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GIST OF YOJANA

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Shankar IAS Academy™

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YOJANA FEBRUARY 2019

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1. POWER FOR ALL - A DREAM COME TRUE

Why we need electricity?

- Electricity is the key element in modern day life.
- Right from powering industrial units and running irrigation pumps to charging your mobile phones electricity does it all.
- Access to reliable and affordable energy increases the ease of living and generates employment.
- It powers the development of the country.
- It is a prerequisite to digital connectivity in rural India, thereby opening new vistas for the people hitherto unconnected to the outer world.

What is Saubhagya Yojana?

- Government of India launched 'Pradhan Mantri Sahaj Bijli Har Ghar Yojana' (Saubhagya) in Sept. 2017 to achieve the goal of universal household electrification in the country by 31st March 2019.
- The scheme envisages to provide last mile connectivity and electricity connections to all remaining households in rural as well as urban areas.

What are the benefits of this scheme?

- Environmental upgradation by substitution of Kerosene for lighting purposes.
- Improvement education services.
- Better health services.

- Enhanced connectivity through radio, television, mobiles, etc.
- Increased economic activities and jobs.
- Improved quality of life especially for women.

What are the measures taken by GOI in the power sector?

- In order to encourage Renewable Generation, Ministry of Power extended the waiver of ISTS Transmission charges and losses for Solar and Wind based Projects upto March 2022.
- In order to achieve the Renewable target of 1,75,000 MW of Renewable capacity by 2022, MOP issued Long Term Growth trajectory Renewable Purchase Obligation (RPO) for Solar as well as Non-Solar till the year 2022.
- With the aim of promoting renewable generation and reduction of emission, MOP issued a scheme on Flexibility in generation and scheduling of Thermal Power Stations to reduce emissions.
- MoP has issued a direction to the CERC under section 107 of the Electricity Act, 2003 on 30th May, 2018 for implementation of new Environmental Norms for Thermal Power Plants suggested by MOEF&CC.
- In order to reduce the overall cost of generation as well as cost of power to consumer (Company level merit order operation), MOP issued a scheme on Flexibility in generation and scheduling of



Thermal Power Stations to reduce cost of power to consumers.

- In our endeavor for revival of the stressed assets, a Pilot Scheme was introduced by MOP in April 2018 to facilitate procurement of aggregated power of 2500 MW for 3 (three) years (covered under medium term) from the generating companies having coal based Power Plants which are already commissioned without having a power purchase agreement for the quantum of power the Bidder is willing to bid.
- Major reform initiatives are being taken by Ministry of Power which includes addressing various issues being faced by electricity sector through draft amendments proposed in Electricity Act 2003 and Tariff Policy, 2016.

2. MULTI PRONGED APPROACH TO URBAN TRANSFORMATION

What is the three level strategy envisaged by India to tackle urban India challenges?

- At the first level, poverty alleviation, affordable housing and sanitation were the three biggest challenges. Deen Dayal Antyodaya Yojana-National Urban Livelihood Mission (DAY-NULM), Pradhan Mantri Awas Yojana-Urban (PMAY-U) and Swachh Bharat Mission-Urban (SBM-U) implemented in all the urban local bodies (ULBs).
- At the second level, basic infrastructure like water supply, sewerage/septage projects and green arks became the focus. These sectors required economies of scale and are being implemented in

500 cities, with 1,00,000 and above population through Atal Mission for Rejuvenation and Urban Transformation (AMRUT). This covers over 60 per cent of urban population.

- Finally at the third level, 100 cities are being developed under Smart Cities Mission (SCM) to address the issue of ease of living by evolving new paradigms of urban governance with communities at the core and increased use of digital technology to improve the urban infrastructure, services and utilization of resources.

What do we mean by Smart Cities?

- Smart Cities Mission was launched on June 25, 2015 by the Prime Minister of India.
- Smart cities in common parlance are understood to be cities that use appropriate technologies for improving quality of lives of their citizens.
- Our Smart Cities are woven around the following principles:
 1. **Citizen at the Core:** Citizens and the communities are at the centre of development;
 2. **More from Less:** Being conscious of resource constraints, they have to generate more impact/outcomes from use of less resources- energy, finance and others;
 3. **Cooperative and Competitive Federalism:** Cities are selected through competition in two stage challenges at State and Central levels;



- 4. **Integration, Innovation, Sustainability:** It is not merely about the use of technology, but creation of integrated infrastructure and services.
- 5. **Technology is the Mans, and Not the Goal:** Careful selection of technologies, relevant to the context of particular cities, built around specific needs of their communities is important of the cities to work out solutions; and
- 6. **Inclusiveness is a Guiding Philosophy:** Cities are for the people and hence they have to be built around the principles of inclusiveness.
- Broadly, Smart Cities address three core issues: Live-ability, Economic-ability and Sustain-ability.

What is the strategy of Smart Cities Mission?

- Broadly, the Mission tries to meet the major goals highlighted earlier through a two-fold strategy:
- 1. Area based Development, which focuses on development of world class localities within cities to act as replicable models through redevelopment, retrofitting for green development, and
- 2. Pan City development, wherein cities identify few key areas of intervention with use of digital technologies to create impacts on basic infrastructure and services with an intent to improve quality of life for their citizens.

What are the other interventions by GOI in this regard?

- The Ministry has launched the **Cities Investment To Innovate, Integrate and Sustain (CITIIS) Challenge** in collaboration with the French Development Bank (AFD).
- AFD will provide investment support of EUR 100 million to selected cities in key sectors of Sustainable Mobility, Public Open Spaces, Urban Governance & ICT and Social & Organization Innovation in Low-Income Settlements.
- The Mission would select at least 15 projects through CITIIS Challenge.
- **India Smart Cities Fellowship & Internship Program** has been launched to engage brilliant youth with the Mission.
- This will promote knowledge management within the Mission and provide young professionals with an opportunity to experience various aspects of urban planning and governance.
- **Smart Net** is an initiative to support the development of cities across India and to create a resource-rich ecosystem of learning, sharing and disseminating for city managers and primary stakeholders in the urban transformation of India.
- A new entity titled the **National Urban Innovation Hub' (NUIH)** is being proposed at the national level to consolidate existing resources and to expand the footprint off innovation development and capacity building for the urban sector.



3. NATIONAL WATERWAYS: INTEGRATED TRANSPORT NETWORK

What is Jal Marg Vikas project?

Jal Marg Vikas Project (JMVP) is being implemented for capacity augmentation on Haldia-Varanasi stretch for a distance of 1,390 km, with technical and financial assistance from the World Bank.

What are the intended benefits of this project?

- According to a World Bank economic analysis, approximately 1.5 lakh direct and indirect employment opportunities will be created due to interventions under the Jal Marg Vikas Project.
- JMVP is a wholly inclusive, economic and environment friendly game changer intervention on river Ganga.
- Along with giving a fillip to trade and commerce, it will help rejuvenate the river.
- The project not only creates an alternative, cost effective mode of transport but will create 'Room for River' which has proved to be an effective flood mitigating and river conservancy measure internationally, especially in low lying Netherlands.

What is the status of tourism promotion in National Waterway 1?

- IWAI facilitates cruise operations on NW-1 (river Ganga) from Kolkata to Varanasi in collaboration with private cruise operators.

- The facilities provided by IWAI include navigation aids like night navigation facility, embarking and disembarking at designated locations, facilitating expeditious crossing of Farakka navigation Lock, pilotage, and assistance industries.
- International publication 'Condé Nast Traveller' listed Ganga cruise as one of the 'six river cruises to take in 2017'.
- It placed the luxury cruise vessel Ganges Voyager II which sails on the Ganga from Kolkata to Varanasi, in the league of cruises on Mekong and Yangtze in China, Amazon in South America, Volga in Russia and Irrawaddy in Myanmar.
- Conde Nast's endorsement of Ganga as a cruise destination is a shot in the arm for river tourism in the country.

What are the benefits of Inland water transport?

- **Cost savings:** 1 HP moves 150 kg on road, 500 kg on rail and 4,000 kg on water.
- 1 litre of fuel moves 24 tonne-km on road, 85 on rail and 105 on inland water transport.
- Cost of developing waterways much lower than rail and road.
- Reduces transportation losses.
- **Environment-friendly:** Least fuel consumption per tonne-km.
- Carbon dioxide emission is 50% of trucks.
- Negligible land requirement.



- Safe mode for hazardous and over dimensional cargo.
- **Supplementary mode:** Reduces pressure on road and rail.
- Reduces congestion and accidents on road.

What are the recent developments in the Inland Water Transport?

- Gandak River with a length of 277 km has been declared as National Waterway – 37. It is located from Bhaisaslotal Barrage near Triveni Ghat to Hajipur in Bihar and Uttar Pradesh.
- Rupnarayan River with a length of 72 km has been declared as National Waterway – 86. It is located from Pratappur to Geonkhali in West Bengal.
- Alappuzha – kottayam – Athirampuzha Canal with a length of 38 km has been declared as National Waterway – 9. It is located from Boat jetty, Alappuzha to Athirampuzha market in Kerala.
- Sundarbans Waterways with a length of 201 km has been declared as National Waterway – 97 in West Bengal.
- Key cargo commodities on Barak River NW 16 are Construction material, Rice, Coal, paper and Goods. The project cost is INR 76.01 Cr.
- Cumberjua Canal (NW27) – 17 km: Confluence of Cumberjua and Zuari rivers near Cortalim ferry terminal to confluence of Cumberjua and Mandovi rivers near Sao Martias Vidhan Parishad.

- Mandovi River (NW68) – 41 km: Bridge at Usgaon to confluence of mandovi River with Arabian Sea at Reis magos.
- Zuari River (NW111) – 50km: Sanvordem Bridge to Mormogao Port.

4. SHYAMA PRASAD MUKHERJEE RURBAN MISSION (SPMRM)

What is Shyama Prasad Mukherjee Rurban Mission (SPMRM)?

- “Shyama Prasad Mukherjee Rurban Mission (SPMRM)” was launched by the prime Minister on February 22, 2016, form Kurubhat in Rajnandgaon district of Chhattisgarh.
- The aim of the Mission was to develop rural growth clusters in all States and Union Territories (UTs) so that overall development in the region can be triggered.
- These clusters are to provide economic activities, developing skills and local entrepreneurship and providing infrastructure amenities.
- Out of the mandated 300 clusters, 295 clusters have been identified and approved across 29 States and 6 Union Territories.
- With an outlay of Rs. 5142.08 crore, this unique programme is designed to deliver catalytic interventions to rural areas on the threshold of growth.
- There is a funding support of up to 30 per cent of the estimated investment for each Rurban cluster, given as Critical Gap Funding (CGF), while 70 per cent of the funds is mobilized by the States



through convergence with synergic State and Central programmes as well as private investment and institutional funding.

- Upon being re-classified as a Centrally Sponsored Scheme, the CGF is now shared between the Centre and the State in a ratio of 60:40 for Plain area States and 90:10 for Himalayan and NE States.

What is the financial status of this scheme?

- Further, through intense engagements with the States, 232 Integrated Cluster Action Plans (ICAPs), which are the blue prints of investment for each cluster, have been approved. Rs. 1314 crore of Central Share of CGF, Rs. 327.91 crore as corresponding State Share and Rs. 103.25 crore of Administrative Funding, has been released to 29 States and 6 Union Territories over the last four financial years.
- In FY 2015-16, administrative funds of Rs. 32.05 crore has been released.
- In FY 2016-17, the BE of Rs. 300 crore was doubled at the RE stage to reach 100 per cent expenditure, with a total release of Rs 600 crore.
- In FY 2017-18, Rs. 553.26 crore was released to States/UTs against the revised estimate of Rs. 600 crore. In the current FY 2018-19, 236.90 crore has been released, against a revised estimate (RE) of Rs. 551.03 crore.

What kind of works are given attention in this mission?

- Substantial part of the works identified for development in the clusters is focused on provision of basic and economic amenities.
 - Provision of basic amenities in a cluster typically comprise; provision of 24/7 Water Supply to all households, Solid and Liquid Waste Management facilities at the household and cluster level, provision of Inter and Intra village roads within the cluster, adequate Street Lights and Public Transport facilities using green technologies.
 - Provision of Economic Amenities in a cluster comprise various thematic areas in the sectors of Agri Services and Processing, Tourism, and Skill development to promote Small and Medium Scale Enterprises.
- ### ***What are the intended outcomes of this mission?***
- Bridging the rural-urban divide-viz: economic, technological and those related to facilities and services.
 - Stimulating local economic development with emphasis on reduction of poverty and unemployment in rural areas.
 - Spreading development in the region.
 - Attracting investment in rural areas.



5. ATAL MISSION FOR REJUVENATION AND URBAN TRANSFORMATION (AMRUT)

What is Atal Mission for Rejuvenation and Urban Transformation (AMRUT)?

- The Government of India launched the Atal Mission for Rejuvenation and Urban Transformation (AMRUT) with the aim of providing basic civic amenities like water supply, sewerage, urban transport, parks as to improve the quality of life for all especially the poor and the disadvantaged.
- The focus of the Mission is on infrastructure creation that has a direct link to provision of better services to the citizen.
- The Mission aimed to cover 500 cities that include all cities and towns with a population of over one lakh with notified municipalities.
- Total outlay for AMRUT is Rs. 50,000 crores for five years from FY 2015-16 to FY 2019-20 and the Mission is being operated as a Central Sponsored Scheme.
- The project fund is divided among States/UTs in an equitable formula in which 50:50 weightage is being given to the urban population of each State/UT and number of statutory towns.

What is the intended purpose of this mission?

- To ensure that every household has access to a tap with assured supply of water and a sewerage connection

- To increase the amenity value of cities by developing greenery and well maintained open spaces e.g. parks and
- To reduce pollution by switching to public transport or constructing facilities for non-motorized transport e.g. walking and cycling.

What are the Mission Components?

- **Water Supply:** Water supply systems including augmentation of existing water supply, water treatment plants and universal metering.
- Rehabilitation of old water supply systems, including treatment plants.
- Rejuvenation of water bodies specifically for drinking water supply and recharging of ground water.
- Special water supply arrangement for difficult areas, hill and coastal cities, including those having water quality problems (e.g. arsenic, fluoride).
- **Sewerage:** Decentralized, networked underground sewerage systems, including augmentation of existing sewerage systems and sewage treatment plants.
- Rehabilitation of old sewerage system and treatment plants.
- Recycling of water for beneficial purposes and reuse of waste water.
- **Septage:** Faecal Sludge Management-cleaning, transportation and treatment in a cost effective manner.



- Mechanical and biological cleaning of sewers and septic tanks and recovery of operational cost in full.
- **Storm Water Drainage:** Construction and improvement of drains and storm water drains in order to reduce and eliminate flooding.
- **Urban Transport:** Ferry vessels for inland waterways (excluding port/bay infrastructure) and buses.
- Footpaths/ walkways, sidewalks, foot over-bridges and facilities for non-motorized transport (e.g. bicycles).

6. UDAN - GIVING NEW MEANING TO AIR CONNECTIVITY

What is UDAN (Ude Ka Aam Naagrik) scheme all about?

- UDAN (Ude Ka Aam Naagrik) is a fulcrum under NCAP to make air travel convenient and affordable for the common man in small cities, and, through this, push regional growth.
- Currently, 70 per cent of air traffic in the country caters only to the metros.
- Since independence, India had only 67 airports with scheduled commercial operations till very recently.
- UDAN addresses the challenges relating to the issue of lack of infrastructure and affordability by upgrading the airports and cutting down on the cost of operations by extending various incentives to airlines and thus aiming air tickets affordable.
- The scheme is, therefore, crucial for ensuring that the Indian aviation sector's

success story touches one and all and the tier-II and tier-III cities also join the aviation revolution.

- Since the launching of UDAN in 2017, 61 new sectors have been added till date enhancing the power of aviation network.
- More than a million passengers have travelled I these routes and the impact on the eco-system of aviation is tremendous by bringing first time flyers to the aviation market.
- New city pairs have been established by connecting smaller cities with metros jump starting the regional market.
- UDAN works on an innovative model that cuts through the need to deploy huge resources and long gestation periods to make an airport operational the scheme provides for revival and upgradation of existing airstrips in small cities where UDAN operations would happen.
- To reduce the costs of operations for airlines, concessions from Centre, States and airport operators are extend.
- This new approach not only makes air services available for limited population bases in smaller towns, it also makes the services affordable for them.

What are the salient features of this scheme?

- The Regional Connectivity Scheme-UDAN intends to enable air operations on unnerved routes connecting regional areas, promote balanced regional growth and make flying affordable for the masses.



- RCS-UDAN, which would be in operation for a period of 10 years, envisages providing connectivity through revival of existing air-strips and airports.
- Financial stimulus in the form of concessions from Central and State governments and airport operators and the Viability Gap Funding to the selected airlines to kick-off operations from Unnerved/Underserved airports, so that the passengers fares are kept affordable.
- RCS-UDAN is a demand driven scheme where the interested airlines and helicopter operators are selected through competitive bidding process.
- The selected airline operator of RCS-UDAN would have to provide a minimum of 9 and a maximum of 40 RCS seats on the RCS flight for operations through fixed wing aircraft. All seats upto 13 passengers for helicopters will be considered as RCS seats.
- The fare for one hour journey of approximately 500 km on a fixed wing aircraft of for a 30-minute journey on a helicopter would be approximately Rs. 2,500, with proportionate pricing for routes of different state length/flight duration.
- On RCS route, the minimum frequency would be three and maximum of seven departures per week other than priority areas.

What are the implementation challenges?

- Though most State Governments came forward and signed MoUs with Government of India, their limited

capacities demanded hand holding support for professional organization.

- Civil aviation sector is highly regulated due to its sensitive nature.
- Licencing of Airports is a tedious process.
- Safety and security are paramount and the operations have to comply with required regulations.
- Implementation challenges not only involve monitoring and assisting for revival of airports but also facilitation for obtaining Air operator permits for selected airlines and helicopter operators under the scheme.
- Few small airline operators who have bid under UDAN are facing teething problems due to their limited capacities.

7. BHARATMALA PARIYOJANA: THE BIGGEST REVOLUTION IN INDIAN HIGHWAYS

What is the need for this kind of scheme?

- The development of any nation depends on the transportation networks and the ways in which they are being maintained.
- The same holds true for the development of a huge and populous nation like India.
- For connecting the areas and maintaining smooth flow of traffic, the construction of new and developed roads are a must.
- The same will be achieved with the implementation of the Bharatmala project.



What are the components of this scheme?

Economic Corridors: The origin-destination study which was commissioned with the aim of improving logistics efficiency identified 44 new Economic Corridors.

- The Economic Corridors are expected to carry 25 per cent of freight in the coming years.
- As per estimates, the National and Economic Corridors along with their inter-corridors and feeder routes would be able to carry 80 per cent of our freight traffic.
- **Inter Corridor and Feeder Routes:** The origin destination study also identified a network of shorter inter corridor routes connecting two existing corridors and feeder routes to the corridor network.
- These roads are expected to carry around 20 per cent of freight.
- The effectiveness of the corridors can be improved by development of the feeder routes.
- **Improvement in Efficiency of National Corridors:** The average traffic in the six national corridors is more than 30,000 passenger car units (PCU).
- Under the Bharatmala programme, all these stretches will be widened to 6-8 lanes.
- In the past few years, these National Corridors have also developed choke points impacting logistics efficiency.
- So, to decongest and do away with these choke points, new Ring Roads and bypasses/ elevated corridors will be built.

- **Development of Border and International Connectivity Roads:** Around 3,300 kilometers of border roads have been identified to be built and widened along the international border for their strategic importance.
- Around 2,000 kilometers of roads are required for connecting India's major highway corridor to international trade points to facilitate EXIM trade with Nepal, Bhutan, Bangladesh and Myanmar.
- **Development of Coastal and Port Connectivity Roads:** Under Bharatmala programme, about 2,100 kilometers of coastal roads have been identified to be built along the coast.
- These roads would boost both tourism and industrial development of the coastal region.
- These will also improve connectivity to ports to facilitate EXIM trade.
- A major focus will be to improve linkage to state government owned and private ports.
- **Development of Green-field Expressways:** Bharatmala programme also envisages building expressways close to the National and Economic Corridors where traffic has breached the 50,000 PCUs and there are multiple choke points.
- About 1,900 km of these stretches have been identified for development of green-field expressways.
- Expressways have limited entry and exit points and there is no traffic signal or toll plaza on the main carriageway, which



ensures seamless and faster traffic movement.

What are the benefits of this scheme?

- Bharatmala Pariyojana once implemented, will enable improvement in efficiency of freight and passenger movement on NHs.
- Moreover, the network will connect 550 districts in the country accounting for nearly 90 per cent of the nation's GDP.
- Moreover, standardized wayside amenities on the corridors will come up, which will improve convenience of passenger movement significantly.
- Initiative of building access controlled expressways with features of "closed tolling" system will further improve the average speeds on highways.
- Improvement in average speed of the freight vehicles will, in turn, have three major benefits: improved vehicle utilization resulting in faster breakeven and hence lower freight cost per tonne per kilometer; improvement in fuel efficiency of the vehicles due to lower idling time, resulting in lower freight cost and faster and reliable freight transit, leading to a reduction in average inventory carried in freight.
- The network once developed will enable a reduction of 5–6 per cent in the overall supply chain costs in the economy, the government has estimated.

8. AFFORDABLE HOUSING: TAKING CENTRE STAGE

What is Pradhan Mantri Awas Yojana?

- The Pradhan Mantri Awas Yojana (Urban) Programme launched by the Ministry of Housing and Urban Poverty Alleviation (MoHUPA), in Mission mode envisions provision of Housing for All by 2022, when the Nation completes 75 years of its Independence.
- The Mission seeks to address the housing requirement of urban poor including slum dwellers through following programme verticals:
 - Slum rehabilitation of Slum Dwellers with participation of private developers using land as a resource
 - Promotion of Affordable Housing for weaker section through credit linked subsidy
 - Affordable Housing in Partnership with Public & Private sectors
 - Subsidy for beneficiary-led individual house construction /enhancement.

What are the mission components?

- **In Situ Slum Redevelopment:** This vertical will be implemented with a concept "Land as a resource" with private sector participation for providing houses to eligible slum dwellers.
- Slums, whether on Central Government land/State Government land/ULB land, Private Land, should be taken up for "in-situ" redevelopment for providing houses to all eligible slum dwellers. Slums so



redeveloped should compulsorily be denotified.

- Slum rehabilitation grant of Rs. 1 lakh per house, on an average, would be admissible for all houses built for eligible slum dwellers in all such projects.
- **Affordable Housing through Credit Linked Subsidy:** Under Credit Linked Subsidy, beneficiaries of Economically Weaker section (EWS) and Low Income Group (LIG) can seek housing loans from Banks, Housing Finance Companies and other such institutions for new construction and enhancement to existing dwellings as incremental housing .
- The credit linked subsidy will be available only for loan amounts upto Rs 6 lakhs and such loans would be eligible for an interest subsidy at the rate of 6.5 % for tenure of 20 years or during tenure of loan whichever is lower.
- Total interest subsidy available to each beneficiary under this component is Rs.2.30 lakh.
- **Affordable Housing Through Partnership:** The Mission will provide financial assistance at the rate of Rs. 1.5 Lakh per EWS house being built under these different partnerships by States/UTs/Cities.
- An affordable housing project can be a mix of houses for different categories (EWS, LIG, and HIG etc) but it will be eligible for central assistance, if at least 35% of the houses in the project are for EWS category and a single project has at least 250 houses.

- **Subsidy for Beneficiary-led individual house construction:** This is assistance to individual eligible families belonging to EWS categories to either construct new houses or enhance existing houses on their own to cover the beneficiaries who are not able to take advantage of any other component of the mission.
- Such families may avail of central assistance of Rs. 1.5 lakh and should be part of HFA PoA.

What is the recent trend of this scheme?

- So far, more than 68.5 Lakh houses have been approved for funding under the Mission. 35.67 lakh houses have been grounded for construction of which 12.45 lakh houses have been completed.
- To fast track the construction of sanctioned houses, the Ministry has identified 24 new technologies for mass housing construction and further issued schedule of rates for 11 new construction technologies and building materials for adoption among States/UTs.
- In addition, the Ministry is also organizing Global Housing Technology Challenge (GHTC) to co-opt internationally acclaimed rapid mass housing construction technologies and to help States/UTs to construct sanctioned houses under PMAY(U) to address housing shortage in the urban areas by 2022.
- A National Urban Housing Fund for Rs. 60,000 crores has been set up for raising Extra Budgetary Resources (EBR) in phases for the rapid implementation of PMAY (U).



- The Affordable Housing Fund (AHF) was established in National Housing Bank (NHB) and the objective of the fund is to improve the affordability of the target group to own their homes.

9. CREATING ADEQUATE INFRASTRUCTURE IN HEALTH CARE

What is the status of Indian health care system?

- Healthcare has become one of India's largest sectors both in terms of revenue and employment.
- Healthcare comprises hospitals, medical devices, clinical trials, outsourcing, telemedicine, medical tourism, health insurance and medical equipment.
- India's healthcare industry is one of the fastest growing sectors and it is expected to reach \$280 billion by 2020.
- The country has also become one of the leading destinations for high-end diagnostic services with tremendous capital investment for advanced diagnostic facilities, thus catering to a greater proportion of population.
- The Indian healthcare sector is growing at a brisk pace due to its strengthening coverage, services and increasing expenditure by public as well private players.
- Indian healthcare delivery system is categorized into two major components public and private.
- The Government i.e. public healthcare system comprises limited secondary and tertiary care institutions in key cities and focuses on providing basic healthcare facilities in the form of Primary Healthcare centres (PHCs) in rural areas.
- The private sector provides majority of secondary, tertiary and quaternary care institutions with a major concentration in metros, tier I and tier II cities.
- India's competitive advantage lies in its large pool of well trained medical professionals.
- India is also cost competitive compared to its peers in Asia and Western countries.
- The cost of surgery in India is about one-tenth of that in the US or Western Europe.
- India's competitive advantage also lies in the increased success rate of Indian companies in getting Abbreviated New Drug Application (ANDA) approvals.
- India also offers vast opportunities in R&D as well as medical tourism.
- To sum up, there are vast opportunities for investment in healthcare infrastructure in both urban and rural India.

What are the major initiatives?

- **Pradhan Mantri Swasthya Suraksha Yojana (PMSSY):** The Pradhan Mantri Swasthya Suraksha Yojana (PMSSY) has the objectives of correcting regional imbalances in the availability of affordable/ reliable tertiary healthcare services and also to augment facilities for quality medical education in the country.



- PMSSY also envisaged up-gradation of several existing medical institutions in different states in the country.
- **Ayushman Bharat, Pradhan Mantri Jan Arogya Yojana (PMJAY):** One of the most ambitious health insurance programmes in the world today, the Pradhan Mantra Jan Arogya Yojana (PMJAY).
- Ayushman Bharat, gives India the chance to transform its healthcare infrastructure.
- Launched in September 2018, PMJAY aims to address the healthcare needs of India's poorest 100 million households.
- PMJAY has the potential to institute reforms to the country's healthcare and health insurance systems at a lower cost to the exchequer.
- **Kayakalp:** The Swachh Bharat Abhiyan launched by the Prime Minister on 2nd October 2014, focuses on promoting cleanliness in public spaces.
- Public health care facilities are a major mechanism of social protection to meet the health care needs of large segments of the population.
- Cleanliness and hygiene in hospitals are critical to preventing infections and also provide patients and visitors with a positive experience and encourages moulding behaviour related to clean environment.
- "Kayakalp" is an initiative to promote sanitation and hygiene in public healthcare institutions.
- Facilities which outshine and exceed the set measures are awarded and incentivized under Kayakalp.
- **Mission Indradhanush:** The Government of India has launched Mission Indradhanush with the aim of improving coverage of immunization in the country.
- It aims to achieve at least 90 per cent immunization coverage by December 2018 which will cover unvaccinated and partially vaccinated children in rural and urban areas of India.