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# Pradhan Mantri Gram Sadak Yojana

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***Abstract:*** ***Rural roads constitute a basic infrastructure requirement and play a vital role in the socio-economic growth of the rural community. They contribute significantly to rural development by providing access to goods and services located in nearby villages or major towns and market centers. The increased mobility of men and materials facilitates economic growth, thereby assisting in reducing poverty and leading to overall social development. Development of rural roads received a major thrust under the Fifth Five Year Plan (1974-79) when it was made a part of the erstwhile Minimum Needs Program (MNP). 65,000 villages with population of 1,500 and above were connected during the Fifth and Sixth Plan (1980-85) periods. From the Seventh Plan (1986-90) onwards, the target was to connect villages with population of 1,000 and above. In the terminal year of the Eighth Plan (1992-97), the MNP was merged with the Basic Minimum Services (BMS) program.***
***Keywords***: ***Pradhan Mantri Gram Sadak Yojana (PMGSY), Left-Wing Extremists (LWE), Integrated Action Plan (IAP), High Speed Diesel (HSD), Basic Minimum Services (BMS), Minimum Needs Program (MNP).***

## I. INTRODUCTION

Rural roads, despite given thrust since Fifth Five Years Plan, suffered greatly due to lack of systematic planning. Quality assurance and quality control were also not taken seriously resulting in poor quality and ultimately resulting in premature loss of the assets created. With a view to redressing these issues, GOI launched a rural road program known as Pradhan Mantri Gram Sadak Yojana (PMGSY) on December 2000 with the objective of providing single all-weather road connectivity to all eligible unconnected habitations in rural areas with population of 1,000 persons and above by 2003 and all unconnected habitations with population of 500 persons and above by 2007. The eligibility criteria for the program are given in Table 1.

TABLE I CRITERIA FOR BEING ELIGIBLE FOR CONNECTIVITY

| Areas/states | Population eligibility of habitations (as per Census 2001) |
|---|---|
| In plain areas | 500 persons and above |
| Desert areas, Tribal areas (Schedule-V of Indian constitution) and selected tribal and backward districts | 250 persons and above |
| Most intensive Integrated Action Plan (IAP) blocks | 100 persons and above |

Government of India decided to prioritize the provisions of all-weather road connectivity to all habitations with a population of 1000 persons (500 persons in the area of hills and tribal area) by the year 2009, and accordingly, linked this subset of PMGSY under a new program “Bharat Nirman” launched on February 2005 to provide a time-bound plan for action in rural infrastructure in the area of Irrigation, Roads, Electricity, Housing, Drinking Water and Telecommunication. In May 2013, with the aim to consolidate the entire rural road network, PMGSY-II was launched for upgrading existing selected Through Routes and Main Rural Links. Selection of roads was based on their economic potential, and their role in facilitating the growth of rural market centers and rural hubs. At present, PMGSY-II is running simultaneously with ongoing PMGSY. The allocation of fund for PMGSY-II was within the annual budget of PMGSY.

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*A. Program Objectives*

*1)* Pradhan Mantri Gram Sadak Yojana (*PMGSY*) 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 or more in plain areas and habitations with a Population of 250 persons and above in Hill States (North East, Sikkim, Himachal Pradesh, Jammu & Kashmir and Uttarakhand), the desert areas (*as identified in Desert Development Program*), the tribal areas and in 82 Left-Wing Extremists (LWE) affected / Integrated Action Plan (IAP) Districts as identified by the Ministry of Home Affairs and Planning Commission.

*2)* The PMGSY permits the Upgradation (to prescribed standards) of the existing roads in those districts where all the eligible unconnected habitations of the designated population size have been provided all-weather road connectivity. However, it must be noted that Upgradation is not central to the program. In Upgradation works, priority should be given to Through Routes of the Rural Core Network, which carry more traffic.

*B. Magnitude of the Programme*

PMGSY is being implemented since 2000-01. It was estimated that about 1,72,772 habitations would require connectivity to be provided under the programme. Thereafter, based upon requests from the State Governments for reconciliation, coverage of left out habitations by some States that had proposed rectification to consider habitation as unit of connectivity (instead of Revenue Village taken earlier), accounting for habitations connected under other Schemes, deletion of non-feasible habitations, dropped out habitations, relaxation accorded by the Empowered Group of Officers and habitations connected under other Schemes, the revised number of total eligible unconnected habitations has become 1,58,891. total cost of sanctioned projects, including the projects for upgradation of roads under PMGSY is Rs.1,45,520 crore. Against this, Rs.1,02,658 crore has been released till 31st Dec. 12 including releases to the States, debt servicing of NABARD loans, administrative costs etc. As reported by the States, till 31st Dec. 12, a total of 3,66,789 km roads including upgradation have been constructed and All-weather connectivity has been provided to 89,382 eligible habitations.

## II. SOURCE OF FUNDING

The programme is funded from various sources viz., Gross Budgetary Support having two components, i.e., Plan Assistance and share of Cess on High Speed Diesel (HSD), assistance from multilateral agencies like the World Bank and the Asian Development Bank and loans from the National Bank for Agriculture and Rural Development (NABARD).

*A. Funding Pattern*

Unlike PMGSY-I, which is fully funded by GoI, PMGSY-II is on cost sharing basis between the Centre and states/Union Territories. The funding pattern of PMGSY-I and PMGSY-II is given in Table-2.

TABLE III FUNDING PATTERN

| PMGSY-I | | |
|---|---|---|
| State Category | Central share | State share |
| All States | 100 % | |
| PMGSY-II | | |
| Normal states | 75 % | 25 % |
| Special category states, DDP areas, Schedule V areas, BRGF districts and IAP districts | 90 % | 10 % |

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*B. Organizational Arrangement*

The Ministry of Rural Development (MoRD) is the nodal Ministry for implementation of the PMGSY. The responsibility of various agencies for delivery of the programme is given in Fig 1.

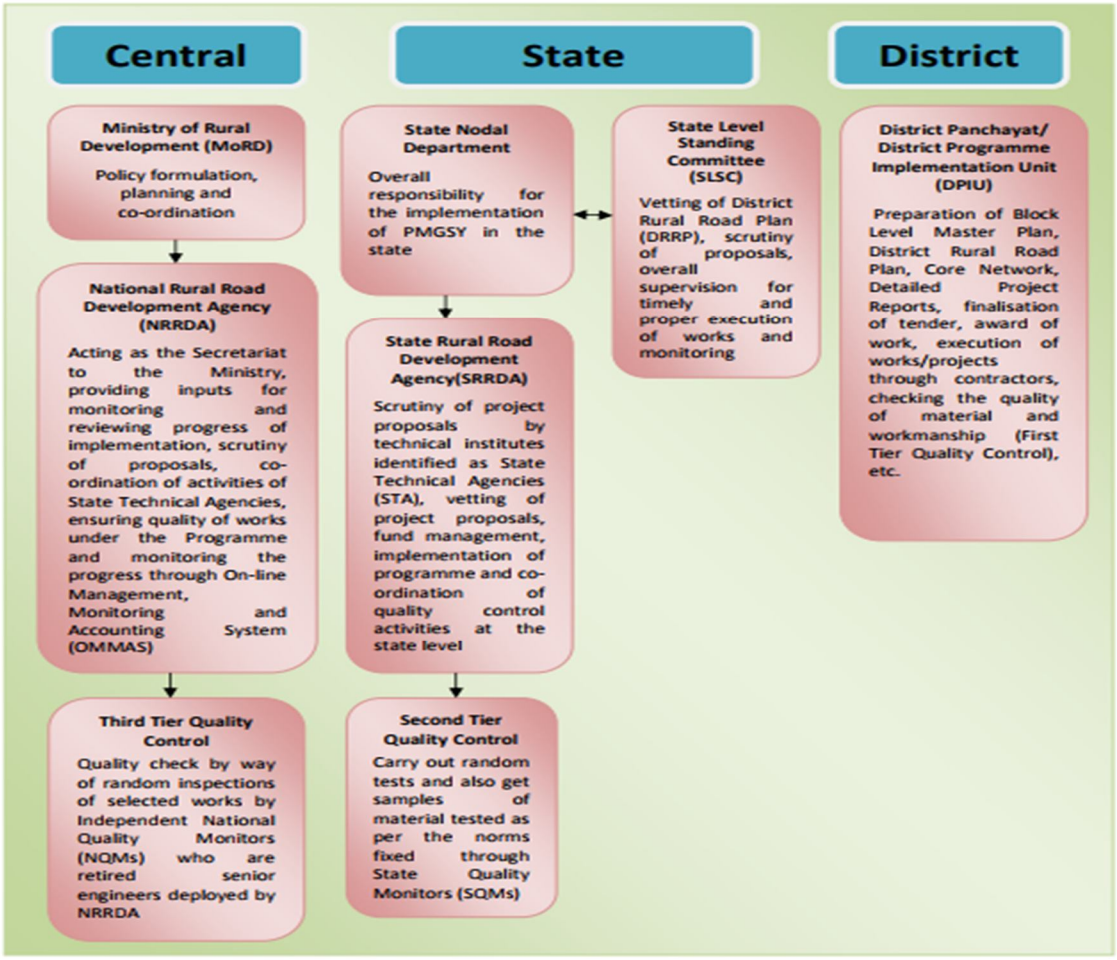


Fig. 1 Organisational level

*C. Achievements*

*1)* Financial status of the programme indicating release and expenditure is given in Fig 2.

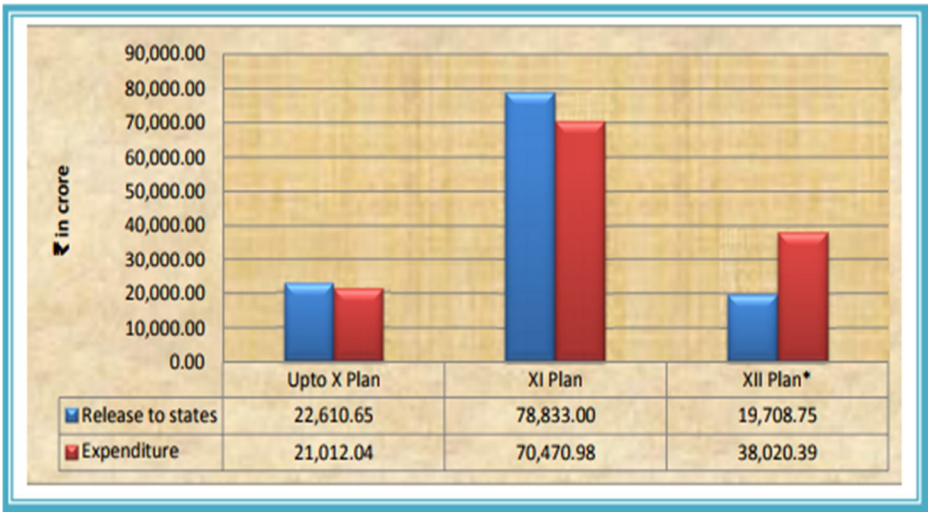


Fig. 2 Financial progress

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*2)* The status of the eligible unconnected habitations and connected as of 31 March is given in Fig 2 below:

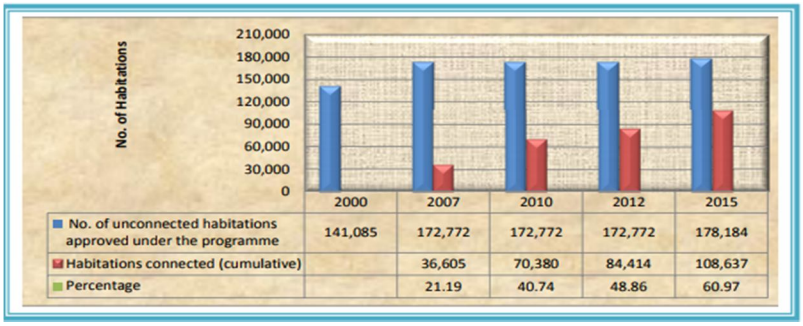


Fig. 2 Physical achievements

## III.BHARAT NIRMAN

The President of India, in his address to Parliament on 25th February, 2005, announced a major business plan for rebuilding rural India called 'Bharat Nirman'. The Finance Minister, in his Budget Speech of 28th February, 2005, identified Rural Roads as one of the six components of Bharat Nirman and has set a goal to provide connectivity to all villages with a population of 1000 persons and above (500 persons and above in the area of hills or tribal area) with an All-weather road by 2012. Based on ground verification by States, 63,940 habitations were targeted (Core Network of Bihar and Rajasthan is under scrutiny so this figure may likely to be increased) to be connected under the programme. Targets under Bharat Nirman chart is shown in below Fig. 3, progress report state wise is shown in Fig. 4, and progress of road length is shown in below Fig. 5.

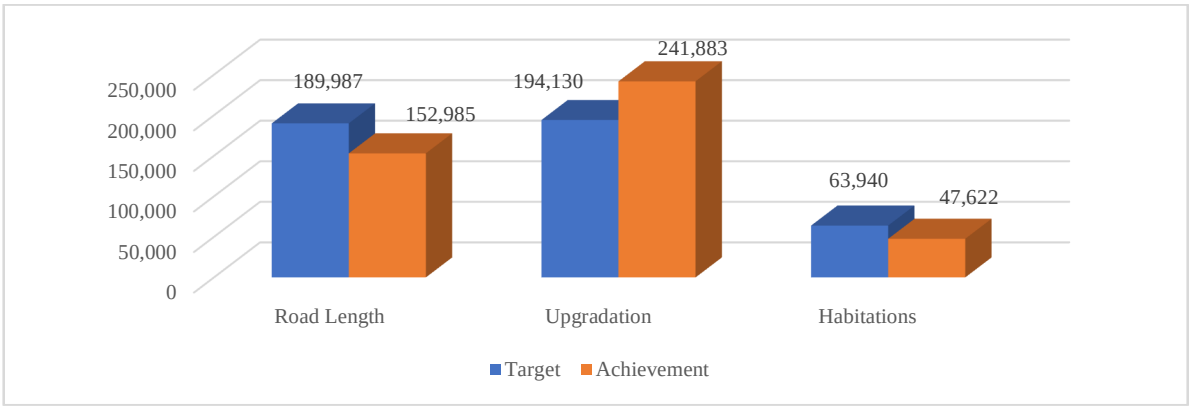


Fig.3 Target under Bharat Nirman

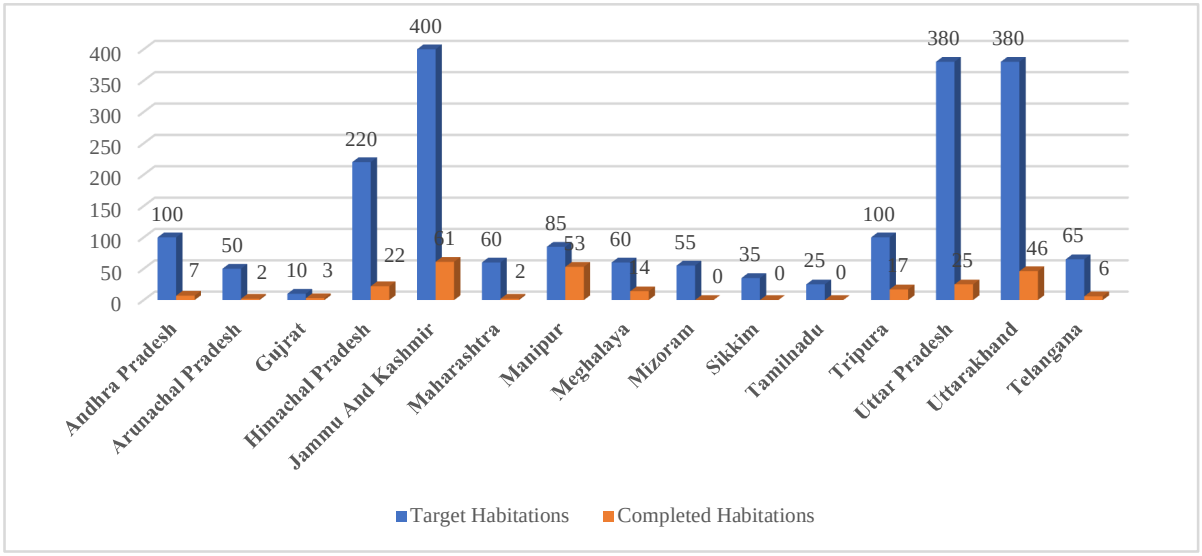


Fig. 4(a) Progress of habitations

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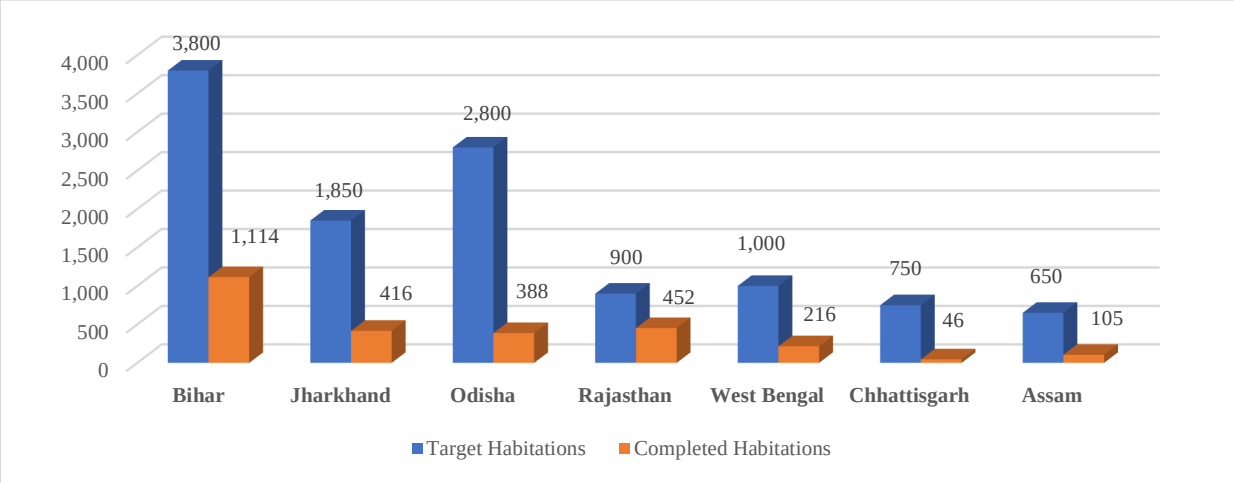


Fig. 4(b) Progress of habitations

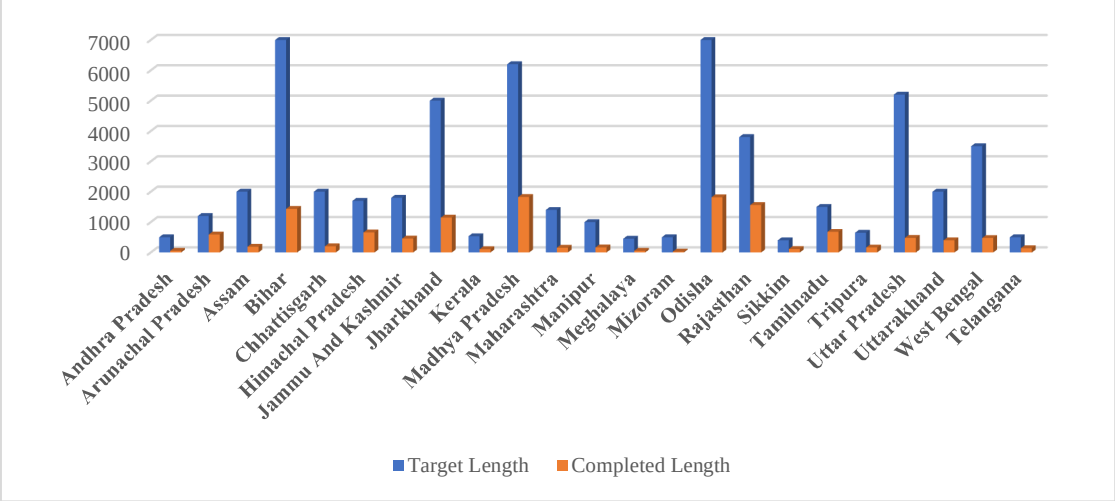


Fig.5 Progress of road length

## IV. CONCLUSION

*A.* The construction of the PMGSY roads has greatly benefited the farmers. Prior to the construction of the PMGSY roads, farmers found it difficult to sell agricultural goods in the bigger markets that are located at a distance from their villages. Due to lack of transport, the farmers had to often physically carry their goods and could thus transport only a small amount of agricultural produce to the market. Also, a lot of travel time was lost. Thus, the whole process was not profitable. However, the construction of the PMGSY roads has resulted in increased and easier movement of farmers and their produce and has thus increased agricultural profit.

*B.* After the construction of PMGSY roads, an improvement in the employment situation in terms of more job opportunities, more avenues for self-employment, etc. were observed.

*C.* There has been an overall improvement in access to the health and education facilities.

## REFERENCES

[1] http://pmgsy.nic.in
[2] http://www.nrega.nic.in

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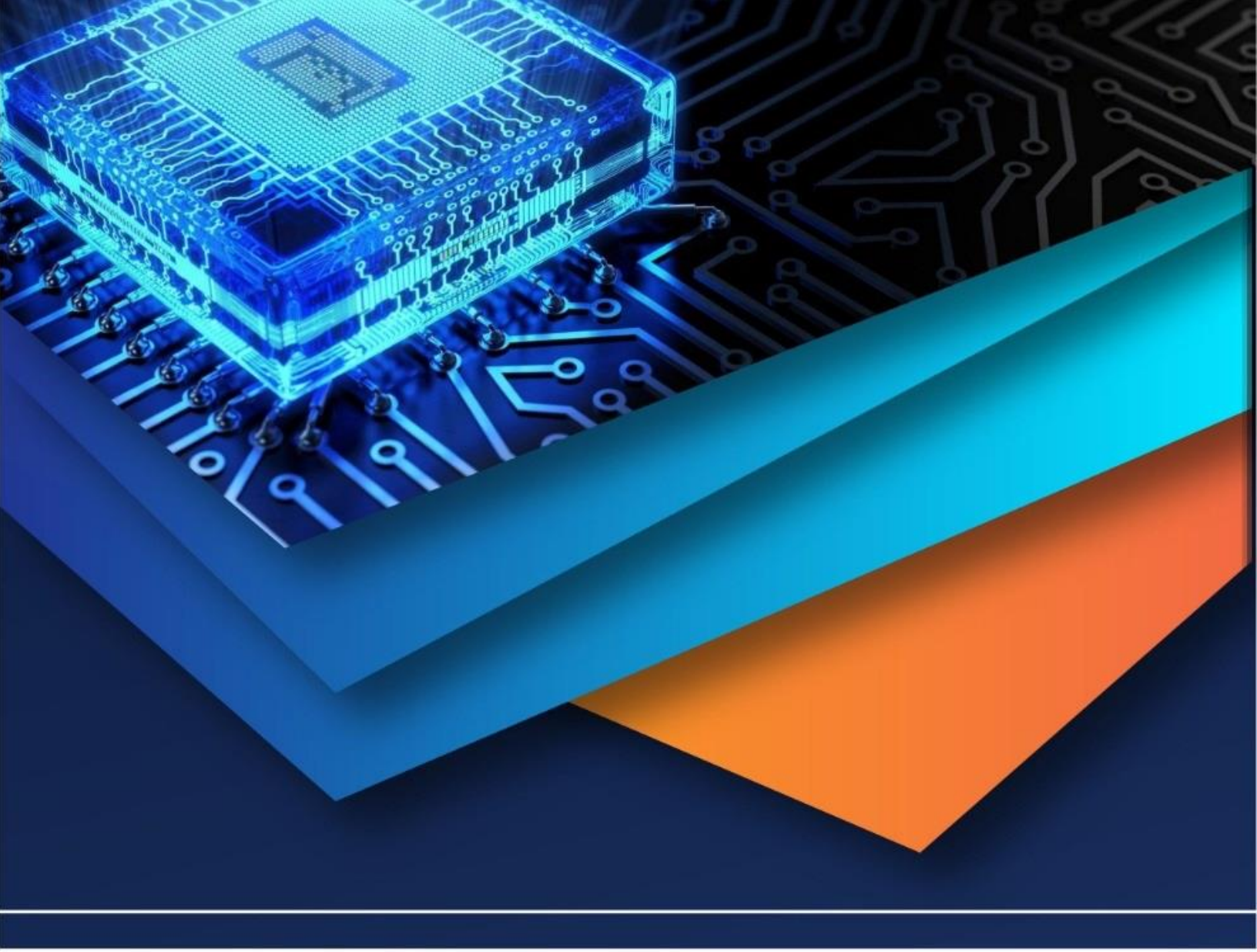

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