Economic Reforms in Haryana with special reference to Infrastructure Development

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Abstract: Haryana is one of the progressive states of India and has contributed significantly to India’s socio economic development over the last four decades. With an area covering just 1.3 per cent of the country, Haryana contributes nearly 3.4 percent to India’s GDP. During the period 2007-12, the state economy grew at an annual growth rate of 9.5 per cent. The government estimates a growth of 10-10.5 per cent during 2012-17. This study is descriptive cum exploratory in nature and explores infrastructural development in Haryana based on secondary data obtained from various reports on Infrastructural development in state economy. This paper also analyzed various previous studies regarding economic reforms and infrastructure development. Economic and Political weekly (EPW) research foundation and Economic Survey of Haryana are also studied to analyze and compare India’s GDP with Haryana’s GSDP. Key findings show that Haryana has well-developed physical infrastructure such as power, roads and railways and social infrastructure like education and health etc. For promoting trade, the state has planned several projects such as KMP Expressway, DMIC Project, international cargo airport and a new SEZ in Gurgaon.

Keywords: Economic reforms, Growth Rate, Haryana, Infrastructure

I. INTRODUCTION

Indian economy embarked on the path of economic reforms after 1991 fiscal crisis with purpose of lifting the slow growing economy to a market driven economy with optimum utilization of resources. The extensive trade reforms and other reforms were carried out by the Indian government in 1991 with the objective of reducing controls and easing policies to achieve greater integration with the world economy and to stimulate economic growth. Haryana has emerged as one of the fast growing economies of the country with remarkable growth during last few years. At the time of its formation in 1966, it was industrially backward and predominately agriculture dominated state. Although Haryana is small in size, covering only 1.37 percent of the total land area of the country and less than 2 percent of the population but has impressive infrastructural facilities and communication network. A large area of the State is included in the National Capital Region (NCR) and two emerging cities Gurgaon and Faridabad are close to Delhi and are major hubs for information technology (IT) and software industry. Within the State, the cities of Rohtak, Panipat, Gurgaon, Faridabad and Sonepat have special potential for accelerated socio-economic development. Geographical location of the state provides easy and inexpensive access to domestic consumer markets. Moreover, the availability of suitable land for industrial use makes Haryana an ideal location for industry. Haryana’s small size makes it easier to govern and its efficient and responsive administration ensures a minimum of red tape and bureaucratic interference. Moreover, Haryana’s new economic policy approach is to identify target sectors in following industries: i) Electronics; ii) Food and agro-based industries; iii) Handloom, hosiery and textile; iv) Automobiles and automobile components; v) Amusement parks; and vii) Information technology parks.

Haryana has declared 2013 as the Year of ‘Industrial Development & Employment’. Recognizing that the Micro, Small and Medium Enterprises (MSMEs) constitute the backbone of the manufacturing sector with large employment potential, the Government has adopted the strategy for establishment of Common Facility Centers (CFCs) in Public-Private Partnership mode under the Cluster Development Scheme in order to support the Micro, Small and Medium Enterprises (MSME) Sector and generate employment opportunities.

During the period of 2005-06 to 2011-12, state economy grew at the average annual growth rate of 9.4 percent much higher than the rate of growth of Indian economy i.e. 8.4 percent. Haryana state has proposed the size of 12th Five Year Plan 2012-17 at ₹176760 crore which is 157% higher than the outlay of 11th Five Year Plan. From infrastructure development’s point of view Haryana has well-developed social and industrial infrastructure, and virtual connectivity. It is one of the states having good physical infrastructure in the form of well equipped power, roads and railways. Haryana is ahead as compared to all India in share of per capita expenditure on education and in share of expenditure, on food, durable goods and medical; it is comparable to the all-India level. Haryana State Industrial and Infrastructure Development Corporation Limited (HSIIDC) is state's premier industrial promotion agency which is responsible for providing reliable and efficient facilities for entrepreneurs investing in the state. It also provides infrastructure facilities for the entrepreneurs by developing new industrial estates at strategic locations.

http://indusedu.org
II. LITERATURE REVIEW

Guillaumont (2011) proposed that conditionality based on progress towards achieving the Millennium Development Goals be substituted for conditionality based on the implementation of specific economic policy measures. M. Andrews (2010) showed that the reforms have been slow, showing only de jure progress, namely relating to the relevant texts, as opposed to de facto progress, or actual progress on the ground and in practices. In other words, while it is important to improve legal texts, the reforms have not gone beyond that stage, and do not have actual impact where expected, that is in practice. In a study Prakash and Cabezon (2008) noted challenges in public financial management improvement.

Brenneman and Kerf (2002) highlighted some of the relationships identified in the literature between health and transport and electricity. They find evidence reported in various studies that better transport contributes to easier access to health care as well as easier staffing and operation of clinics. Moreover, improved transport policy can reduce emissions of carbon dioxide which affect acute respiratory infections (ARI) and lead pollution, both of which are particularly harmful to children. He also showed that electricity allows for more studying, transport promotes easier establishment of schools and higher attendance because of reduced transit time and safer passage to schools, and access to piped water, frees girls to go to school and contributes both to higher achievement and attendance by promoting better health. Galiani et al. (2002) found, using the variation in ownership of water provision (and the associated increase in coverage and improvement in quality of water services), that child mortality fell 5 to 9 percent in areas that privatized their water services. The effect was largest in poorer areas.

Wang (2002) combined DHS and World Development Indicators data for a sample of 41 developing countries finds that the child mortality rate decreases with higher GDP per capita, higher rural share of the population in vaccination, and greater access to electricity. For infant mortality rates, public expenditure on health and access to improved sanitation were also found to be significant. The work of Wang suffers from several limitations however, including the small sample size and the absence of income or inequality variables. Milanovic (2000) calculated the share of industry and services in the economy’s total value added. Again, infrastructure stocks and quality are measured by the summary indices derived from principal components analysis. Rutstein (2000) found the strongest determinants of child mortality to be, in decreasing order of importance, the percentage of births that are the mother’s fourth or more, the percentage of children born to mothers younger than 18, the percentage of children born to underweight mothers and the percentage of households with drinking water from a surface source. The regressions do not include income variables however.

Canning (1999) followed a rapidly expanding literature on the distributive impact of infrastructure provision and reform, which arose largely as a result of the worldwide trend toward increased private sector participation in infrastructure. Canning and Pedroni (1999) showed that infrastructure may affect productivity and output while economic growth also tends to influence the demand and supply of infrastructure services. Bergara et al. (1998) has examined infrastructure investment from different perspectives, ranging from public finance concerns to institutional considerations and combinations of the two. These studies identify a host of variables that may affect infrastructure capital formation, but take economic growth essentially as given. This may seem a pragmatic simplification, but it is likely to be problematic because of the simultaneity between GDP and infrastructure. Easterly and Levine (1997), with the help of regression, showed that weak institutions and poor infrastructure at the start of a decade slow down economic growth during the decade.

Filmer et al. (1997) emphasized the importance of understanding the health seeking behavior of individuals, as well as the incentives facing health care providers in order to design health programs that are efficient and effective. Barro and Sala-i-Martin (1995) said that to understand the process of growth one needs to go beyond the aggregate and distant relationships and to uncover the mechanisms through which various factors shape aggregate performance. Structural relationships behind aggregate growth are particularly needed when one tries to identify the source of growth and reach policy conclusions. Aschauer (1989) has sought to quantify the contribution of infrastructure to income and growth.

Objectives of Study

1. To analyze and compare India’s GDP with Haryana’s GSDP.
2. To study contribution of economic reforms to Haryana’s economy.
3. To analyze overall infrastructure development scenario of Haryana.

III. RESEARCH METHODOLOGY

To study the Haryana’s economic reforms and state economy planning commission regarding Haryana, Haryana development report, Infrastructure on Haryana Government Site and past research papers are analyzed to give a foundation on theoretical and conceptual economic reforms and infrastructure development. Besides these reports and literature review, information regarding Infrastructure development and major projects is gathered from...
Haryana State Industrial & Infrastructure Development Corporation Ltd., Economic and Political weekly (EPW) research foundation and Economic Survey of Haryana are also studied to analyze and compare India’s GDP with Haryana’s GSDP.

Analysis of GDP (Gross Domestic product) of India and GSDP (Gross State Domestic Product) of Haryana

National development is an aggregate of state development, the failure in one state undermines the success in others, which in turn retard the overall growth of the total. State of Haryana has been achieving an all round development since its inception. In the sixties, seventies, and in 1980’s Haryana progressed rapidly with a growth rate of 5.5 per cent per annum, 4.8 per cent per annum and, 6.71 per cent per annum respectively. It is interesting to note that during the period from 1980-81 to 1990-2000, Haryana recorded the highest growth rate of 7.80 per cent per annum in the country as against all-India’s growth rate of 5.66 per cent per annum. In the years 2000-01, 2001-02, 2002-03, 2003-04, 2004-05 and 2005-06 the rate of growth in the State has been 6.8, 5.4, 5.0, 8.6, 8.4 and 8.5 per cent, respectively. State economy grew at an average annual growth rate of 8.8 percent during the 2005-06 to 2012-13. Negative growth in some industries has pulled down the overall economic growth of Haryana to 6.9 per cent in 2012-13 from 8.1 per cent growth in 2011-12, even as the state is looking at gross state domestic product (GSDP) growth of 6.9 per cent for 2013-14.

**Figure: 1.1**

<table>
<thead>
<tr>
<th>Year</th>
<th>GDP of India</th>
<th>GSDP of Haryana</th>
</tr>
</thead>
<tbody>
<tr>
<td>2002-03</td>
<td>5</td>
<td>3.9</td>
</tr>
<tr>
<td>2003-04</td>
<td>8.5</td>
<td>8.6</td>
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<tr>
<td>2004-05</td>
<td>8.4</td>
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<td>2005-06</td>
<td>9.5</td>
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<td>2006-07</td>
<td>9.6</td>
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<td>2007-08</td>
<td>8.4</td>
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<td>2008-09</td>
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<td>2009-10</td>
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<td>2010-11</td>
<td>6.9</td>
<td>8.1</td>
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<tr>
<td>2011-12</td>
<td>4.5</td>
<td>6.9</td>
</tr>
<tr>
<td>2012-13</td>
<td>6.5</td>
<td>7.2</td>
</tr>
</tbody>
</table>

Source: Economic survey of Haryana (2012-13) and EPW research foundation 2013-14

**Figure: 1.2**

Haryana's GSDP at current prices (in US$ billion)

<table>
<thead>
<tr>
<th>Year</th>
<th>Haryana's GSDP at current prices (in US$ billion)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1999-00</td>
<td>11</td>
</tr>
<tr>
<td>2000-01</td>
<td>12</td>
</tr>
<tr>
<td>2001-02</td>
<td>13.6</td>
</tr>
<tr>
<td>2002-03</td>
<td>15.9</td>
</tr>
<tr>
<td>2003-04</td>
<td>19</td>
</tr>
<tr>
<td>2004-05</td>
<td>21</td>
</tr>
<tr>
<td>2005-06</td>
<td>25</td>
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<tr>
<td>2006-07</td>
<td>28</td>
</tr>
<tr>
<td>2007-08</td>
<td>38</td>
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<td>2008-09</td>
<td>40</td>
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<tr>
<td>2009-10</td>
<td>47</td>
</tr>
<tr>
<td>2010-11</td>
<td>56</td>
</tr>
<tr>
<td>2011-12</td>
<td>54</td>
</tr>
<tr>
<td>2012-13</td>
<td>65</td>
</tr>
</tbody>
</table>

Source: India Brand Equity Foundation (2012-13)

Infrastructure Development in Haryana

With an area covering just 1.3 per cent of the country, Haryana contributes nearly 3.4 percent to India’s GDP. During the period 2007-12, the state economy grew at an annual growth rate of 9.5 per cent. The government estimates a growth of 10-10.5 per cent during 2012-17.

HSIIDC is the nodal agency for development of Industrial Infrastructure in Haryana. After acquisition of land through the Department of Industries, Government of Haryana, the Corporation prepares a detailed plan for its...
development and thereafter executes various development works like construction of roads, sewage, electrical infrastructure, drainage and provision of water supply.

Indicative details of infrastructure being created by the Corporation are as under:

**Primary Level Infrastructure:** The Industrial Infrastructure Development Policy makes it incumbent upon the developing agency to provide following basic facilities within an Industrial Estate before offering physical possession of plots to the allottee-entrepreneurs. These basic facilities are: Motor able Roads for access to the site, Water supply system, Electrical Infrastructure comprising of the Distribution system network, Sewerage System and Drainage System.

**Secondary Level Infrastructure Facilities:** Sewerage Treatment/ CETP, Security/ Policing, Convenience Shopping Facilities, Idle Parking Spaces, Green cover and Parks, Solid Waste Disposal Sites.

**Tertiary Level Facilities:** Communications/Telecom Services, Post Office, Banking, Provision for Institutional sites, Provision for Financial Market & Insurance, R & D Centers, Skill Development Centers, Conferencing & Entertainment, Exhibition & Display facilities, Cargo Logistics Centers/ Custom-bonded Warehousing and Petrol & Service Stations.

**Figure: 2.1**

![GSDP composition by sector (in %)](image)

Source: India Brand Equity Foundation (2012-13)

The primary sector grew at an average rate of 10.4 per cent between 1999-2000 and 2009-2010. At an average growth rate of 15.8 per cent the secondary sector has been the fastest growing during the period 1999-2010. Its growth was driven by manufacturing, construction, electricity, gas and water. The tertiary sector is the largest contributor to Haryana’s economy. It grew at an average rate of 10.4 per cent between 1999-2000 and 2009-2010; driven by trade, hotels, real estate, transport and communications.

**Various Infrastructural developments in Haryana**

**Physical Infrastructure**

**Roads:** The state has a total road network of 27,166 km, of which 2,521 km constitutes state highways and 1,633 km of national highways. Haryana is one of the states with almost 100 per cent of connectivity of rural areas with metal led roads. Haryana Roadways, with its fleet of nearly 3,490 buses, is one of the biggest state road transport undertakings in India.

Some of the major national highways, NH-1, NH-2, NH-8, NH-10, and NH-22, pass through the state. The state government and HSIIDC plan to develop a global corridor along the Kundli-Manesar-Palwal (KMP) western expressway. The four/six-lane KMP expressway, with a total length of 135.65 km, is estimated to cost approx. US$ 460.4 million.

**Figure: 3.1**

![Road length in Haryana (in kms)](image)

Source: India Brand Equity Foundation (2012-13)
Railways: Haryana had a rail route of 1,553 km on March 2012. Rohtak, Hisar, Kalka, Jind, Kurukshetra, Gurgaon, Ambala, Jakhal and Panipat are some of the important railway stations. Recent rail budget includes setting up a rail coach manufacturing unit in Sonepat. Rail services would be introduced in Mewat and new lines would connect Delhi-Sohna, Jhirka-Alwar, Nuh-Ferozepur, and Hisar-Sirsia via Agroha and Fatehabad. The central government is constructing a 1,500-km dedicated freight corridor (DFC) between Delhi and Mumbai. The Delhi Metro, a rapid transit system, has connectivity with Gurgaon which was scheduled to be completed by 2013. There will be six stations in the city – Sikanderpur, DLF Phase II, Gateway Towers, Belvedere Towers, DLF Phase III and Moulsari Avenue. The Delhi Metro is proposed to be extended to cover Faridabad, Ballabghar, Mundka and City Park Bahadurgarh.

Airports: There is a domestic airport at Chandigarh and civil aerodromes at Pinjore, Narnaul Karnal, Hissar and Bhiwani. Indira Gandhi International Airport at New Delhi is located close to Gurgaon and Faridabad. State government is planning to set up three airports – two for domestic flights and one cargo airport. The international cargo airport and aircraft maintenance hub is proposed in Rohtak (Haryana) and two domestic airports would be built in Karnal and Hisar.

Power: In Jan 2013, Haryana had a total installed power generation capacity of 8,113.75 MW; 4,143.53 MW was owned by the state government, 2,297.12 MW was owned by the central government and 1,673.10 MW was owned by the private sector. State-owned capacity comprised 76.2 per cent of coal-based power plants and 21.3 per cent of hydropower plants. Private-sector power capacity was totally based on renewable energy sources and coal-based power plants.

Haryana has been a state with 100 per cent rural electrification since 1970. Domestic consumers account for about 77 per cent of power consumption; agriculture and commercial are the two other prominent consumer segments. In Annual Plan 2012-13, the Haryana government has given an outlay of US$ 282.9 million to improve generation and power availability. Out of this, about US$ 2.0 million has been provided for the development of renewable energy sources. During 2011-12, the government provided US$ 746 million as rural electrification (RE) subsidy. Over 2012-13, the state planned to provide US$ 713 million as RE subsidy. In April 2013, the state commissioned the third 500 MW unit of the Indira Gandhi Super Thermal Power Project (1,500 MW) at Jhajjar. Haryana, Delhi and other northern region states are the main beneficiaries of this project.

Figure: 3.2

<table>
<thead>
<tr>
<th>Installed power capacity in Haryana (MW)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3,934</td>
</tr>
</tbody>
</table>

Source: Central Electricity Authority (2013)

Telecom: According to the Telecom Regulatory Authority of India (TRAI), Haryana had nearly 19.5 million wireless subscribers, 562,093 wire line subscribers, 76.4 percent tele-density in March 2013 and 298,823 broadband subscribers in December 2011. As on December 2011, the State had 1,301 telephone exchanges and 11,166 public call offices (PCOs).

Social Infrastructure

Education: Haryana state has a strong primary-education infrastructure with a primary school located within 1.03 km radius of each village and a middle-school within 1.07 km radius. In 2011-12, there was one higher-secondary and one senior-secondary school located in a 1.52 km and 2.28 km radius respectively. In the state’s annual plan (2012-13), allocation for education was increased to US$ 590.7 million from US$ 416.7 million in 2011-12. An Indian Institute of Management (IIM) has been established in the Rohtak district. Haryana has also plans to open National Law University (NLU), National Institute of Design (NID), Indian Institute of Information Technology (IIIT), and an extension of IIT Delhi within Sonipat district. Central government has decided to set up Rajiv Gandhi Education City at Kundli (Sonepat). Institutions of excellence for higher learning are being set up in the Education City.
Above graph and table shows percentage of literacy rate in Haryana (total %, male % and female %) and number of educational institutions in Haryana in 2012-13 respectively.

**Health:** During March 2012, Haryana had 164 hospitals/community health centers, 466 primary health centers, 2,630 sub-centers, and 469 delivery huts. State had 67 Employees State Insurance (ESI) dispensaries in October 2012. Under the 13th Finance Commission Grants (2010-15), US$ 36.8 million has been earmarked for the development of health infrastructure. In the Annual Plan (2012-13), US$ 118.1 million has been allocated for health services, including medical education. The Outreach Outdoor Patient Department of AIIMS-II commenced operations in 2012. The institute has been proposed to be established as a National Cancer Institute.

**Infrastructural development of Haryana and India (2012-13)**

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Haryana</th>
<th>India</th>
</tr>
</thead>
<tbody>
<tr>
<td>GSDP as a percentage of GDP</td>
<td>3.7</td>
<td>100</td>
</tr>
<tr>
<td>Average GSDP growth rate (%)</td>
<td>17.7</td>
<td>15.6</td>
</tr>
<tr>
<td>Installed power capacity (000 MW)</td>
<td>8.10</td>
<td></td>
</tr>
<tr>
<td>National highway length (000 km)</td>
<td>2</td>
<td>79</td>
</tr>
<tr>
<td>Airports (No.)</td>
<td>6</td>
<td>133</td>
</tr>
</tbody>
</table>

Source: Economic Survey of Haryana, 2012-13 and India brand equity foundation

As per figure 4.2, GSDP of Haryana is 3.7% of India’s GDP and average growth rate of GSDP of Haryana is 17.7%. If we talk about installed power capacity of Haryana and India then it is 8100 MW and 225000MW respectively. National length of Haryana is shown in km i.e. 2000km while that of India it is 79000km. As far as airports in Haryana and India are concerned then they are shown in number i.e. 6 and 133 respectively.

**Major recent infrastructure development initiatives proposed by Government of Haryana**

**SEZ Garhi Harsaru:** As a sequel to the new Industrial Policy announced by the Govt. of Haryana. Govt. of India has approved setting up of a Special Economic Zone (SEZ) near Garhi Harsaru in District Gurgaon. The Special Economic Zone is being set up in two phases over an area of 3000 acre at an estimated cost of Rs.2060 crore. It would help in accelerating growth-led development besides promoting Foreign Direct Investment (FDI) and
resultant exports. The scheme was introduced in the Exim Policy 2000 to provide hassle free environment for export production. The focus of SEZ is to remove restrictive export-import regulations, to ensure trade liberalization, to simplify procedures relating to administration of foreign trade and to provide incentives to certain export categories to generate exports from the country.

The proposed Special Economic Zone (SEZ) will be a duty free enclave and a deemed foreign territory where no license would be required for imports. The import of capital goods, consumables, raw materials etc. and their procurement from the domestic market will be exempted from central excise and customs duty. Supply from Domestic Tariff Area (DTA) to SEZ units will be treated as deemed exports. 100% FDI in manufacturing sector will be allowed through automatic route for the projects being set up in Special Economic Zone (SEZ) and the profits earned by these units will be allowed to be repatriated freely without any requirement of dividend balancing. In addition to the above imported or locally procured goods without the payment of duty shall be utilized over the approval period of 5 years. The Special Economic Zone (SEZ) units will be provided in-house custom clearance and no separate documentation would be required for custom and Exim Policy.

The proposed site is on the State Highway leading from Gurgaon to Pataudi abutting the Delhi-Jaipur National Highway. The Special Economic Zone (SEZ) has been planned to cater a wide spectrum of target segment such as automobiles and auto components, textiles and readymade garments, white goods, pharmaceuticals, high precision industries IT industry and light engineering goods. The project has been conceived to be developed as an integrated self-contained industrial township with a flyover on NH-8 to provide free flow of traffic. Industry related truly international standard level infrastructure shall be provided in the form of wide roads, water supply, dedicated electrification, storm water drainage and common effluent treatment plant etc. One thousand seven hundred fifteen acres of land for the first phase of this project is in an advanced stage of acquisition and the process to acquire the land for the second phase will be initiated shortly. About two thousand four hundred units would be set up in this township providing direct employment to more than sixty thousand workers. When implemented, these units are expected to generate export earnings to the tune of ₹42,000 crore

**Reliance Haryana SEZ - Country's the largest SEZ:** Reliance has incorporated a company named Reliance Haryana Economic Special Economic Zone to set up multi-product zone. The 25,000-acre SEZ is tipped to be India's largest. Apart from basic industries, the project will attract next-generation businesses like bio-technology. Of the total area of the Special Economic Zone (SEZ), six thousand five hundred acres have been earmarked for low-polluting industries, three thousand seven hundred fifty acres for residential purposes, five thousand acres each for basic infrastructure and commercial establishments and one thousand two hundred fifty acres each for institutional area, leisure and entertainment. Development of infrastructure is a continuous process but considering that the project would be developed over an area of twenty five thousand acres, the investment could anywhere be between Rs 25,000-40,000 crore. The competition of this SEZ will not be with the SEZs of other states. We would be competing with the most favored investment destinations such as “Singapore, Dubai, China and Malaysia.” The SEZ by Reliance would be in addition to nine Special Economic zones (SEZs) already approved in principle by the Central Government in Haryana. The areas that could be successfully developed in this SEZ are automobiles, agro based industry, auto components, IT, biotech and garments, strive to get the best of the Fortune 500 companies to invest.

**KMP: Development of the Global Corridor:** Kundli-Manesar-Palwal (KMP) Western Expressway For the development of world-class infrastructure in the state, Government of Haryana has planned to develop the Global Corridor along Kundli-Manesar-Palwal (KMP) Western Expressway. In this corridor, top class infrastructure facilities that will be at par with international standards are being created. These are meant to meet not only the needs and dreams of the investors but also of those who will be living there. Further, there will be a number of specialized economic activities in this corridor, making it growth centric. Each economic activity is envisaged to be the focus of a self sustaining specialized and independent cluster city. A number of cluster cities integrated under one umbrella will provide the overall spatial form of the global urban corridor. In between these nodes, recreational, green area and forest will be developed. The Expressway will enable strong linkages between the industrial units in the SEZ and the industrial concentrations, within the Haryana Sub-Region of National Capital Region. The Express highway linking National Highway NO.1, 8 and 10 by passing the National Capital Territory Delhi has been proposed for spatial integration. The project has been envisaged for better coordination and administrative convenience. These industrial concentrations are given as under:

1. Panipat-Sonipat_kundli Industrial Corridor on National Highway No.1.
2. Bhandurghar-Rohatak Industrial Corridor on National Highway No.10.
4. Faridabad-Palwal Industrial Corridor on National Highway No.1-A.
The Express Highway Project linking these National Highway and once these two projects take shape on the ground simultaneously, the proposed SEZ shall definitely act as catalytic of Regional Development

**New Cities:** In Haryana three new townships near: Sampala, Ganaur-Samalkha and Badli-Jahangirpur are to be developed with most modern transport system to all these areas on the pattern of modern townships.

**IV. CONCLUSION**

During the period of 2005-06 to 2011-12, haryana economy grew at the average annual growth rate of 9.4 percent much higher than the rate of growth of Indian economy i.e. 8.4 percent. During the period from 1980-81 to 1990-2000, Haryana recorded the highest growth rate of 7.80 per cent per annum in the country as against all-India’s growth rate of 5.66 per cent per annum. In the years 2000-01, 2001-02, 2002-03, 2003-04, 2004-05 and 2005-06 the rate of growth in the State has been 6.8, 5.4, 5.0, 8.6, 8.4 and 8.5 per cent, respectively. State economy grew at an average annual growth rate of 8.8 percent during the 2005-06 to 2012-13. As per infrastructural development of Haryana, it has a total road network of 27,166 km, of which 2,521 km constitutes state highways and 1,633 km of national highways. In Jan 2013, Haryana had a total installed power generation capacity of 8,113.75 MW; 4,143.53 MW was owned by the state government, 2,297.12 MW was owned by the central government and 1,673.10 MW was owned by the private sector. As social infrastructure is concerned, it includes education and health sector. In the state’s annual plan (2012-13), allocation for education was increased to US$ 590.7 million from US$ 416.7 million in 2011-12. In the state’s annual plan (2012-13); allocation for education was increased to US$ 590.7 million from US$ 416.7 million in 2011-12. On the other hand in case of health sector, during March 2012, Haryana had 164 hospitals/community health centers, 466 primary health centers, 2,630 sub-centers, and 469 delivery huts. State had 67 Employees State Insurance (ESI) dispensaries in October 2012. Under the 13th Finance Commission Grants (2010-15), US$ 36.8 million has been earmarked for the development of health infrastructure. Major recent infrastructure development initiatives proposed by Government of Haryana includes Reliance Haryana SEZ (Special economic Zone) - Country's largest SEZ, Garhi Harsaru SEZ, and a global Corridor i.e. Kundli-Manesar-Palwal (KMP) Western Expressway.

**V. REFERENCES**


