

₹ 200

ISSN - 2249-555X

Volume : 1

Issue : 5

February 2012



Journal for All Subjects

www.ijar.in

Listed in International ISSN Directory, Paris.



ISSN - 2249-555X

Indian Journal of Applied Research

Journal for All Subjects

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Public Private Partnership In Rural & Urban Projects In India

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ABSTRACT

The committee on infrastructure approves and reviews policies and projects across infrastructure sectors. It considers and decides financial, institutional and legal measures required to enhance investment in the infrastructure sector. Up to December 2009, 39 public private partnerships projects of national highways with an investment of Rs. 13698 crore and 23 PPP projects in the port sector with an investment of Rs. 5,7562 crore have been completed. In the civil aviation sector, airports involving a total investment of Rs. 5883 crore have been completed through public private partnership made at Cochin, Bangalore and Hyderabad airports. Successful co-operation is based on the partner's mutual acknowledgment of their diverging legitimate goal and mutually making use of these goals. A PPP in infrastructure can therefore not be used as a strategy to gain a competitive advantage over other companies. The efforts of the accession countries to reforms and upgrade infrastructure and services would potentially benefit from the ppp approach.

Keywords : PPP, Rural, Urban

Introduction

The post-Independence period witnessed a growth in investments in all sectors Agriculture, manufacturing and industry. To meet the huge capital requirements, there was a need to involve the financial system in a big way. This was sought to be achieved through the social control of banking activities followed by the nationalization of major commercial banks in 1969. Subsequently, banks were mandated to provide credit to identified trust areas, in tune with priorities. The center's role in developing capacities for sub-national PPPs needs careful consideration taking into account the size of the country. Centre-State Fiscal and other relations and the variety of experiences so far. With some states having made considerable strides and others having made very little progress. The center should work to strengthen oversight of the fiscal costs of pps, including assisting state governments in this area and entrancing analysis of the fiscal costs of PPPs in central government monitoring of the fiscal position of the states. The public good nature of information dissemination means that it would make sense for this to be led by a unit located within a single central ministry with cross-sectional responsibility. Such as finance most of the work would be concentrated

out and delivered by others. At the state levels a dedicated ppp unit can both broaden the ppp program by transferring lessons and experiences across sectors as well as improve the quality of PPPs by bringing to bear better transactions skills particularly where there is not a track record of PPPs, skills are probably best brought in form the private sector to supplement available capacities in the state governments. Project design, risk allocation, affordability and value for money should also be assessed for these projects to ensure that the centre is supporting well-designed PPPs.

Public Private Partnership (PPP) is a mode of implementing

government activities in partnership with the private sector. The term private in PPP based organizations, subsumes all the objectives of the service being provided earlier by government and isn't intended to compromise on them. The roles and responsibilities of the partners may vary from sector to sector. While in some schemes, the private provider may have significant involvement in regard to all aspects of implementation, in others have only minor role. The 11th five year plan document articulated the need for adequate cost effective and quality infrastructure as a pre-requisite for sustaining growth momentum since inadequate infrastructure has been recognized as a major constraint of India's growth Potential. 11th five year plan has set an ambitious target of increasing the total investment in infrastructure from about 5% of GDP in the 11th five year plan to 9% GDP by the terminal year (2011-12) of the 11th plan. In absolute terms, this implies an increase from Rs. 9,06,074 crore in 10th plan to Rs. 20,54,205 crore during the 11th plan.

Objective of the research topic:

- 1) To study the public private partnership concept.
- 2) To provide additional capital for the infrastructure.
- 3) To explore role of planning commission for elaborate the Public private partnership.
- 4) To provide better identification needs and optimal use of resources.

In provide better identification needs funded through public investment. However, achieving the investment targeted for the 11th presents many district challenges. These relate not only to scarcity of financial resources but also to lack of capacity within the government to implement these ambitious programmes. The strategy of government, therefore relies significantly on promoting investment through a combination of public investment and private partnership.

A substantial part of the investment infrastructure sectors such as a rural infrastructure, irrigation and water resource management, inland waterways and in the economically or situational disadvantaged regions would have to come from the public sector. It is, therefore essential to rely on private partnerships for funding the financially viable infrastructure projects in order to bridge the financial gap. In the 12 states and 3 central agencies surveyed there are at least 86 PPP projects in our projects in our sectors of focus for which a contract has been awarded and projects are underway. The estimated project cost of these PPPs is Rs. 339 billion. There has been considerable innovation in the design of these with different structures now being developed to attract private participation. But at the same time it's clear that this has been uneven there are islands progress.

PPP projects related to Infrastructure

1) Remaining Electricity Access in Rural Areas:

Nearly 60% of India's population in rural areas does not have access to electricity. TATA power is considering 4 to 5 options for addressing rural electrification needs in a sustainable manner. The pilots are under preparation and require certain administrative and regulatory decisions before they can be rolled out. The competitive bidding process for the two ultra mega power projects attracted interest from several private power developers both national and international.

2) Water supply and sanitation :

India is witnessing a high rate of population growth and increasing urbanization. More than 28% of India's population resides in urban areas. More than 26% people below the poverty line, with little or no access to basic infrastructure services such as water supply and sanitation.

3) Road Public private Partnership Projects in India :

In India, the central as well as a few state governments have successfully harnessed PPP in road development. At the central level as part of the first and second phases of National Highways Development Project, a flagship program with an estimated requirement of US\$ 60 billion investment over the next five years on 66 projects.

4) Airports Public private partnership Projects in India :

The rapid growth in airline services began several years ago, with the result that the infrastructure in the metro and major non-metro airports is under considerable strain. The Speakers acknowledged that the recent Delhi and Mumbai airport deals had created a very high visibility internationally for the governments airport reform process.

5) Public private partnership for rural development :

Public private partnership's is a term being used recently for efforts where public and private money is combined to run a commercially orientated effort. The Public reason for such partnership is that the result of the effort is important in the public interest and that there is operational exercise in private sector for efficiently achieving the result.

6) Public Private Partnership for self Employment :

Up to 31 March 2007, more 214,000 educated unemployed rural youth had been trained under 8400 rural entrepreneurship development programme supported by NABARD grant assistance of Rs. 396.83 million and over 56% of them have turned into real entrepreneurs.

The committee on Infrastructure was constituted on 31 Aug, 2004 under the chairmanships of the P.M. The objectives of the committee on infrastructure included, initiating policies that could ensure time-bound creation of world class infrastructure, developing infrastructure projects that maximize the role of PPPs and monitoring the progress of key infrastructure projects to ensure that the established target are met.

Along experience of private participation in the road and water sector now exists and there is a growing acceptance that public private partnerships (PPP) arrangements can be used as an additional and complementary instrument to meet infrastructure and service needs in a wide range of sectors ranging from environmental services to health care provision or education. Against this backdrop of the NABARD related to the public private partnership visualized a greater role for developing country has provided labour intensive programme for the developing process. Development of rural artisans tiny project, village cottage industries, agrobased sugar industries, handicrafts. Handlooms and other industries in rural areas is, therefore given trust by NABARD through formulation of a package of refinance for an investment for the agrobased industries. The need for the private sector to take on more responsibility in the fight against poverty is widely acknowledged. However, NGOs have also criticized initiatives undertaken so far, as well as their justifications.

Conclusion

The committee on infrastructure approves and reviews policies and projects across infrastructure sectors. It considers and decides financial, institutional and legal measures required to enhance investment in the infrastructure sector. Up to December 2009, 39 public private partnerships projects of national highways with an investment of Rs. 13698 crore and 23 PPP projects in the port sector with an investment of Rs. 5,7562 crore have been completed. In the civil aviation sector, airports involving a total investment of Rs. 5883 crore have been completed through public private partnership made at Cochin, Bangalore and Hyderabad airports. Successful co-operation is based on the partner's mutual acknowledgment of their diverging legitimate goal and mutually making use of these goals. A PPP in infrastructure can therefore not be used as a strategy to gain a competitive advantage over other companies. The efforts of the accession countries to reforms and upgrade infrastructure and services would potentially benefit from the PPP approach.

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