

Urban Infrastructure: A Special Reference to PPP in Telangana State

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ABSTRACT

Urban infrastructure in the context of Indian scenario is in the transition phase of development which has been recognized as an important factor to sustain economic growth of the nation. It is observed that the quality, efficiency and productivity of the infrastructure affect the quality of life, health and liveability of the society. The rapid environmental changes especially in search of social and economic services such as health, sanitation, transportation, education, business opportunities reflects the current rank-ability of our society.

The present study focuses on Telangana state, its role in public private partnership with the innovations that enrich the environmental sustainability on long-term infrastructural development through the mechanism for finance, management, operational techniques, capacity building and planning which could acknowledge the success rate through quantitative and qualitative linkages in urban development.

Keywords: *Urban Infrastructure, Capacity building, Partnership, Environmental sustainability*

INTRODUCTION

India has stepped into the transformative phase of urbanization with adoption of Smart City mission leading to the improvement in city infrastructure. Urbanization has attained a level where almost half of the population lives in the cities. It shows a positive sign when compared with urban economic development indicators. Hence, the transmission

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of cities in demographic, environmental and social aspects has given the dimension to adopt new urban reality innovative knowledge rooted for laying a strong base in infrastructural development in categorising the standards and demands of smart cities.

To put the best ideology of urban infrastructural development, the youngest State of Telangana has prepared a comprehensive plan for 140 urban areas under the roof of Municipal Administration and Urban Development with the aim of covering citizen services and civic amenities, sewerage, road development, drinking water and waste disposal through efficient potential planning and development of project in collaboration with Government, city authorities and citizens. Digital city has also been a newest computing technology for accessibility of critical services. The future urban city will be based on social equity, economic prosperity, and sustainable urban development.

Public-Private Partnership

The roots of Public-Private Partnership (PPP) can be traced back to Roman Empire almost 2000 years ago in Europe. To accompany the vast expansion of the highway system under the Roman Legions a network of postal station was developed with private management. However, the procedure disappeared with the fall of Roman Empire to reappear during the Middle Ages, in south western region of France during 12th and 13th centuries. During the 16th and 17th centuries, European sovereigns, and particularly in France, began much more expansive public works concession programmes. The industrialisation in Europe of the 19th century brought rapid urbanisation and expansion of public networks in transport (railways, tramways, metropolitan), water supply and sewerage and energy. This expansion, achieved largely by private entrepreneurs, marked the golden age of concessions in Europe. In USA, PPPs have played a much less prominent role in the development of transport infrastructure. The first decade of 2000 has seen some consolidation of certain PPP programmes, stagnation of others and expansion in new markets, notably in Asia. Several developing countries have participated in this movement, pioneering improved forms of PPP. Market leaders among emerging economies such as Chile, Brazil, China, Hungary and India have gone further in introducing the private sector in infrastructure development and maintenance than many industrial countries.

In India, there is no exact date and year regarding the beginning of PPP but it is said that the PPP began with private sterling investments in Indian railroads in the later half of the 1800s. By 1875, British organizations in India 'ensured' railroads. In Mumbai, the Tata played a prominent role in starting the "Tata Hydroelectric Power

Supply Company” in 1911. A new phase in PPP was felt with Central Government coming in with the policy in 1991, which gave opportunities for power sector to allow private and independent power producers to participate. An appreciative shift was observed with the incorporation of Infrastructure Development Finance Company on January 30, 1997. Later, many enactments brought a remarkable change in the field of PPP, among them are Electricity Act, 2003, the Special Economic Zone Act, 2005, the amended National Highways Authority of India Act, 1995 and the Land Acquisition Bill, etc., Various new sources of funding projects by Asian Development Bank (ADB), Viability Gap Funding (VGF), India Infrastructure Finance Company Limited (IIFCL), emerged and it was also noted that many states were interested in PPP concept namely Maharashtra, Madhya Pradesh, Karnataka, Tamil Nadu, Gujarat, Punjab, Delhi, Andhra Pradesh, etc. The period from 1997 till date, the government is very enthusiastically taking the reins of PPP forward towards a shining India.

The concept of PPP emerged as a win-win for both the public as well as private and most importantly for the citizens. The concept of PPP incorporates the spirit of private efficiency into the public service domain. It comes with a feature of equitable risk allocation and mitigation, under the limited financial resources and capacity to meet infrastructural gaps with a complementary role sharing between them in a most simple way to attain the demands of the citizens.

The need for government to initiate the PPP is to accelerate the implementation of project by packaging and procuring services through specialised management capacity with new mechanism of delivery system for the larger and complex programmes which are developed by private entities. The private sectors access and organise the wider range of financial resources through public agencies agreement and allow to roll back by substituting the private sector resources and personnel through the encouragement of private entrepreneurial capacity building in areas of public concern.

An Overview

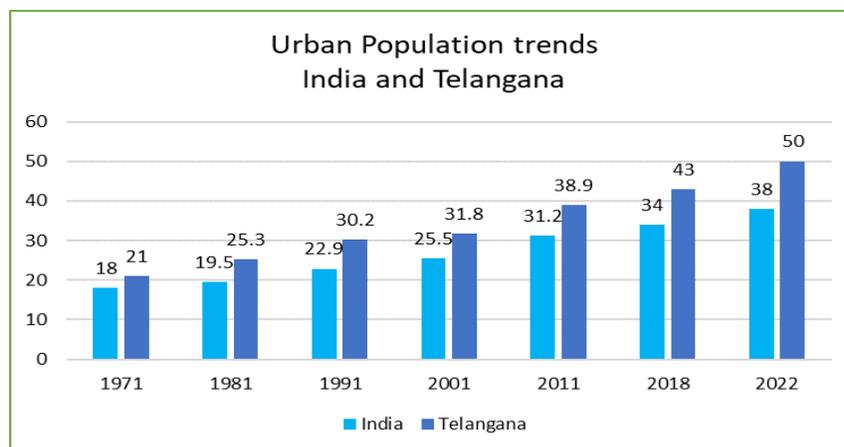
Urbanization, is undoubtedly a paradox in India as of 377 million population according to 2011 census resides in urban areas. The urban population has increased steadily from 17.3 percent in 1971 to 27.78 per cent by 2001. The Census report of 2011 shows cases that 31 percent of our country’s population lives in urban areas. India’s urbanization reflects a scenario on unequal growth as we classify as metropolises which seems to have over a million resident and Class-I cities which have witnessed 100,000+ residents with rapid growth comparatively to smaller

towns. Nearly 70 per cent of our urban population occupies 393 class-I cities as per 2001 census posing a tough task for the policy makers, the strategies presently are implemented in the same phase to advance the developmental process. Thus this transformation would be lifted through investment focusing on infrastructure development which would likely to create 87 cities with one million and above population by 2030.

The state of Telangana is one of the rapidly urbanising state, with a brisk economic transformation, Hyderabad enjoys the major share as a growing centre, followed by Warangal, Nizamabad and Karimnagar are fast changing urban landscape of the state. As per 2011 Census, 38.9% of the state's population lives in urban areas. The growth in urban population in the state is much higher than that of all India (See Figure 1).

Urban infrastructure mentions the presence of physical structure in towns and cities equipped with all necessary facilities in order to give a quality of lives to its residents with the application of smart solution and also playing a key role in progressing society by reduction of poverty and increase in economic growth. The main edge of infrastructure as a service are scalability, cost effectiveness, location independence, redundancy and security of Data. Hence, requirement for urban infrastructure services grabbed the attention of policy makers and country planners and motivating them to adopt innovative policy rather than following the rigid master plans which are outdated or not reflective of the present governance system triggering the launch of National Urban Renewal Mission in 2005. Flashing on this plot many cities have taken

Figure 1



Source: <https://www.telangana.gov.in/PDFDocuments/MAUD-Government-of-Telangana-Annual-Report-2017-18.pdf>

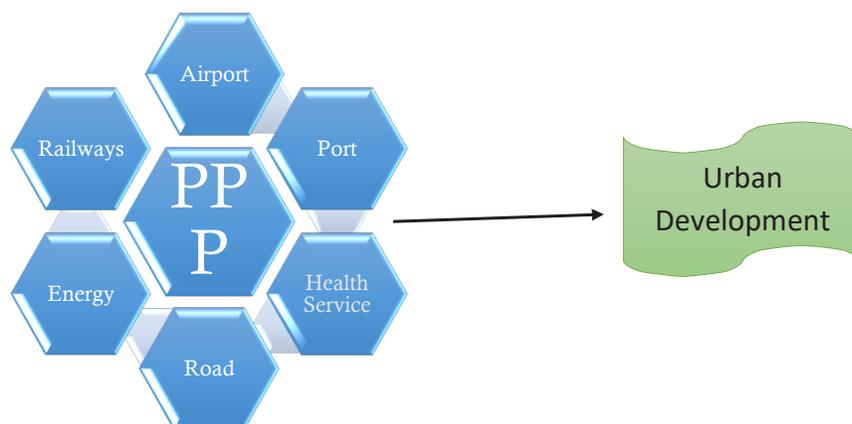
the initiative of introducing innovative measures in management and governance, urban planning, creativity with demonstrable vision with modern technology.

The effectiveness of infrastructure development with the high quality of deliverance can be sustained through a partnership with the private sector concerns. The PPP model is essential for better and continued system of economy. Through this model the public and private sector share a significant role in service delivery mechanism and also emphasize that the continued growth can be attained through successful execution of infrastructural projects. In India, the institutions like Ministry of Finance, Department of Economic Affairs, PPP Appraisal Committee, PPP Projects Empowered Institutions, Indian Infrastructure Project Development Fund are taking the initiative by allowing the private sector to participate directly or indirectly according to their feasibility and desirability. The evidence is a forecast strategy of 12th Plan where the share of infrastructure investment was substantially rose from 36.61% to 48% simultaneously.

Classification of PPP Sector-wise

Telangana has also opted for PPP for its infrastructural projects. The study highlights the physical infrastructure, social infrastructure, soft infrastructure with the trends in ICT advancements. The physical infrastructure is a key factor for sustainable development with basic quality of standard of living been available through accessibility of the infrastructural facilities included water, power, drain facilities, sewerage and solid waste management (See Figure 2). The critical need

Figure 2



Source: www.ijbmi.org

of arrangements and actions are to be taken to overcome the drawbacks and provide adequate provision through broader plan of action. This master plan when collaborated with PPP, the mutual supportive for infrastructural components are met with innovative techniques with “User Pays” approach to strengthen the institutional and uplift the performance standards with decentralised management style and community involvement. The commonly used terms to describe the partnership agreements are Build Operate and Transfer (BOT), Build-Own-Operate and Transfer (BOOT), Build-Lease and Transfer (BLT), Design Built Finance Operate (DBFO), Contract-Add and Operate (CAO) and Lease Management agreement.

Glance on Physical Infrastructure of Telangana

The state has marked a long term plan and fiscal allocation for investing strategically in infrastructure. Telangana project on irrigation has become one of the best plan in action with many case studies conducted globally. The initiatives of Mission Bhagiratha Kaleshwaram has been creating a solid base for enhancing farmers’ income while providing high quality of living for its citizens through the superior facilities for basic services including power, sanitation, water and connectivity.

Success Story: Mission Bhagiratha

“Mission Bhagiratha” has been initiated to supply safe and sustainable drinking water facility to urban and rural areas with the potential to bring down the number of diseases occurring due to contaminated water and to improve health standards as well as economic status of the families with an outlay of Rs. 42,853 crore. The setting up of Telangana Drinking Water Supply Corporation for implementation of future O&M functions, the supply of treated water to all habitations in Hyderabad and ULBs within Outer Ring Road (ORR) has been entrusted to Hyderabad Metropolitan Water Supply and Sewerage Board (HMWS &SB). Mission Bhagiratha to provide water to every household under the program ‘Intintiki Nalla’ and inviting tenders under LS contract Modified Annuity mode for Rs. 2311. 48 crore. The target is to provide 150 litres of drinking water per person in urban areas. The project contractor is assigned to take care of maintenance of entire water network for next 10 years with no additional cost to the government.

Power Generation under PPP Mode

Telangana has showcased a remarkable progress as regards the

power situation, from the peak demand shortage situation of 2700 MW and 4-8 hours of load relief to domestic consumers and a two-day power holiday to industries, there was a substantial increase in power situation in state while measures were undertaken as reducing Transmission and Distribution losses.

From Table 1, we notice that Telangana State Power Generation Corporation Limited (TSGENCO) is the single largest power generating company with the installed capacity of 5825.26 MW. The flexibility of DISCOMs minimise the costly purchases during peak hours. This is likely to improve the financial health of DISCOMs in the near future

TABLE 1: CONTRACT CAPACITY (MW) ACROSS SECTORS

<i>S. No.</i>	<i>Sector</i>	<i>Contract Capacity in MW</i>
1	State Sector	5825
2	Inter State	76
3	Joint Sector	25
4	Private Sector (combined)	7768
5	Central Sector	2567
	Total Contracted Capacity	16,261

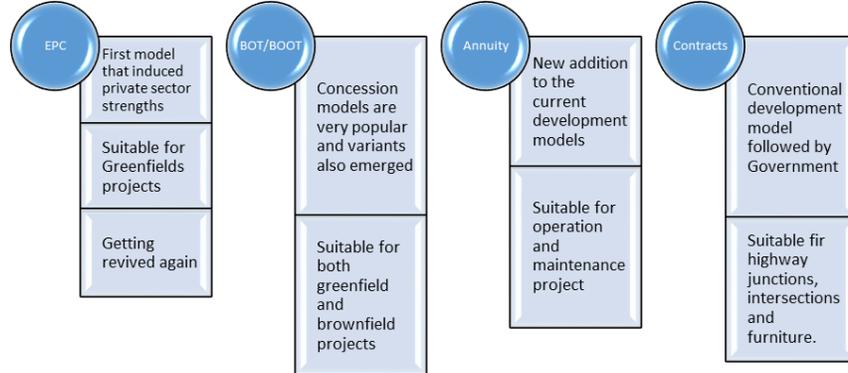
Source: <https://www.telangana.gov.in/PDFDocuments/Telangana-Socio-Economic-Outlook-2020.pdf>

proving the impact of PPP model in energy sector.

The basic road as means of transportation has been a priority sector of infrastructure development. The efficiency of road transportation is directly linked with the availability of road networks and quality of roads. The Roads and Building Department maintains major corridors of national, state highways, major district roads and other district road networks of 31,383 km. The PPP model is widely applied and its success depends on various components related to government to economic conditions, legal conditions and financial framework. The Telangana Urban Finance Infrastructure Corporation adopted the central guidelines and shifted towards PPP model with the evidence of Hyderabad Outer Ring Road and Highways as a responsiveness towards development (Refer to Figure 3).

The large amount of road maintenance and operation is likely to be under the private sector with in the form of Operate-Maintain-Transfer (OMT) either on contract or Lease Manage-Transfer (LMT) contract.

Figure 3: PPP Models in Road Development Sector



Source: https://www.researchgate.net/publication/259997261_Public_Private_Partnerships_in_Road_Sector_in_India

Metro Rail: A Success Story of PPP Model

The Hyderabad Metro Rail project based on Public- Private-Partnership model is one of the world’s biggest and second largest network in the country next to Delhi. It is based on DBFOT (Design, Build, Finance, Operate and Transfer) basis. Hyderabad Metro Rail is positioned to rename the city’s transportation, it is an urban revival and redesign effort that will change Hyderabad into a commuter-friendly, modern and green city.

The Success Phase-I

Hyderabad Metro Rail Project includes three corridors including, Line one Red Line - Miyapur to LB Nagar with 27 stations, Line two Green Line - JBS to Falaknuma with 15 stations, Line 3 Blue Line - Nagole to Raidurg with 24 stations. At present, 45 km is operational out of the projected 72 km.

Success Story Phase-II

The construction of Phase-2 had taken up solely by the state government of Telangana, instead of the Public-Private Partnership (PPP) mode in Phase-1. Hyderabad Metro Rail Phase-2 expansion plan is for about 85 km, which includes providing a link to Shamshabad RGI Airport. The proposed routes are as Line-1 Extension Red -LB Nagar to Hayath Nagar of 7 km, Line-2 Extension Green - JBS to Alwal - 8 km, Line-3 Extension Blue-Nagole- LB Nagar-Falaknuma-Shamshabad RGI Airport - 28 km, Line-4 - Raidurg - Gachibowli - Shamshabad RGI

Airport to 30 km, Line-5 – Miyapur – Gachibowli – Tolichowki – Lakdikapul – 20 km Line-6 – Tarnaka-ECIL 'X' Roads – 7 km.

The future of metro rail project is planned to complete 10km stretch from MGBS-JBS that will pave the entry of Hyderabad metro into Old city. With the proposed possibility of connecting the metro from multiple venues to RGIA (Rajiv Gandhi International Airport), it has proven to be a game changer with optimal solution in reduction of traffic congestion and pollution.

Success Story: Hyderabad Rajiv Gandhi International Airport

Under PPP model, India's first modern Greenfield airport is recognised as Rajiv Gandhi International Airport. This airport was inaugurated in March 2008, as joint venture formed as a consortium between GMR group (63%), Government of India (13%) and Government of Telangana (13%) and Malaysia Airport Holding (11%). It is based on Build-Own-Operation-Transfer (BOOT) based PPP model. It has emerged as the winner of Best Airport by size and region, best for its ambience and environment by Asia-Pacific Region, 2020. This gives us the reflection of successful partnership in practice.

Social Infrastructure

To enhance the social wellbeing and quality of life, social infrastructure plays a major role. It provides the basic services and facilities for development and flourishing of business. Hence, a timely and cost effective methodology design and building social infrastructure through the open partnership between public and private sectors has been developed specially in the field of education and health care which provides a biggest plus for social security. The PPP model is based on national development as there are critical areas of activity, they call for a close cooperation of all stakeholders of public and private sectors to meet the society's need for 'public good' on current status and future prospects based on nation and state's specific circumstances. The role of PPP for the institutional regulatory frameworks has invigorated the capabilities and expertise of private sector to improve the standard of public education. The key objectives focus on quality, equity and quantity to achieve the equality in access to basic education and increase enrolment in the schools. Exploration of various aspects of PPP has remained four-fold targeting. From simple management contract to BOOT format, the PPP model can exist in four possible models applicable in the higher education sector. They are Basic Infrastructure Model, Outsourcing Model, Hybrid Model and Reverse Outsourcing Model. Most forms of PPP in education come from service delivery initiative

with the broader category in the form of private management of public institution, contracting with private institution, outsourcing, strategic planning for curriculum development and quality assurance and social marketing as a part of PPP model in field of education. Considered amount of experimentation has been done by the government of Telangana on PPP model with the target areas on skill development, IT education, and vocational education.

Success Story: Healthcare

Healthcare occupies the pivot position in social infrastructural development as the government of Telangana has adopted the PPP model to provide assured responsive 108 services in the state. The government has initiated Emergency Management and Research Institute (EMRI), established in April 2005 a non-profit organization. EMRI has launched 70 ambulances from August 2005 to June 2006 covering 50 towns with the toll-free number 108 being allotted by the government, the REHTS which was piloted by state government expanded it to 18 more districts to utilize the services of EMRI and entrusted the responsibility of operationalizing 310 ambulance services. The second MoU was signed on September 22, 2006. The piloted districts were handed over to EMRI, the third MoU, signed in October 2007 further strengthened the PPP. On May 5, 2008 a revised MoU was signed between the government and EMRI accordingly government committed to provide 300 ambulances.

EMRI is undoubtedly a historical landmark in the provision of healthcare of our nation. The most convincing vision of EMRI was to provide leadership through PPP to respond to emergency call round the clock and save lives to meet the global standards. Hence, the PPP concept proved its dynamics by well defining its services among the people of our society.

Municipal Solid Waste (MSW) Management using PPP Model

The most serious problem in many cities with rapid urbanization is disposal of solid waste. About 90% of the municipal solid waste generated by inhabitants, is dumped unscientifically in landfills and open garbage dumps. The specialised services which is provided by private sector operators is the most noticeable solution through the PPP model as the best solution for treating scientific waste management. The private operators are selected through transparent competitive bidding process by the government agencies, by providing suitable land to the operators for establishment of Processing and Disposal Facility as a commercial entity (See Table 2).

TABLE 2: MSW MANAGEMENT USING PPP MODEL

S. No.	PPP Services	Project in India with PPP model
1	Door-to-door Collection	Bangalore, Ahmedabad, Nagpur, Dumdum, Gandhinagar Jaipur, North Delhi
2	Sweeping Streets	Hyderabad, Surat
3	Storage and Transportation	Surat, Ahmedabad, Mumbai, Delhi
4	Integrated Treatment & Disposal	Delhi, Bangalore, Coimbatore, Kolkata, Chennai, Ahmedabad, Chennai
5	Integrated primary collection, street sweeping, storage and transportation	Chennai
6	Integrated MSWM (complete value chain)	Guwahati, Hyderabad

Source: https://www.iaeme.com/MasterAdmin/uploadfolder/IJCIET_08_01_028/IJCIET_08_01_028.pdf

Success Story: Integrated Solid Waste Management Project (PPP model), Hyderabad

Greater Hyderabad Municipal Corporation (GHMC) has taken up integrated solid waste management project in partnership of Ramky Enviro Engineers Limited. The project was based in a phased manner. In the first phase, it was confined to collection and transportation of garbage generated in East and West Zone of the city and started treating and disposal of the waste approximately two years after completion of the plant. According to an agreement signed with Ramky in February 2008, the civic body was to hand over door-to-door collection and transportation of garbage to the company.

Environment Protection Training and Research Institute [EPTRI], experts stated that collection, transportation, treatment and disposal have to be taken up simultaneously as per the agreement signed between GHMC and Ramky for the project. Of total, Rs 434 crore solid waste management project has been taken up by GHMC under PPP mode. The project duration is 25 years and Ramky was held responsible for post closure maintenances of landfill facility for the period of 15 years. Therefore, treatment and disposal of the waste was being implemented at Jawaharnagar dump yard. The project developer has been doing

sanitary land fill, capping and treating the waste by constructing compost and leachate plants. The corporation has decided to brave the protest and give the contract initially for two zones south and central out of the five zones.

Soft Infrastructure

The institutional foundation which underpins the functioning of markets as a key organizing principle towards social progress and sustained economy is based on soft infrastructure. It basically speaks about the governance, it is all about the reforms and fixing the institutions to provide good and better governance, better leadership and transparency, efficiency in management with technology concerns. According to 11th Five Year Plan 2010, more emphasis was to be given on proactive assistance to cities and states in building their soft infrastructure and identified governance, planning, professionalization of services, financing, accelerating the development of local capacity and the knowledge in strengthening and improving the urban sector reforms, local governance and management.

Program Initiative: Telangana Municipal Development Project (TMDP)

The project was implemented by Government of Telangana State in support of World Bank covering the period of 2015-2018. The project objectives focused on improving technical, financial and managerial capacities of all ULBs through technical assistance and capacity building apart from infrastructure financing and e-governance support. This project intended to support ULBs in achieving increased autonomy and accountability, improve state's capacity to monitor the ULBs provide incentives for performance, technical and policy support. Accordingly the 12th FYP has identified capacity gaps in certain areas which include urban management and administration, service level benchmarking, development and implementation of PPP, information technology and performance management, project implementation, contract management, in implementation of various reforms as well as infrastructure development programmes based on competitive nature and reform-oriented.

Digital Infrastructure for Digital Telangana

Digital infrastructure, has been a major initiative taken by government of Telangana which stands on two pivots representing the supply and demand side, while the former ensures digital facilities being made available to each and every person of the state which is made

possible through Optical Fiber connection, providing 4G services to entire state, Wi-Fi services in all major towns, pilot based in Hyderabad as an initiative, Digital centres connecting panchayat level in each of 8700 panchayats of the state. These digital services provide services like G2C services (Mee-Seva), e-panchayat services, financial services like payment of pensions, wages and Banking services.

Reflective Success Case: T-Hub

One of the key initiative of Telangana is T-Hub initiated in early 2005, and launched in November 2015. With the aimed target of creating start-ups encouraged through PPP model in collaboration with the State Government, IIT Hyderabad, International School of Business and Nalsar, the T-Hub provides an innovative driven ecosystem at nominal fee. With the aim of turning Hyderabad into the start-up capital of the nation, T-Hub has turned into one of the largest start-up ecosystem builders in India with over 2000 data base clustered into various stages of growth across sections of specialisation. T-Hub has seen 58 success stories since its establishment, some of the startups such as Banyan Nation, Kheyti, Hug Innovations, Monitra, Desi OPT, Gayam Motor Works, AuthBase are making us proud in the international arena. 17 start-ups have raised funding so far, and the disclosed amount would be more than \$4.7 Million + dollars. Hence, T- Hub is creating a platform for collaboration and innovative projects that the city deserves.

Figure 4



Source: https://www.academia.edu/28154185/T_Hub_Casestudy

Table 3 gives a reflection of Telangana government initiatives through PPP model with successful projects. It highlights the investment plan, authorise undertaking, the implementation agencies for the project under the umbrella of PPP model.

TABLE 3: LIST OF PPP PROJECT UNDERTAKEN BY TELANGANA STATE

<i>Infrastructure/Sector</i>	<i>Project</i>	<i>Cost crore</i>	<i>Type/Status</i>	<i>Implementing Agency</i>
Airports	Rajiv Gandhi Hyderabad International Airport.	2487.00	BOOT	PrI Secretary to Government, Infrastructure & Investment Department
Bridges	Construction of 4 High Level Bridges on Hyderabad-Guntur Road.	3.38	BOT	MD Telangana Road Development Corporation
Computerisation	1000 Schools Computer Education Project, Andhra Pradesh.	273.87	BOOT	The Director, School Education
Computerisation	ICT @ 5000 Schools, Computer Education Project A.P	460.00	BOOT	The Director, School Education
Convention Centres	Integrated Golf Course & Convention Centre, Hyderabad.	609.00	BOOT	VC & MD Infrastructure Corporation
Diagnostic Services	111 Haemodialysis Machines Under Arogyasri Second Phase in Government Hospitals	45.00	BOOT	Director, Medical Education
IT&C	FAB CITY, Hyderabad	150.00	BOO	VC & MD Infrastructure Corporation
Sanitation	Pay and Use Toilets in Hyderabad City.	5.15	BOT	Commissioner Greater Hyderabad Municipal Corporation
Sewerage	Integrated Solid Waste Management	727.00	DBOT	Commissioner Greater Hyderabad Municipal Corporation

Metro Rail Transit System	Hyderabad Metro Rail (MRTS) Project.	14132.00	DBFOT	MD, Hyderabad Metro Rail Projects
Foot Over Bridges	Development of Infrastructure Projects	0.36	BOT	MD, Telangana Urban Finance & Infrastructure Development Corporation
Urban Infrastructure	Development of Infrastructure Project in the Urban Local Bodies in A.P.	15.62	BOT	MD, Telangana Urban Finance & Infrastructure Development Corporation

Source: <https://ppptg.cgg.gov.in/ProjectDisplay.aspx>

Discussion

The PPP models have the positive impact on urban infrastructure development in Telangana State. There seems to be a good coordination and cooperation between the government concerned and private service delivery mechanism by providing the services as estimated without any litigation. The strength of PPP model lies with the handling capacity of the private holders through its innovative management capacity in deliverance to its projects without the fear of critical appreciation. It has been proved in many of the cases as discussed above, while the weakness includes the personnel staff, inflow of financial requirements with viability gap funding, participation of private concerns in decision making activities, yet the government has been providing many opportunities and motivating the private sector to take up huge capital project for infrastructure development like maintenance and management of airports, solid waste management, etc.

Suggestions

- Encourage PPP based development as funding the infrastructure project which is highly capital intensive, limiting the public investment as the resources are limited, thus involvement of the private partners would provide a major platform for achieving the goals of infrastructure as planned.
- A regulatory framework should be planned and executed according to bottom -up approach so as to not suffer from any delays, inefficiency in attaining the benchmarks of service delivery through infrastructure projects.
- Soft infrastructure should be given due focus as it is the root map for development and growth of the State in particular.
- There is a need to create awareness among the stakeholders regarding various Government schemes and their opportunities of accessibility and adoptability.
- Independent institutional structures for handling PPP should be set up by the policy makers.
- Higher level of accountability and transparency of information should be regulated through a proper channel so that smooth conduct of business in PPP model is gained.

CONCLUSION

The Telangana government has realised the importance of urban infrastructure development with PPP model as the key root for

effective growth at large scale linkup while the government role has been a facilitator. The government should involve a strategy of limited bureaucratic hurdles to foster the process of fast and quick delivery system with hassle free environment through which the entrepreneurial spirit of investors from local, national and international would be encouraged to set-up projects in the state with their preferred investment destination on the ground of more funding, financing and trust in the areas of partnership. Hence, futuristic hope of building the “Bangaru Telangana” through PPP mode in urban infrastructure development is our reality.

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