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## Growing influence, Grand projects, investment in infrastructure: Will it eventually be China's century?



China is getting transformed at a fast pace. The country has gained more influence at the global level. Its infrastructure is world class—improving connectivity, running high speed trains, investing in key sectors, developing its own world class cities, projects abroad, strong economy & establishing ties with nations in Asia & Africa.

**The Asian Tribune**  
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The transformation of China is one of the biggest stories of the twenty first century. In the last two decades, the country focused on infrastructure development and the result is its growing influence across the globe. China has not just built huge cities, & ensured world class development, but it also improved connectivity for the citizens. One example is that the high speed train that runs from Beijing to Shanghai, has shortened travel time, for commuters. It can travel at a speed of 350 km per hour. Even the average speed is 290-300 kmph. Such is its pace that the distance of over 1300 kms, can be covered in just 4-1/2 hrs. The same journey takes more than 15 hrs and even 20 hrs in other nations. Even developed countries like US couldn't focus as much on enhancing the railway network. Tens of millions use these trains and save the time. It is just an example of how China has steadily built & improved it's railroad network. This vision has strengthened China's muscle.

China has been immensely successful in production of goods for global consumption and this boom in production, has made it the leading exporter among all the countries in the world. Its share in global exports is highest, even ahead of the topmost industrialised and richest countries. The GDP too reflects the rise. In fact, its economy has grown in a manner, that researchers and economists had already predicted that China's economy could even overtake America in future. The share of China in global GDP went up from nearly 6% in 2000 to 18% in recent period, as per data available for the year 2023. The low cost of production was China's biggest strength. But it kept expanding in all the sectors and now China has gone ahead in the field of technology and is giving a tough competition to West, like in the field of Artificial Intelligence (AI) too. The belt and road initiative has been ambitious. Besides, it is investing in ports, bridges, all sorts of road and other communication networks that are being built in different countries of the world, with China's support. The trade with Africa has gone up and China is also investing more in R&D, in order to stay ahead and steal a march over other major economic powers.

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## Darul Musannefin: Historic institution needs attention, **community's support**

Darul Musannefin, an institute established to propagate the rich cultural heritage of Urdu, Arabic and Persian texts through the institute's publications and magazine, was established in 1914.

**Asad Mirza**

Whenever there is a talk about the rich heritage of Urdu, lovers of the language usually bemoan that the government is not doing enough for saving and promoting the Urdu language – a language which binds a huge section of population in Indians, socially and literally. Yet, few ponder that what the Urdu lovers themselves are doing for saving and promoting the language. The institutions that have acted as flag bearers in propagating the language by publishing books on different topics in Urdu, do not get adequate support.

One such institution is Darul Musannefin or Shibli Academy. It is a research academy based in Azamgarh, Uttar Pradesh. Its aim was to add authentic historical literature in Urdu so that people could have easy access to history. It was initially started as Darul Musannefin but later it was named after its founder Shibli Nomani. After failing to establish the Academy in Lucknow, it was established in Azamgarh.



at Nomani's mango orchard. It started working on 21 November 1914, 3 days after his death under the guidance of Maulana Hamiduddin Farahi. Other founders included Maulana Syed Sulaiman Nadvi, Maulana Abdus Salam Nadvi and Maulana Masood Ali Nadvi. The Academy is a leading institution of Oriental, Islamic & Medieval Indian Studies,

Certainly, it is an institute that is Azamgarh's pride. It occupies nine of land donated by Shibli and his relatives. The centre piece is a beautiful whitewashed building housing a massive library of over 1.5 lakh books and around 700 manuscripts, some of them rare, and an office. Staff residences, the mosque and a conference hall stand apart. But while the Academy is Azamgarh's pride, it faces a severe financial crunch.

It has only one librarian, 48-year-old Saleem Javed, son of the Academy's former director Maulana Ziauddin Islahi, to look after the vast collection. "I do whatever I can, but it is not possible for one person to look after so many books. I opened my eyes on this campus and have been working here for around 25 years, and will continue to do so," says Javed, apparently resigned to his and the institute's fate. The funding crunch prevents the management from hiring more staff and expediting translation and digitisation of titles from Arabic, Persian and Urdu into other Indian languages and English. The Academy's primary purpose is to protect and propagate the scientific, authentic history and rational interpretations of Islam. It also upholds Hindu-Muslim harmony and sheds light on the life and times of Maulana Shibli, yet so far no one has come forward to help the institute and its committed staff to restore the institute to its former glory. Before Independence, it received grants from Nizam of Hyderabad & Nawab of Bhopal. Maarif, the monthly journal was founded in July 1916. The library's patrons have dwindled over the years. Today, people must start subscribing to Maarif. Else, a business houses can help, as part of CSR responsibility.

## Will India meet 30@30 target: Electrification of 30% of its entire new vehicle fleet by 2030?

**The Asian Tribune**  
[editor@asiantribune.net](mailto:editor@asiantribune.net)

While several policy strategies have taken shape to promote electric vehicles at the national and state levels, regulatory levers to propel the market have remained weak. According to the International Energy Agency (2023), the current direction of policies will lead to only 25 per cent electrification by 2035. Anumita Roychowdhury, who is

executive director, research and advocacy, Centre for Science and Environment, said this while speaking at CSE's annual Anil Agarwal Dialogue. The State of India's Environment 2025 (SOE 2025) report was released at the Dialogue, which is an annual conclave. India's target is driven by the country's support to the global EV30@30 campaign which aims at achieving the following:

electrification of 30 per cent of newly registered private cars; 40 per cent of new buses; 70 per cent of commercial cars; and 80 per cent of two- and three-wheelers by 2030. Against this, the overall electric vehicle (EV) penetration in 2024 in India stood at only 6.5 per cent. The demand for the battery indicates which way the EV market is headed.

Currently, EV growth is propelled largely by smaller vehicles. Most of these are the two-wheelers and the three-wheelers, which cannot add big numbers of battery demand. The larger demand for battery development has to come from four-wheelers, it was said during the conclave. More info about the EV sector will be published in our future issues.