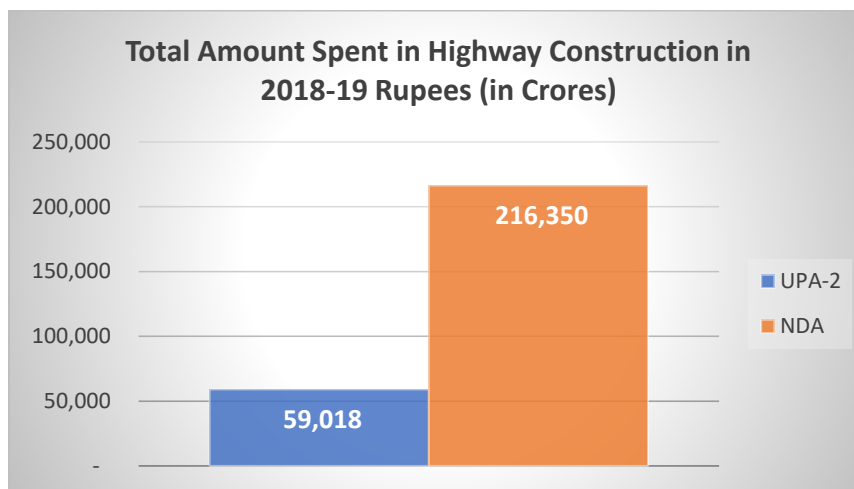
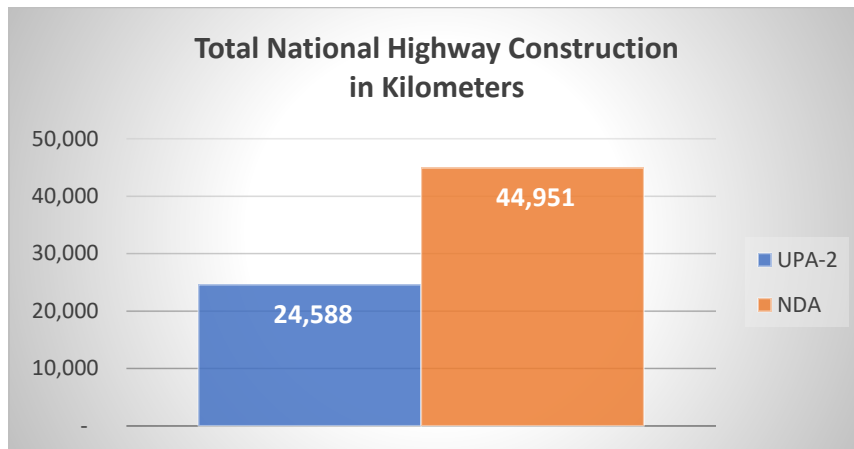


## Comparison of Performance of NDA & UPA-2 Infrastructure – Roads & Railways

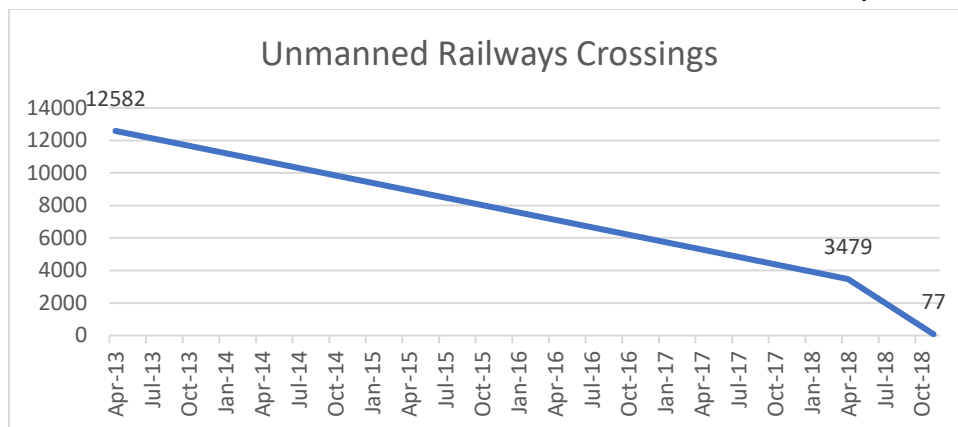
In Roads & Highways sector, the NDA government has achieved a 83% growth over UPA in kilometers built and a 267% increase in amount spent (in real terms i.e. net of inflation) on roads.



In Railways & Metros sector, the NDA government has achieved a 53% rise in real terms for capital spending in Railways and 95% rise in spending on Metros.

In terms of accident, the NDA government has recorded 30% less accidents than the UPA government. As of Nov 2018, there were only 77 unmanned crossings vis-à-vis 3479 crossings in April 2018 and 12582 crossings in April 2013.

## Comparison of Performance of NDA & UPA-2 Infrastructure – Roads & Railways



Accident data taken from Indian Railway Portal.

There have been 8 cities in which Metro project have been completed during NDA regime, of which 3 were approved after NDA came to power.

Clearly, the Modi government has put considerable emphasis on infrastructure development and results are speaking for themselves.

Let's look at the data in detail.

### Roads & Highways

1. Between 2010-11 and 2013-14, UPA built average of 4918 kms per year. NDA has done average of 8990 kms per year, an increase of whopping 83%. In other words, when UPA built 10 km of roads per year near your home, NDA built 18 kms of roads per year! These additional 8 kms per year add up in 5 years.

2. You can see the same increase in average spend between two governments. In real terms (after removing the effect of inflation in column F), NDA has spent average of 43270 crores every year, whereas UPA could only manage to spend 11804 crores. This shows the commitment that the government has shown toward building infrastructure.

3. You can see that NDA has steadily increased the roads built every year (column C). In nominal terms, the amount spent has gone up from 6556 crores to 68564 crores! That's 10 times in 10 years.

4. This is in spite of the fact that opposition did not allow government to pass the Land Acquisition bill in Rajya Sabha. Imagine the growth, if that bill was passed.

## Comparison of Performance of NDA & UPA-2 Infrastructure – Roads & Railways

Year	Roads & Highways					
	Actual Road Construction (in KMs)	Growth	Capital Expenditures in nominal rupees (in Crores)	Growth in nominal terms	Capital Expenditures at 2018-19 rupee (in Crores)	Growth in Real terms
A	B	C	D	E	F	G
2009-10	5,145		6,556		9,935	
2010-11	4,439	-14%	9,169	40%	13,024	
2011-12	5,012	13%	8,800	-4%	11,691	-10%
2012-13	5,732	14%	5,471	-38%	6,811	-42%
2013-14	4,260	-26%	14,891	172%	17,557	158%
2014-15	4,410	4%	16,572	11%	18,946	8%
2015-16	6,061	37%	27,532	66%	30,859	63%
2016-17	8,231	36%	41,193	50%	44,643	45%
2017-18	9,829	62%	50,752	23%	53,337	19%
2018-19	16,420	99%	68,564	35%	68,564	29%
UPA Average	4,918		8,977		11,804	
NDA Average	8,990		40,923		43,270	
NDA over UPA	83%		356%		267%	

Note - Information taken from Indian Budget

### Rails & Metros:

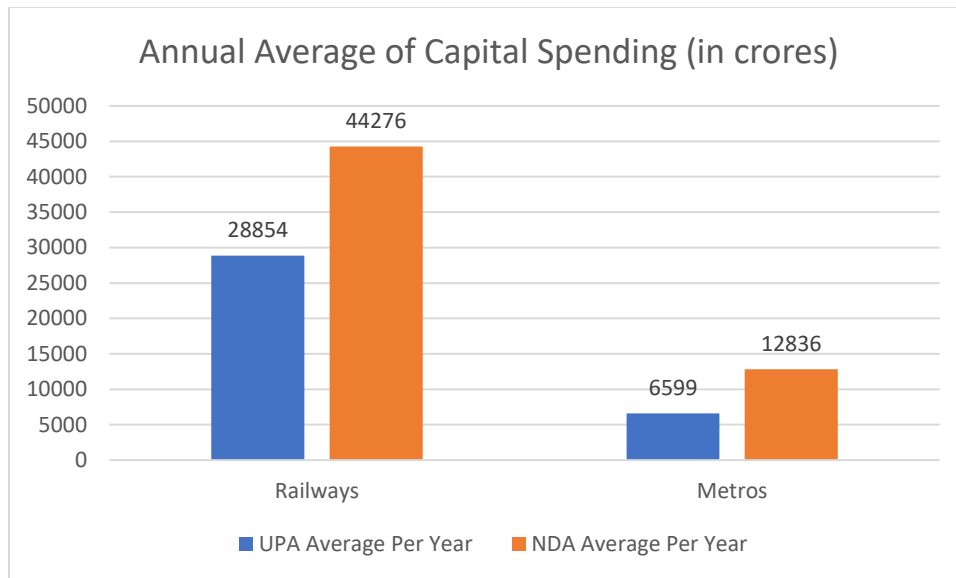
Let's look at the spreadsheet for spending on Rails & Metros:

Year	Railways capital spend				Metros				Accidents		%
	Railways capital spend	Growth	Capital Expenditures at 2018-19 rupee (in Crores)	Growth in Real terms	Metro Spend By Central Govt	Growth	Metro Spend at 2018-19 rupee (in Crores)	Growth in Real terms	# of consequential incidents	Decline %	
A	H	I	J	K	M	N	O	P	Q	R	Q
2009-10	16,910		25,626		4,212		6,383		165		
2010-11	18,384	9%	26,113	2%	5,024	19%	7,136	12%	141	15%	9.5%
2011-12	23,013	25%	30,573	17%	5,178	3%	6,879	-4%	131	7%	9.2%
2012-13	24,131	5%	30,040	-2%	4,953	-4%	6,166	-10%	121	8%	8.4%
2013-14	27,072	12%	31,919	6%	5,456	10%	6,433	4%	118	2%	6.6%
2014-15	30,121	11%	34,436	8%	5,998	10%	6,857	7%	135	-14%	3.6%
2015-16	35,007	16%	39,237	14%	9,300	55%	10,424	52%	107	21%	2.2%
2016-17	45,231	29%	49,019	25%	15,326	65%	16,609	59%	104	3%	3.7%
2017-18	43,418	-4%	45,629	-7%	13,978	-9%	14,690	-12%	73	30%	3.3%
2018-19	53,060	22%	53,060	16%	15,600	12%	15,600	6%	55	25%	5.1%
UPA Average	21,902		28,854		4,965		6,599		135		
NDA Average	41,367		44,276		12,040		12,836		95		
NDA over UPA	89%		53%		143%		95%		30%		

Note – Spending Information taken from Indian Budget. Accident data taken from Indian Railway Portal.

1. While the railway spending is not as spectacular as the roadways, the real spending has still gone up by 53%. At current prices (after adjusting for inflation), the average budgetary support during UPA-2 was 28,854 crores, while NDA has spent 44276 crores.

## Comparison of Performance of NDA & UPA-2 Infrastructure – Roads & Railways

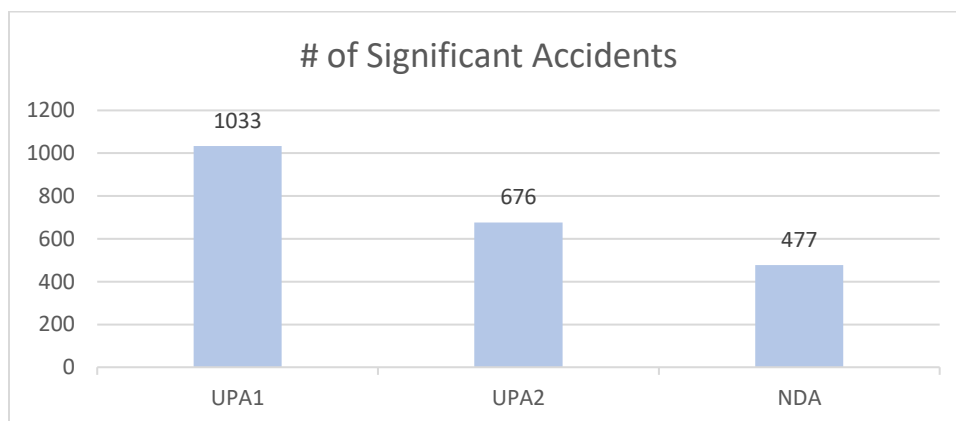


From [Budget documents](#)

2. In nominal terms, NDA has spent double the money that UPA-2 spent, while maintaining a low inflation, unlike UPA where inflation was rampant!

3. The spending on safety measures has resulted in the lowest accident rates. See [this report from Indian Express](#) on April 1, 2018, which states “The Indian Railways have ended this financial year with the best safety record in decades: for the first time in 35 years, the number of accidents are in two digits. As of March 30, the number of accidents recorded in 2017-18 stood at 73 — 29 per cent fewer than the 104 in 2016-17.”.

I also checked the performance this year and the number of accidents have gone down to 51 for the 11 months of the year 2018-19. This is a further reduction.



Data from [newslaundry.com](#)

As you may notice, NDA is continuing the trend of reducing the number of significant accidents that UPA has started.

## **Comparison of Performance of NDA & UPA-2**

### **Infrastructure – Roads & Railways**

4. For Metros, the real spending (net of inflation) has gone up by 95% (from per year average of Rs. 6599 crore of UPA-2 to Rs. 12836 spent by NDA). In other words, NDA government has spent double the amount of money on Metros than what UPA-2 spent. Following Metros have become operational during the NDA rule:

Jaipur, Chennai, Kochi, Lucknow, Hyderabad, Nagpur, Noida, Gujarat

5. Many of these Metros are still under construction and that is disrupting the lives of many. But, we all know that without going through this chaos, our cities will not be livable. The important thing is that the government understands this and has approved funds for building metros in many cities.

It is very important for governments of developing countries to spend less on subsidies and doles and spend on creating infrastructure that creates more conducive conditions for trade to grow manifold and creates jobs that increase the living conditions of people who are willing to learn and work hard.

Modi government can be accused of continuing with the socialist policies of previous government. I think that it is inevitably mainly because the concept of socialism is deeply rooted in mindset of the country. In fact, it has been inserted in our constitution by Indira Gandhi and a law makes it necessary for every political party to declare that they advocate socialist policies. At this point, no government can come back to power by advocating American-style capitalism.

But, within its limitations, the government has done a splendid job of putting highest priority for infrastructure development.