Chapter: 7

Socio-Economic Impact SECCS on Employees

- The Notion of Infrastructure
- position of Infrastructure
- Transport Infrastructure
- Energy Infrastructure
- Communication Infrastructure
- Irrigation Infrastructure
- Drinking Water Supply & Sanitation Infrastructure
- Storage Infrastructure
- Education Infrastructure
- Public Health Infrastructure
The Notion of Infrastructure

communications is essential bodily and managerial structures wanted for the process of a society or venture or the military and amenities essential for an economy to purpose. It is habitually measured while municipal communications to facilitates the nation and humanity toward activate. Economic & municipal planners distinguishes two types of transportation i.e. financial communications &public communications. monetary communications is distinct because the communications to promotes financial action such while transportation, highways, rail, airports, seaports, electricity, telecommunication, water provide & sanitation. public communications is distinct while the communications that promotes the physical condition, learning and artistic principles of the inhabitants- behavior that have both direct and indirect crash on the wellbeing.

position of Infrastructure in Socio-economic Development

World growth Report 1994 available by the globe Bank under the title ‘Infrastructure for Development’ rightly mentions to the competence of communications helps choose one country’s accomplishment moreover another’s collapse during diversifying production, growing operate, coping through inhabitants increase, dipping deficiency before humanizing ecological location. transportation provide populace with the services they require in addition to desire. It be an contribution in the bearing of construction along with raise the efficiency of supplementary factor. communications connect possessions toward the markets, workforce just before production, services along with the deplorable in pastoral area toward municipal development centres along with lower expenses, enlarge market in addition to facilitate employment. in consequence, communications provide services that maintain monetary development in growing the output of labor along with assets thus plummeting the expenses of manufacture also raise productivity, making, profits and employment. A reverberation infrastructural institution be the solution on the boulevard toward the largely socio-economic increase of a status. This act when a inducement meant used for attract supplementary savings addicted near a status with consequently provide a cutthroat perimeter just before it above additional state. accessibility of sufficient with expert infrastructural position positive not just promote hasty industrialization however furthermore improve the superiority of life of the community of the status.
**Objectives of the publication**
The main objective behind the compilation of this publication is to consolidate statistics pertaining to the sectors & sub-sectors of infrastructure in one place which will be a handy reference guide for planners, policy makers, researchers, business houses and the general public.

**Coverage of the publication**
every the transportation matter has be approved inside six expansive categories of economic infrastructure i.e. Transport, Energy, Communication, Irrigation, Drinking water supply & Sanitation, Storage infrastructure and two categories of social infrastructure i.e. Education & Public Health.

**Executive Summary**
Maharashtra is located in the north centre of peninsular India furthermore have a coast of 720 kms of the Arabian the deep. The Sahyadri stack range provide a corporeal spine in the road of the position on the west, though the Satpuda hill beside the north furthermore Bhamragad-Chiroli-Gaikhuri vary regular the east offer as a result of it's normal limitations. The State encompasses an area of 3.08 lakh sq.km. and be the moment biggest condition inside India.. The State is divided into six divisions which are further divided into 35 districts. Brief summary of economic and social infrastructure in the State is as follows.

**Transport Infrastructure**
**Roads**
highway transfer be a exceptionally chief division of corporeal transportation along with it have be witness exponential development inside the State when evidence through mounting number of vehicle. A highway arrangement is imperative toward the cost-effective progress, operate & community addition. The road infrastructure in the State is managed by various local bodies including Public Works Department of the State, Municipal Corporation/Municipal Council/Nagar Panchayats, Cantonment board, Maharashtra status panel enlargement company, afforest section, Maharashtra developed development company, City and developed growth firm. The sum highway duration maintain in municipal Works section with Zilla Parishad in the State was 2.41 lakhs kms. in 2010-11 of which surface road length was 2.21 lakh kms. The whole road
span per 100 sq. km. of environmental area was 79 km. & 215 per lakh population was 215 km. in 2010-11. The sum figure of vehicles registered in the State was 1,74,34,099 and number of motor vehicles per lakh population was 15,560 in 2010-11. As on 31st March, 2011, about 97.8 % village be linked in every one of climate transportation & 1.6 % be linked by fair-weather transportation. There are 40,412 villages in the State, out of which, 227 villages did not have any road connectivity. The chief rector Gram Sadak Yojana (PMGSY) , the 100% centrally sponsor system is organism implement within the status because 2000. at the moment the method be organism implement by means of bucolic advance sector from side to side Maharashtra bucolic transportation progress connection. The most important purpose of PMGSY be on the manner en route used for supply all-weather road property to the freelance habitations within the country space, by method of land of one,000 world together with on top of (500 and over for ancestral area). below this theme, absent of intention of twenty three,206 km. of route time taken to attach seven,961 habitations within the condition, road length of twenty,850 km. has been achieved connecting vi,887 habitations, upto Jan, 2012. Maharashtra situation highway expansion company (MSRDC) have undertaken the growth of roads and related infrastructure mostly through personal contribution. the majority of the project undertake in MSRDC be lying on ‘make, occupation with Transfer’ (BOT) foundation and contract among highway project, clear project, charge compilation civil liberties et cetera. Since beginning, MSRDC has total 18 plan through conventional charge of ` 7,187 crore incurring genuine expenditure of ` 6,822 crore.

### Railways

Railway is the lifeline of State’s convey communications by means of its system of 5,941 km., comprising 5,376 km. of broad gauge lines & 459 km. of narrow guage lines & 106 km. of meter guage lines. The rail traffic in Maharashtra mainly falls under the following divisions of central, western, konkan, south-east central, south central. The railway way distance end to end per 100 sq.km. of environmental locale as on March, 2011 was 1.93 km. in the State. One of the most important project viz. the Mumbai city Transport scheme (MUTP) spearhead by Mumbai municipal region Development Authority(MMRDA) aim to expand world group of student communications for an efficient, safe & sustainable railway arrangement inside Mumbai housing. *Infrastructure Statistics 2009-10 & 2010-11*
**Sea & Coastal**

The State of Maharashtra located on the west coast of India has 720 km. coastline. The State has 2 most important ports i.e. Mumbai Port Trust (MPT) & Jawaharlal Nehru Port Trust (JNPT) both located in Mumbai harbor. While Mumbai Port Trust has been acting as one of the major gateways for more than a century, Jawaharlal Nehru Port Trust has over the years since its establishment in 1990’s has emerged as a premier container handling port. The JNPT be India’s major bottle travel seaport and be rank 24th in the middle of the important 100 global pot ports. MPT & JNPT handle 545.41 lakh tonnes plus 643.17 lakh tonnes consignment traffic in that order during 2010-11. There are 48 intermediate and non-major (minor) ports handling cargo and passenger traffic in the State.

**Airport**

The State of Maharashtra has 4 international airports viz. Mumbai, Pune, Aurangabad & Nagpur and 7 domestic airports. The State Government has incorporated Maharashtra Airport augmentation Company inadequate (MADC) to play a guide position in the preparation and execution of the Multi-modal global Hub Airport at Nagpur (MIHAN plan). The MIHAN venture comprises of mounting the accessible airdrome of Nagpur while an worldwide customer and consignment nucleus airdrome. For monetary possibility of the progress a Multi manufacture Special Economic Zone (SEZ) neighboring the perimeter of the airdrome is moreover person residential. space freight military which commenced on Ojhar airport, Nashik during September, 2011 has helped to de-congest traffic at city aerodrome and may be a price effective platform for export-import traders from trade section like agriculture product, pharmaceutical, automobile, engineering and fast paced trade goods.

**Energy Infrastructure**

**Mining & Quarrying**

The numeral of mines in India which reported sandstone construction (without atomic mineral, gasoline (rudimentary), expected gas and insignificant reserves) totaled 2,999 in 2009-10, of which 161 mines are in Maharashtra.

**Energy**
Power is a dangerous issue in communications for continued economic development. The pace of growth greatly depends upon a commercially viable and efficient power sector. Installed capacity in the State was 19,153 MW which has increased with 10.3% through 2010-11 when compared to 2009-10. The cohort of electrical energy during the position was 83,017 Million Units through 2010-11 which be 2.1% superior than earlier time. There are airstream, astral, biomass, biogas, tidal, geo-thermal etc. the renewable authority foundation. In the situation installed capacity of renewable energy sources was 3,302 MW during 2010-11. The circumstances administration has notified Maharashtra liveliness expansion organization (MEDA) because the chosen organization toward synchronize, order with implement the necessities of power protection proceed, 2001 inside the condition.

**Communication Infrastructure**

Communication facilitate replace of profitable actions moreover integrates the State inexpensively with communally. Posts and Telecommunication are the two foremost constituents of communiqué coordination. Infrastructure Statistics 2009-10 & 2010-11

**Postal Communication**

The postal communication system is viewed as a result of the foremost dependable suggests that of communication. The services provided by post offices attract associate degree outsized variety of people from rural and concrete areas as a results of straightforward accessibility & wide network of post offices. The communicating space of the State is 3,07,690 sq.km. In the State one post office serves average population of 7,677 people and covering an average area of approximately 24.41 km. There are 12,602 post offices in the State, out of which 1,419 are in urban areas and 11,183 post offices in rural areas during the year 2010-11.

**Telecommunication**

Telecommunication is one in all the foremost delay services wanted for fast growth and transformation of a diffusion of sectors of the economy. Further, a reliable Telecommunication network can improve the productivity and efficiency of various sectors of the economy and enhance the quality of life. The total number of landline connections in the State was 61.60 lakh in the year 2010-11. The figure of cell telephone users 24 apiece lakh populace on the ending of
December, 2011 within the status was 86,127. The wire line teledensity is 4.96 and wireless teledensity is 89.97 in Maharashtra State during 2011. The State has the largest internet subscriber base of 14.93 lakh & broadband subscriber bottom of 22.88 lakh as on 31st March, 2011.

**Irrigation Infrastructure**

The gross & internet irrigated space within the State throughout 2009-10 was forty.50 large integer hect. & 33.21 large integer heat. severally. The proportion of loathly Irrigated region to Gross Cropped region was seventeen.9 per cent in 2009-10. The regime have undertaken speckled main, medium & negligible irrigation comes to form most irrigation probable. The regime has initiated hardly any reforms in irrigation division, that comprise statement of hose strategy, presentation of Water belongings slight accurate, organization of Irrigation association by farmers & irrigate Users relatives

**Drinking Water Supply & Sanitation Infrastructure**

Providing a secure, convenient & property water, combined with safe sanitation is taken into account to be one amongst the very best priorities for any development arrange. Thus, water & sanitation plays a vital role in development agenda of guaranteeing that everybody has access to economical, responsive & property water & sanitation services. Water & sanitation are recognized because the essential wants of human development and are a part of the Millennium Development Goals. As per Census 2011, 67.9 % of households receives valve water, 14.4% households receives well water, 15.5% of households receives handpump/tubewell water & 2.1 per cent of households receives water from other sources of water. As per Census 2011, 43.5 per cent of households have water closet latrines, 8.8 per cent of households have pit latrine, 0.9 per cent of households have other latrine facilities & 46.9 per cent of households have no latrines at all.

**Storage Infrastructure**

storeroom of products is of important importance not solely within the agriculture sector however additionally within the industrial sector. Go downs play an important role within the flow of products from producers to shoppers. It helps in combating annual and seasonal
fluctuations in production and costs. During 2010-11, there are 961 godowns accessible with storage space ability of 5.53 lakh MT.

**Education Infrastructure**

Education is the key parameter for inclusive growth and is the key instrument for social & economic transformation. The number of primary schools in the State has risen from 34,594 in 1960-61 to around 76,749 in 2010-11. The number of secondary and higher secondary institutes in *Infrastructure Statistics 2009-10 & 2010-11* the State has risen from 2,468 in 1960-61 to around 20,507 in 2010-11. Similarly the number of institutes offering higher education has seen a rise from 211 in 1960-61 to 3,277 in 2010-11. In all there are 97,256 Schools (primary, secondary and higher secondary) in the States, of which, 77 per cent of schools having electricity, 41 per cent of schools having computers, 65 per cent of schools having ramps, 63 per cent of schools having playground, 58 per cent of schools having boundary wall, 28 per cent of schools having kitchen shed, 31 per cent of schools having common toilets and 72 per cent of schools having girls toilets. According to basic learning in India and development towards worldwide basic learning speech (blaze information 2009-10), the condition position 14th at primary stage with 13th on better primary & merged stage among Education Development Index (EDI) 0.58, 0.75 with 0.66 in that order.

**Public Health Infrastructure**

The State is having a three-tier public health infrastructure. Under the primary tier, three types of health-care institutions are covered i.e. sub-centre, primary physical condition centre & community health centre. The region stage hospital serve up as a resultant rank, while, tertiary wellbeing worry is provided through hospitals inside town areas which are prepared through technology for diagnostic & investigative facilities. There are 8,806 hospitals, 1816 primary health centers, 31,100 dispensaries, 143 primary health units, 89 TB hospitals & clinics in the State.(public & public aided)