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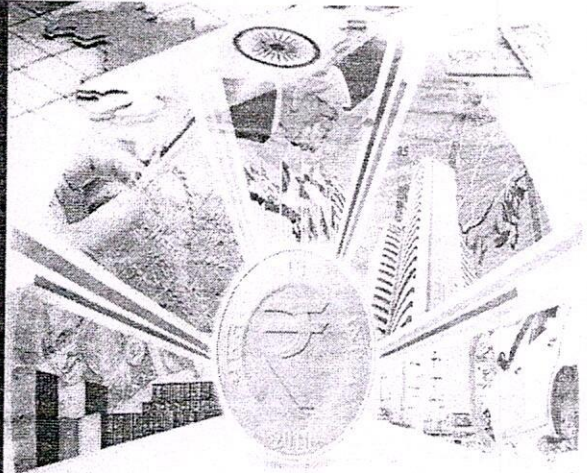
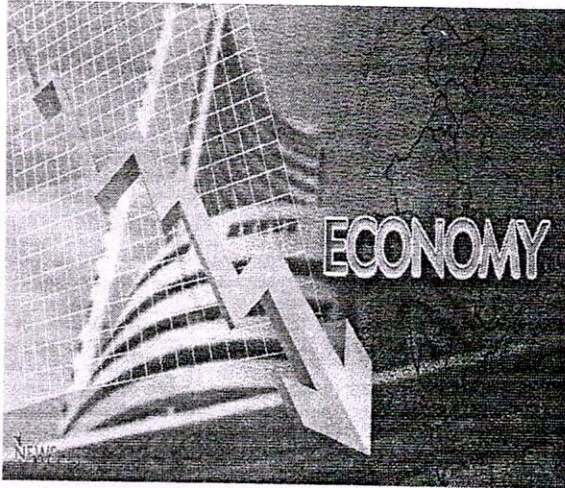
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An Overview of Infrastructural Development in India

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Introduction:

On 15th August 1947, India earned its hard fought freedom from the British Empire. Pandit Jawaharlal Nehru, the first Prime Minister of India established Planning Commission in 1950 with a vision of preparing a roadmap of development for India. The renowned economists of that era C.D. Deshmukh, P.C. Mahalanobis etc. proposed five year plans of all round development of the economy. The five year plans were focused on phased model of development where the targets of growth were set accordingly. The economy was broadly classified in three major segments called Primary, Secondary and Tertiary sectors comprising of agriculture and allied sector, trade, commerce and Industries and service sector respectively. However, the policy makers agreed upon a common thing of developing infrastructure for the overall development of the economy is a must.

The basic infrastructure like roads, railways, ports and airports were essential for transportation of people as well as products. Similarly, electricity, communication and water resources are equally important to support agriculture, industries and service sector (Datta & Sundaram, 2021). Infrastructure plays a vital role in not only economic development but also in employment generation and improving per capita income of the people. Therefore it is essential to throw light upon the infrastructural development of India since its independence. Infrastructure provides wheels to the economy and boosts the speed of growth (Singh, 2007). The basic infrastructure like roads, railways, bridges, airports, water supply bodies, warehouses etc. require a huge amount of capital investments. Thus it was very clear from the first five year plan that India needs to focus on infrastructure capital and its resources. However, in the early stage India had to fight against its neighboring countries like Pakistan and China within two decades of independence. This scenario again shifted our focus in developing the country's defense infrastructure. Thus, developing defense infrastructure along with basic infrastructure was advocated by many economists.

Many developed countries like America, Britain, Japan and Russia have achieved economic prosperity only with help of infrastructure development. These countries invested a large amount of capital in infrastructure development for achieving the goal of rapid economic development. India, having been chosen the model of mixed economy, had to find answers on many critical questions like unemployment, poverty, illiteracy, health issues and social imbalance in society. Thus it was a humongous task for the policy makers to take India further on the roads of development (Singh R. , 2015). But after beating all the odds, India kept on achieving the goals of development since 1991. The New Economic Reforms introduced by the then Finance Minister, Mr. Manmohan Singh helped India to achieve these goals in a systematic manner. The LPG policy of 1991 opened many gates of foreign investments in almost all sectors of the economy. This attracted a flow of investment in infrastructure sector in a phased manner. On the other hand, rapid industrialization, rapid urbanization and ever increasing population demanded a faster growth of infrastructure in the country (Datta & Sundaram, 2021). The present research article is an attempt to throw light upon the infrastructural development that India achieved in the post independence era.

Agricultural Infrastructure:

At independence, in 1947, there were fewer than 300 large dams in India. By the year 2000 the number had grown to over 4000, more than half of them built between 1971 and 1989. India ranks third in the world in dam building, after US and China. While some of these dams were built primarily for flood control, water supply, and hydroelectric power generation, the primary purpose of most Indian dams (96 percent) remains irrigation. In fact, large dam construction has been the main form of investment in irrigation undertaken by the Indian government. But, starting in the 1980s, public investment in large dams in India has been the subject of a sustained controversy—epitomized

achieve the vision of Housing for All by 2022. As of 22 August, 2022, 122.69 lakh houses have been sanctioned, 103.01 lakh houses have been grounded, and 62.21 lakh houses have been completed, under the Pradhan Mantri Awas Yojna scheme (PMAY-Urban).

Hundreds of new cities need to be developed over the next decade. Over the next 10 years, demand for urban freight is predicted to increase by 140%. Final-mile freight transit in Indian cities accounts for 50% of the total logistics expenditures in the country's increasing e-commerce supply chains. India is expected to become the third-largest construction market globally by 2022. Indian logistics market is estimated to touch US\$ 320 billion by 2025. The overall infrastructure capex is estimated to grow at a CAGR of 11.4% over FY21-26 driven by spending on water supply, transport and urban infrastructure. Investment in infrastructure contributed around 5% of the GDP in the 10th five year plan as against 9% in the 11th five year plan. Further, US\$ 1 trillion investment in infrastructure was proposed by the India's planning commission during the 12th five year plan, with 40% of the funds coming from the private sector (IBEF, 2022).

Summary and conclusion:

Infrastructure plays a very vital role in economic development of any nation. Infrastructure helps in bridging the gap between societies and trade. Therefore, every nation is investing a huge amount of money and energy into developing modern infrastructure. India has made a notable progress in infrastructure sector in the past 75 years. Today, the number of populous cities is increasing in India. At the same time basic infrastructure like roads, railways, airports and industries are developing at a faster pace. In short, we can summarize that India is marching to become a superpower nation by 2030 through aggressive infrastructure development module.

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