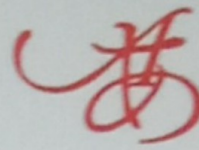




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12. Public Private Partnership and Infrastructure Projects

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Introduction

Infrastructure is a generic term encompassing a past of production facilities through which goods and services are provided to the public. Its linkages to the economy are multiple and complex, because it affects production and consumption directly, creates positive and negative spillover effects, and involves large flows of expenditure.

Economic infrastructure, covering inter alia, power, transportation and communications credits congenial conditions for growth process through is backward and forward linkages. It enhances capital productivity. Infrastructure is often described as an unpaid factor of production because its availability leads to higher returns obtainable from labor and capital. In short infrastructure development contributes to both economic and social process of a country. Successive governments in India have accorded high priority to public, private investment in sectors such as railways, roads, power, telecommunications, ports, airports etc.

Public private partnership offer a unique and innovation of involving the private sector in the nation building activity and in accelerating the delivery of public goods and services of high quality through joint enterprises, without spreading the limited available resources too thin. The eleventh five year plan has estimated that in order to sustain the envisaged high annual growth rate, the investment in the infrastructure sector will have to be of massive proportions. It would be imposable for the public sector to meet such huge commitments in view of its limited capability for additional capital mobilization. The anticipated short all of at least 30 percent of the estimated total plan requirements. Which itself will be of huge magnitude will have to be met by seeking active private sector involvement in the development of the infrastructure sector. Public private partnership (PPP) will be an attractive option in meeting this challenge.

Objectives of the Research Paper

1. To study the public-private partnership
2. To study the public-private partnership and privatization.

3. To study the public-private partnership objectives
4. To study the India's infrastructure
5. To study the committee on infrastructure
6. To study the status of PPP projects in the central and state sector
7. To study the state-wise PPP projects
8. Finding conclusion an suggestion.

Research Methodology

The study is based on secondary data secondary data have been collected from Indian government website and also used government report, difference articles, books, conference report etc.

What are Public Private Partnership

Several definitions and explanation are readily available to clarify private partnership, United Nations, defines public private partnership as "Innovative methods used by the public sector who bring their capital and their ability to deliver projects on time and to budget while the public sector retains the responsibility to provide the services to the public in a way that benefits the public and delivers economic development and improvement in the quality of life". According to the UN, Public private partnerships which aim at financing, designing, implementing and operating public sector facilities and services will have three main characteristic namely ;

- a. Long term (Something's up 30 years) services provisions
- b. The transfer to risks to the private sector and
- c. Different forms of long term contracts drawn up between legal entities and public authorities.

According to the guidelines for formulation. Appraisal and approval of PPP project, issued by the secretariat of the committee on infrastructure, planning commission, "predictability and risk mitigation are key to successful PPPs. Unlike private project where prices are generally determined competitively and government resources are not involved. PPP infrastructure project typically involve transfer for recovery of user charges, private control of monopolistic services and sharing of risk and contingent liabilities by the government protection of user interest and the need to secure value for public money, as such demand a more rigorous treatment to these projects.

Objectives of Public Private Partnership

In order to carry but their audit objectively and without bias, public auditors must develop a deep understanding and appreciation on the basic objectives of public private partnership. In the word of the "The National PPP Policy framework of Australia" (December 2008). The PPP policy provides a framework that enables public and private sectors to work together to improve public services delivery through private sector provision of public infrastructure and related services.

1. Encourage private sector involvement in public infrastructure and related services where value for money for the government could be clearly demonstrated.
2. Encourage invasion in the provision of infrastructure and related service delivery.
3. Encourage rigorous governance over the selection of project and competition for the award of contracts.
4. Clearly articulate accountability for outcomes.

Public Private Partnership and Privatization

The main difference between PPP and privatization is that the former there is no permanent transfer to ownership of the assets to the private partner and moreover, the public sector agency remains accountable for providing services to the required quality. Thus, the responsibility and accountability to deliver the goods and services efficiently remains with the public sector, which not diluted because to the PPP arrangement, on the other hand, in privatization, not only the ownership is transferred to the private sector, but the accountability is also shifted totally to the purchaser, though the government may set standards and retain price quality control by establishing appropriate regulatory mechanism, as per the relevant legislation.

India's Infrastructure Investment Needs

Building the infrastructure plat form to sustain an annual GDP growth of above 8% and increasing access to modern infrastructure by rural and poor household will require substantial investment in new infrastructure and growth have also spurred efforts to lock at infrastructure stocks. The recent depots on infrastructure and growth have also spurred efforts to lock at infrastructure investment needs. One approach looks at the investment effort needed to obtain the infrastructure stocks of competitors or comparators. A comparison of India and China both shows the investment challenge as well as explains the gaps in infrastructure performance between the two countries.

In 1980 actually had higher infrastructure stocks, in power, roads and telecommunication but china invested massively in infrastructure, overtaking India by 1990 and are widening the gap. From 1990 to 2000, china's installed power capacity increased by 136%, compared to an increase of 51% in India. China has been investing annually around 8-10 times India's level in highways since the mid-1960s. The gaps accelerated from 1998 to 2003, as China invested around 7% of GDP in infrastructure far higher than India's rate. In power, Indian increased watts per person by 16%, whereas china increased to by 35% kilometers of paved road per habitat increased 13% in India, and 33 percent in china over the same time period.

The gap in infrastructure stocks is now so large, that for India to catch up, with china's present levels of stocks per capita by 2015, it would have to invest 12.5% of GDP per year.

A second approach to estimating infrastructure investment needs was developed by fay and year 2003. Under the approach, infrastructure investment needs are forecast using past of infrastructure stock, growth urbanization and other factors. A recent applies this approach to estimate the investment need for south Asia and for India. They find that India would need to invest almost 8% of GDP over the period. 2006-2010 to sustain GDP growth at near 7.5% per annum and replace old capital stacks.

The planning commission has in the approach paper to the 11th plan estimated that would need to increase infrastructure investment to around 7.8% of GDP, if it is to meet target growth rates of 8.5 to 9%.

Committees of Infrastructure

Committee of Infrastructure (COI).

The committee on Infrastructure (COI) was constituted on August 31, 2004 under the chairmanship of the prime minister. Its member included the finance minister, the deputy chairman, planning commission and the minister in charge of Infrastructure ministries. The objectives of the COI included initiating policies that would ensure time – bound creation of world class infrastructure, developing Infrastructure projects that maximise the role of PPPs and monitoring the progress of key infrastructure projects to ensure that establishing targets are met. The COI held several frameworks for accelerating the growth in Infrastructure sectors. It also initiated institutional regulatory and procedural reforms in Infrastructure sectors.

PPP projects in Central and State Sectors

(December 2009)

Sr. No	Sector	Completed Project		Project under implementation		Projection pipeline		Total	
		No. of Project	Project cost (corer)	No. of Project	Project cost (corer)	No. of Project	Project cost (corer)	No. of Project	Project cost (corer)
A	Central Sector								
1	National Highway	39	13698	64	41911	81	76341	184	131950
2	Major Ports	23	5762	13	10509	29	18466	65	34737
3	Airports	3	5883	2	18777			5	24660
4	Railways			4	4717	50	90000	54	94717
	Total A	65	25345	83	75914	160	184807	308	286064
B	Sector								
1	Roads	96	6384	69	60865	86	39482	251	106731
2	Ports	20	19704	37	51549	18	17436	75	86689
3	Airports			1	500	13	4120	14	4620
4	Railways			1	500	3	312	4	812
5	Power	7	8971	8	28392	34	62032	49	99395
6	Urban Infrastructure	51	6105	74	19738	67	45838	192	71681
7	Other Sectors	2	120	19	3653	31	22534	52	26307
	Total B	176	41284	209	165197	252	191754	637	398235
C	Grand Total A+B	241	66627	292	241111	412	376561	945	684299

Ref.: <http://infrastructure.gov.in>.

Up to December 2009, 39 PPP projects of national highways with an investment of Rs. 13698 crore and 23 PPP projects in the port sector with an investment of Rs. 5762 crore have been completed in the civil a nation sector airports involving a total investment of Rs. 883 crore have been completed through ppps model at cochin, Bangalore and Hyderabad airports

At present 64 projects with an investment of Rs. 41911 crore are currently under implementation in the road sector 13 projects involving an investment of Rs. 10509 crore are currently under implementation the airports at Delhi and Mumbai are being upgraded with

investment of Rs. 18777 crore in railways, private entities are investing Rs, 2387 crore in rolling stock for container trains in the rail sector, two loco factories are also being set up with an investment of Rs. 15000 crore while port connectivity and other projects of Rs. 830 crore are also under implementation. In sum projects with an estimated investment of Rs. 4717 crore are under implementation in railway sector.

It is expected that another 81 national highways projects envisaging an investment of Rs. 76341 crore would be awarded soon 29 port projects with an estimated investment of Rs. 18466 crore are also in the pipeline the ministry of Railways plans to develop so railways stations in the PPP mode at an estimated cost of Rs. 90000 crore.

96 road projects with an investment of Rs 6384 crore and 20 non- major ports with an investment of Rs. 19,704 crore have been completed though PPP in the state sector. 51 urban infrastructure projects have been executed through PPP model involving an investment of Rs. 6.105 crore of the total 176 projects completed by the states, in the road sector, 69 projects with an investment of Rs. 60865 crore and in non-major ports 37 project with an investment of RS. 51549 crore are under implementation 74 urban infrastructure projects with an investment of Rs. 19738 crore are also currently under implementation.

86 PPP projects in the road sector envisaging an investment of Rs. 39.482 crore are in the pipeline. Another 18 PPP projects with an estimated investment of Rs. 17,436 crore in non-major ports and 67 PPP projects in urban infrastructure sector envisaging an investment of Rs. 45,838 crore are also in the pipeline sector.

A collective summary of ppp projects in the central and state sectors if indicates that while 241 projects with an investment of Rs. 66,627 crore have been completed 292 projects with an investment of Rs. 2,41,111 crore are under implementation. Another 412 projects involving an investment of Rs. 3,76,561 crore are in the pipeline.

State Wise PPP Projects

State wise details of the PPP projects, under the three categories ex. Completed projects under implementation projects and projects in pipeline Information received from states/ UTS includes 176 completed PPP. Projects in different sectors with a total investment of Rs. 41,284 crore with 209 PPP projects are currently under implementation with an estimated investment of Rs. 165,197 crore in addition, 252 PPP projects are in the pipeline involving an.

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Stat-Wise PPP Projects 2009

State	Completed projects		Projects under implementation		Projects in pipeline	
	No. of Project	Cost of Projects	No. of Project	Cost of Projects	No. of Project	Cost of Projects
Andhra Pradesh	31	8887	23	20895	37	23797
Assam	01	102	05	852	10	3783
Bihar	01	4	1	60	10	6452
Chandigarh	01	15	6	1578	01	25
Chhattisgarh	03	50	5	513	14	1910
Delhi	01	15	47	29701	-	-
Gujarat	37	25709	07	9725	40	43509
Haryana	04	75	-	-	03	1769
Kerala	06	198	09	258	13	7625
Karnataka	03	67	06	289	02	130
Madhya Pradesh	11	760	19	2890	13	1469
Maharashtra	07	673	25	22957	22	33057
Punjab	12	531	09	744	18	8064
Pondicherry	01	416	-	-	02	2785
Rajasthan	41	2,033	-	-	03	385
Tamilnadu	07	1319	08	2400	09	2009
West Bengal	09	430	13	1415	03	97
Total	176	41284	1415	165197	252	191754

Ref.: <http://infrastructure.gov.in>

The table shows that, Andhra Pradesh at present 31 completed projects with an investment of Rs. 8.887 crore are currently under implementation 23 projects involving an investment of Rs. 20895 crore projects in pipeline 37 an investment 23797. The one Gujarat state at present 37 completed projects with an investment of RS. 25709 crore are currently under implementation 07 projects involving an investment 9725 crore the Maharashtra state complete project 07 with an investment of 673 crore, are currently under implementation 25 projects involving an investment 22957 crore projects in pipeline 22 an investment is 33057 crore.

The completed project is Rajasthan 41, West Bengal 9, Tamilnadu 7, Madhya Pradesh 11, Kerala 6 and investment is rankly 2030 crore, 430 crore, 1319 crore, 760 crore, 198 crore. The projects under implantation west Bengal 13, Punjab 09, Kerala 9, Delhi 47 on investment is rankly 1415 crore, 744 crore, 258 crore, 29701 crore. The pipeline projects Chhattisgarh 14, Assam, 10, Punjab 18, an investment is rankly 1910 crore, 3783 crore, . 8064 crore and another state is little bit project completed, under implemented and pipeline projects.

Conclusion of the Paper

Public private partnership is key role of Indian economy. After globalization rapidly changes of infrastructure sector, because public private partnership is good work for infrastructure sector today 241 projects is completed and under implementation projects is 292 and pipeline projects is 412, so, Indian Infrastructure sector rapidly develop but drawback the public private partnership infrastructure project is centralized the few states and city level. So effects of the factor Indians urban and rural areas urban area develop but rural areas not developed. Public private partnership is needed to Indian economy so start to all states public private partnership and decentralized the urban and rural area and achieve the power country.

Suggestion

- i) Large size PPP projects may be awarded through an special purpose vehicle route, where in a project special purpose vehicle first acquires land, permission for shifting of utilities and environmental as well as other statutory clearances and approvals necessary for undertaking the project. The special purpose along with the project is then bid out through a transparent process.
- ii) Concessions showed are made tradable by allowing the project developers to exit after delivering on the construction specifications, when the operations are stabilized. This would increase the like hood of financial investors entering Indian PPPs market.
- iii) National Highway Authority of India experience with different PPP approaches to date for example toll Build – operate transfer and annuities showed be analyzed in more detail to guide the states and the center on future approaches towards PPPs. Particularly in less trafficked segments of the network.
- iv) Across the states, there are significant a symmetries in capacity for undertaking PPP projects Expeditions action to remove these asymmetries and, also, to replicate the best practices achieved under the national highway development project and successful PPP programs in selected states, would not only help the states to better manage their own road services, but also play an active role in implementation of the national highway ppps in some of the remaining phases of the national highway development project.
- v) Many countries – including the US and countries in the European Union are now turning to PPPs to finance much needed infrastructures in particular roads, to attract

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global investment funds for infrastructure. India's PPPs need to offer returns comparable to those in other market.

- vi) The government showed takes measures to deepen dept. markets and encourage insurance funds to invest in infrastructure projects.
- vii) They are very few successful PPP projects in the water supply & sanitation sector in India cities/ state governments. With assistance from the ministry of urban Development, government of India, need to identify and implement more scaling up to ppp projects in the sector.
- viii) A review of the need for expanding the role of the regulator from just tariff setting to economic regulation.
- ix) Case for expanding the ambit of Tariff authority for major ports to include other ports
- x) Allow encourage pensions funds to invest in infrastructure assets.

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Editorial

Dear delegates and writers of research papers. We are highly delighted to welcome you all on the auspicious and thought provoking event, which our college is organizing. Our college is always committed to maintain higher educational standards in the dry and rural area.

This conference is organized by the departments of Sociology and History with the intention of holding, deliberate discussion on the, "Recent Trends in Social Sciences" by eminent scholars, whose knowledge is thought provoking for every budding teachers and initiating learners of Sociology and History.

The cotemporary theme like (i) Child labour a serious problem, (ii) Causes of Child labour, (iii) Effects of Child labour, (iv) Remedies for Child labour problem, (v) Types of Child labour, (vi) Role of NGO's in demolition of child labour problem and History (i) Founder of modern India, (ii) Women in Indian History, (iii) Modern Maharashtra etc. have been discussed. The opinion expressed in their articles by the scholars are their own, the board of editor is not responsible for any of the inconsistent thoughts. It will work as effective means in the hands of teacher for evaluation and assessment of social problems and secular Maharashtra.

While observing present scenario in Sociology and History, our departments seriously felt a need to organize a one day Interdisciplinary National Conference on, "Recent Trends in Social Sciences".

We are sure that, the conference shall prove fulfil to one and all.

Thanking you.

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