

Pradhana Mantri Grama Sadak Yojana (PMGSY) for rural Development

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Introduction

Pradhan Mantri gram Sadak Yojana was launched on 25th December 2000 as a fully funded Centrally sponsored scheme to provide all weather Road connectivity in rural areas of the country. The program envisages connecting all habitations with a population of 500 persons and above in the plane areas and 250 persons and above in hill States, the tribal and the desert areas. Rural Road connectivity is not a key component of rural development by promoting access to economic and social services and they're by generating increased agricultural incomes and producing Employment opportunity in India. It is also as a result, a key ingredient in ensuring sustainable poverty reduction.

Objectives

The primary objective of the PMGSY is to provide connectivity by the way of an all-weather road to The Eligible unconnected habitations in the rural areas, in such a way that all unconnected habitations with a population of thousand persons and above or converted in 3 years 2002 2003 and all connected habitations with a population of 500 persons and above by the end of the 12th plan period 2007. In respect of hills states and the desert areas as well as the tribal areas. The objective would be to connect habitations with population of 250 persons and above.

Guiding principles of PMGSY

- a) The spirit and the objective of PMGSY is to provide good all weather Road connectivity to unconnected habitations.
- b) The unit for this program is a habitation and not a revenue village or a panchayat. A habitation is a cluster of populatio living in an area, the location of which does not change overtime.
- c) A core network is that minimas network of roads that is essential to provide basic access to essential social land Economics Services to all eligible habitations in the selected areas through at least a single all weather road connectivity.
- d) A core network comprises of throw routes and link routes.
- e) The PMGSY shall cover only the rural areas not the urban areas.
- f) The PMGSY envisages only single Road connectivity to be provided.
- g) Provision of connectivity to unconnected habitations would be termed as new connectivity.
- h) PMGSY does not permit repairs to black tapped or cement roads, even if the surface condition is bad.

Planning for rural roads.

Proper planning is imperative to achieve the objectives of the program in a systematic and cost-effective manner. The manual for the preparation of District rural roads plan and the core network, shall be treated as part of the guidelines and wood stand amended to the extent

modified by the present guidelines. The rural roads plan and the core network would constitute basis for all planning exercises under the PMGSY.

Funding and Allocation.

Once the core network is prepared, it is possible to estimate the length of roads for new connectivity as well as upgradations for every districts and States each year, 8% on the basis of road length required for providing connectivity to unconnected habitations and 20% on the basis of road length required upgradation under the PMGSY. The district wise allocation of funds would also be communicated to the ministry/NRRDA/STA every year by the state government.

Proposals

All districts having eligible and connected habitations are to prepare block and district level comprehensive new connectivity priority lists, for these districts, of all proposal road links under PMGSY grouping them in the following general order of priority.

Priority	Population size of habitations being connected
I	1000+
II	500-999
III	250-499

In respect of districts, where no new connectivity is required to be done, yah conference you upgradation priority will be prepared based on the PCI of the rural routes of the core work as follows.

- a) Priority I will be throw routes which are constructed as WBM roads. Ine Sach cases, upgradation will comprisers of bringing the existing profits to good conditions and providing the appropriate crust and surface as per design requirement.
- b) Priorities II are other fare weather throw routes of gravel through routes with missing links are lacking cross drainage. In such a case upgradation will consist of converting the road into an all weather one with appropriate geometric and all necessary provisions.
- c) Priority III will be other through routes which are at the end of the design life, whose PCI is 2 or less, i.e., are poor or very poor. Ine Sach cases upgradation will include improvement in Geometric design where necessary, with width, surfacing etc., as per projected traffic requirements.
- d) Presently Shield surface all whether roads with PCI more than two and sealed surface all weather roads which are less than 10 years old even if PCI is less than 2 will not be taken up for upgradation.
- e) Within each priority class, qualifying roads will be arranged in order of population served directly and throw population served in link routes, as a rough indication of traffic expected. However States or advised to conduct and average daily traffic survey at the earliest. Based on the time at which the traffic survey is carried out such as P card lean season the same is to be adjusted for seasonality in order to arrive at an onion average daily traffic estimate, which is the best for the prioritisation as well as the design. An axle load survey may also be carried out, on selective basis, on the roads where heavy traffic is expected with wide variations in the axle load spectrum. Proposals for this purpose approved by NRRDA will be eligible for reimbursement of expenses.

- f) In case in any district, the throw roads defined in the core network do not belong to the rural roads category, the main rural links will be considered for upgradation on similar lines indicated above.

State level agencies

- a) Each state government including UT administrations would identify one or two suitable Agencies having a presence in all the districts and with established competence in executing time bound road construction works to be designated as executing agencies. These could be the Public Works Department or rural engineering service or organisation or rural Works Department or Zilla Parishad or Panchayat Raj engineering department etc
- b) The administrative department of the state government responsible for the executing agency entrusted with the execution of the road works will be the nodal department
- c) The nodal department will identify as state level autonomous agency, to be called the state rural roads Development Agency SRRDA. With district legal status, under its control for receiving the funds from the ministry of rural development.

Preparation of project proposals and their clearance.

After approval by the district panchayat, the proposals would be forwarded through the PIU to the SRRDA. The PIU will at the time prepare the details of proposals forwarded by the members of parliament and action taken thereon, in MP-I and MP-II and send it along with the proposal. In all cases where the proposals of an MP has not been included, cogent reasons shall be given based on the reasons given by the district panchayat. The SRRDA shall submit the proposal before the state level standing committee along with the MP-I and MP-II statements.

Scrutiny of project proposal

The state level standing committee would scrutinise the proposals, then prepare the detailed project report for each proposed road work in accordance with the rural Road manual and instructions issued from time to time.

Empowered committee

At the Central level the project proposals received from the state government would be considered by an empowered committee, to be chaired by secretary department of rural development.

Trending of works

After the project proposals have been cleared and Technical sanction has been recorded, the executing agency would invite tenders.

Program implementation units

At the district level. The program will be coordinated and implemented through a dedicated program implementation unit. All PIUs will be banned by competent technical personals from amongst the available staff are through deputation list. In exceptional cases and with the prayer approval of NRRDA, consultants maybe engaged to build up or enhance capacity.

Execution of works

The relevant projects would be executed by the PIUs and completed within a period of 9 months from the data issue of the work order.

National Rural roads Development Agency

The Ministry of Rural Development have set up the National Rural roads Development Agency to provide operation and management support to the programme.

Quality control and supervision of works

Ensuring the quality of the road works is the responsibility of the state governments, who are implementing the programme. The NRRDA will issue general guidelines on quality control and prescribe a quality control handbook to regulate the quality control process at work level.

Monitoring

Effective monitoring of the program being critical, the state governments will ensure that the officials are prompt in sending the requested reports and information to the SRRDA as well as the NRRDA. The online management and monitoring system will be the chief mechanism for monitoring the programme.

Maintenance of rural roads

PMGSY is a huge Central investment in the state sector as part of a poverty reduction strategy. This investment is essentially the last mile connectivity is lightly to be useful only if the main rural and network, particularly the rural core network is maintained in good condition.

Flow of funds

The SRRDA shall select a bank branch with internet connectivity at the state headquarters, of any public sector bank or institution-based bank for maintaining the program account, administrative account and maintenance accounts under the Pradhan Mantri gram Sadak Yojana.

Procedure for release of funds to the state level agency.

The PMGSY has adopted a project approach where road works have to be completed within a stipulated time. The funds for the cleared projects will be made available to the SRRDA in two installments. The first installment accounting to 50% of the clear value of projects are on allocation which our is lower shall be released subject to fulfillment of condition.

Audit

The SRRDA will ensure that the accounts are audited by a chartered accountant selected from a panel approved by the CAG, within 6 months of the close of the financial year. This account will be supported by a statement of reconciliation with the accounts of POUs and a certificate of the chartered accountant and its accuracy.

Conclusion

From the examination of the success and the failures of the programme, we come to conclusion that it has more attend very fast pace towards the achievement of its objectives. All state government should be support whole heartedly for this program for the greater success.

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