

Name:

Enrolment No:



UNIVERSITY OF PETROLEUM AND ENERGY STUDIES

End Semester Examination, December 2018

Course: P O L I T I C S & P U B L I C P O L I C Y

Semester: T H R E E

Program: Master of Planning

Time: 03 hrs.

Max. Marks: 100

Instructions:

1. This Question Paper consists of 7 Pages and 11 Questions.
2. All 11 Questions are mandatory to attempt.
3. Question No 9 and 10 carry internal Options to choose one amongst two each.
4. Start a new answer (to separate question) on a fresh page
5. Word Limits are to be adhered strictly
6. Preference should be given to bulleted fashion of writing instead of paragraphs as far as possible.
7. Use Pictorial Representations/ aids wherever necessary to support/ elaborate your answer.
8. Use Color Pens to highlight key words/ phrases (in your opinion) of your answer.

S E C T I O N A

(5 Questions of 4 Marks each) Word Limit- 40 Words

S. No.	Question	Marks	CO
Q 1	From the perspective of Indian Polity, COMMENT upon the idea of Vision Documents floated by Indian Political Parties before Elections	4	
Q 2	RECALL the Population classification of 'CENTRES' as per Reserve Bank of India standards into a) Tier 1 b) Tier 4 c) Tier 5	4	

	<p>d) Tier 6 For E.g. Tier 3 Centers have Population between 20000 to 49999</p>		
Q 3	<p>EXPLAIN the requirement of having a Concurrent List of Items for a Federal Country like India.</p>	4	
Q 4	<p>'Electoral Promises of Subsidy/ Grant/ Gift/ Waiver are ways (employed by Political Candidates) to bribe the Electorate'</p> <p>ESTABLISH the aforesaid as a White/ Legitimate Form of Corruption, descending in our Electoral System of Governance</p>	4	
Q 5	<p>STATE the three arms of the Constitution and their role in the Indian Constitution</p>	4	

SECTION B

(4 Questions of 10 Marks each) Word Limit- 100 Words

Q 6	<p>DEFEND</p> <p>Urban Local Governance is far below potential.</p> <p>As the Economic Survey notes, urban local bodies (ULBs) generate less than 10 per cent of their resources on their own. They are overwhelmingly dependent on state and central government funds for the rest. Many of these ULBs also face the problems of low accountability and transparency.</p>	10	
Q 7	<p>'Tourism and Infrastructural Facilities in Uttarakhand are deteriorating and no major steps are taken to rectify or rebuild the infrastructure, because of the geographic conditions of Uttarakhand, it requires special attention to develop its infrastructure.'</p> <p>ENUMERATE four pillars of Policy Intervention to promote Tourism in Uttarakhand</p>	10	
Q 8	<p>RECALL any TEN of the 12 focus sectors of Uttarakhand Investor Summit 2018</p>	10	
Q 9	<p>Q-9a: EXAMINE the interrelation between the 3 Levels of Government required for successful adoption of Clean Transport Systems for a Polluted Town like Bengaluru</p> <p>OR</p> <p>Q-9b: ELABORATE upon a Methodology Design likely to be adopted for formulation of a State Education Policy with focus on Policy Reform and Program Development.</p>	10	

SECTION C

(2 Questions of 20 Marks each) Word Limit- 200 Words

Q 10

ATTEMPT ANY ONE OF THE FOLLOWING

20

Q-10a: **APPRAISE** 'Reform is all about getting the politics right' You may use an Example of any Growth Sector like Road/ Power/ Housing/ Agriculture etc. to emphasis your views

OR

Q-10b: **ASSESS** in terms of Balance of Payments- how does it make sense for India to shift from Internal Combustion Engines towards Electric Vehicles.

Q 11

Important note: Only on the basis of the quoted news article below; answer the questions which follow.

20

Published on: 18 Nov 2018; Published By: Financial Times;

Weblink: <https://www.ft.com/content/a00a3312-5913-11e8-806a-808d194ffb75>
[2/5](#)

Word Count- 813 Words; **Estimated Reading Time:** 5 minutes

A TALE OF TWO SYSTEMS: URBAN DEVELOPMENT IN CHINA AND INDIA-

Ideology, centralization and corruption set different paces of progress

On paper, India's transport infrastructure is on a par with China's. Yet anyone who has travelled to both countries can tell you there remains a vast gap between them. India's road and rail networks are only slightly shorter than China's. But far more of the latter's roads are multi-lane paved highways, compared with single-lane dirt tracks, and China's bullet trains outclass India's lumbering locomotives on virtually every metric. The comparison between the world's two most populous countries and

their approach to building and maintaining cities and infrastructure is irresistible, especially since China has outpaced India so comprehensively over the past few decades. While the countries' economies were roughly the same size as recently as 1980, China's gross domestic product is now four and a half times the size of India's. In India, even politically important projects such as the "golden quadrilateral" highway network connecting the country's four major metropolitan centers of Delhi, Mumbai, Chennai and Kolkata have been hampered by chronic delays and obstacles. In 1999, Prime Minister Atal Bihari Vajpayee broke ground on the road project, which had a projected completion date of 2006. But the highways were not opened to traffic until 2012 and to this day upgrades and extensions remain bogged down by legal challenges, funding shortfalls and the inability to acquire land. By contrast, China is already halfway through a three-decade, \$300bn expansion of its motorway system that will connect all Chinese cities with a population of more than 200,000 people. The scale of the country's road-building frenzy is matched by the creation of hundreds of new cities and the world's longest high-speed rail network. All of this construction is reflected in the incredible scale of Chinese cement production. China accounts for about 60 per cent of total global cement production and in just five years from 2012 China produced nearly three times as much cement as the US did in the entire 20th century. India is on track to build 100 new cities of its own and add roughly 300m people to its population by 2050. Yet although it is now the second-largest producer of cement in the world, India's annual output is only about a 10th of China's. There are many reasons for the disparity in the pace of urban development and interconnectivity but analysts in both countries tend to focus on their different political systems as the most important factor. "We can't take land away from people like they can in China and our system is not centralized in the way theirs is," a senior Indian economic official told the FT recently. In a one-party authoritarian state such as China that prioritizes development of the nation over the interests of individuals it is far easier to appropriate land and mobilize resources to build infrastructure mega-projects. In a vibrant, messy, decentralized democracy such as India, opponents of all stripes, from environmentalists to disgruntled contractors, can block developments at a political and judicial level for years or even decades. Some analysts have also pointed to rampant corruption in India as a reason why the country's infrastructure buildout has lagged so far behind China's.

“Indian policymakers have allowed the private sector the chance to profitably create infrastructure in return for sharing the spoils,” says Ritika Mankar Mukherjee, senior economist at Ambit Capital in Mumbai. “Not surprisingly, therefore, some of the biggest corruption scams . . . in India in the Noughties related to the infrastructure sector.” Analysts and participants in Chinese infrastructure construction say that corruption in China is equally egregious, however. The main difference is that corruption scandals in India are far more frequently exposed by the country’s vigorous and free press compared with China, where the ruling Communist party exercises very tight control over all forms of media.

The Indian and Chinese approaches to urban slum dwelling and clearances are another area where the difference between their political systems is thrown into sharp relief. In China, all citizens are classified under the hukou household registration system that decides what benefits, such as education and healthcare, they receive from the state. There are nearly 300m internal “migrant workers” in China living away from their place of registration and most of these people find it impossible to transfer their hukou to their place of work. This makes their lives in the city temporary and tenuous and allows the authorities to remove them as necessary.

Meanwhile, in India, people are largely free to migrate to the cities and settle into the massive slums that ring every large city. Slum clearances are often met with stiff opposition. Given its relative economic success in recent decades, China is becoming a model of development for other countries from the “global south”. However, such developing countries often have political systems that more closely resemble India’s and it is unlikely many of them would be open to authoritarian adjustments so they can follow China’s path.

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NOTE: READ INSTRUCTIONS BEFORE ATTEMPTING THE ANSWERS

Q-11a: IDENTIFY AND ELABORATE THREE Specific attributes, which the author reasons behind variation in Urban Development in the countries of China and India.

{(1+2) x 3} = **9 Marks.**

Q-11b: DRAW COMPARISON between the countries of China and India in terms of their approach towards building and maintaining Cities and Infrastructure. **(6 Marks)**

Q-11c: ARGUE the issue of unchecked growth of Urban Slums as an impediment towards Urban Development. **(5 Marks)**

END OF QUESTION PAPER