



Infrastructural Development In Manipur: An Overview

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Abstract:

The importance of infrastructure for sustained economic development is well recognized. In this modern era, infrastructure is very important for increasing productivity and sustainability of an economy. A strong infrastructure is the pre-requisite for a quick agricultural and industrial growth. It is the backbone of every economy. Providing infrastructure services from top business group down to household general people is one of the major challenges of every country. Infrastructure will include in addition to economic overhead like transport, communication, power and irrigation social facilities like education, health and water supply as well as institution providing credit, marketing and extension facilities. Infrastructure can deliver major changes in economic growth, poverty alleviation and environmental sustainability. It contributes to economic development by increasing productivity and by providing amenities that enhance the quality of life. It affects each of the economic activities such as production, distribution, consumption and trade. In fact a strong foundation of the economy demands functional coordination of various items of infrastructure.

The relationship between each of the infrastructure sectors and the environment is complex. It has got both the positive and negative effects on the individual, society, economy and natural environment. Thus the key challenge is how to manage infrastructure provision in such a manner that the resultant growth is socially inclusive. In the light of this general background in infrastructure and its relationship to economic growth, the present research paper highlights about the overall infrastructural development in the economic scenario of Manipur.

Keywords: *Infrastructure, sustainability, amenities, bottlenecks, economic growth*

1.Introduction

Infrastructure is generally defined as the physical framework of facilities through which the goods and services are provided to the public. The infrastructure sector covers a wide spectrum of services such as transportation, power generation, transmission and distribution, telecommunication, port handling facilities, water supply, sewage disposal, irrigation, medical, educational and other primary services. Some of these services have a direct impact on the working of a business enterprise, while others are more important from the societal point of view. It contributes to economic development by increasing productivity and by providing amenities that enhance the quality of life. Its linkages to the economy are multiple and complex. It affects each of the economic activities such as production, consumption, distribution, trade etc. both directly and indirectly having both the positive and negative externalities. The availability of adequate infrastructure facilities is imperative for the overall economic development of a country. Infrastructure adequacy helps to determine success in diversifying production, expanding trade, coping with population growth, reducing poverty and improving environmental conditions.

Infrastructure plays a vital role in the socio economic activities of the country. It may be cited that infrastructure is the lifeline of any business activity. To complete a business or an economic procedure infrastructure is an important element. Transportation systems and public utilities are essential for the economic vitality of our businesses and communities, the conservation of fuel and other natural resources, and the comfort and safety of residents and visitors. On the most basic level, every community requires access to clean water and sanitary waste disposal. Hence the overall development of a country lies in the pace of development of its infrastructural facilities.

2.Objectives Of The Study

The proposed study is intended to examine the following perspectives:

- To assess the trend of infrastructural development in Manipur with special emphasis to transport and communication, power, banking, education and health.
- To examine the policy initiatives and programmes taken up by the state and central government for the development of infrastructural sectors in Manipur.
- To recommend measures and initiatives for a rational and judicious development of the infrastructural sectors in the state.

3.Scope Of The Study

The proposed study is an attempt to highlight the infrastructural development in Manipur with special emphasis to five sectors viz., Transport and Communication, Power, Banking, Education, and Health. The study selected these five infrastructure sectors, three physical and two social, as they are equally considered to be indispensable for bringing some meaningful growth in the economy of the state in the context of fast growing globalize economy of today. Studying them in the context of Manipur is the need of the hour to understand the shortcomings and to find out a practicable policy framework for a long term solution.

4.Methodology Of The Study

The study is an analytical one at the same time scientific. The academic exercise is mainly based on secondary source of materials. Annual reports of various Committees and Commissions, publication of the State and Central Government have been utilized exhaustively. Books, Journals, Magazines and different websites related to infrastructure development are also the important source of data and information. The collected data is processed, tabulated and analyzed in a systematic manner.

5.Review Of Literature

5.1. Infrastructure Development In Manipur

Infrastructure Development in Manipur gives a brief but clear picture of the road scenario of the state. It tries to depict a picture of the plan wise development of roads in Manipur, problems faced and recommendations for further development.

5.2.E. Binoykumar's Planning And Development Of Rural Roads In Manipur

E. Binoykumar's Planning and Development of Rural Roads in Manipur discusses about road connectivity in the state, particularly the existing disparities between valley and hills. He further opined the need for proper utilization of schemes of the Government of India for optimum benefit of Manipur.

5.3.R.V. Gupta's Article In Indian Economy Update - Volume 3

R.V. Gupta's article in Indian Economy update - Volume 3 highlighted the gaps existing in the infrastructural sectors. Need for creating new facilities, expanding existing

facilities and most important, make better use of existing facilities are also mentioned. Further, it mentioned that private sectors also have to play an equally important role in the provision of infrastructure services.

5.4.India Development Report 2002

Discusses the significant changes in the economy since its reforms in 1991. The study makes analysis of issues concerning India such as macro policy, monetary policy, financial sector development, power sector reforms, social infrastructure, poverty, education, health, environment and so on giving suggestions and solutions.

5.5.India Infrastructure Report 2001

India Infrastructure Report 2001 brings out the key issues and policy changes that will lead to increase commercialization and private sector participation in infrastructure development. It tries to bring out the hurdles in the rapid growth and expansion of Infrastructural sector in India.

5.6.World Development Report 1994

World Development Report 1994 (devoted to Infrastructure for Development) has considered new ways of meeting public needs for services from infrastructure – ways that are more efficient, responsive, environment friendly and more resourceful in using both the public and private sectors. The main message is that infrastructure can deliver major benefits in economic growth, poverty alleviation, and environmental sustainability.

5.7.In North East Economy : Problems And Prospects

A.K. Agrawal discusses the bottlenecks and the need for development, maintenance and expansion of infrastructure to fulfill the crucial need for increasing industrial and agricultural productions of the region. The constraints and difficulties in the development of infrastructure itself have also been highlighted.

The above literature review reveals a number of implications and gaps for further inquiry into the development of infrastructure in Manipur. To the best of our knowledge, there has been no study regarding the Infrastructural Development of Manipur in the recent time. Hence, the study of this topic is the need of the hour in the state.

6. Need For Infrastructure In Manipur

Manipur being a hilly terrain, it requires such an infrastructural set up which provides physical accessibility to all parts of the State. Adequate and efficient provision of a well connected road, rail, and aviation network is an important pre-condition for the social and economic development of the State. Besides, a sound telecom and power infrastructure is necessary to improve the quality of life. Developmental efforts in Manipur, by and large, have primarily been directed towards social services sector. The geographical location of the State, lack of raw material and inadequacy in infrastructure like power, roads, water and market have kept industrial development at lower level.

Manipur although bottled up in the North Eastern corner of India, is gradually emerging as an important gateway for external trade. International imagination has been excited of a South Asia Development Triangle - including eastern and north - eastern India, Nepal, Bhutan and Bangladesh - an extension of which within a larger growth quadrant takes in Myanmar, Thailand, Laos and South-west China along the old Burma Road and the proposed Trans-Asian Highway and Railway. With this in the backdrop, the restoration of Indo-Myanmar Border Trade via Moreh in Manipur and the Ganga Treaty with Bangladesh herald a new chapter for international trade through Manipur with South-East Asian countries.

7. Development Pattern Of Infrastructure In Manipur

Manipur is a latecomer to modern development. Government's initiative for development of infrastructure with the start of Five Year plans could not immediately cope with the economic shortages and needs of the state. Much remains to be done in this direction. The peculiar nature and bottlenecks facing the region are the major issues.

Here the effort will be to trace the issue of the development and growth of some important infrastructure from among several variables. Five economic infrastructure namely Transport and Communication, Power, Banking, Education and Health of the state have been taken up. Development of these five also comes under the broader national perspective of economic growth and self-reliance.

7.1. Transport And Communication In Manipur

Transport and communication are the two vital infrastructural inputs required for rapid over all socio economic development of a country. The state Manipur is a landlocked hilly place and as such has got no waterway or railway. However, with the tireless effort

of the central and state government, the railway network is under construction. By 2015-16, the state is expecting to be included in the railway map of India. Regarding air transport the state is connected with the other parts of the country by four airways viz., Indian Airlines, Jet Airways, Indigo Airlines, Kingfisher – except the first one, the other three are all private Airlines. The central government also proposed the Airport in the state to become an International Airport.

Communication system comprises of postal, telegraph services, telephone and mobile services etc. There has been a steady growth in the postal and telecommunication facilities in the state. The total number of post offices which was 80 at the end of 1st Five year (1955-56) increased to 691 in 2001. Number of telephone subscriber also leaped from 117 in 1960-61 to 33,945 in 2001-02. Besides, from 2005 onwards Manipur is included in the mobile map of India with five network operators simultaneously-BSNL, Aircel, Airtel, Reliance and Vodafone.

7.2.Road Infrastructure In Manipur

An efficient road infrastructure is a pre requisite for sustained economic development. The road system also plays an important role in promoting the development of the backward regions and integrating them with the mainstream economy by opening to trade and investment. Road infrastructure facilitates movement of men and material, helps trade and commerce, links industry and agriculture to market opens up backward regions.

In the absence of any railway network and difficulties posed by inconvenient topographical conditions road remains the most important mode of transportation in Manipur. Roads in the state have been developed by the Central Govt., State Govt., and the North-Eastern Council and construction work is carried out by various agencies like NHAI, PWD, BRO etc. The entire road network is classified into five distinct categories perhaps from the viewpoint of management and administration as given below:

- National Highways (NH)
- State Highways (SH)
- Major District Roads (MDR)
- Other District Roads (ODR)
- Inter Village Roads (IVR)

Three National Highways connect Manipur with other parts of the country viz., NH-2, NH-37 and NH-150. The two national highways NH-2, former NH-39 (Imphal-

Dimapur) and NH- 37, former NH-53 (Imphal –Jiribam-Silchar) are considered to be the means of transportation. But NH-2 is considered to be the main artery of transport and communication and it is also the cheapest mode of transport.

7.3. Road Scenario In Manipur

When the first five year plans began in 1951-52, the road system in Manipur was extremely poor. Except the National Highways No.3, the other roads in the state were not fit for plying of buses. Almost all the areas in the hills were only bridle and muddy road. As such in the initial stage the plan gave top priority in this sector.

The length of road in Manipur during the period 1995-96 to 2010-11 could be seen from the table given below

Year	National Highway	State Highway	Major Distt. Roads	Other Distt. Roads	IVR	Municipal Roads	Total
1995- 96	434.0	1271.0	713.0	683.0	2877.0	122.0	7011.0
1996- 97	434.0	1271.0	713.0	767.0	3145.0	122.0	7172.0
1997- 98	438.0	1603.0	940.0	883.0	3348.0	122.0	7172.0
1998- 99	957.0	675.0	964.0	1013.0	3563.0	122.0	7172.0
1999- 00	957.0	675.0	964.0	1013.0	3563.0	139.0	7172.0
2000- 01	957.0	675.0	964.0	1013.0	3563.0	139.0	7172.0
2001- 02	957.0	675.0	964.0	1013.0	3563.0	139.0	7172.0
2002- 03	967.0	668.0	964.0	1013.0	5036.0	139.0	8648.0
2003- 04	967.0	668.0	964.0	1013.0	5036.0	154.0	8648.0
2004- 05	967.0	668.0	964.0	1013.0	5036.0	154.0	8648.0
2005-06	967.0	668.0	975.0	1026.0	6065.0	154.0	9855.0
2006-07	967.0	668.0	975.0	1026.0	6065.0	154.0	9855.0
2007-08	967.0	668.0	975.0	1026.0	6065.0	154.0	9855.0
2008-09	967.0	668.0	975.0	1026.0	7565.0	163.0	11364
2009-10	967.0	668.0	975.0	1026.0	7565.0	163.0	11364
2010-11	967.0	668.0	975.0	1026.0	7565.0	163.0	11364

Table A.1: Length of Road in Manipur

Source:(i) Directorate of Economics & Statistics, Government of Manipur, Economic Survey, 2010-11. (ii) P.W.D. Government of Manipur.

Allied to the transport system is the communication system. The following Table No.A.2 gives a picture of postal facilities and the growth of telecommunication facilities in the state.

Year	Post Office	Telegraph office	No. Of P.C.O. *	No.of telephone connection
1999-00	693	2	1460	25494
2000-01	692	2	1895	29453
2001-02	691	2	1892	33945
2002-03	694	2	2495	41468
2003-04	697	2	1733	44192
2004-05	697	3	1705	46417
2005-06	697	3	1803	48245
2006-07	697	3	2119	47631
2007-08	697	2	2269	34507
2008-09	697	1	3666	31241
2009-10	697	2	3186	32613
2010-11	697	2	3122	33126

Table A.2: Postal and Telecommunication Facilities in Manipur

** Includes Local / STD/ Trunk*

Source:(i) Directorate of Economics & Statistics, Government of Manipur, Economic Survey, 2010-11. (ii) Office of the Telecom, District Manager, Imphal.

7.4. Power Infrastructure In Manipur

The power supply position in Manipur showed a marked improvement with the commissioning of the Loktak Hydro Electric Project in August, 1984. The demand of power was met mainly from Grid Power and a little from diesel and hydro generation. More emphasis was given to utilize Loktak Hydro Power to the maximize extent possible and to curtail the uneconomical generation of power from diesel generating sets. The installed capacity of power in the state as on 31st March, 2004 was 12.10 MW of which 76.86 percent was diesel and the remaining 23.14 percent was hydro power. The installed capacity and generation of power in the state over the period from 2001-02 to 2010-11 are presented in the Table No. B.1

Year	Installed Capacity(KW)	Electricity generated (In Lakh Kwh)
2001-02	11,845	6.67
2002-03	47,252	35.77
2003-04	47,052	42.80
2004-05	47,252	14.325
2005-06	47,252	3.140
2006-07	47,252	31.053
2007-08	46,212	17.304
2008-09	44,820	6.460
2009-10	45,420	20.105
2010-11	45420	23.204

Table B.1 : Installed capacity and Generation of Electricity in Manipur

Source : (i) Directorate of Economics and Statistics, Government of Manipur, Economic Survey 2010-2011. (ii) Electricity Department, Manipur.

7.5. Requirement Of Power

The requirement of power for all categories of consumers viz., domestic, commercial, industrial, water works and public lighting has been gradually increasing year after another. This has been due to the fact that all the development activities like education, health care, telecommunication, electronic media and computerization etc. have been depending by and large on electricity.

Table No. 4 shows the year wise demand and supply of power of the state and Table No.3 shows the requirement of power and energy.

Year	Power(MW)		
	Demand	Part of the Demand Met	Shortfall
2001-02	156	93	63
2002-03	172	109	64
2003-04	189	106	83
2004-05	116	108	8
2005-06	140	115	25
2006-07	155	110	45
2007-08	145	110	35
2008-09	157	100	57
2009-10	170	110	60
2010-11	185	130	55

Table 4: Demand and Supply of Power in Manipur

Source: 1. Annual Administrative Report, Power Department, 2010-11

2. Directorate of Eco. & States. Govt. Of Manipur, Economic Survey, 2010-11.

Year	Peak load (MW)	Energy requirement (MU)
2007 – 08	145	641
2008 – 09	157	702
2009 - 10	170	766
2010 - 11	184	838
2011 - 12	203	932

Table No.B. 3 Requirement of Power & Energy in Manipur during 2007-08 to 2011-12

Source: 17th Electric Power Survey.

7.6.Availability of Power in Manipur

The power supply of Manipur depends entirely on the share of power allocated from the Central sector plants namely, Loktak Hydro Electric Plant, Kopilli-Khangdong Hydro Electric Plant, Assam Gas Based Plant at Kathagurli, Eastern Regional Electricity Board, Meghalaya State Electricity Board and Doyang Hydro Electric Plant in the North Eastern region. The availability, however, decreases in the lean season when the generation is reduced following the recession of water levels in the rain fed reservoirs of the Central sector Hydel Plants. Sometimes, the availability of the power from these plants was so poor that even the demand of vital installations like hospital, radio station, doordarshan Kendra and other telecommunication stations could not be met. The following table provides the power availability in the state since 2001-02 to 2010-11.

Year	Power (Lakh KWH)					
	Requirement	Generated	Purchased	Free from LHEP	Total	Per capita (KWH)
2001-02	5,840	4.29	3,556.24	655.38	4215.91	183.57
2002-03	6430	6.67	3798.26	677.55	4482.48	184.81
2003-04	7080	35.77	4271.84	656.47	4964.08	209.38
2004-05	7800	42.80	4310.74	594.35	4947.89	117.85
2005-06	8570	14.33	5715.36	741.10	6470.79	262.02
2006-07	6530*	3.14	5209.86	689.62	5902.62	234.30
2007-08	6770*	31.05	4412.16	553.29	4996.50	194.48
2008-09	6410*	17.30	5720.30	707.70	6445.30	246.06
2009-10	7020*	6.46	5504.25	587.69	6098.40	228.41
2010-11	7660*	20.11	4651.21	447.86	5119.18	188.15

Table B3 : Power availability in respect of Manipur State.

** The power requirement is as per 16th and 17th Electric Power Survey of India.*

Source: (i) Directorate of Economics & Statistics, Economic Survey, 2010-11.

(ii) Annual Administrative Report, power Department 2010-11.

7.7.Rural Electrification

Manipur is a small state with an area of 22,327 sq. kms. and population of about 28 lakhs people. Over 75 percent of population lives in rural areas comprising 2,524 inhabited villages as on 21st January, 2009. By the end of 2010-11, 2002 villages were electrified. Accordingly, the state has made a good progress in rural electrification achieving 79.32 per cent of the total villages up to the end of 31st March, 2011. The district wise number of villages electrified in Manipur are presented in Table B.3

Districts in Manipur	Number of Village			Percentage of Villages	
	Electrified	Not-electrified	Total	Electrified	Not-Electrified
Senapati	503	109	612	82.19	17.81
Tamenglong	143	28	171	83.63	16.37
Churchand-Pur	399	154	553	72.15	27.85
Chandel	335	15	350	95.71	4.29
Ukhrul	184	14	198	92.93	7.07
Imphal East	195	63	258	75.58	24.42
Imphal West	113	71	184	61.41	38.59
Bishnupur	43	31	74	58.11	41.89
Thoubal	87	46	133	65.41	34.59

MANIPUR 2002 522 2524 79.32 20.68

Table B.3 District-wise Rural Electrification in Manipur as on 31st March, 2011.
Source: (i) Directorate of Economics & Statistics, Manipur, Economic Survey, 2010-11.
(ii) Annual Administrative Report, Department of Power, 2010-11.

7.8. Banking In Manipur

The need for a well developed banking system in the economic life of the state can hardly be exaggerated. Growth of industry and trade has necessitated the development of banks and other financial institutions. Commercial banks constitute the most important segment of the banking organizations. The total number of scheduled commercial banking offices in Manipur was 84 as on 31st March 2011 of which State Bank of India accounted for 21 offices. Manipur Rural Banks had the highest number of offices in the state with a total of 28 offices. The number of various commercial banking offices operating in Manipur excluding Scheduled cooperative banks is shown in Table C.1

Name of Banks	Year								
	2003	2004	2005	2006	2007	2008	2009	2010	2011
A. State Bank Of India	15	16	17	17	18	17	20	20	21
B .Nationalized Banks									
Allahabad Banks	2	1	1	1	1	1	1	1	1
Axis Banks	-	-	-	-	-	-	1	1	2
Bank of Baroda	3	3	3	3	3	3	3	3	3
Central Bank Of India	3	3	3	3	3	3	3	3	3
ICICI Bank	-	-	-	-	-	-	-	1	1
Indian Overseas Bank	1	1	1	1	1	1	1	1	1
Punjab National Bank	2	2	2	2	2	2	2	2	2
Punjab and Sind Bank	2	2	2	2	2	2	2	2	2
UCO Bank	2	2	2	2	2	2	2	2	2
United Bank Of India	16	15	15	15	15	15	15	15	15
Vijaya Bank	2	2	2	2	2	2	2	2	2
HDFC Bank	-	-	-	-	-	-	-	-	1
C. Manipur Rural Bank	20	30	30	30	28	28	28	28	28
D. All Scheduled Commercial Banks	75	77	78	78	77	76	81	81	84

Table C.1 Number of Scheduled Commercial Banks and their offices in Manipur as on 31st March

Source : (i) Directorate of Economics & Statistics, Manipur, Economic Survey, 2010-11.
(ii) Statistical Tables Relating to Banks in India, 2010-11, RBI.

7.9. Banking Scenario In Manipur

The aggregate deposits of Scheduled Commercial Banks in the State during the year 2010 were Rs. 276300 lakhs. The Volume of the deposits to these banks in the year 2011 was Rs. 353700 lakhs which shows an increase of 29.40 per cent from that of previous year. The volume of total credit deployed by these banks was Rs. 112100 lakhs as on 31st March 2010 which increased to Rs.115900 lakhs as on 31st March 2011. The overall banking scenario of Manipur is shown in Table No. C.2

Year	No. of Bank Offices	Deposits	Credit	Deposits per Bank	Credit per Bank	Per Capita Deposits (Rs.)	Per capita credit (Rs.)
2000	87	46100	16800	529.89	193.10	2052.07	747.82
2001	80	42300	16500	528.75	206.25	1841.82	718.44
2002	79	61100	15500	773.42	196.20	2519.08	639.05
2003	79	63900	18000	831.00	232.00	2351.00	658.00
2004	77	81900	23800	1065.00	309.00	2856.00	829.00
2005	78	97200	39800	1246.00	510.00	3386.00	1386
2006	78	121400	61500	1556.00	787.00	4126.00	2087
2007	77	144000	76900	1823.00	975.00	4781.00	2556
2008	76	183000	86400	2408	1137	5953	2811
2009	81	236800	91600	2960	1145	7573	2929

2010	81	276300	112100	34110	1384	11413	4630
2011	84	353700	115900	42610	1396	14443	4733

Table No. C.2 Banking Scenario of Manipur as on 31st March (Rs. in Lakhs)

Source: (i) Directorate of Economics & Statistics, Manipur, Economic Survey, 2010-11.

(ii) Statistical Tables Relating to Banks in India 2010-11, RBI.

7.10. Education In Manipur

Education is a life long process by which an individual acquires and accumulates knowledge, skills, attitudes and insights. It starts from the cradle and ends at the grave for an individual. And life experiences are given to child through the informal agencies like family, social groups (clubs, associations, political parties, literary circle, debating societies, library, mass media radio, television, cinema, museum, tour etc.) and also through the agencies of formal education such as schools, colleges, universities etc. However, education is one of the principal factors influencing the quality of the state's labour force. It has an important role in the socio-economic development of the State. Its contribution to economic growth and its impact on population controls life expectancy, infant mortality, improving nutritional status and strengthening civil institutions is well recognised. As per National Policy on Education, priority has been accorded to the universalisation of primary education for children in the age group of 6 to 14 years.

Year	Number of Institutions							All Insti- tutions
	University	College for			School for			
		General Education	Professional education	Total	General Education	Professional & other education	Total	
1990- 91	1	29	33	62	4307	2492	6799	6862
1995- 96	2	50	38	88	3622	77**	3699	3789
2000-	2	59	12	71	3970	78**	4048	4121

01								
2001-02	2	62	12	74	4029	78**	4107	4183
2002-03	2	62	69	131	4128	26	4154	4287
2003-04	2	62	69	131	4089	26	4115	4248*
2004-05	2	62	69	131	4089	26	4115	4248*
2005-06	2	62	71	133	4096	26	4115	4252
2006-07	2	62	71	133	4096	28	4091	4231
2007-08	2	62	71	133	4101	28	4091	4236
2008-09	2	62	71	133	4105	28	4091	4236
2009-10	2	62	72	134	4105	30	4093	4242
2010-11	2	62	73	135	4105	30	4093	4242

Table No. D Number of recognised educational institutions by types as on 31st March 2011

** Due to cancellation of non-formal education*

*** Excluding professional and other education schools and colleges*

Source: Directorate of Education (S) & (U). Government of Manipur.

Since 1950-51, the number of institutions imparting occupational and technical education has shown a phenomenal increase. Among these, different types of institutions like those connected with agriculture, arts and commerce, engineering, medicine, physical education, teachers training etc. are emphatically included. The University level education is imparted in subjects such as arts, sciences, vocational courses and specialised subjects etc. Universities also offer good higher research facilities. It has

been observed that significant progress had been made in the spheres of education in the state. The literacy rate in Manipur has gone up from 11 percent in 1951 to 70.5 percent in 2001.

7.11. Health and Family Welfare Services :

Medical facilities in the state were mainly provided by the State Government. It is the basic social input for healthy and efficient human resources. The Health and Family Welfare Department is providing services such as public health, control of communicable diseases, health education, family welfare, maternal and child health care through a network of 13 Civil Hospitals, 72 Primary Health Centres, 420 Primary Health Sub-Centres, 16 Community Health Centres, 20 Dispensaries as on 31-3-2006. Special attention was also given from time to time to eradicate diseases like malaria, leprosy, T.B., Iodine Deficiency and Aids. Table No E shows the number of hospitals/dispensaries and the number of beds available as on 31st March 2011.

Year	Hospital (including PHC)	Dispensaries (including PHSC's)	Total	Population in '000 per hospital/ dispensaries	Bed	Population per bed
2004-05	97	440	537	4.18	2,371	947
2005-06	103	440	543	4.23	2,286	1005
2006-07	101	440	541	4.48	2,360	1028
2007-08	101	440	541	4.37	2,395	990
2008-09	101	440	541	4.47	2,310	1048
2009-10	101	440	541	4.56	2,405	1027
2010-11	101	440	541	4.66	2,290	1100

Table No. E Number of hospitals/dispensaries and beds available in Manipur (in nos.)

Source: RIMS and Directorate of Health Services, Govt. of Manipur.

8. Conclusions And Suggestions

The above discussions proved that Manipur is a latecomer in the context of infrastructure growth and economic development. It also shows that Manipur is lagging behind other states of India in respect of infrastructural facilities and suffers from imbalanced

development between the hills and the valley. Despite the initiatives of the Central and State government under the five year plans the existing geographical bottlenecks, inadequate transport and communication linkages, difficult supply system, lack of basic infrastructures and shortage of manpower still continues unabated. Moreover frequent bandhs and blockades called by different pressure groups and organisations tend to slow the development progress of the state. Hence, in order to improve the infrastructures in Manipur, the following remedial measures need to be taken:

- A better co ordination among the departments of the State government is required in case of the roads, as other departments dig up the roads for developing other sectors and thus delay the development progress.
- BRO should take over all highways and there should be no private contractors.
- There should be a sustainable road maintenance policy.
- BSNL should examine all the factors that account for poor quality of telecom services and prompt remedial measures should be taken.
- Broadband and 3 G services should be improved and provided in all parts.
- The idle plants in case of power should be made operational and need to be reactivated.
- Power may be purchased from central generating station laying transmission lines through Nagaland.
- Incentives should be provided to the investors to motivate the people in improving the credit deposit ratio to make banking systems develop in the State.
- New technical institutes, vocational institutes and colleges should be proposed to improve the educational scenario in the state.
- Better scholarships should be provided to the students and researchers to bring better results in the field of education.
- Hospitals and dispensaries should be opened in every nook and corners especially in the hill areas to develop the health conditions of the people.
- People of the state should be mobilised with the importance of infrastructures, as some incidents happened in the past make many losses to the infrastructures of the state. Youths should be provided training programmes for improving the overall infrastructure which ultimately will lead to the development in all sections and finally will develop economically.

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