1. In order to bridge the gap in logistics infrastructure specialized body could be created for each infrastructural sub-sectors

India's push towards enhancing logistics infrastructure is much needed to fulfill it's aspiration of becoming $ 5 trillion.

Comparision with other countries

India and China

→ From New Delhi to Mumbai, rail takes 22 hrs. whereas the same distance is covered in 12.5 hrs from Shanghai to Beijing in China.

India and US

India freight train's average speed is 28 km/hr with axle load of 20.1 million tonnes (mt) whereas US freight's average speed is 60 km/hr with axle load of 30 mt.

Finance:

India needs $ 1.46 trillion for logistics infrastructure for becoming $5 trillion. This is a huge amount. Thereby this facilitates to built logistics infrastructure at cheap rate. This can be done by creating a specialized body.

Specialized body:.

→ India must create a specialized body for financing, in line with Indian railway finance cooperation (IRFC).

→ IRFC's main role is to mobilize funds from public or international funds for indian railways.

→ Thereby like IRFC if specialized body for each infrastructural sub-sector is created to finance then this would reduce the load of finance.

→ And ~~get~~ thereby these specialized body will finance at cheaper rates.

Government initiatives

→ Gatti Sakthi, which involves 16 ministries ~~to~~ enhancing multi modal connectivity.

→ Bharatmala Pariyojana → involves in 34,000 km road infrastructure.

→ National air Cargo policy

→ Eastern and Western dedicated freight corridor will be the game-changer.

Thus to bridge gap in logistics infrastructure specialized body could be created for each infrastructural sub-sector.