youth from migrating to far-off cities in search of opportunities.

The impact of the BADP extends into education and healthcare, areas that have long been points of contention in these remote areas. The establishment of schools and healthcare centres under the project is not merely about constructing buildings; it's about building futures. Children who once travelled long distances for basic education or were altogether deprived of it now have access to learning within their communities. Healthcare facilities, with improved access and services, have started addressing the long-standing health issues endemic to these areas.

The BADP also plays a crucial role in enhancing national security. By uplifting the border areas, the project is creating a buffer of prosperity

and loyalty, thereby strengthening the nation's frontiers against potential external threats and anti-national activities. Moreover, the improved living conditions and economic opportunities are crucial in fostering a sense of belonging among the residents, integrating them more closely with the national mainstream.

However, the journey of the BADP is not without its challenges. The harsh geographical conditions, coupled with the unique cultural fabric of these areas, demand a nuanced approach to development. The project has had to navigate through a labyrinth of logistical hurdles, security risks, and the delicate task of balancing modernisation with cultural preservation. Despite these challenges, the unwavering commitment to the cause has been evident in the continuous flow of resources and efforts towards these areas. The BADP is poised to enter a new phase wherein sustainable development and digital integration will take centre stage. The focus is gradually shifting towards adopting environmentally sustainable practices in ongoing projects and leveraging digital technology for better governance and service delivery.

Despite their strategic importance, India's border regions remained on the periphery of the nation's development agenda for decades. With their unique geographical and cultural complexities, these areas often fell through the cracks of centralised planning. Infrastructural inadequacies, limited economic opportunities, and minimal educational and healthcare facilities were the stark realities of these regions. The approach of the earlier governments often lacked the focused commitment and comprehensive strategy that such challenging areas demanded. Development initiatives, when undertaken,

were sporadic and lacked the continuity and integration necessary for sustainable impact. This historical neglect stunted the socio-economic growth of the border communities and left these regions vulnerable to security risks and external influences.

In stark contrast, the Modi government's approach to border village development has been holistic and assertive. BADP, unlike the piecemeal efforts of the past, is characterised by its comprehensive scope, encompassing infrastructure, economic development, healthcare, education, and cultural preservation. The Modi government's approach is not just about bridging the developmental gap but also about integrating these regions into the larger national narrative. This shift in policy and focus is evident in the increased allocation of resources, the involvement of local communities in the development process, and the emphasis on leveraging technology for better governance and service delivery. The impact of this renewed focus is visible on the ground in the form of improved roads, schools, healthcare centres, and enhanced economic opportunities. More importantly, it has instilled a sense of inclusion and optimism among the border communities, who are witnessing a tangible transformation in their lives and

livelihoods for the first time in decades.

This contrast between the past and present approaches to border village development in India highlights the importance of a targeted and integrated strategy for uplifting marginalised regions. It also underscores the potential of such regions to contribute significantly to the national fabric when given the right opportunities and resources. The Modi government's focus on these areas addresses the historical neglect and paves the way for a more secure and prosperous future for India's border communities.

In conclusion, the Border Village Development Project under the Modi government is a narrative of transformation and hope. It is a story of how the country's most remote and neglected parts are being woven into the fabric of national development. The project stands as a beacon of India's commitment to its borders, not just in terms of territory but in its people, their lives, and their aspirations. The continued success of the BADP could serve as a blueprint for similar initiatives globally, showcasing how border areas, often seen as peripheries, can be transformed into centres of growth and stability.





# Redefining Landscapes: Modi Government's Infrastructure Drive in Jammu and Kashmir

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Arun Prabhat, President BJYM Jammu Kashmir

The historic moment on August 5, 2019, marked a turning point for Jammu Kashmir, transitioning from conflict to a future of progress and prosperity under the able leadership of Prime Minister Shri Narendra Modi.

## **Revolutionizing the Landscape: Post-Article 370 and 35A**

The restoration of peace and security is a cornerstone of the BJP government's efforts following the abrogation of Articles 370 and 35A.

The remarkable transition from a region marred by turmoil to one characterized by tranquillity and development speaks volumes about the indomitable spirit of its people and the promising future ahead. At the core of this momentous transformation lies the unwavering dedication of the youth, serving as the driving force behind the region's unprecedented progress. Their active participation in driving developmental initiatives and fostering a culture of inclusivity has redefined the socio-economic landscape of the region.



Under PM Modi's leadership, transformative infrastructure projects like the Jammu and Srinagar Smart Cities have improved urban centres and overall quality of life. Investments totalling Rs 4400 crore in education aim to secure a healthier and more educated future.

### **Key Developments:**

1. In infrastructure, the completion of 122 projects worth Rs 3057.71 crore under the Smart City Mission, with 56 projects in Jammu and 66 in Srinagar, signifies a significant leap forward. The ongoing and upcoming projects, totalling Rs 8022.92 crore, underline a sustained commitment to smart urban development.- Ongoing and upcoming projects totalling Rs 8022.92 crore underline a sustained commitment to smart urban development.
2. Approval of 22 investment offers totalling Rs 4400 crore in education. These investments are directed towards the development of medical facilities, paving the way for an increase of 1000 more MBBS seats. The focus on education addresses immediate healthcare needs and lays the foundation for a skilled workforce, essential for sustained economic growth.
3. Retrieval of over two lakhs 'kanals' of land through the anti-encroachment drive and land allocation program showcases a determined effort to address land-related disputes and ensure fair distribution. This initiative impacts thousands of families, providing them with property rights and contributing to improved living conditions.
4. Strategic infrastructure projects, including road networks and tunnels, enhance regional connectivity.
5. Tourism, a crucial component of the

region's economy, has seen strategic projects like the construction of the Jammu Ropeway, the development of Border Tourism at Suchetgarh, and winter tourism in Kashmir. These initiatives not only boost the tourism sector but also highlight the diverse offerings of Jammu Kashmir. The region's potential as a year-round tourist destination is further emphasized by projects like the Patnitop Ropeway, which add to the charm of the picturesque landscape.

6. The Jammu-Baramulla Railway link was declared a National Project. It connects the Kashmir Valley with Jammu and the rest of the country and includes the construction of the world's highest railway bridge and India's first cable-stayed Railway Bridge. This ambitious railway project is a testament to modern infrastructure and enhances economic ties and accessibility.

### **Discover, Explore, Experience**

Under the Narendra Modi-led BJP Government, there's a strong push to boost tourism in various regions through the Swadesh Darshan 2.0 initiative. By developing Adventure/Eco Tourism, Water Adventure, Lake Tourism, and Adventure Tourism circuits, the government aims to help local economies and showcase India's diverse landscapes and cultural heritage to the world.

As per the recent data, last year, 1.88 crore tourists visited Jammu Kashmir, and the expected figures for 2023 are 2.25 crore. Likewise, these numbers will be multifold after the completion of railway connectivity,

### **Tourist Visitation Data:**

#### **Bhaderwah Adventure/Eco Tourism Circuit:**

Welcomed a surge of 30% more tourists in the last year.



**Wullar Water Adventure Circuit:** Hosted a record-breaking 40% increase in visitors, making a splash on the tourism map.

**Surinsar Lake Tourism Circuit:** Serenity seekers flocked in, marking a 25% rise in tourist footfall.

**Doodhpathri Eco Tourism Circuit:** Nature's paradise saw a substantial 35% growth in eco-conscious travelers.

**Basholi Adventure Tourism Circuit:** Blending history with thrills, experienced a remarkable 28% uptick in tourist arrivals.

The decision in 2019 split Jammu Kashmir into two parts, making them Union Territories. From August 5, 2019, things started to get better. About 800 laws from the central government were applied to Jammu Kashmir, helping the people greatly. It is a big deal, and everyone should appreciate it and work together for peace and progress, no matter which political party they support.

Jammu Kashmir is going through a total transformation, and its economy is improving. People are making more money, and their lives are improving. The problems like fighting and disagreements are going away, which is good for the people. There's more peace, normal life, and safety in Jammu Kashmir. It's a huge change and a great development. After removing Article 370, the violence and

disturbances decreased, and things like strikes and stone-throwing became history. People in Jammu & Kashmir support peace, normal life, and development, leaving the destructive ways of extremists behind.

Everyone around the world is hearing about the positive developments in Jammu Kashmir, and they want to invest. Big companies are exploring avenues to invest. The place is becoming normal and peaceful, making it one of the best places for tourists. In short, Jammu Kashmir is changing a lot, and it's a good place to invest and help the area grow.

As things keep improving, it's everyone's responsibility to help the government bring more peace, normal life, and progress.

Thanks to Hon'ble Prime Minister Sh. Narendra Modi, for bringing hope to the people of Jammu & Kashmir, who have survived years of conflict. The youth in the state never thought they'd see such positive days amidst past challenges of terrorism and unrest. The shadows of conflict are fading, and the radiant valleys of Jammu Kashmir are reclaiming their position as an integral part of India's narrative of unity in diversity and progress for all. The positive changes are a testament to the resilience of the people and the visionary leadership steering the region toward a brighter future.





# Infra 2.0 and Turiyavaad: DePSNAin, Regulated InvITs and Modularity

**Dr. Mrittunjoy Guha Majumdar**, Assistant Professor in Quantum Technology  
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Under the leadership of Prime Minister Shri Narendra Modi, India has embarked on a transformative journey in infrastructure development, embracing principles of decentralisation, sustainability, and non-absoluteness. This vision reflects a commitment to reshape the nation's cultural, economic, and social fabric, drawing inspiration from a rich history of innovation and adaptation in infrastructure. From the ancient Sindhu-Saraswati Civilization, evidence reveals advanced urban planning in cities like Harappa and Kukku ārma (Mohenjo-Daro), showcasing early commitments to organised urban living. The Mahabharata references the Uttarapatha, connecting Kirata, Kamboja, Gandhara, and the Yavana nations. During Chiang Kien's visit to Gandhara in 127 BCE, trade connections were evidenced by the presence of bamboo products and textiles from southwestern China. The Dakshinapatha, complementing the Uttarapatha, originated from Varanasi, traversing Ujjaini and the Narmada valley, extending to Pratisthana in Maharashtra and further to the western coast. The historical intersection of the Dakshinapatha and Uttarapatha made Sarnath, near Varanasi, a hub for the exchange of goods and ideas.

Emperor Chandragupta Maurya initiated the precursor to the modern Grand Trunk road, connecting Purushapura, Takshashila, Hastinapura, Kanyakubja, Prayag, Patliputra, and Tamralipta. During this period, Ashoka's edicts highlighted the installation of trees, wells at half-kos intervals, and rest-houses along the route. The Chola Dynasty demonstrated early water management with the Grand Anicut in the medieval era. In contemporary times, India's infrastructure has seen unprecedented growth, exemplified by projects like the Golden Quadrilateral, the Delhi Metro, and the National Highway Development Program. However, challenges persist, including rapid urbanisation and environmental sustainability. Government initiatives like the Atal Mission for Rejuvenation and Urban Transformation (AMRUT) and the Pradhan Mantri Gram Sadak Yojana (PMGSY) underscore a commitment to addressing challenges and ensuring inclusive development. As India moves forward, the legacy of its historical infrastructure developments intertwines with the vision of a sustainable, technologically advanced future under Prime Minister Modi's leadership. Turiyavaad is an ontological framework potentially relevant to contemporary times and yet moored in Vedantin roots that speak of transcending constructs, especially binaries, in a path that promotes non-absolutism. In this essay, I will explore the novel paradigm of Decentralized Physical, Sustainable and Non-Absolute Infrastructure (DePSNAin) to instantiate a Dharmic and Turiyavaadi path towards responsible governance and empowerment of the people of Bharat.

### **Decentralisation as a Catalyst**

Much like the Einsteinian revolution in Physics, non-absolutism in administrative forays

depends on frames of reference. A frame of reference delineates a perspective essential to hardwire contextuality into how we undertake infrastructure development. Decentralisation is the quintessential marker of a non-absolutist, frame-dependent development model, especially of infrastructure. The emphasis on decentralisation under the Modi government has been a game-changer in India's development narrative. Financial powers and decision-making authority have been devolved to local bodies through measures like the 73rd and 74th Amendments to the Constitution and the Goods and Services Tax (GST). For instance, launched in 2015, the Smart Cities Mission aims to develop 100 smart cities nationwide. This initiative encourages local authorities to identify and prioritise their unique development needs, ensuring that the planning and execution of projects align with the specific requirements of each city.

The Union government, under the leadership of Prime Minister Shri Narendra Modi, has also been actively promoting the role of Panchayati Raj institutions, the local self-governance bodies, in the planning and implementation of rural development projects. This decentralised approach empowers local communities to take charge of their development, ensuring that infrastructure projects are tailored to local requirements. Another commendable initiative in a specific area of the Sustainable Development Goals (SDGs) is the Jal Jeevan Mission. Launched to provide safe and adequate drinking water to all rural households, the Mission emphasises community participation and decentralised planning. Local communities are encouraged to actively plan and manage water supply schemes, promoting sustainable and community-driven solutions. By integrating

decentralisation into these initiatives, the Indian government aims to empower local communities and authorities, enhance project efficiency, and ensure that infrastructure development is closely aligned with the diverse and specific needs of different regions across the country. This approach accelerates the pace of development and fosters a sense of ownership and accountability at the local level. In the Mahāsubhā itasa graha, it has been said

अनारम्भस्तु कार्याणां प्रथमं बुद्धिलक्षणम्।  
आरब्धस्यान्तगमनं द्वितीयं बुद्धिलक्षणम्॥

which means that not starting tasks needlessly and irresponsibly is the first characteristic of intelligence, and once started, bringing tasks to completion is the second characteristic of intelligence. Responsible infrastructure development has been the mantra in Modi's Bharat, with audits and devolving decision-making. This decentralisation has empowered communities to address their unique infrastructure needs and fostered a sense of ownership and accountability at the grassroots level.

### **Remote Accessibility to Basic Infrastructure**

Dharma is premised on the inherent unity of all, as highlighted in the Avadhūta Gītā (1.15)  
संयोगश्च वियोगश्च वर्तते न च ते न मे

which means union and separation exist in regard neither to you nor to me. When technology and contemporaneous tools are utilised to facilitate this for the betterment of the masses, there can be nothing better. In the digital era, India has actively pursued remote access to services through the "GI Cloud" or 'Meghraj' project, harnessing the advantages of cloud computing. The government aims to expedite e-service delivery nationwide and optimise Information and Communication Technology (ICT) expenditures. The Ministry of

Electronics and Information Technology (MeitY) has taken steps to promote Cloud service adoption, categorising them into "Basic Cloud Services" (Virtual Machines) and "Advanced Cloud Services" (Containers). Cloud Service Providers (CSPs) listing on the GeM platform must categorise services as infrastructure as a Service (IaaS), Platform as a Service (PaaS), or Software as a Service (SaaS), with specific controls outlined in the Cloud Services Empanelment Request for Proposal (RFP).

Additionally, efforts have been made to enhance remote and decentralised health and education infrastructure access. The surge in telehealth, driven by the global COVID-19 pandemic, has seen substantial growth in India. The Ministry of Health and Family Welfare (MoHFW) introduced guidelines in collaboration with NITI Aayog and the Board of Governors (BoG) Medical Council of India (MCI) to regulate telehealth practices nationwide. While telehealth has firmly established its presence in urban India, challenges persist in rural areas due to insufficient infrastructure. To bridge the digital divide, the Government of India, through the Ministry of Electronics and Information Technology (MeitY), launched the 'Digital India' program. The Ministry of Education contributes to this vision through the PM e-Vidya initiative, providing high-quality educational programs accessible via DTH channels and web platforms. Notable initiatives include DIKSHA, which offers quality e-content for school education, and the distribution of QR-coded Energized Textbooks. DIKSHA has recorded over 524 crore learning sessions and more than 6,125 crore learning minutes as of July 25, 2023. The PM e-Vidya initiative consolidates digital and online education efforts, aligning with the broader vision of Atmanirbhar Bharat Abhiyaan.



## **Sustainability and Non-Absolutism in Infra Development**

Under the leadership of Prime Minister Shri Narendra Modi, the Indian government has embarked on a transformative journey in infrastructure development, marked by a commitment to sustainability and a non-absolutist approach. Across various sectors, from transportation to urban development, the Modi government has integrated environmental considerations, community engagement, and inclusivity into the fabric of infrastructure projects. The Swachh Bharat Mission, launched in 2014, addresses sanitation and emphasises sustainable waste management practices, reflecting a nuanced understanding of environmental challenges. The Union



Government has instantiated the age-old Bharatiya wisdom encapsulated in the Atharvaaveda (12.1.12)

माता भूमिः पुत्रो-अहम् पृथ्वीयाः

which means that the earth is our mother, and we are all its offspring. The Smart Cities Mission, initiated in 2015, takes a holistic view, prioritising green spaces, efficient public transportation, and technology-driven solutions to ensure modern and sustainable urban development. The Pradhan Mantri Awas Yojana (PMAY) encourages eco-friendly construction practices, incorporating energy-efficient designs and sustainable building materials in affordable housing projects. The government's push for renewable energy, with a target of 175 GW by 2022, signifies a commitment to sustainable power generation. Importantly, the Modi government's non-absolutist approach recognises the need to balance development and environmental preservation.

The Sagarmala Project, aimed at modernising ports, emphasises eco-friendly port operations and coastal conservation, showcasing a commitment to responsible development. The government's focus on electric mobility through schemes like Faster Adoption and Manufacturing of Hybrid and Electric Vehicles (FAME) aligns with sustainable transportation goals. The government ensures that infrastructure development considers local needs and concerns by fostering inclusivity and community involvement, such as in the Clean Ganga initiative. This non-absolutist stance recognises the complexity of development challenges and strives for a harmonious integration of progress and sustainability, showcasing a forward-looking and pragmatic approach to infrastructure development in India under the Modi government.

Moreover, the introduction of digital platforms and open governance models has ushered in a new era of citizen participation in policymaking. The "MyGov" portal and similar initiatives enable direct engagement between the government and the people, fostering transparency and reducing bureaucratic opacity. This shift towards non-absolute governance models not only enhances accountability but also lays the foundation for infrastructure projects that truly address the needs of the diverse Indian populace.

### **Regulated InvITs and Modularity**

In Modi's India, Regulated Infrastructure Investment Trusts (InvITs) have emerged as a significant tool for fostering sustainable and robust infrastructure development. InvITs, regulated by the Securities and Exchange Board of India (SEBI), provide a platform for investors to pool funds and invest in infrastructure projects, typically yielding stable returns. This innovative financial instrument has been instrumental in attracting private investment into the infrastructure sector, a critical component of the government's vision for inclusive development. The regulatory framework ensures transparency, accountability, and the protection of investor interests, creating a conducive environment for long-term capital infusion.

Moreover, the modular approach to infrastructure development has gained prominence, aligning with the broader vision of adaptive and scalable projects. Instead of pursuing large-scale, monolithic endeavours, the Modi government has emphasised modularity, breaking down projects into smaller, more manageable components. It enhances efficiency and allows a more agile response to changing needs and technological

advancements. The approach facilitates faster implementation, reduces bureaucratic hurdles, and encourages innovation in project execution. The development of modular infrastructure is particularly evident in initiatives like the Bharatmala Project, where the construction of highways is undertaken in smaller, interconnected segments, optimising resources and expediting completion.

The modular approach is not confined to transportation; it extends to various sectors, including energy, urban development, and technology. By combining Regulated InvITs with a modular approach, the government is fostering a dynamic and adaptive infrastructure landscape. This strategy attracts diverse investors and ensures that infrastructure development aligns with the evolving needs of India's growing economy. In embracing regulated financial instruments and modular projects, the Modi government is laying the foundation for a resilient and future-ready infrastructure ecosystem poised to propel India into a new era of sustainable and inclusive development.

Under Prime Minister Shri Narendra Modi's leadership, India is navigating towards a future where infrastructure is not merely a means of connectivity but a driver of sustainable and inclusive growth. The decentralisation, sustainability, and non-absolute governance strides represent a paradigm shift in how nations approach infrastructure development. As India continues this transformative journey, the potential for positive impacts on the economy, the environment, and the lives of its citizens is immense, setting the stage for a future where infrastructure truly becomes the backbone of a prosperous, harmonious and Dharmic society.





# New Ayodhya: Crafting a Future-Ready Urban Landscape

Harshvardhan Singh, General Secretary of BJYM Uttar Pradesh  
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Aligned with Prime Minister Narendra Modi's visionary quest to transform India into a "Developed Nation" by 2047, the nation is embarking on a meticulously planned, 25-year journey to revolutionise its infrastructure. India's ambitious goal is to achieve sustained growth of over 8%, powered by creating contemporary, sustainable infrastructure. At the core is the meticulous development of advanced transportation networks featuring state-of-the-art ports, airports, railroads, and highways.

Significant strides have already been made, with an impressive budget allocation of Rs 2.81 lakh crore dedicated to developing over 13,800 km of roadways in the fiscal year 2023-2024

alone. It represents a substantial 33% increase from the previous year and underscores the commitment to seamlessly connect all facets of travel, commerce, and freight.

The Uttar Pradesh government's infrastructure investment and development initiative is at the forefront to complement the central government's efforts. This groundbreaking endeavour has fostered unprecedented collaboration between the public sector, the business community, and society. The state's infrastructure development is not just a project; it's a transformative force enhancing the quality of life through improved road connectivity, tourism infrastructure and entrepreneurial opportunities, thereby



supporting its notable expansion.

A pivotal moment unfolded with the ceremonious laying of the foundation stone for the Ram Mandir, marking the commencement of a new chapter in the development of the Ayodhya and Awadh region. For Ayodhawas, this symbolic gesture embodies the coming together of their city's cultural and historical heritage with the broader development narrative.

Ayodhya's transformative initiatives are marked by a staggering 178 meticulously planned projects, drawing a substantial investment of 30508.11 Crore Rupees. These endeavours include the Shri Ram Janmabhoomi Teerth Kshetra, hospitality and tourism infrastructure, public spaces and crucial roads. The commitment to comprehensive connectivity is evident in carefully crafted airport and railway projects, notably the Maryada Purushottam Shree Ram International Airport and Ayodhya Dham Railway Station, which are seamlessly integrated into the broader transportation framework.

The Maryada Purushottam Shree Ram International Airport has the potential to boost tourism, leading to economic development. The project is also an excellent example of conscientious & humane rehabilitation efforts where the project-affected people have not just been adequately compensated, but their lives have been positively impacted. Rambali Kori is one such resident who received money and land from the state government in exchange for his property acquired for the Airport project. He utilised these resources to set up a small business, which is bound to do better in January 2024. Notably, he mentioned that numerous other families like his gained livelihoods due to the push for infrastructure. The rise in tourism will elevate the standard of

living of Ayodhawas by creating employment opportunities in sectors such as hospitality, transportation, and allied activities. For youngsters like Shashank Gupta, who has a Prasad shop near Hanumangarhi, this means increased entrepreneurial opportunities. From juice centres to spiritual and religious merchandise, Ayodhya's youth are already thinking ahead and setting up small businesses that are bound to do well. The influx of pilgrims is already stimulating the demand for goods and services, fostering economic growth and enhancing the overall quality of life for the local population.

Beyond the Shri Ram Janmabhoomi Teerth Kshetra, Ayodhya's development blueprint extends to urban infrastructure and public spaces. The Master Plan of 2031 envisions the development of municipal corporations and authorities with initiatives like Amrut 2.0 and the Aashray Grah Nirman project. The trajectory of the place includes becoming a solar city under the Grid Connected Rooftop Solar Scheme Phase II of Central Government, featuring a proposed Research Laboratory, the Aerocity project, and a Museum spanning 25 acres. These initiatives have catalysed the introduction of multiple five-star hotel projects, fostering a substantial economic boom in the state. In essence, Ayodhya's meticulous development is not merely an isolated project; it serves as the cornerstone of what will set the benchmark for the urban infrastructure of New Uttar Pradesh of New India. This holistic approach is geared towards propelling the economy, uplifting communities, and paving the way for a future defined by inclusive development and prosperity, leading towards the realisation of the dream of Vishwaguru Bharat.

# मोदी सरकार का कमाल इन्फ्रास्ट्रक्चर का बिछाया जाल

दीपक सिंह, महामंत्री, युवा मोर्चा मुंबई



बतौर प्रधानमंत्री नरेंद्र मोदी का कार्यकाल भारत के विकास की ऐतिहासिक गाथा का उत्कृष्ट उदाहरण है। मोदी सरकार ने इस बात को समझा कि जनसंख्या, शहरीकरण और विकास की गति किसी देश की जरूरतों, जैसे नागरिकों की प्राथमिकताएं, परिवहन के साधन और उद्योगों को निर्धारित करती है। ये बुनियादी सुविधाएं ही बुनियादी ढांचे का निर्माण करती हैं। बुनियादी ढांचे के विकास में निवेश करने के बाद ही देश के विकास को गति मिलती है। जिससे सामाजिक-आर्थिक सुदृढ़ता के साथ देश, दुनिया का विनिर्माण केंद्र बन जाता है। आज देश के हर कोने में ऐसे ही कार्यों का डंका बज रहा है।

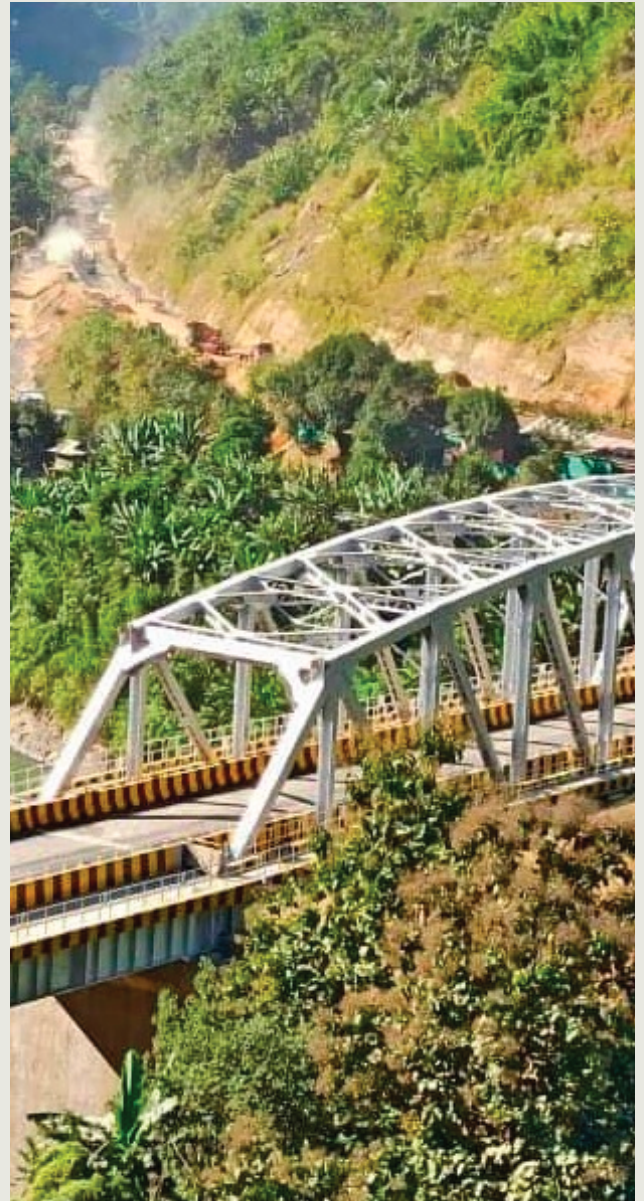
अमृतकाल की बेला में भारत भी दुनिया का विनिर्माण केंद्र बन कर उभर रहा है। 2014 में सत्ता में आने के बाद से पूरा देश मोदी सरकार द्वारा किए गए कार्यों का परिणाम देख रहा है। पिछले नौ वर्षों के दौरान भारत के बुनियादी ढांचे में अभूतपूर्व परिवर्तन आया है। जिसके परिणामस्वरूप देश में सड़क, रेल, जल और वायु की

कनेक्टिविटी बढ़ी है। इन्फ्रास्ट्रक्चर के बदलाव से जहां भारत का कायाकल्प हुआ, वहीं देश की जनता के जीवन में भी सुखद बदलाव आए हैं। कांग्रेस के शासन काल में नई रेलगाड़ियों की घोषणा चुनावों को दौरान लाभ लेने के लिए किया जाता था। लेकिन अब ये एक आम बात हो गई। यात्रियों के लिए रेलवे स्टेशनों पर वाई-फाई, यात्री हेल्पलाइन (138), सुरक्षा हेल्पलाइन (182), कागजरहित अनारक्षित टिकट प्रणाली, ई-कैटरिंग, मोबाइल सिन्योरिटी ऐप और महिलाओं की सुरक्षा के लिए सीसीटीवी कैमरा जैसी अनगितन सुविधाओं की शुरुआत की गई है। रेलवे अब अर्थव्यवस्था के इंजन के रूप में काम कर रहा है। खदानों, तटों आदि को आपस में जोड़ रहा है। वंदे भारत ट्रेन को “मेक इन इंडिया” बुनियादी ढांचे के एक सशक्त उदाहरण के रूप में आप देख सकते हैं। आम जनता की आस्था को ध्यान में रखते हुए तीर्थयात्रा के लिए गाड़ियां शुरू की गईं। पिछले 65 वर्षों में 20,000 किलोमीटर की तुलना में नौ वर्षों में 40,000 किलोमीटर रेल लाइनों का विद्युतीकरण किया गया है। इतनी

तेजी से प्राप्त की गई यह उपलब्धि भारत का गौरव बढ़ाती है। भारत में 'समग्र बुनियादी ढांचे' के निर्माण के लिए 100 लाख करोड़ रुपये की परियोजना 'पीएम गति शक्ति मास्टर प्लान' लॉन्च किया गया था। जिसके जरिए बुनियादी अवसंरचना परियोजनाओं का निष्पादन किया गया। इस योजना का उद्देश्य है ज़मीनी स्तर पर काम में तेजी लाना, लागत में कमी करना और रोजगार पैदा करने पर ध्यान देने के साथ-साथ आगामी वर्षों में बुनियादी अवसंरचना परियोजनाओं की एकीकृत योजना और कार्यान्वयन सुनिश्चित करना है। जिसके फलस्वरूप कार्य की गुणवत्ता बढ़ी और कम लागत में कार्य पूरा करने के साथ लोगों के लिए रोजगार भी उपलब्ध कराए गए। कई बार देखा गया है कि सड़क का निर्माण हो जाने के बाद एजेंसियों द्वारा भूमिगत टेलीफोन लाइन, गैस पाइप लाइन आदि बिछाई जाती हैं, जिसके लिए पुनः सड़कों को खोद दिया जाता है जिसके कारण आम आदमी को कई प्रकार की असुविधा का सामना करना पड़ता है। इस प्रकार की समस्या से भारत दशकों से जूझ रहा था। अब मास्टर प्लान की सहायता से विभिन्न विभागों के बीच समन्वय की कमी को कम किया जा रहा है।

आजादी के कई वर्षों बाद भी हजारों गांवों में बिजली नहीं थी। प्रधानमंत्री श्री नरेंद्र मोदी जी के नेतृत्व में भारत ने 18,000 गांवों में बिजली पहुंचाने का कार्य किया गया। आज गांवों का विद्युतीकरण तेजी से हो रहा है। इसके साथ ही शौचालयों का निर्माण करके एवं गांवों में बिजली पहुंचाकर, गांवों में रह रहे लोगों के जटिल जीवन को सरल और सुगम बनाया गया है। मोदी सरकार ने उनके सपने, आकांक्षाओं को उड़ान देते हुए जीवन में तरक्की के अनेक अवसर प्रदान किए हैं। सरकार ने सभी को बिजली उपलब्ध कराने की दिशा में कठिन परिश्रम करने के साथ-साथ, क्लीन एनर्जी को भी अपनी प्राथमिकता बनाया है। उसने ऊर्जा के नवीनीकरण योग्य स्रोतों के द्वारा 175 GW एनर्जी का महत्वाकांक्षी लक्ष्य तय किया है, जिसमें 100 GW की सौर ऊर्जा भी शामिल है। हवाई अड्डों की संख्या में भी इजाफा हुआ है। देश में हवाई अड्डों की संख्या 70 से बढ़कर लगभग 150 हो गई है। 2014 से पहले सिटी गैस इंफ्रास्ट्रक्चर केवल 60 शहरों में मौजूद थी, जबकि पर्यावरण अनुकूल सीएनजी और पाइप गैस अब 600 से अधिक कस्बों और शहरों में उपलब्ध है। भारत अब दुनिया के सबसे बड़े सौर-पवन पार्क, 10,000 फीट और उससे अधिक ऊंचाई पर सबसे लंबी सुरंग, सबसे बड़ा क्रिकेट स्टेडियम, सबसे ऊंची प्रतिमा, एशिया का दूसरा सबसे बड़ा रेल-सड़क पुल बना कर आत्मनिर्भरता की ओर तेजी से कदम बढ़ा रहा है। भारत अब बड़ा सोचो, बड़ा सपना देखो, बड़ा करो' के सिद्धांत पर आगे बढ़ रहा है। भारत मंडपम के मध्यम से सम्मेलन पर्यटन'

पारिस्थितिकी तंत्र से दिल्ली-एनसीआर क्षेत्र में होटल उद्योग का विस्तार हो रहा है। पिछले नौ वर्षों के दौरान देश में दुनिया के सबसे ऊंचे रेलवे पुल चिनाब ब्रिज, दुनिया की सबसे लंबी राजमार्ग सुरंग अटल सुरंग जैसे बड़े निर्माण किए गए हैं। इसके अलावा सरयू नहर सिंचाई परियोजना जैसे कई उल्लेखनीय कार्य भी इसी सरकार के कार्यकाल में हो रहे हैं। देश की आने वाली पीढ़ी मोदी जी के नेतृत्व में हुए इन तमाम विकास कार्यों का लाभ लेगी और ऐसे दूरदर्शी नेता को याद रखेगी। मोदी सरकार के इस कार्यकाल और पिछले कार्यकाल में किए गए कार्यों के परिणाम देश के सामने हैं। इन नौ वर्षों के दौरान किए गए अनगिनत विविध विकास कार्यों की ठोस धरातल पर यह कहना स्वाभाविक है कि 2024 में भी देश की जनता मोदी जी के सशक्त नेतृत्व पर अपना पूर्ण विश्वास जताएगी।





# A New Era of Development: Infrastructure Transformation of Jammu and Kashmir Under PM Modi

Yuvraj Singh, Vice-President, BJYM Jammu and Kashmir



The abrogation of Article 370 has been a catalyst for justice, democracy, and economic revitalisation in the union territory of Jammu and Kashmir.

The Central government's unwavering commitment is evident through substantial financial allocations, totalling Rs 35,581.44 crore in the FY 2022-23 Budget, aimed at fostering development and progress in the union territory.

Infrastructure development has witnessed a significant boost, with a focus on strategic highways, tunnels, and a forthcoming light metro rail system in both Jammu and Srinagar city. The overall landscape of J&K reflects a

period of accelerated growth, marked by improved healthcare and education infrastructure and 53 projects spanning diverse sectors.

The Modi Government's intent to revolutionise and transform the road and railway infrastructure is attested by the plethora of multimodal infrastructure projects that have been allocated to the UT of J&K.

**The four-lane NH44 Jammu-Srinagar highway** is underway and is likely to be completed by August 2025. It will reduce travel distance by 50 km and would cut the travel time by half, circumventing the most treacherous areas.

**Chenani-Nashri Tunnel-** India's longest

bi-directional Road Tunnel, slashed the travel time between Jammu and Srinagar by 2 hours, bypassing about 41 km of road length. It serves as an all-weather passage on a route that would earlier often see heavy traffic jams and disruptions due to landslides, snow, sharp curves, breakdown of vehicles and accidents.

**Jammu and Srinagar Ring Roads** – These greenfield projects are going to help decongest Jammu and Srinagar and facilitate smooth and easy traffic flow in and around the cities. Srinagar Ring Road will also ensure safer and easier transport of heavy machinery to strategically important locations.

**Zojila Tunnel**- The 14.2 km road tunnel shall be constructed between Baltal on the west side and Minamarg on the east side. The Zojila Tunnel will be Asia's longest road tunnel. It will provide yearlong connectivity between Srinagar and Ladakh under all weather conditions. The travel time between Sonamarg and Minamarg will be reduced to just 40 minutes from 4 hours.

**Delhi-Amritsar-Katra Expressway** – This 669km long greenfield expressway would cut down travel time between Delhi and Katra to six hours from 14 hours.

**USBRL**- This 272 km long railway track is a national project with a sanctioned Cost of 37,012.26 Crores. It will also include the Iconic Chenab Bridge, which is an engineering marvel in itself, being the world's highest railway bridge and Indian railways' first cable-stayed bridge. It is projected to bring all-weather connectivity to UT of J&K, boosting trade and commerce and propelling economic growth in the region by enabling the easy, seamless and cheap transportation of goods.

**Light Metro Rail** in Jammu and Srinagar-

Elevated metrolite has been proposed for the cities of Srinagar and Jammu to provide for "best-in-class" mobility in terms of safe, reliable, convenient and sustainable public transport. It is expected to be rolled out in 2023-24 and is likely to be completed in 2026. After completion, Srinagar and Jammu would become the first two non-major cities in India to have a functional rapid transport network.

### **Revitalising Tourism**

The tourism industry is a mainstay of the J&K region's economy. The efforts made by the Modi Government have enabled J&K to unlock its full potential, and as a result, J&K has once again emerged as India's favourite tourist destination.

1.89 crore tourists arrived in J&K up to December 2022. The highest-ever arrival of tourists to Kashmir in 2022 was 27 lakhs, compared to the previous highest of 13 lakhs in 2016.

J&K is developing 75 new tourist destinations, 75 heritage/cultural sites, 75 Sufism/religious sites & 75 adventure treks/sites attracting potential for all four seasons in the areas of nature, adventure, pilgrimage, heritage, sports, etc.

Hosting the G-20 Summit in UT of J&K helped solidify this fact and helped consolidate the benefits of abrogation of Article 370. G-20 meetings in Srinagar helped to give J&K's Tourism potential a global push and helped showcase J&K's great art, culture, and heritage.

### **Building Infrastructure for Inclusive Healthcare**

Jammu & Kashmir boasts a robust public health infrastructure, comprising over 4100 health institutions that adhere to the IPHS norms, ensuring extensive geographical



coverage.

Noteworthy additions to the healthcare landscape include the establishment of 2 new AIIMS facilities, one in the Jammu Division and one in the Kashmir Division.

Further advancing healthcare accessibility, 7 new Government Medical Colleges are under establishment. Prior to this, there were only 3 Government Medical Colleges in J&K, out of which 2 were initially established as hospitals by the erstwhile Maharaja. Also, there is the ongoing setup of 15 Nursing Colleges. In addition, the National Institute of High Altitude Medicine has been sanctioned for Baderwah, Doda.

The commitment to education and training is reinforced by the addition of 2100 seats in Medical Education in the last couple of years, which includes 600 MBBS seats and 250 DNB seats.

In the realm of specialised care, the initiative encompasses the establishment of two State Cancer Institutes, one in Srinagar and one in Jammu. Also, Bone & Joint Hospitals in both divisions of Jammu & Kashmir have been sanctioned.

### **Power Infrastructure**

The government is focused on making J&K a self-sustainable and fully modernised power sector and ensuring the provision of affordable, quality, sufficient and reliable energy in the region of J&K. At the same time. The government is taking major steps to shift to renewable and sustainable sources of energy to meet the power demands of the region. In view of current progress, Hydel Power Generation is expected to be doubled by 2026 and triple by 2030.

In 2022, J&K L-G inaugurated six power infrastructure projects in Jammu, which will particularly cater to the increased summer demand mainly for domestic and commercial purposes. It will also help resolve the power crisis in the peak season. Furthermore, it will open a host of employment opportunities by meeting the growing demand for the opening of new industries in the UT.

As a testament to the Modi Government's commitment to switch to clean and renewable energy, J&K has installed a capacity of 25 MW covering 2,200 beneficiaries under Grid Connected Rooftop Solar Power Plants, 3MW in 96 buildings under Jammu Smart City and 0.5 MW under Jammu Solar City Mission.





## Bridging Oceans & Highways : The Transformative Impact of Bharatmala & Sagarmala Pariyojana

Dr. Pooja Paswan, Assistant Professor of Public Administration,  
Jamia Millia Islamia University, New Delhi.

In India's dynamic economic landscape, the Modi government has steered a transformative journey marked by an unwavering commitment to infrastructure development. Two monumental initiatives stand at the forefront of this ambitious vision – the Bharatmala and Sagarmala Projects. These endeavours, launched under the visionary leadership of Prime Minister Shri Narendra Modi, exemplify a resolute dedication to fostering comprehensive connectivity and propelling India into a new era of economic prosperity.

Bharatmala - Connecting the Nation:  
Bharatmala, one of the largest infrastructure

projects in India, aims to improve the country's road connectivity by constructing and upgrading over 65,000 kilometres of highways. This mega initiative envisions seamless road travel across the nation, fostering economic activities and reducing transportation costs.

This extensive road network seeks to reduce travel time and promises to create a seamless and efficient transportation system, knitting together urban centres, industrial hubs, and remote areas. At its core, Bharatmala is strategically designed to address key infrastructure gaps, particularly in border and coastal regions, thereby amplifying trade and

commerce. The project holds the potential to significantly reduce logistics costs, making the movement of goods and people more efficient and cost-effective. Through its focus on connectivity, Bharatmala is poised to play a pivotal role in bolstering economic activities and creating a ripple effect of development in various sectors of the economy.

Moreover, Bharatmala is not just about constructing roads; it signifies a comprehensive approach to regional development. By connecting previously isolated regions, the project aims to bridge the economic divide, ensuring that the benefits of infrastructure development reach every corner of the nation. As the project unfolds, it lays the groundwork for a more integrated and prosperous India, reflecting the Modi government's dedication to fostering inclusive growth and positioning the country as a global economic player. The project seeks to enhance connectivity between major cities, industrial hubs, and ports. It particularly emphasises border and coastal areas, promoting efficient trade and logistics. The project also aims to address infrastructure gaps in remote and underdeveloped regions.

Sagarmala - Transforming Maritime Connectivity: Simultaneously, the Sagarmala Project focuses on optimising India's vast coastline for economic gains. It involves developing new ports, modernising existing ones, and improving connectivity between ports and hinterland areas. Sagarmala aims to boost maritime trade and make it more competitive on the global stage. The Sagarmala Project, a visionary initiative by the Modi government, is a testament to India's commitment to leveraging its extensive coastline for economic growth and global competitiveness. Launched to transform the

maritime sector, Sagarmala focuses on the holistic development of India's ports, enhancement of port connectivity, and the integration of ports with hinterland regions. This comprehensive approach aims to unlock the immense potential of India's maritime resources and strategically position the nation as a maritime hub on the global stage.

At its core, Sagarmala seeks to optimise the efficiency of maritime transportation by modernising existing ports and developing new ones along India's vast coastline. The project envisions seamless connectivity between ports and hinterland areas through road and rail networks, facilitating smoother movement of goods and reducing logistical bottlenecks. By promoting coastal and inland shipping, Sagarmala contributes to a more sustainable and cost-effective transportation system, aligning with the government's vision of 'Make in India' and boosting international trade.

The development of ports and associated infrastructure generates employment opportunities directly in the maritime industry and stimulates economic activities in hinterland regions. As the Sagarmala Project unfolds, it underscores the Modi government's dedication to fostering a vibrant and integrated economy, harnessing the potential of India's coastline for the benefit of the nation and its people.

#### **Integrated and Multimodal Connectivity:**

Both projects emphasise integrated and multimodal connectivity. The synergy between road, rail, and waterways is crucial for a seamless transportation network. This holistic approach enhances the efficiency and flexibility of the transportation system, catering to diverse cargo and passenger requirements.



The Bharatmala and Sagarmala Projects have a profound economic impact. They contribute to job creation directly through construction and operation and indirectly by stimulating trade and economic activities. The improved infrastructure facilitates business growth and attracts investments. The economic impact and job creation stemming from the Modi government's Infrastructure Push through the Bharatmala and Sagarmala Projects are pivotal components of India's transformative journey. As roads extend and ports modernise, the economic landscape undergoes a profound shift, fostering an environment conducive to increased business activities and trade.

One of the most notable aspects of these infrastructure projects is their direct correlation with job creation. The construction, operation, and maintenance of roads, ports, and associated infrastructure projects generate substantial employment opportunities. From skilled labour involved in construction to various support roles in logistics and related industries, Bharatmala and Sagarmala provide diverse jobs. It addresses immediate employment needs and

contributes to skill development, ensuring a more robust and empowered workforce for the future.

Recognising regional disparities in infrastructure development, the projects strategically focus on connecting remote and border areas. This approach contributes to balanced regional development, providing economic opportunities to historically neglected regions. The government has incorporated technological advancements in the planning and execution these projects. From the use of digital technologies in project management to innovative engineering solutions, the aim is to ensure that these infrastructure initiatives are expansive, sustainable, and future-ready. The Modi government has demonstrated a commitment to environmental sustainability in infrastructure development. Efforts are made to incorporate green practices, minimise environmental impact, and promote eco-friendly solutions in alignment with global standards.

Through Bharatmala and Sagarmala, the Modi government has laid the foundation for a future where economic dynamism is fueled by seamless connectivity, job creation becomes a catalyst for societal empowerment, and the echo of progress reaches the farthest corners of the nation. It is a testament to the government's unwavering commitment to building infrastructure and architecting a destiny where India emerges not only as a nation on the move but as a global force driving the narrative of progress and prosperity. As these projects unfold, they etch a powerful narrative of transformation, symbolising the limitless potential within the heart of a connected and resurgent India.



# Next Stop, Progress: Amrit Bharat Station Scheme

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**Gourav Lama**, Vice-President, BJYM, West Bengal &  
Assistant Professor, Presidency University, Kolkata



As the auto rickshaw navigated through the bustling Anugraha Narayan Road Junction in the heart of Bihar's Aurangabad district, the driver's enthusiastic narration of the impending "Vikas Yatra" set to transform his livelihood's station was both captivating and enlightening. The bricks strewn across the parking area, remnants of the demolished section, became the starting point for discussing the monumental changes underway. It was a first-hand encounter with the grassroots impact of the Amrit Bharat Station Scheme (ABSS) that has been unfurling across India's vast railway network.

The driver, sensing my non-local status, wasted no time delving into the intricacies of the

redevelopment project. His passionate pitch mirrored the sentiments of a nation eager to witness a transformation that goes beyond the glossy brochures and digital announcements. This encounter highlighted a crucial aspect of development – its resonance with the people it aims to serve.

The Amrit Bharat Station Scheme, launched in February 2023 by the Ministry of Railways, is a comprehensive initiative that seeks to redefine railway stations across the country. The vision goes beyond cosmetic upgrades; it aims to create modern, well-equipped hubs that enhance the overall passenger experience. This scheme, part of the larger Amrit Bharat initiative, symbolizes a commitment to holistic urban development, treating railway stations as central pillars of city life. It will transform and revitalize 1309 railway stations across the nation.

The heart of ABSS lies in its station-wise plans, which prioritize integrating local culture, heritage, and architecture. The Jaipur Railway Station, for example, is set to showcase elements reminiscent of the Hawa Mahal and Amer Fort, embracing the rich heritage of Rajasthan. This approach is a testament to the effort to preserve each region's identity while ushering in progress.

The benefits of ABSS are manifold, extending far beyond the obvious visual enhancements. The redevelopment ensures modern passenger amenities, upgraded waiting rooms, improved

seating on platforms, and free Wi-Fi connectivity. It isn't just about the infrastructure; it's about elevating the entire travel experience. Moreover, the scheme actively involves local communities, seeking input to infuse the region's essence into the station's design and amenities.

ABSS also aligns with India's broader environmental goals. The installation of LED lights in coaches and an increased number of bio-toilets in trains contribute to sustainability. With an ambitious target of achieving net zero emissions by 2030, the emphasis on green building standards and energy-efficient practices mirrors a commitment to a greener, more sustainable future.

The scheme envisions a plethora of facilities and amenities, ranging from improved station approaches and parking areas to high-level platforms, lifts, and escalators. It introduces executive lounges, meeting places, and free Wi-Fi, catering to the evolving needs of the modern traveller. The inclusion of "One Station One Product" booths and roof plazas with phased station buildings exemplifies a thoughtful, phased approach to development.

However, what sets this encounter apart from the routine dissemination of such information is the organic nature of the communication. The auto-rickshaw driver, a representative of the common man, willingly took on the role of an ambassador for the development unfolding under the leadership of Prime Minister Narendra Modi. His account served as a reminder that progress isn't confined to official announcements or internet articles; it permeates the daily lives of individuals who directly benefit from these initiatives.

In an era dominated by digital communication,

where information is readily available at the click of a button, the human touch provided by individuals like the auto-rickshaw driver adds a unique dimension to the narrative. It signifies a ground-level acceptance and acknowledgement of the changes initiated by the government.

This encounter also prompts reflection on India's broader transformation in the past nine years. Whether it's the Amrit Bharat Station Scheme, PM Gatishakti, Pilgrimage Circuit, the establishment of 15 new AIIMS, 7 new IITs, 16 new IIITs, or 7 new IIMs, these changes are not just statistics or milestones; they are tangible improvements felt on the ground.

The journey through the Amrit Bharat Station Scheme is not merely about upgrading infrastructure; it's a voyage through the collective aspirations of a nation. The auto-rickshaw driver's impromptu narration reflects the sense of ownership that the common people have embraced regarding these initiatives. It's a testament to the fact that the Vikas Express, led by Prime Minister Shri Narendra Modi, isn't just a metaphorical journey but a tangible reality that citizens across the country are actively participating in and benefiting from.

As the wheels of progress continue to turn, encounters like these remind us that development isn't just about transforming physical spaces; it's about touching lives and leaving an indelible mark on the collective consciousness of a nation. Through its organic ambassadors like the auto rickshaw driver, the Amrit Bharat Station Scheme is not just a scheme on paper; it's a saga of progress written in the experiences and narratives of the people it serves.



## The Infrastructure Renaissance: Modi Government's Drive Towards a Modern India

Vrinda Kalher, State Executive Committee Member BJYM, Haryana

Infrastructure plays a critical role in driving economic growth and enhancing the quality of life in every nation. Under the leadership of Prime Minister Shri Narendra Modi, the government has made progress in this domain. Since coming to power in 2014, they have successfully implemented initiatives and policy reforms to propel India towards becoming a global economic powerhouse and uplifting the lives of its people.

The PM Gati Shakti National Master Plan (PMGS NMP) is a groundbreaking approach launched by the Government of India in 2021 to improve India's overall infrastructure. Its primary objective is to establish an efficient multimodal connectivity network, which will stimulate economic growth and generate employment opportunities. This plan revolves around seven sectors: railways, roads, ports, waterways, airports, mass transportation and logistics infrastructure. The PMGS NMP is

driving India's infrastructure development to new heights. By building over 7,500 kilometres of new roads, laying 2,500 kilometres of petroleum and gas pipelines, and expanding electricity transmission lines by 29,040 circuit kilometres, the NMP has made a remarkable contribution to the country's infrastructure landscape.

Bharatmala Pariyojana is a huge highway development project initiated by the Government of India in 2015. It is the largest highway project in India's history, with a total investment of Rs. 5.35 lakh crore. The project seeks to construct 46,000 km of highways across the country. This project has made substantial progress in its first phase. Over 70% of the project's phase I goals have been completed. It comprises the construction of 24,800 kilometres of national highways, including economic corridors, inter-corridors, and feeder routes. These improvements have



resulted in real advantages, including a 20% decrease in travel time and expenses, a 10% drop in road accidents, and a 25% increase in job openings in the highway sector. With its ambitious vision, the Bharatmala Pariyojana will catalyze India's growth, fostering economic vibrancy, social cohesion, and environmental responsibility.

The Sagarmala Project is a groundbreaking initiative spearheaded by the Indian government that aims to transform India's coastline and extensive network of navigable waterways, spanning 14,500 km, into a thriving maritime hub, driving economic growth and fostering employment opportunities. This project has made significant strides by doubling port capacity to an impressive 2,300 MTPA, reducing logistics costs by up to 25%, creating 10 million jobs, and establishing 14 Coastal Economic Zones. With the potential to boost GDP growth by up to 2%, significantly increase exports by up to 30%, attract foreign investments, generate a multitude of new jobs, and enhance the overall quality of life for coastal communities, the Sagarmala Project stands as a catalyst for India's rise as a global economic powerhouse. By transforming coastal regions and paving the way for a more interconnected, efficient, and sustainable maritime economy, Sagarmala is poised to play a pivotal role in shaping India's future.

The Deen Dayal Upadhyaya Gram Jyoti Yojana (DDUGJY) is a government initiative introduced in 2014 that seeks to empower rural India by providing continuous electricity access, aligning with the larger vision of 'Power for All.'" With the ambitious goal of electrifying 18,452 unelectrified villages within 1,000 days, the DDUGJY achieved this remarkable feat on April 28, 2018, marking a significant milestone for the Indian government. This

groundbreaking achievement has not only transformed rural India by providing access to electricity but also empowered communities by enabling extended education hours and 24/7 healthcare access, fostering economic opportunities for small businesses, and boosting agricultural productivity.

Prime Minister Modi's leadership has ushered in a remarkable transformation of India's healthcare infrastructure, particularly in medical education and research. The government's significant investments in expanding medical colleges and institutions have substantially increased the number of medical seats available to aspiring healthcare professionals. As of 2023, India boasts an impressive network of 659 medical colleges, a remarkable 68% increase from the pre-2014 era. Additionally, seven new All India Institutes of Medical Sciences (AIIMS), renowned centres of excellence in medical education and research, have been established. This expansion has effectively addressed India's longstanding shortage of doctors and improved healthcare access in underserved regions.

Digital infrastructure investments by the Modi government have revolutionized the Indian economy and society, enhancing government services, fostering economic growth, and driving financial inclusion. The widespread adoption of digital payments, spearheaded by UPI, has streamlined financial transactions and propelled e-commerce growth. In 2022-23, the total value of UPI transactions approached half of India's nominal GDP. India's digital infrastructure has transformed the delivery of government services, particularly in the healthcare and agriculture sectors. Initiatives such as the National Health Protection Scheme, e-Health, Aarogya Setu, and CoWIN have significantly enhanced healthcare

accessibility, affordability, and efficiency. Similarly, digital initiatives like e-NAM, Soil Health Card Scheme, Kisan Suvidha Portal, M-Kisan app, PM Kisan, Krishi Vigyan Kendras Scheme, and Rashtriya Krishi Vikas Yojana have empowered farmers with improved access to information, markets, resources, and technology, leading to increased productivity, improved livelihoods, and a brighter agricultural future for India.

India's infrastructure development is reaching new heights, with remarkable projects setting global benchmarks. The completion of the Anji Khad Bridge, the world's highest cable-stayed railway bridge, and the ongoing construction of the Chenab Bridge, another world record-holder, demonstrate India's engineering prowess. The Atal Tunnel, the world's longest tunnel above 10,000 feet, and the Zojila Tunnel, the world's longest road tunnel, are a testament to India's commitment to connecting its remote regions. The Chisumle-Demchok Road, the world's highest motorable road, showcases India's ability to overcome challenging terrains. The Nagpur Metro's double-decker viaduct and the Ganga Vilas, the world's longest river cruise, highlight India's focus on sustainable and innovative

transportation solutions. The Narendra Modi Stadium, the world's largest cricket stadium, and the Statue of Unity, the world's tallest statue, symbolize India's sporting and cultural heritage. These achievements underscore India's dedication to infrastructure development and its ability to execute ambitious projects transforming the nation's landscape and shaping its future.

The Modi government's dedication to infrastructure development has played a pivotal role in propelling India's economic growth, bridging regional divides, and enhancing the well-being of its citizens. Through ambitious projects and transformative policy initiatives, India has attracted foreign investments, generated employment opportunities, and revitalized its investment landscape. As India embarks on its path to becoming a global economic powerhouse, infrastructure development remains a cornerstone of its progress. The Modi government's unwavering commitment to this sector has paved the way for a more prosperous and interconnected India, where all opportunities and development are within reach.



# Building Tomorrow: The Interplay of Infrastructure and Manufacturing in India

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As India moves closer to achieving significant economic milestones, its manufacturing sector emerges as a key driver of growth. With the aim of reaching a \$5 trillion economy, the Indian government is playing a proactive role in fostering economic growth, particularly by focusing on infrastructure development. In recent years, the government's hands-on approach has played a crucial role in building physical infrastructure tailored to support and boost the manufacturing sector. These efforts set the stage for industrial expansion and create an environment that supports strong and sustainable economic growth.

The Make in India campaign, initiated in 2014, has played a pivotal role in India's manufacturing journey. This initiative has attracted significant domestic investments and

positioned India as a preferred destination for global manufacturing operations. Complementing these efforts, the National Manufacturing Policy outlined a strategic roadmap to boost the manufacturing sector's contribution to India's GDP. The policy's focus on creating industrial zones, enhancing infrastructure, and offering incentives for technology upgrades and skill development indicates a targeted approach.

Notable projects like the Bharatmala Project for road development and Sagarmala for port-led development have substantially improved transportation and logistics. These projects address existing bottlenecks, ensuring the seamless movement of goods and supporting a more efficient manufacturing supply chain. Strategic establishment of



Special Economic Zones (SEZs) and industrial corridors like the Delhi-Mumbai Industrial Corridor (DMIC) and Chennai-Bengaluru Industrial Corridor (CBIC) serve as models, fostering an environment where businesses can thrive. Initiatives like the Phased Manufacturing Program (PMP) in sectors like electronics and electric vehicles showcase a commitment to reducing dependence on imports and building a self-reliant manufacturing ecosystem.

The link between infrastructure and manufacturing capacity has evolved significantly over the years. The current challenge lies in the economic gap between the existing infrastructure capacities and requirements. Quantifying infrastructure demand is tricky, as it hinges on people's consumption patterns. Collaboration between the infrastructure and manufacturing sectors is crucial to bridge the demand-supply gap and meet consumer needs. Reforms are underway, but more streamlined processes and grassroots-level changes are needed to implement and introduce policies effectively.

In the face of global economic challenges, many countries are enhancing their real estate and infrastructure development to support vital industries. Unfortunately, the lingering effect of the COVID-19 pandemic and lockdowns persist and have caused delays in large-scale projects, impacting employment and small to medium-sized businesses. Governments are now collaborating with private entities to navigate these challenges and ensure the smooth execution of major infrastructure projects.

Despite India's economic reliance on key industries like automotive, engineering, chemicals, pharmaceuticals, renewable energy,

and consumer durables, the manufacturing sector still somewhat struggles regarding its global export share. For example, India has remained below 2 per cent in its share of global merchandise exports. Overcoming challenges related to infrastructure and logistics inefficiencies will be crucial for the manufacturing sector to unlock its untapped export potential and significantly contribute to India's economic growth. India's adept inclusion of growth strategies from industrial economies in the Global South positions the nation as an appealing manufacturing hub. The Business 20 (B20), a pivotal G20 dialogue forum, plays a crucial role in this endeavour. Through such platforms, India has successfully influenced outcomes such as the 'India-Middle East-Europe Economic Corridor.' This forward-looking initiative envisions a cost-effective cross-border ship-to-rail transit network connecting India with Arab countries, the EU, and the US. Beyond boosting trade, it opens doors to new investment opportunities, reinforcing India's global economic standing.

India's manufacturing sector faces a unique opportunity with the talent crunch in developed countries, creating growth potential when balanced with automation. To leverage this, India must focus on creating a robust infrastructure to retain skilled workers. The persistent challenge of an inconsistent power supply, outweighing the power gap, remains a critical obstacle. A reliable power supply is fundamental to support manufacturing operations, ensuring consistent electricity for machinery and equipment. The existing infrastructure gap, though improving, requires sustained efforts.

The rise in rural manufacturing amplifies this dual challenge, emphasizing the imperative for parallel infrastructure development. While the

shift to rural manufacturing brings cost benefits, the higher cost of capital in these areas necessitates a skilled workforce. Adequate transportation infrastructure and a focus on educational and training facilities are essential to enhance the local workforce's skills, promoting a skilled labour pool. Furthermore, industrial zones and clusters can provide a concentrated and organized setup for manufacturing activities, fostering growth and efficiency in rural areas. Thus, infrastructure development must align with efforts to enhance the skills and education levels of the rural workforce, creating an environment conducive to the growth of rural manufacturing.

As the global landscape continues to evolve, India's ability to close this infrastructure gap becomes pivotal in positioning itself as a formidable player in the competitive manufacturing arena. The government's commitment to Industry 4.0, representing the integration of digital technologies and automation in manufacturing, should be unwavering. Supporting startups in advanced technologies ensures that India remains at the forefront of innovation, contributing to the country's competitiveness in the global manufacturing landscape. Investing in research and development is a cornerstone for innovation and competitiveness. It allows companies to develop new technologies, processes, and products, contributing to long-term growth and sustainability in manufacturing. Substantial investments in large-scale infrastructure are essential, creating significant growth opportunities. Presently, manufacturing is concentrated in a few states, and to diversify, an examination of barriers in the other states is necessary. State-specific industrialization strategies,



formulated with active central government support, can unlock untapped potential and foster a conducive environment for manufacturing growth.

With a strong governmental focus on infrastructure development, exemplified by initiatives like Gati Shakti, India is poised for substantial growth, fostering overall economic progress. This transformative approach aims to overcome long-standing challenges such as multiple approvals and delayed clearances, acting as a catalyst for streamlined processes, expedited project implementation, and cost control. Leveraging technology for transparent and efficient project management can significantly enhance accountability and reduce delays.

Fostering collaboration between the public and private sectors is pivotal. Encouraging private companies to participate in national infrastructure projects actively brings expertise and injects efficiency and innovation into the development process. If executed diligently, initiatives like Gati Shakti can revolutionize India's infrastructure landscape, paving the way for accelerated economic growth, job creation, and global competitiveness. The future of Indian manufacturing is intertwined with infrastructure evolution—keeping the momentum, escalating growth, and paving the way to global prominence.



## Connecting Bharat, Soaring Dreams

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Defining infrastructure beyond tangible and superficial terms is, more often than not, an exercise in contemplative ideation. Beyond the more than 70 airports, numerous seaports & heliports and millions of kilometres of roadways, railways, pipelines & fibre optic cables built during the tenure of the Prime Minister Shri Narendra Modi-led government, it has been about bringing citizens closer in a nation of sub-continental proportions.

Those fortunate enough to have been born in metropolitan cities have never experienced agonizing delays in waiting for connectivity to reach our doorstep. From passport services to flight connectivity, it has always been challenging for those in tier two & three cities to access basic amenities. Lives revolved around the schedules of a lone bus or a ferry stopping by at a hamlet once a week. It is poignant to recall the travails of Union minister Shri Kiren Rijiju, who hails from a remote border region in Arunachal Pradesh. While narrating his childhood, he said he often

remarks with a tinge of humour that before he saw cars on roads, he saw fighter jets thundering above in the skies because successive congress governments never built roads.

It resulted from the primitive thought process of Congress party, which believed building roads near the border with China would harm India's defense since a rampaging red army would use those roads to reach the plains of Assam faster. Contrast it with the far-sighted vision of Prime Minister Modi, under whose able leadership India has undertaken sure-footed steps to develop the infrastructure in the whole of India with a special emphasis on the more underdeveloped parts of India.

What is common between Ziro, Shivamogga, Jaisalmer and Bareilly besides the fact that they lie in opposite directions to each other. These tier two and three cities now find themselves on air map of India. Creating civil enclaves in defense airports, operationalizing decrepit airports or constructing greenfield



airports and heliports have been a pressing priority for the Modi government. India saw the first aviation boom in the Vajpayee era with the coming of age for private airlines but the second aviation boom has truly been in the Modi era with the path breaking scheme UDAN (Ude Desh ke Aam Nagrik) or literally giving wings to the aspirational Indian. Those who could only afford to travel in trains have been given a right to dream of flying.

Airlines have what is called a perishable inventory or to put it in simple terms potential revenue is lost when a flight takes off with empty seats. When airlines fail to fill seats on any given sector, they forego the sector to better utilize their assets on a profitable sector. Therein lies a catch 22 situation where a hitherto served airport becomes unserved causing lack of connectivity to citizens of that region. The government of India steps in here by providing 'Viability Gap Funding' which ensures certain seats are sold at lower fares thereby incentivizing more people to travel by air thereby filling up more seats thus benefitting both the airlines and the local people in the process.

Air travel has already surpassed the pre covid numbers and is expected to surge ahead with India already becoming the third largest aviation market in the world after the United States and China. Beyond viability gap funding and redevelopment of airports it is the sustained focus in developing infrastructure that has helped create a travel boom in India. Indian airlines are placing record orders at airshows across the world from Dubai to Paris. Infrastructure development has entailed engine manufactures of international repute like Pratt & Whitney and General Electric to contemplate setting up of Engine overhauling facilities within India. Airbus has already set up

manufacturing plants for making its CASA 295 medium lift transport aircraft for the Indian air force. Made in India planes like the Dornier 228 now crisscross some of the remotest skies of the country carrying hopes & aspirations to far flung places like Pasighat, Tezu & Hollongi.

Political will to disinvest Air India has truly been a hallmark decision. The government has no business to be in business and keeping this in mind the privatization of newer airports has commenced. Greenfield airports of gigantic proportions will soon be functional in Mumbai & Delhi very soon which would help entail India becoming a mega aviation hub serving both India and the world. Dubai & Abu Dhabi emerged as hubs for Indian travelers for making onward connections to the west due to the very fact that successive Congress governments never invested in prerequisite aviation infrastructure to ensure that Indian traffic did not get diverted to Gulf carriers. From cargo handling to inflight catering, Indian companies are stepping up to match the very best in the world.

Beyond airports and seaports infrastructure has always been about building a future ready India ready to leap into Amrit Kaal, achieving the goal of a \$5 trillion economy while at the same time caring for those at the end of the queue. Infrastructure not only bridges divides but it connects hearts as well reducing distances both real and imagined. Delhi was and is thousands of miles away from northeast India but today no one counts the distance in miles but in hours i.e the time required to fly from any destination in northeast India to Delhi. Infrastructure today is being developed in a holistic manner not just as a matter of requirement but as a fundamental tenet of national policy that would induce overall national development.

# Navigating Progress: The Development of Waterways in India Under the Modi Government

**Harsh Dahiya**

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India's vast network of rivers and canals presents a significant opportunity for developing an efficient and sustainable transportation system. Recognizing this, the Modi government has placed considerable emphasis on harnessing the potential of waterways. This essay explores the initiatives and progress made in developing India's waterways under the Modi administration.

Traditionally, India's focus on transportation infrastructure has been skewed towards road and rail networks. However, the untapped potential of waterways remained evident. Before the Modi government, there were limited efforts to integrate waterways into the national transport framework due to various challenges, including environmental concerns, funding, and logistical hurdles.

The Modi government introduced a paradigm shift with a strategic focus on waterways, realizing their economic, environmental, and logistical benefits. The National Waterways Act of 2016 was a landmark move, identifying numerous potential waterways across the country for development. This act laid the foundation for a comprehensive approach towards integrating waterways into the national transport matrix. Some of the notable waterways projects are:

## **1. National Waterway 1 (NW1):**

### **Ganga-Bhagirathi-Hooghly River System**

- **Location:** Extends from Prayagraj to Haldia covering a distance of about 1620 km.
- **Key Features:**
  - Includes development of multimodal terminals at Varanasi, Sahibganj, and Haldia. By 2023, these terminals, particularly the one in Varanasi, had been operationalized, facilitating cargo movement and reducing transportation costs.

- Provision of a navigation channel with required depth and width for the safe and smooth movement of vessels.
- Equipped with state-of-the-art vessel traffic management systems.
- **Impact:** This project enhances connectivity to the northeastern region of India, reduces transportation costs, and increases the movement of cargo. It also plays a crucial role in promoting river tourism.

## 2. National Waterway 2 (NW2):

### Brahmaputra River

- **Location:** Stretching from Dhubri to Sadiya along the Brahmaputra River in Assam, spanning around 891 km.
- **Key Features:**
  - Enhanced navigation aids and terminal infrastructure.
  - Promotes inland water transport of cargo, especially in the tea and petroleum industries.
- **Impact:** The NW2 is crucial for the socio-economic development of the Northeast, providing an alternative and efficient means of cargo and passenger transport.

## 3. National Waterway 3 (NW3):

### West Coast Canal in Kerala

- **Location:** Runs from Kollam to Kottapuram, covering a distance of 205 km.
- **Key Features:**
  - Comprises canals, backwaters, and feeder channels, with developed infrastructure for cargo and passenger movement.
  - Includes well-equipped terminals and boat stations.
- **Impact:** It supports the local economy, especially the tourism sector, and provides an efficient transportation alternative in the region.

## 4. Sundarbans Waterway Network (Part of NW97)

- **Location:** In the Sundarbans area of West Bengal.
- **Key Features:**
  - Focuses on the development of channels for better navigation in the complex riverine system of the Sundarbans.
  - Includes eco-friendly infrastructure to protect the unique ecosystem of the region.
- **Impact:** This project is significant for local communities, facilitating better connectivity and supporting eco-tourism.

## 5. Krishna River (Part of NW4)

- **Location:** Covers parts of the Krishna River in Andhra Pradesh and Telangana.
- **Key Features:**
  - Development of navigable channels and terminals for transportation of cargo and passengers.
  - Enhancements in navigational aids and dredging activities for maintaining channel depth.
- **Impact:** Boosts regional trade and connectivity, especially in agricultural and industrial sectors.

As of April 2023, the Modi government had several proposed and ongoing projects in the realm of waterway development. These projects were part of a larger initiative to enhance India's inland water transport (IWT) infrastructure and connectivity. Here are some of the key projects that were in the pipeline or under progress:

## 1. National Waterway 4 (NW4): Godavari and Krishna Rivers

- **Status:** This project was in various stages of development. It involved the development of the waterways in the



Godavari and Krishna rivers, spanning across the states of Andhra Pradesh, Tamil Nadu, and Telangana.

- **Objective:** The aim was to create a navigable channel for both cargo and passenger vessels, boosting regional trade and connectivity.

## **2. National Waterway 5 (NW5):**

### **East Coast Canal along with Brahmani River and Mahanadi Delta Rivers**

- **Status:** Part of this waterway was under development, particularly in Odisha.
- **Objective:** This project was aimed at enhancing the connectivity between the mineral-rich areas of Odisha & the ports, facilitating easier & cost-effective transportation of minerals and other goods.

## **3. Jal Marg Vikas Project (JMVP) on the Ganga (Part of NW1)**

- **Status:** This project was an extension of the developments on NW1, focusing on enhancing the navigational capacity of the river Ganga from Varanasi to Haldia.
- **Objective:** To enable commercial navigation of larger vessels, thereby increasing the transport capacity and reducing the cost of transportation.

## **4. Development of New National Waterways**

- **Status:** Based on the National Waterways Act of 2016, several new waterways were identified for development. Some of these were in the feasibility study or initial planning stages.
- **Objective:** The broad objective was to diversify the transportation matrix of India, reduce logistics costs, and develop waterways as a sustainable and efficient mode of transport.

## **5. Mumbai Water Transport Projects**

- **Status:** Projects focusing on enhancing water transport in and around Mumbai

were underway, including the development of passenger ferry services.

- **Objective:** To ease congestion in the metropolitan area and provide alternative transport routes.

These projects represented a mix of large-scale infrastructural developments and strategic enhancements in key areas. They aimed to strengthen India's logistics sector, boost trade, and provide sustainable and cost-effective transportation solutions.

Waterway development has been a boon for economic growth, offering a cost-effective and efficient transportation alternative. It has reduced logistics costs, making Indian products more competitive in the global market. Environmentally, waterways present a greener alternative, significantly reducing carbon emissions compared to road or rail transport. The shift towards waterways has the potential to positively impact India's carbon footprint. Despite the progress, challenges persist, including environmental concerns, especially regarding river ecosystems, and the displacement of communities. The government has been working towards environmentally sustainable solutions, balancing development with ecological conservation. Moreover, community engagement and comprehensive rehabilitation plans have been integral to addressing displacement issues.

The development of waterways in India under the Modi government marks a significant shift in the country's transport policy. While challenges remain, the strides made in this sector suggest a promising future for India's economic and environmental sustainability. The continued focus on waterways can redefine India's transportation landscape, contributing significantly to its growth story.

# Bridging the Gap: How the Modi Government is Reshaping India's Infrastructure

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Under the leadership of Prime Minister Shri Narendra Modi, India has witnessed an appreciable change in its infrastructure landscape. With a vision to transform India into a developed nation, the Modi government has started an arduous journey to build a modern infrastructure network.

The Modi Government's infrastructure development initiatives have been multifaceted, focusing on various sectors such as transportation, energy, water, resources, and digital connectivity. The flagship programs like Bharatmala, Sagarmala, Pradhan Mantri Gram Sadak Yojana, and Smart Cities Mission are

playing a crucial role in transforming India's infrastructure landscape.

Under the Bharatmala project, the government aims to construct and upgrade over 35,000 km of national highways, enhancing connectivity and reducing travel time. Similarly, the Sagarmala project focuses on port development, like modernising ports, developing coastal economic zones, and improving logistics efficiency.

The Pradhan Mantri Gram Sadak Yojana has helped connect rural areas with all-weather roads, balancing the urban-rural divide and facilitating economic growth in rural areas of

the country. The Smart Cities Mission has been another significant initiative, aiming to develop 100 Smart cities with sustainable urban planning.

This development created a huge impact on India's economic growth. Improved transportation networks have reduced logistics costs, boosted trade, and attracted foreign investments. Developing industrial corridors and dedicated freight corridors has supported manufacturing and improved supply chain efficiency.

The development of Jharkhand under the double-engine government of PM Modi saw significant progress. The central and state governments worked together to improve the state's overall infrastructure. Several key projects were initiated, including the construction of highways, bridges, and railways, which have helped improve connectivity within the state and other parts of the country. Additionally, efforts were made to enhance the power sector by establishing new power plants and electrifying rural areas. These developments boosted economic growth and improved the quality of life for the people of Jharkhand. Today, several national highways and bridges across Jharkhand are under construction. In 2024, the double-engine government is expected to come back, leading to the acceleration of the developmental and infrastructure work.

The expansion of digital connectivity through initiatives like Digital India and BharatNet has empowered millions of Indians, encouraging entrepreneurship. Access to reliable electricity and clean water has improved living standards while developing renewable energy infrastructure has contributed to India's shift towards a greener economy.

The Modi government has undertaken several initiatives to develop the railways. Some key developments include the introduction of high-speed trains like the Vande Bharat Express, the modernisation of railway stations with amenities like Wi-Fi, escalators, and lifts, the expansion of railway networks to remote areas, and the implementation of digital technologies for ticketing and passenger services. Additionally, the government has focused on improving safety measures, enhancing the cleanliness of trains and stations, and promoting an eco-friendly environment in the railways. These efforts aim to provide a better travel experience for passengers and boost the overall growth and efficiency of the railway sector in the country.

The task of building New India is not without its herculean challenges. Development projects still face several challenges. These include land acquisition issues, bureaucratic hurdles, funding constraints, and the need for better project management. The government has recognised these challenges and has taken steps to address them, such as promoting public-private partnerships and exploring innovative financing models.

Under the Modi government, India's infrastructure build-up has witnessed remarkable progress, transforming the nation's economic and social landscape. The initiatives undertaken have improved connectivity, eased the movement of goods and people, created employment opportunities, and enhanced the overall quality of life. As India continues to move towards becoming a global economic powerhouse, the government's commitment to infrastructure development remains unwavering, paving the way for a brighter and more prosperous future.



# Redefining Horizons: Modi's Infrastructure Drive in the Northeast

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India, that is, Bharat, is witnessing a flurry of upgrades in its infrastructure, motivated by increased government investment and development initiatives. Significant advancements have been made in Bharat's transportation networks, including roads, railways, aviation, and waterways, contributing significantly to our economy.

Union government, led by Prime Minister Shri Narendra Modi, has made unprecedented

investments in modern infrastructure in the last nine years, taking the country to new heights. Not just quantity but quality of a country's infrastructure is a key determinant in shaping its economic trajectory. Since the first day of governance, the Modi government has kept infrastructure at the centre of its development agenda and aggressively pushed our infrastructure sector. Today, infrastructure in India matches global heights and standards. This visionary leadership and subtle

commitment have pushed Bharat back in progress. The Northeast region has witnessed prominent and holistic development. But before analysing the northeastern region, we should get a taste of the overall progress of infrastructure in Bharat.

Prime Minister Narendra Modi announced the PM Gati Shakti National Master Plan (NMP). With this plan, the government aims to accelerate development activities in the country, institutionalising holistic planning and inter-departmental coordination through a single integrated portal.

If we look at the statistics, Bharat added a significant amount of infrastructure in past 9 years. Nearly 50,000 km of national highways were built with 99% of rural road coverage under PM Gram Sadak Yojana, a landmark achievement. The total length of highways has expanded from 97,830 kilometres in 2014 to 145,155 kilometres today. The speed of highway construction has reached 37 km per day. Bharatiya Railways also witnessed massive capacity expansion through line doubling, electrification, and the Vande Bharat Express. Vande Bharat Express proved to be a remarkable milestone. These trains are already operational, and 400 Vande Bharat express trains are to be manufactured in the next three years. In the last nine years, steps were taken in the aviation section to make it affordable and accessible through the Udan project. 74 new airports have been built and operationalised in the last 9 years. Along with this, the Union government also notified 111 Waterways as National Waterways. The world's highest railway bridge, the Chenab Bridge, the world's longest highway tunnel, the Atal Tunnel, the Saryu Nahar Irrigation Canal, the Eastern, and Western Peripheral Expressway

are significant achievements.

This government's commitment to every inch of Bharat makes it more reliable and sensitive, especially in the neo-eastern region. PM Modi visited North East more than 60 times during his 9 years of tenure. It is the highest by any previous prime minister. It symbolises the vision and commitment of this government towards the northeast region. To close New Delhi to the door of the Northeast, the government has launched several schemes and programmes for the region's development. Several projects have been completed during last 9 years. The PM Development Initiative for Northeast Region (PM-DevINE) was announced as part of the Union Budget 2022-23 with an aim to rapidly and holistically develop the region.

After 75 years of independence, the first-ever goods train reached Manipur in 2022 and Meghalaya in 2023. The new visionary government completely overturned the old scenario of neglect. In the last 9 years, this government has completed long-pending infrastructure projects. The long list includes iconic projects such as Bogibeel Bridge, which was inaugurated by PM Modi in 2018, sixteen years after its announcement by PM Atal Bihari Vajpayee! National Bamboo Mission was established to boost bamboo and allied industry. 7 new airports were built in the last 9 years, taking numbers from 9 to 16 functional airports. The latest 'Donyi Polo' Airport in Itanagar, Arunachal Pradesh is a greenfield airport symbolising the state's rich cultural heritage. 4,016 km of road projects are currently ongoing. Around 2,000 projects worth over Rs. 22,000 crore were sanctioned for the region, encompassing overall growth. Along with the first AIIMS, 12 new medical colleges

are being set up in a single Assam State. Assam will have South Asia's largest cancer care network with 14 hospitals.

As PM Modi always relied on principles of cooperation, many connectivity projects helped to improve Bharata's neighbourhood relations. Kaladan Multi-Modal Transit Project is one such. This project primarily focused on developing water connectivity. ASEAN and Bharat are working on this project which was initiated by the Bharatiya government in 2008 and is entirely funded by Bharat. Besides this, 'The Bangladesh - China - Bharat - Myanmar (BCIM) Corridor' and 'Bharat - Myanmar - Thailand Trilateral Highway' are our other commitments.

The North East Special Infrastructure Development Scheme (NESIDS), a central sector scheme with total central funding, was

recently renewed for 2022 to 2025. NESIDS aims to foster infrastructure development in identified sectors across the North Eastern States, especially connectivity. It will further intensify the infrastructural agenda in the region.

The Union government has correctly identified the critical role of infrastructure in developing the nation. Road, air, and water infrastructure improvement will provide a panacea for developmental hurdles. The Modi Government's dedicated approach to developing the northeastern region not only helps in economic prosperity but also helps secure disputed borders. Bharat is on its way to becoming Vishwamitra, but before extending our hands to others, Bharat must be self-sufficient in its infrastructural needs and commitments.



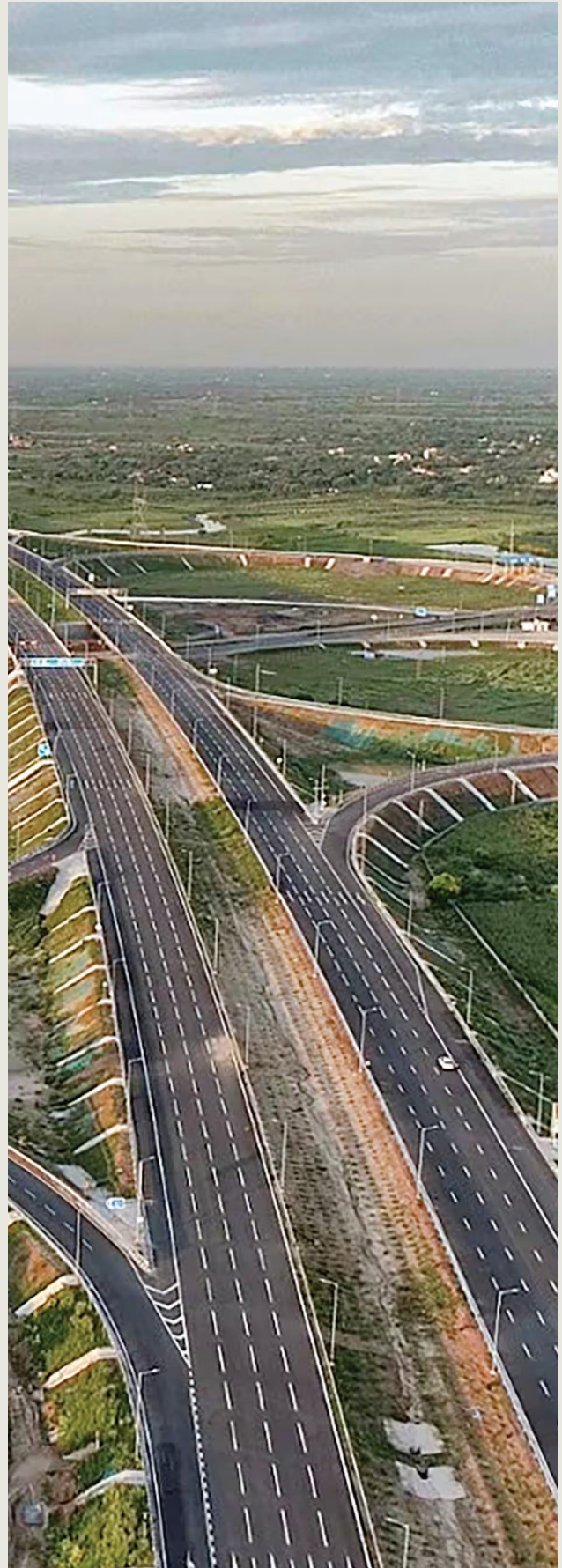


# Transforming India: A Comprehensive Overview of Infrastructure Development Under the Modi Government

**Dr. Shashi Bhushan,**  
Meteorologist, and Scientist at The Institute of Environmental Research and Rural Development, Patna

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Quality infrastructure is one of the major building blocks for our nation to become a \$5 trillion economy. The Modi Government has kept infrastructure at the front and centre of its developmental goals. During the Modi Era, 'thinking big and delivering punctually' has been India's hallmark of infrastructure development. Regularly monitoring the progress of the infrastructure projects through the PRAGATI platform by the PM himself has led to the successful completion of various delayed and newly announced infrastructure projects. In line with its goal of bringing last-mile connectivity, the daily average highway construction reached an all-time high and has consistently remained far higher than pre-2014 levels.



## **FROM DELAYS TO DELIVERY IN MODI ERA**

- **Atal Tunnel** (the highest tunnel in the world at an altitude of 10,000 Feet MSL)  
Approved in 2000, Delayed by 20 years  
(Inaugurated by PM Modi on Oct. 03, 2020)
- **Bogibeel Rail-Cum Road Bridge over River Brahmaputra**  
Approved in 1997, Delayed by 21 years  
(Inaugurated by PM Modi on Dec. 25, 2018)
- **Eastern Peripheral Expressway around Delhi**  
Approved in 2006, Delayed by 12 years  
(Inaugurated by PM Modi on May 27, 2018)
- **Kollam Bypass Project in Kerala**  
Approved in 1975, Delayed by 44 years  
(Inaugurated by PM Modi on Jan. 15, 2019)
- **Kosi Rail Maha Setu in Bihar**  
Approved in 2003-04, Delayed by 17 years  
(Inaugurated by PM Modi on Sep. 18, 2020)
- **Saryu Nahar Irrigation Canal in UP**  
Approved in 1978, Delayed by 43 years  
(Inaugurated by PM Modi on Dec. 11, 2021)
- **Western Peripheral Expressway around Delhi**  
Approved in 2006, Delayed by 12 years  
(Inaugurated by PM Modi on Nov. 19, 2018)

## **MILESTONE OF THE MODI ERA: AT A GLANCE**

- Over 311 projects reviewed by PM Modi through PRAGATI meetings
- Nearly 54,000 kms. National Highways added under the PM Modi's reign
- 500% increase in road transport and highway budget allocation since 2014
- Rural road connectivity at 99% coverage
- 4832 projects for urban development completed under AMRUT
- More than 37,000 RKM Railway Lines electrified during the last 9 years
- 400 world-class Vande Bharat Trains to be manufactured, 17 trains already operational

- More than 12,500 km of roads completed under Bharatmala Pariyojana till March 2023
- The speed of highway construction reached 37 km/day
- 3.28 lakh km of Rural Roads built since 2014
- The length of Metro Rail went from 248 km in 2014 to 860 km in 2023
- More than 1,749 km of work on the Dedicated Freight Corridor completed up to March 2023
- 111 waterways declared as National Waterways (NWs) under the National Waterways Act, 2016
- 34 continuous months from March 2019 saw zero passenger fatalities. And 2,000 km of the railway network will be brought under Kavach, indigenously developed technology for preventing train collisions.
- There were 74 operational Airports in 2014, now 148 Airports are operational in 2023
- More than 725 MTs capacity has been added in Major Ports since 2014
- More than 75.5 crore Broadband Connections have been added since 2014
- More than 22,300 km. Natural Gas Pipeline operational up to March 2023
- More than 4 crore houses sanctioned under PMAY (till March 2023)

## **PM GATI SHAKTI - Assuring Multi-modal Connectivity**

- Long-term planning for India's infrastructure needs through PM Gati Shakti Master Plan.
- The pumping in of Rs. 100 lakh crore through an integrated platform ensures efficient use of funds.
- Last-mile connectivity and multi-modal connectivity have improved across India due to this.



- Infrastructure creation also spurs massive job creation at all levels.
- PM GatiShakti National Master Plan is building NextGen infrastructure through a unified Geographic Information System (GIS) based platform.
- Seven Engines – 1. Roads, 2. Railways, 3. Airports, 4. Ports, 5. Mass Transport, 6. Waterways, and 7. Logistics Infrastructure – will pull forward the economy in unison
- Integrated planning and coordinated implementation of infrastructure projects to boost designing, monitoring and execution of connectivity projects and reduce time and cost overruns

## ROADWAYS

### BHARATMALA PARIYOJANA - Enabling Faster Movement of Traffic

- Bharatmala Pariyojana covers 34,800 km of roads at an estimated cost of Rs. 5.35 Lakh Crores approved.
- 26,037 km has been awarded, and 12,554 km has been completed under the Bharatmala Pariyojana.
- 27 Greenfield Expressways and Access Controlled Corridors are being developed across the country with an overall length of 9,860 kilometres at a total cost of Rs. 4.08 Lakh Crores, out of which 2,625 kilometres have been completed

### Improving Travel Experience - Faster and Safer Journey

- SETU BHARATAM Programme to make National Highways free from railway-level crossings
- A total of 149 level crossings were identified
- 37 Road Overbridges (ROB) completed
- FASTag reduced idling of vehicles at fee/Toll plazas: approximately 97% of user fee/Toll is being paid through FASTag
- The use of FASTag resulted in an estimated fuel savings of around 35 Crore litres per annum, equivalent to an annual of more than Rs. 2,800 Crores in terms of fuel savings
- 58 citizen-centric services related to the transport sector made completely online

### Highway Construction on the Fast Track

- The total length of National Highways increased from 91,287 kms in March 2014 to about 1,45,155 km.
- 1486 National Highway projects with an overall length of about 38,000 km and cost of about Rs.8.24 lakh crore under-construction
- Seven folds increase in NHAI's Expenditure
- 2015-16: 0.23 lakh crores
- 2023-24 (BE): 1.62 lakh crores



## **RAILWAYS**

### **Railway Infrastructure of International Repute**

- 1218 Railway Stations have been upgraded so far under the 'Adarsh Station Scheme.'
- 1275 Railway Stations being developed under the 'Amrit Bharat Station Scheme'
- All Unmanned level crossings on the Broad Gauge network of the Indian Railways eliminated
- 173 Railway Stations of Indian Railways have been provided escalators

### **Changing the way: India travels by Rail.**

- India's first High-Speed Rail (HSR) project: Mumbai - Ahmedabad HSR being executed
- Preparation of Detailed Project Report (DPR) for the 7 new High-Speed Rail (HSR) corridors
- India's first Regional Rapid Transit System (RRTS) coming up in Delhi-Ghaziabad-Meerut Corridor.
- Delhi-Meerut RRTS is the first of its kind in India, with a design speed of 180 kmph
- RRTS trainsets are being manufactured under the Make In India policy
- The development of 35 hydrogen fuel cell-based trains for various heritage and hill routes is included in Budget 2023- 24 for 2800 crore.

### **272% increase in doubling of Rail-lines**

- 2009-14: 1,875 km (average rate of 375 km per year)
- 2014-22:11,151 km (average rate of 1394 km per year)

### **91.6% increase in Railways' Coach manufacturing**

- Increased from 3,731 in 2014-15 to 7,151 in 2021-22

### **Expansion of Indian Railways' Coach fleet**

- Increased from 68,558 in 2014-15 to 84,847 in 2021-22

### **Indian Railways is Moving towards 100% electrification**

- 2014-15: 35% Electrification till 2014-15 and 90% Electrification till 2022-23

**Vande Bharat:** India's first indigenous Semi High-Speed train: Enhanced safety features, better ride index and passenger amenities, substantial reduction in travel time, quick acceleration, maximum speed of 160 kmph, On-board infotainment and GPS-based passenger information system, Reclining Ergonomic Seats with revolving seats in executive class, Automatic sliding doors, zero discharge vacuum bio-toilets, Mobile charging sockets for every seat, CCTV cameras, Tenders floated for 400 Vande Bharat trains sleeper



trains with speed potential of 200 kmph. GPS based passenger information system, Automatic sliding doors, Modular toilets with pressurised flushing system & bio tanks, Automatic fire detection with alarm system and CCTV system.

### **Dedicated Freight Corridors - Game changer in Freight Transportation**

- Indian Railways is constructing two Dedicated Freight Corridors (DFC), which would enable freight trains to run at a speed of 100 kmph and offer higher carrying capacity.
- Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 Km)
- Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 Kms.).
- So far, 1749 km out of a total sanctioned length of 2843 km of DFC has been completed (61.5%).

### **AVIATION INFRASTRUCTURE**

- Rising to New Heights in the Aviation Sector
- India now ranks third in the world for domestic aviation.
- 74 airports operationalised under UDAN
- 21 Greenfield Airports approved, 11 Greenfield airports operationalised

### **WATERWAYS INFRASTRUCTURE**

#### **SAGARMALA PROGRAMME - Promoting Port-led Development**

- Sagarmala Programme was launched for Ports' modernisation, operational efficiency improvement, capacity and connectivity expansion and new port development.
- 802 projects worth an investment of Rs. 5.4 Lakh crores identified for implementation by the year 2035.
- 221 projects worth Rs. 1.12 lakh crores have

been already completed.

- 111 waterways were declared as National Waterways.
- 83% increase in the capacity of Major Ports
- • 2014: 871.5 Model Tripartite Agreement (MTA)
- • 2022: 1597 Model Tripartite Agreement (MTA)

### **PIPELINE INFRASTRUCTURE**

#### **Gas-Pipeline Network Increased by Leaps and Bounds**

- 33,764 km length of Natural Gas Pipeline Network across the country authorised
- 22,335 km of pipeline is operational, and 12,955 kms of pipeline is under construction.
- Piped Natural Gas connections have increased from about 25 lakhs in 2014 to more than 1 crore in 2022
- City Gas Distribution Network now covers 630 districts, up from 66 in 2014
- Domestic PNG connections increased by more than 4 times
- 2013-14: 25.40 lakhs
- 2022-23: 103.93 lakhs

### **POWER INFRASTRUCTURE**

#### **Transformation from a Power Deficit to a Power Surplus Nation**

- Since 2014, 175 Gigawatt of power generation capacity has increased
- 2.86 crore households have electrified since the launch of SAUBHAGYA
- Average Power Availability in rural areas increased from 12½ hours (2014-15) to 22½ hours (2022-23).
- 66% increase in the Installed Power Generation Capacity
- Mar 2014: 248 Gigawatt (GW)
- Feb 2023: 412 Gigawatt (GW)



- 4.5-fold increase in Expenditure on Energy
- 2015-16: Rs 21.1 thousand crores
- 2023-24 (BE): Rs 94.9 thousand crores

## URBAN INFRASTRUCTURE

### AMRUT & SMART Cities: Transforming Urban Infrastructure

- .37 crores Water Tap Connections under AMRUT
- 1.05 crores Sewer Connections under AMRUT
- 692 Storm Water Drainage projects completed under AMRUT
- Development of 2,322 park projects
- 420 kilometres of pedestrian walkways and 2.8 lakh sqm parking area have been developed
- 100 cities selected under the Smart City Project
- 5,666 Smart City projects completed.
- 698 Smart Energy projects being implemented
- 1,401 Smart Water and Smart Wastewater projects implemented
- Integrated Command and Control Centers are being operationalised in all the 100 Smart Cities

### Significant improvement in Waste Processing

- Door-to-door collection of waste has been achieved in 89,159 out of 91,845 wards (97.07 %)
- Source segregation of waste has been achieved in 82,442 wards out of 91,845 wards (89.76 %)

### Scientific Waste Processing Capability of Urban Local Bodies

- 2014: 18% Waste Processing Capability

- 2023: 75% Waste Processing Capability

### Metro Rails - Revolutionising Mass transportation

- About 845 km of metro rail lines are operational in 20 cities, and about 991 Kms of metro rail projects are under construction in various cities.
- Cities having a metro transport network increased to 20 from 5 in 2014.

## CONNECTING INDIA

### Over Six-fold increase in expenditure on IT and Telecom during the Modi Government

- 2015-16: 15 thousand crores
- 2023-24 (BE): 93 thousand crores
- Internet Connections: 238% of Growth
- March 2014: 25.15 crores
- Feb 2023: 85.1 crores
- Broadband Connections: 1238% of Growth
- March 2014: 6.1 crores
- September 2022: 81.62 crores

## GLOBAL RECOGNITION OF INFRASTRUCTURAL ATTAINMENTS

- **Anji Khad** - World's highest cable-stayed railway bridge completed in 2023
- **Atal Tunnel** - The World's Longest Highway Tunnel Above 10,000 Feet completed in 2020
- **Bogibeel Bridge** - Asia's 2nd longest rail-road bridge opened in 2018
- **Chenab Bridge** - World's highest railway bridge nearing completion
- **Ganga Vilas** - World's longest river cruise flagged off in 2023
- World's longest double-decker viaduct built for **Nagpur Metro** in 2022
- **Zojila Tunnel** - Asia's longest road tunnel shaping up



# Constructing the Future: The Modi Infra Era

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**Rimpi Sonowal**, Assistant Professor  
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With the tremendous development in each sector, Bharat has also secured a special position among fast-developing countries. Infrastructure is a key element to achieving great success for any nation. Initiatives to invest in building, renovating and upgrading physical infrastructure, especially promoting business initiatives, have turned out to be pivotal in increasing efficiency and costs. Prime Minister of Bharat, Shri Narendra Modi, has already reiterated that infrastructure is crucial to ensure good governance across sectors.

Modi government has taken several steps to boost the infrastructure sector. Pradhan Mantri Gram Sadak Yojana, Gati Shakti National Master Plan, Make in India, Bharatmala Priyojana, Digital Public Infrastructure, etc, are some of such initiatives taken by the Modi government to bring about systematic and

effective reforms in the sector. Moreover, recognising the link between infrastructure and manufacturing, the government has simultaneously assisted the nation's manufacturers in easing production and exports. Due to this, the government has also become successful in attracting the attention of other countries to invest in various projects in Bharat. For example, Saudi Arabia extends its hand to invest up to US\$ 100 billion in various sectors of our country, like energy, petrochemicals, refinery, infrastructure, agriculture, minerals, and mining.

The government has emphasised the significance of infrastructure in facilitating economic growth, generating employment opportunities, and fostering comprehensive development. The government has made substantial investments in extending and



enhancing the road infrastructure. The Bharatmala Pariyojana is a program that seeks to facilitate the development of roads throughout the nation. Efforts have been made to enhance and modernise railway infrastructure, encompassing the implementation of high-speed trains and advancements in railway connection.

Such infrastructure initiatives should also benefit programs like 'Smart Cities Mission' and 'Housing for All'. The Smart Cities Mission was initiated by the government with the objective of fostering sustainable and inclusive urban development. It entails the deployment of intelligent solutions and infrastructure to enhance urban living standards.

There has been an increasing emphasis on renewable energy sources, accompanied by efforts to augment the proportion of renewable energy within the broader energy portfolio. The solar and wind energy sectors have experienced substantial expansion. The Sagarmala Project is designed to facilitate port-led growth and optimise logistics operations, encompassing the establishment of new ports and the enhancement of existing ones. UDAN (Ude Desh ka Aam Nagrik) is a regional connectivity plan that aims to provide air connectivity to airports that are currently underserved or unserved.

The Swachh Bharat programme was initiated to address concerns related to sanitation and cleanliness. This programme has achieved significant progress in enhancing sanitation facilities' availability and fostering a cleanliness culture. The Pradhan Mantri Gramme Sadak Yojana (PMGSY) is a rural road construction project to facilitate all-weather road connections to previously isolated communities.

Infrastructure plays a pivotal role in India's economic growth, acting as a fundamental driver of the country's development. A robust infrastructure network is crucial for India's economy as it enhances productivity, connects markets, and fosters industrial growth. Efficient transport systems, including roads, railways, airports, and ports, are essential for the seamless movement of goods and people, reducing transportation costs and time. This connectivity is vital for supporting India's vast manufacturing and service sectors, facilitating trade both within the country and internationally. Furthermore, reliable energy and power infrastructure are essential for industries and businesses to operate efficiently, boosting India's competitiveness on the global stage.

In addition, advancements in digital infrastructure, such as widespread internet connectivity and telecommunication networks, are integral to India's digital economy. It is particularly important in bridging the urban-rural divide, enabling remote areas to access services and markets, thus driving inclusive growth. Water and sanitation infrastructure also profoundly impact public health and quality of life, directly influencing productivity and socio-economic development. Investing in these areas improves living standards and attracts foreign investment, creating a positive cycle of growth and development. In summary, infrastructure development in India is not just about building physical structures but about creating an ecosystem that sustains and accelerates economic growth, employment, and social progress.



# Seaport Saga: Redefining Maritime Gateways

Saleel Sanjay Savarkar, Architect, Urban Designer

Against the backdrop of the Global Maritime Summit in Mumbai in October 2023, discussions about India's increasing prowess in the maritime sector have gained further momentum. The largest of its kind conclave, inaugurated by Prime Minister Shri Narendra Modi along with Minister of Shipping & Ports and state ministers - highlights India's serious approach towards optimising its 7500 km long coastline. India's maritime history dates back four millennia to Lothal, now an archaeological remains of the Indus Valley Civilisation and soon home to India's Maritime Museum. Considered to be the birthplace of port-led urbanisation, Lothal was an urban growth centre of its time.

India's marine threshold with 3 international waters - namely, the Arabian Sea, the Indian Ocean & the Bay of Bengal make it a direct gateway to 4 out of 7 continents of the world. There was a time before invasions when Indian Merchants traded with Arab & African continents in peace. It was a give and take not just of goods & money but also of culture! India's cultural influence over what is today known as the 'ASEAN region has been a product

of India's strong maritime ecosystem for centuries. The age of invasions & colonialism after that brought a certain instability to this process, but India's sphere of influence remains unchanged to date.

India is the only major democracy in the world that guarantees free & fair global trade with minimum or negligible harm to humanity at home or abroad. But all this will remain a dream if the vision for a developed nation-state built on a strong Economic and social Resilience foundation isn't outlaid. Under the dynamic leadership of PM Modi, the incumbent Government has a plan of action. The Dream of a New India - a dream shared by our forefathers and the ambition of our young population - aims to become one of the top 3 economies of the world. The path to this will only be built on the strong footing of critical infrastructure as a crucial means to realise this dream.

"American roads are not good because America is rich, but America is rich because American roads are good," US President John F Kennedy once said famously. It can be seen as a direct



influence on India's Highway Story – which has skyrocketed in its per-day progress and overall length. India's national highway (NH) network has increased by 59% in the past nine years to touch 1.49 lakh km. It isn't just a number; its spread is stunning as much as its speed. Today, India's overall road length, including highways, is second only to the United States. Under the able leadership of PM Modi & the visionary approach of Nitin Gadkari, Minister of Road Infrastructure, Transport & National Highways – India has a story to tell. But India's critical infrastructure isn't just about long highways & good roads. PM Gati Shakti aims to incorporate infrastructure schemes like Sagarmala, Bharatmala, Inland Waterways, Dry Ports, UDAAN and others to strengthen India's domestic & international prowess.

Under 'Sagarmala', a National Perspective Plan (NPP) for the comprehensive development of India's 7,500 km coastline and 14,500 km of potentially navigable waterways and the maritime sector was prepared and released by Prime Minister Modi on 14th April 2016 at the Maritime India Summit 2016. Upgradation of Critical Infrastructure, thus improving turnaround time at ports. This initiative aims to ensure seamless multimodal connectivity. 13 Major Ports & over 200 Minor ports ensure a wide range of nodal connections to boost international and inter-state connectivity by Sea in India. JNPT at Mumbai, Mundhra Port at the Gulf of Khambhat and an ambitious addition of Vizhingham Port on the west coast of India; and Paradip, Chidambaram & Vishakhapatnam on the east coast of India are among 13 major ports which, if upgraded to international standards - are to rewrite India's identity as that of an economic powerhouse. A seamless hinterland connectivity of world-class access-controlled highways will ensure people,

goods & other critical items move in the desired direction rapidly and safely.

Likewise, a lateral connection of highways, most underway for upgradation, will ensure that various parts of the country have seamless connectivity between production, manufacturing & finance centres and India's international seaports.

Globally, India's maritime commitments play a key role in shaping our foreign policy, strengthening our sphere of influence and broadening our vision of 'Vasudhaiva Kutumbakam' - a motto inherent to India's progress. India's excellent diplomatic relations with key global adversaries ensure India keeps business consistent amidst global tensions and simultaneously holds the key to ensuring dialogues between nations never imagined before. Whether Chabahar in Iran or Haifa in Israel - India has a critical yet rewarding picture should it carefully tread its 'waters'. Likewise, the WCT in Sri Lanka, Sittwe in Myanmar & Chattogram - Mongla in Bangladesh - India have ensured that the SAARC Region is well looked after during the Indian prosperity wave.

India's maritime infrastructure has seen a tectonic shift from a static marine resource to a leader of port-led growth & broker of international prosperity & peace. India's Maritime infrastructure is set to address key energy and security challenges while ensuring planned urbanisation for its people. Whether rail, road, sea or air, India's Infrastructure is assuming a pivotal role in our journey towards becoming a \$ 5 trillion economy and a pioneer in peace and stability by the time India celebrates its centennial Independence Day in 2047.





**BHARATIYA JANATA YUVA MORCHA**