

Gist of Yojana February 2019

Infrastructure

Preface

Yojana, February 2019: Infrastructure

No one can deny the importance of value addition in the answer writing of CSE mains to get good marks. The magazines like Yojana become essential in this aspect. It is a repository of good points, data, facts and statements which can be used directly to score good marks. Many a times, direct questions are picked up from Yojana in essays or general studies papers. Moreover, it provides you with the good, in-depth and holistic understanding of the specific issue covered with almost all the analytical aspects related to the issue. It helps you in answering questions in mains exam which are becoming more and more analytical. Even in prelims exam, we find statements picked up from Yojana.

All this indicates inevitability of reading magazines like Yojana. Though reading whole magazine has its advantages, but one also has to keep in mind the time available. For this, one can choose to read the summary of magazine which also ensures the manageability of information which can be stored in mind and easily reproduced in exam. Our presented work is an effort in that direction only. It will equip you with all important points and analysis related to the topic which can be used directly in exam to score well.

The present issue is a summary of Yojana, February 2019 edition which discusses important aspects about India's development. We believe it will prove highly beneficial to aspirants in ensuring highest return for the time invested.

All the best 😊

Content:

1. Power for all- A dream coming true.
2. Multipronged Approach to Urban transformation
3. National Waterways: Integrated Transport Network
4. Udan- Giving new meaning to Air connectivity
5. Bharatmala Pariyojana- The biggest revolution in Indian Highways
6. Investing in Children: Investing in future.
7. Sports Infrastructure: First Central University in India, focusing solely on sports education

gradeup

Power for all- A Dream coming true

Introduction:

- Electricity is a key element in modern day life. Access to reliable and affordable electricity 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.

Developments in previous years:

- The primary requirement was availability. Energy deficit has been brought down from 4.2% to almost zero. India has become an exporter of electricity to Nepal and Bangladesh.
- For the first time we have One Nation- One Grid- the entire nation operating on one frequency. Power can be transferred seamlessly from one corner of the country to another.
- States reported that power has not reached in 18452 villages even after seven decades of independence. A major access to universal access to electricity was crossed when our country achieved 100% electrification on 28th April, 2018.
- Extensive infrastructure was created under Deen Dayal Ujjwala Gram Jyoti Yojana. Special focus on feeder separation (rural households and agricultural) and strengthening of sub transmission and distribution infrastructure including metering at all levels in rural areas. This paved path for socio economic growth of these villages and also set an example of cooperative federalism.
- Pradhan Mantri Sahaj Bijli Har Yojana- Saubhagya was launched in September, 2017 with the aim to achieve universal household electrification. More than 2.50 crore households have already been electrified under Saubhagya in 15 months. The International Energy Agency called India's electrification journey as one of the greatest success stories of the Year 2018.
- Government also launched Integrated Power Development Scheme with an aim to strengthen power infrastructure in urban areas. The infrastructure created under IPDS is equally important to ensure supply of adequate power with desired quality and reliability

Renewable energy:

- To make our electricity clean and green, state has also developed a roadmap to achieve 175 GW capacity in the renewable energy sector by 2022 which includes 100 GW of solar power and 60 GW of wind power. The overall installed capacity of Renewable energy has been more than doubled in the last four and a half years from 34000 MW to 75000 MW.
- India stands at 5th position in overall renewable energy.

Energy Efficiency:

- Household ED bulb distribution program UJALA and SLNP for replacing conventional streetlights with smart and energy efficient LED streetlights have saved billion of unit electricity per year.
- Star Labelling program, Energy Conservation Building Code and energy efficiency measures through Perform, Achieve and Trade are also important initiatives. The first cycle of PAT for industry achieved savings of more than 8.6 million tonnes of oil equivalent which is almost 1.23% of primary energy supply of India.

Way forward:

- A new Tariff Policy is finalized. It contains several consumer-friendly provisions to ensure reliable and 24x7 power supply for all from 1st April, 2019. If a power outage occurs without a valid reason, the concerned DISCOM will face penalties.
- Another area where work is happening is Smart Electricity Meters. A strategy has been chalked out to replace all electricity meters in the country with Smart meters within a period of three years. This will revolutionise the power sector by way of reduced AT & C losses, better health of DISCOMS, and incentivisation of energy conservation and ease of bill payments.
- Electric vehicles are another major focus. Government has launched National E-mobility programme to promote electric vehicles in big way.

Conclusion:

- Our country has jumped to 24th rank in 2018 on World bank's ease of getting electricity in the world.

gradeup

Multi-pronged approach to urban transformation

Introduction:

- India's urban population was over 31% in 2011 Census. This is expected to rise to 40% by 20130 and 50% by 2050.
- As per Census 2011, urban India contributed 63% to the GDP, it is projected to grow over 75% by 2030.
- When planned and managed well, cities become engines of growth and sustained development.

Challenges to Urban India and strategies to deal:

- At first level, poverty alleviation, affordable housing and sanitation were the three biggest challenges. Deen Dayal Antyodaya Yojana- National Urban Livelihood Mission, Pradhan Mantri Awas Yojana- Urban and Swachh Bharat Mission Urban implemented in all the urban local bodies to deal with these issues.
- At the second level challenge of providing basic infrastructure like water supply and sewage projects and green parks became the focus. Atal Mission for Rejuvenation and Urban Transformation (AMRUT) cover 60% of urban population in these areas.
- Finally, at the third level, 100 cities are being developed under Smart Cities Mission to address the issue of ease of living by evolving new paradigms of urban governance with with communities at the core and increased use of digital technology to improve urban infrastructure and services.

What are Smart Cities?

- Smart Cities Mission was launched on June 25, 2015 by the PM of India
- These can be understood to be cities that use appropriate technologies for improving quality of lives of their citizens. These cities are woven around the following principles:
 - a) Citizens at the core: Citizens at the centre of development
 - b) More from less: More impact from less resources- energy, finance and others.
 - c) Cooperative and competitive federalism: Cities are selected at two stage challenges at central and state level.
 - d) Integration, innovation, sustainability: It is not just about use of technology but creation of integrated infrastructure and services.
 - e) Technology is the means and not the goal: Technology to be carefully selected relevant to the context of particular cities.
 - f) Inclusiveness is a guiding philosophy
 - g) Smart cities address three issues: Liveability, economic-ability and sustainability.
- Creating a better investment climate, enabling creation of jobs as per needs of available talent, attracting more investment and talent, breeding innovation, reducing levels of employment are some of the important aspirations of smart cities.
- Smart cities promote sustainable development through various initiatives.

Smart Cities Mission Evolution:

- 100 Smart Cities have been selected across all states and Union Territories of India.
- These smart cities have proposed to execute 5151 projects in 5 years.

Technology as a means, and not the end:

- Every Smart City under the mission will have a smart city centre. This is and will be the city's brain and nervous system where digital technologies are integrated to social, physical and environmental aspects of the city to provide centralised monitoring and decision making.
- Rajkot recorded an increase in online issuance of birth and death certificates; and through surveillance crime rate has gone down.
- There is an improvement in traffic challans in Ahmedabad.
- Pune has installed flood sensors at key points around the city which feed data to the Smart City Centre thereby enabling timely warning and response mechanism.
- In Vishakhapatnam CCTV and GPS enabled buses are being tracked online.
- These are some examples of applications of technology.

Quality of Life and Economy:

- The Mission promotes mixed land use in area-based developments as proximity and density reduce the per capita costs of providing and maintaining infrastructure and services, while creating knowledge spill overs and specialisation that hugely enhance the urban productivity.
- Smart cities are implementing projects with a strong focus on economic returns. The primary focus of initiatives related to local economic development is on commercial and retail activities with a strong focus on market redevelopment projects and the new construction of offices, homes and allied institutions such as convention centres.
- Few other project interventions include setting up of skill development centres, incubation centres and vending zones.

Innovation as Key Driver:

- The Smart Cities Mission aspires to build right partnerships and networks, create enabling environments, and put in place an ecosystem which breeds innovation.
- The mission will work to create an innovation ecosystem in Smart Cities through SPIRIT- Smart Cities Promoting Innovation Research and Incubation in Technology. It is an initiative in collaboration with Atal Innovation Mission and Start Up India Programme.
- Another important area of transformation is the digital payment space.

Impact on Sustainability:

- Smart Cities have proposed investments to ensure assured electricity supply with a t least 10% energy requirement coming from solar energy. Diu has become the first city to completely switch over to solar power during day time.
- Promotion of energy efficient green buildings and green transport options to reduce need for electricity are some other initiatives taken up by smart cities.

Key Enablers:

- *Smart Governance:*
 - Smart Cities leverage ICT based technologies and digitalization to make government citizen friendly and cost effective, bring transparency and accountability, provide services without having to go to municipal offices and use online monitoring of programs and activities with the aid of online tools.
 - They aim to address barriers in data driven governance through Data Smart Cities an evolving policy framework on data for smart cities. Cities like Pune and Surat have already started publishing data sets.
 - The ministry has also incentivised urban local bodies through cash incentive for municipal bonds.
- *Capacity Building and Knowledge Management:*
 - The ministry has launched the Cities Investment to Innovate, Integrate and Sustain challenge in collaboration with French Development Bank.
 - India Smart Cities Fellowship and Internship Programme has been launched to engage brilliant youth with the Mission.
 - Smart Net is an initiative to support development of cities across India and to create a resource rich ecosystem.

National Urban Innovation Hub

- A new entity titled National Urban Innovation Hub is being proposed at the national level to consolidate existing resources and expand the footprint of innovation development and capacity building for the urban sector
- It will be powered by National Urban Innovation Stack which is envisaged to provide the foundational components that are required across various programmes. It is a nationally shared digital infrastructure usable by the governments and across public and private sectors.

Mission Progress:

- Over the last 3 years, all 100 cities have been selected through challenge process, all of them have established Special Purpose Vehicles (SPVs) to support mission's implementation.
- All of them have hired Project Management Consultants.
- As on 31st December 2018, total 2563 projects have been tendered and most of them will be implemented in next 18 months.

Way Forward:

- Smart cities are the incubators of the New India that is the aspiration of over 1.25 billion citizens of our country. These are the sites where urban renaissance of India will be collectively envisioned and executed.
- In the new urban India, every Indian should find fruitful occupation, livelihood and self-fulfilment. This can be the model of sustainable urbanism that India can offer to the world.

National Water Ways: Integrated Transport Network

Introduction:

- The Government of India is aggressively pushing for the development of inland waterway routes as part of an integrated transport network strategy.
- In November 2018, the PM dedicated India's first riverine multimodal terminal on river Ganga at Varanasi to the nation. On the same day he also received the country's first container cargo that travelled on river Ganga from Kolkata to Varanasi. The twin events marked the watershed moments in development of Inland Water Transport.

New Waterways:

- 106 new national waterways were announced under the National Waterways Act, 2016. With the five existing National Waterways, the addition of new ones takes the total number to 111.
- Out of the newly announced waterways, development work is in full swing on eight of them.

Jal Marg Vikas Project (National Waterway 1, River Ganga)

- This project was announced on National Waterway 1 to enable commercial navigation on Varanasi-Haldia navigation of river Ganga.
- It is being implemented for capacity augmentation on Haldia-Varanasi stretch for a distance of 1390 km with technical and financial assistance from the World Bank.
- National waterway 1 along with the proposed Eastern Dedicated Freight Corridor and NH-2 constitute the Eastern Transport Corridor of India connecting the National Capital Region with the eastern and north eastern states and will link with eastern and south eastern countries as well.
- A developed IWT will not only augment overall transport capacity of the country but will also help correct the transport modal mix that impose huge logistics costs on the Indian economy. The cost of logistics in India at 15% of GDP is about twice than in USA.
- Inland Waterways Authority of India the nodal agency under Ministry of Shipping is mandated to make national waterways commercially navigable.
- According to World Bank approximately 1.5 lakh direct and indirect employment opportunities will be created due to interventions under the Jal Marg Vikas Project.
- It 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. It not only creates 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.

Vessel design:

- In August 2018, IWAI made public 13 standardised state of the art ship designs suitable for large barge haulage on river Ganga.
- This marked attaining of a critical milestone in the growth of country's Inland Water Transport Sector as it will help overcome the unique navigation challenges river Ganga throws up due to its complex river morphology, shifting channels, meanders and currents.

- It will serve as an enabler for the domestic ship building industry working on inland vessels and open huge possibilities for cargo and passenger movement on NW-1.
- For the ship building industry new designs will translate into a savings of Rs.30-50 lakhs in the building of a vessel. Available free on the IWAI website the designs will remove ambiguity on the class and type of vessels that can sail on river Ganga with efficient manoeuvrability.
- The designs will lead to reduced fuel costs and lesser costs.
- These vessels will sail even in depths of about two metres carrying about 350 cars on a five deck car carrier.
- The new designs for various categories of dry and liquid bulk carrier, Ro Ro vessels, car carrier, container carrier, LNG carrier have been made by M/S DST Germany which specialises in low draft and high carrying capacity vessels.

Promoting River Tourism:

- IWAI facilitates cruise operations on NW-1 from Kolkata to Varanasi in collaboration with private cruise operators.
- In addition to becoming one of the principal cargo movement routes in India, this stretch on NW-1 has good potential for river cruise tourism.

Other National waterways:

- *National Waterway 2*
 - River Brahmaputra from Bangladesh Border to Sadiya was declared as National Waterway-2 in 1988. The waterway is being developed and operationalized with fairway, navigational aids, and terminals with mechanized handling facilities for cargo vessels.
- *Indo- Bangladesh Protocol Route:*
 - Day to day protocol permissions are issued by IWAI to barges to sail in designated port of calls in India and Bangladesh. This protocol is for mutually beneficial arrangement for the use of waterways for commerce and passage of goods between two places in one country through territory of another.
- NW-3 has been fully developed for commercial navigation, while NW-4 and NW-5 are being developed with infrastructure of Inland Waterways.
- Development of 8 new National Waterways taken up during 2017-18:
 - Gandak river with a length of 277 km declared as National waterway 37.
 - Rupnarayan River with a length of 72 km has been declared as National Waterway-86.
 - Alappuzha-Kottayam-Athirampuzha Canal- National Waterway 9
 - Sunderban Waterways- National Waterway-97
 - Key Cargo commodities on Barak River NW-16
 - Cumberjua Canal- NW-27
 - Mandovi River – NW68
 - Zuari River- NW-111.

Benefits of Inland Water Transport:

- IWT provides supplementary mode of transport which is cost effective, fuel efficient and environment friendly.
 1. Low emissions
 2. Low energy consumption

3. Low fuel cost

- It can provide optimal modal mix by integrating river transport with other modes thereby reducing total logistics cost.
- It eases congestion on Road and rail networks.
- It requires very little land acquisition as compared to Road and Rail networks.
- It caters to the needs of relatively under developed hinterland.

gradeup

Udan- Giving new meaning to Air Connectivity

Introduction:

- The Union Government's flagship regional connectivity scheme has by now become an important means for making low cost flying available to people in smaller Indian cities.
- The scheme has brought first time air connectivity to people of 35 tier 2 and Tier 3 cities.

Importance of Air Traffic:

- Since the last 10 years, air traffic has grown three folds in India and it has the potential to be among the global top three nations in terms of domestic and international passenger traffic.
- As per the International Civil Aviation Organization study, the output multiplier and employment multiplier are 3.25 and 6.10 respectively.
- In 2016, Government of India launched National Civil Aviation Policy to provide an ecosystem for the harmonised growth of various aviation subsectors like airlines, airports, cargo etc.
- The policy envisions creating an ecosystem to make flying affordable for the masses and to enable 30 crore domestic ticketing by 2022 and 50 crores by 2027.

Making Air Travel Convenient:

- UDAN is a fulcrum under NCAP to make air travel convenient and affordable for the common man in Indian cities and through this push regional growths.
- Currently 70% 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 making air tickets affordable. The scheme therefore is crucial for ensuring that the Indian Aviation success story touches one and all and Tier 2 and Tier 3 cities also join the aviation revolution.
- Since the launching of UDAN in 2017, new sectors have been added till date enhancing the power of aviation network. More than a million passengers have travelled in these routes and the impact on the ecosystem of aviation is tremendous by bringing first time flyers to the aviation market.
- It works on an innovative model that cuts through the need to deploy huge resources and long gestation periods to make an airport official. To reduce the cost of operations for airlines, concessions from Centre, States and Airport operators are extended.

Salient features of RCS UDAN

- The Regional connectivity Scheme- UDAN intends to enable air operations on unreserved routes connecting regional areas, promote balanced regional growth and make flying affordable for masses.
- It will be in operation for 10 years and it 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 unserved/underserved airports, so that passenger fares are kept affordable.

- It is a demand driven scheme where the interested airlines and helicopter operators are selected through competitive bidding. 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. All seats upto 13 passengers for helicopters would be considered for RCS.
- The fare for one-hour journey of approximately 500km on a fixed wing aircraft or a 30-minute journey would be approximately 2500 with proportionate pricing for routes of different stage length/flight duration.
- On RCS route the minimum frequency would be three and maximum of seven departures per week in other than priority areas.

Performance of RCS:

- In the first two rounds of UDAN, 56 airports and 31 heliports have been added to India's aviation map.
- The Scheme is moving towards third round of awarding routes to connecting the iconic tourism sites and priority areas to contribute to the growth of tourism and commerce.
- Affordable airfare not only facilitates travelling for trade but also for tourism and medical facilities.

Implementation Mechanisms:

- Airport Authority of India is providing necessary support to State Governments in developing the airports, documentation for licensing, procurement of security and fire tender equipment.
- In some Defence Airports, Standard Operating Procedures have been worked out in consultation with Ministry of Defence. UDAN has been successful in motivating private airports to participate and extend benefits to UDAN flights. Today airports like Nanded in Maharashtra and Vidhyanagar in Karnataka have become shining examples of UDAN.
- Implementation challenges not only include monitoring and assisting for revival of airports but also facilitation for obtaining Air Operator permits for selected airlines and helicopter schemes under the same.
- Availability of qualified crew is also a major challenge for airlines and significant efforts are needed to create a pool of skilled professionals.

Conclusion:

A positive outcome of UDAN includes regulatory framework for 'no frill' airports and 'aircraft centric security' approach which has cut down the cost of infrastructure and operations that will help sustainability of air connectivity to smaller cities.

UDAN is going to offer wings to the common man to fly, literally.

Bharatmala Pariyojana: The Biggest Revolution in Indian Highways

Introduction:

- Roads are the lifeline for any country and the lifeline needs to be better and stronger to improve mobility, boost economy and generate jobs.
- Though the road network in India has increased from 3.99 lakh km in 1951 to 56.03 lakh kilometres in 2016, a large share of them are less than two lanes while more than 70% of the National Highways in India are either two lane or less.

Steps to improve National Highways in the country:

- The first major push to widen NHs was made in 1998 during Atal Bihari Vajpayee government by launching the National Highway Development Programme which had two major components of Golden quadrilateral connecting four metro cities and 7142 kilometres network connecting Srinagar to Kanyakumari and Silchar to Porbandar. These networks are called North South and east West corridor.
- The second big revolutionary decision to upgrade NHs was taken in October 2017 when the Central Government approved the phase 1 of Bharatmala Pariyojana covering 24,800 kilometres with an estimated expenditure of Rs.3.85 lakh crore. The Government has set March 2022 target for National Highways Authority of India for completion of the programme.

The Process:

- The government undertook a detailed study of the goods movement between the high-density corridors scientifically after identifying the Origin-Destination. Since one of the main aims of the programme was to improve cargo traffic flow, a considered strategy was formulated to develop new Economic Corridors.
- This study brought out interesting facts of how different stretches of some corridors have infrastructure asymmetry which proved the point as to how and why there was a dire urgent need to address such asymmetry on corridors across the country.
- Considering that in addition to development of new corridors and feeder routes, there was a need to improve the road stretches already developed under NHDP, the preparatory work focused on decongesting stretches by building of bypasses, ring roads, developing multimodal logistics parks.
- To cater to the need for infrastructure development in the border and coastal areas to India's export import trade, the highway development programme has provisioned for improving border roads based on strategic importance, particularly the ones connecting to trading points with India's neighbours.

Components:

- Economic Corridors:
 - The origin destination study identified 44 new Economic Corridors. Some of these are Mumbai-Agra, Mumbai- Kolkata, and Chennai-Madurai etc.
 - These economic corridors are expected to carry 25% of freight in the coming years.

- As per the plan these corridors along with national corridors would form India's new Highway Grid.
- **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% of freight.
- **Improvement in Efficiency of National Corridors:**
 - Currently the National Highways including the Golder Quadrilateral and North South and East west corridor carry nearly 35% of India's freight. All these stretches will be declared National Corridors.
 - Under the Bharatmala Programme all these stretches will be widened to 6-8 lanes.
 - To decongest, new Ring Roads and elevated corridors will be built.
 - In addition, multimodal logistics parks will be constructed at critical economic nodes along with GQ and North South and East West corridors to enable efficient modal transfers.
- **Development of Border and International Connectivity Roads:**
 - Around 3300 km of border roads have been identified to be built and widened along the international border for their strategic importance.
 - Around 2,000 km 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 2100 kilometres of coastal roads have been identified to be built along the coast.
 - These roads will boost both tourism and industrial development of the coastal region.
 - These will also improve connectivity to ports to facilitate EXIM trade.
- **Development of Green field Expressways:**
 - The programme also envisages building expressways close to the National and Economic Corridors where traffic has breached 50,000 PCUs and there are multiple choke points.

About 1900 km of these stretches have been identified for development of green field expressways.

Benefits:

- Once implemented Bharatmala Pariyojana will enable improvement in efficiency of freight and passenger movement on NHs.
- The network will cater to 80% of inter district freight movement in the country accounting for nearly 90% of the nation's GDP.
- The development of economic corridors and the associated inter corridor and feeder routes will enable improvement in average speeds of vehicles by about 20-25%.
- Improvement in average speed of freight vehicles will have three major benefits: improved vehicle utilization resulting in faster break even and hence lower freight cost per kilometre; improvement in fuel efficiency. The network once developed will enable a reduction of 5-6% in the overall supply chain costs in the economy, the government has estimated.

- In addition upgradation of 24,800 km of NH network in the first phase is expected to generate roughly 10 crore man days of employment during the construction phase and roughly 22 million permanent jobs.

gradeup

Investing in Children: Investing in Future

Introduction:

- Buildings, classrooms, laboratories, and equipment are education infrastructure which are crucial elements of learning environments in schools, colleges and universities.
- There is strong evidence that high quality infrastructure facilitates better instruction, improves student outcomes, and reduces dropout rates, among other benefits.
- In a report released by the NCERT in December 2017, that included a 700-district study, found that students are learning less as they move to higher classes. On an average a class VIII student could barely answer 40% of the questions in Maths, Science and social Studies.

Integrating Skills Education:

- Skills and skill education touted as the next big thing in the country that could read demographic dividends, must be institutionalised in our schools and colleges.
- There must be an integration of skills and education in our schools and colleges, providing for multipoint entry and exit from the formal education system to the vocational education system and job markets.
- Setting up a National Skills University to integrate all skill-based initiatives of the Government to optimise return on investments must be a stated goal.
- Black Board to Digital Board is another concept that stands out. A digital gurukul set up today could work wonders. Children in these set ups can learn easily supporting their families and thus help create a perfect work life balance at an early age.
- Creating WiFi belts in villages, using television, radio and computers as teaching aids while also assigning a bunch of tech enthusiasts to move around and set these up could definitely be a step towards success. But at the same time teaching should never be left out without a teacher because character building is not digital outcome.

Steps taken to redeem school education:

- Under SSA, states and UTs have reported construction of 2.94 lakh primary and upper primary school buildings. Under RMSA till 31st December 2018, 12682 secondary schools have been sanctioned.
- The state/UTs are supported on several interventions to improve quality of education including regular in-service teachers training, induction training for newly recruited teachers, recruiting additional teachers for improving pupil teacher ratio, academic support to teachers through resource centres.
- Section 23(2) of RTE Act, 2009 has been amended to ensure that all untrained in-service teachers working in Government, Government aided and Private Un aided schools should acquire minimum qualification as laid down by academic authority, authorised by Central Government.
- The learning outcomes for each class in languages, mathematics. EVs, Science and social Science up to elementary stage have accordingly been finalised and shared with all UTs and states.
- A National Achievement Survey based on learning outcomes has been conducted on 13th November 2017 for class 3, 5 and 8 with a sample frame up to district level to enable

sates/UTs to identify gaps in learning outcomes at district level and design strategies to identify those gaps.

gradeup

Sports Infrastructure: First Central University in India focussing solely on Sports Education

Introduction:

- Nelson Mandela in one of his speeches said: “Sport has the power to change the world.” But to inspire the next generation we need the right professionals to lead and coach them in sports.
- It is with this as one of the missions that the National Sports University, Manipur, was set up in 2018.

About University:

- The University is presently functional from its temporary campus at Khuman Lampak Sports Complex of Imphal. The Prime Minister laid the foundation stone for the University’s proposed 325-acre campus at Imphal West.
- University has four schools:
 - School for Sports Science and Sports Medicine
 - School of Sports Management and Technology
 - School of Sports Education
 - School of Interdisciplinary Study.
- University will have the flexibility to open new schools/departments in consonance with the advances and developments in sports science, sports medicine and allied areas.
- The university once developed will be first of its kind to promote sports education in the areas of sports sciences, sports technology, sports management and sports coaching.
- It will also function as the national training centre for selected sports disciplines by adopting the best international practices by signing MoU with international universities.

Objectives of National Sports University:

- To produce top athletes, sports scientists, competent physical educationists by offering programs that cultivate learning through competition, recreation, physical activity in addition to classroom learning.
- To mentor students by inculcating values and leadership skills in them by providing diverse opportunities that develop character to succeed in all facets of their lives.
- To study human potential holistically by conducting pioneering research in the field of sports science and use its finding to boost public health and enhance international performance of Indian athletes.
- To develop the entire ecosystem including sports management, sports journalism, sports architecture, sports equipment manufacturing etc.
- To contribute towards promoting international peace with the power of sports.

UPSC & State PCS Exams

IAS, UPPSC, RAS, BPSC, MPPSC