

Pradhan Mantri Gram Sadak Yojana : Past, Present & Future

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Abstract— The project is based on Pradhan Mantri Gram Sadak Yojana. Government of India have launched the Pradhan Mantri Gram Sadak Yojana (PMGSY) on 25th December, 2000, with the objective of providing Road Connectivity through good All-weather roads to all unconnected habitations having a population of more than 1000 persons by the year 2003 and those with a population of more than 500 persons by the end of the Tenth Plan Period (2007).

Pradhan Mantri Gram Sadak Yojana (PMGSY) was launched as a fully funded Centrally Sponsored Scheme to provide all weather road connectivity in rural areas of the country. The main aim of the programme is connecting all habitations with a population of 500 persons and above in the plain areas and 250 persons and above in hilly States, the tribal and the desert areas.

The project basically studies the past, present and future of PMGSY scheme in India. The data collection of the same will be done by questionnaire and by referring various government reports Such as PMGSY guidelines, Quality control reports, OMMAS details, DPRS of various reports and also with help of other available data.

The study area for the project is basically selected Indapur Taluka which is situated in Pune district in Maharashtra State, India. Questionnaire is conducted also 3rd tire quality monitoring for same has done. From available reports fund generation & fund utilization are calculated, comparative study of PMGSY guidelines also done. Also, SWOT analysis is carried out so that we can understand Strengths, Weakness, Opportunities and threats for PMGSY scheme from available data.

The study of project will give the current status of rural connectivity in India. It will also help to understand how PMGSY scheme become beneficial to rural people in terms of economical point of view, Health point of view and educational point of view. This project will tries to improve present and future status

of PMGSY scheme in India.

Keywords: PMGSY, Quality, Socio-economic Impact, Fund generation, Current Status.

I INTRODUCTION

Rural road availability is a key part of provincial advancement, since it elevates access to monetary and social administrations, in this manner creating expanded farming efficiency, non-horticulture work and also non-rural profitability, which thusly extends country development openings and genuine wage through which neediness can be decreased.

In any case, even today, just around 60% of homes in the nation are associated by roads. Keeping in see the financial advantages gathering from giving road availability to the villages, there is a need to bestow more noteworthy push to giving road network. Legislature of India have propelled the Pradhan Mantri Gram Sadak Yojana (PMGSY) on 25th December, 2000, with the target of giving Road Network through great Every climate road to every detached home having a populace of more than 1000 people by the year 2003 and those with a populace of more than 500 people before the finish of the Tenth Arrangement Time frame (2007).

Pradhan Mantri Gram Sadak Yojana (PMGSY) was propelled as a completely supported Midway Supported Plan to give all climate road availability in provincial zones of the nation. The primary point of the program is interfacing all homes with a populace of 500 people or more in the plain ranges and 250 people or more in uneven States, the tribal and the forsake zones.

Development of Every single climate road and its support are critical focuses are taken regarding PMGSY plot. PMGSY fundamentally construct the village roads or Other District Roads (ODRs) for provincial availability. Different roads, for example, National Highway (NH), State Highway (SH) and Major District Roads (MDRs) are not mulled over.

II S.W.O.T. Analysis

To perform S.W.O.T. analyses of the PMGSY scheme recommend measures for the scheme analysis.

Strengths:

1) The objective of PMGSY is to provide all weather road



connectivity to unconnected habitations.

- 2) PMGSY gives connectivity by all-weather roads for eligible habitations only. Fair weather roads if converted into all-weather roads then it will come under up gradation.
- 3) PMGSY scheme is most successful scheme under Bharat Nirman.
- 4) Availability of funds are from Asian Development Bank (ADB) and World Bank. Sufficient funds are available for execution of the scheme. Also, Flow of funds are significance in this scheme.
- 5) OMMAS- Online Monitoring, Maintenance and Accounting System gives the work done in past, work going on and proposed work in coming year this system gives transparency in the scheme in addition to the status monitoring of program.
- 6) PMGSY improves quality of life for rural people.
- 7) PMGSY guidelines have given proper direction so that execution of work is efficiently done.
- 8) Various development schemes, which are included after PMGSY scheme is executed.

Weakness:

- 1) All habitations which were provided with all-weather road connectivity earlier are not eligible even if present condition of the road is not good.
- 2) PMGSY does not permit repairs to cement roads or black top roads even if surface condition is bad.
- 3) Road connectivity is still lagging behind.
- 4) Lack of efficient coordination is observed in the scheme.
- 5) Laborers demand more wage rates for their work.
- 6) Proper road development and water supply are still major issues in some areas.
- 7) Quality and maintenance of roads under PMGSY scheme is not up to the mark. Maintenance cycle is not done in many areas.
- 8) Road communication needs to be improved in remote villages.
- 9) Social Audits are required for PMGSY scheme for integrated development.

Opportunities:

- 1) Rural road connectivity increases the village people to connect urban areas.
- 2) New construction and up gradation of road provide greater opportunities for rural people to their overall development.
- 3) Convergence of other welfare schemes for integrated development such as in Maharashtra MMGSY scheme.
- 4) Equal opportunities should be provided for all without gender bias.
- 5) Creation of more job opportunities for weaker section and backward communities.

- 6) Road connectivity is to be perpetuated through PMGSY.
- 7) There is scope for employment in agricultural fields, factories etc.
- 8) There is scope for improvement of road connectivity to villages and remote areas.
- 9) All weather road network in districts need to be strengthened for wellbeing of people.

Threats:

- 1) If condition of road is not good it will consume time and also affect overall progress of rural people, in terms of health, education and economy etc.
- 2) Poor monitoring and evaluation of work done after use of OMMAS also, hence project success is hampered.
- 3) Irregular implementation of scheme has done, resulting in inequality.
- 4) Minorities are still not connected by the scheme, hence may cause social unrest.

III RESULTS & RECOMMENDATIONS

Results:

- 1) Rural roads provide connectivity in rural areas. Rural roads are not only important for movement of agricultural and allied products from rural to urban areas but they are equally important for inclusive growth of rural economy. 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. Positive impact was observed with regard to increase in accessibility to preventive health care. Education facilities are also too increased because of the PMGSY roads. Construction of the PMGSY roads has led to an increase in frequency of visits by Government officials to implements various Government schemes and programs in rural areas. Newly connected village under PMGSY have assured access to better social infrastructure like banks, post office, hospitals, veterinary hospitals, bus stops and local market.
- 2) By knowing current status of PMGSY in India, the project gives idea how progress of work is proceed. It was observed that, progress of project is hampered.
- 3) For year 2017, After May month target was achieved as follows,
 - a. On the basis of length (KM) of road= 8.2%
 - b. On the basis of habitation connected= 4.9%
- 4) For knowing socio-economic status of India, 80 Questionnaire is conducted in following 5 villages in Indapur taluka where PMGSY scheme is implemented.
 - 1) Khorochi to Pittewadi Road
 - 2) Nimgaon Ketki to Varkut Road
 - 3) Nirvangi to Dagadwadi Road
 - 4) Rui to Maradwadi Road
 - 5) Shelgaon to Vaiduwadi Road
 - a. In above villages, it was observed that overall

development after construction of road is satisfactory. But, people faces difficulty for jobs as there is no job opportunities near the villages. Villagers are struggling for satisfying their basic needs.

- b. Access to hospitals, schools, Market is improved after PMGSY scheme is implemented.
- c. Quality aspects regarding PMGSY scheme has observed in this project. Here, it is observed that quality of roads are not maintained properly as PMGSY guidelines has given. Maintenance of the roads are not done properly due to this people suffer by this.
- d. Due to this project we can able to know whether fund generated is properly utilized. How funds are generated, their utilization can be understood easily. Now, projects under PMGSY scheme are done 100% by bidding. So, Proper fund utilization can be observed.
- e. Comparative study between PMGSY previous and latest guidelines has done. In this, it is observed that latest guidelines has more specified data as compared to previous guidelines data. From this, we can able to execute PMGSY project more effectively.
- f. As we all know "Every problem which arises has a solution" so some problems were also observed under PMGSY (discussed by villagers, labours, contractors as well as the other higher authorities) can be resolved easily with the help of government support. PMGSY is very strong and effective policy of Central Govt. The progress of this policy can be shown as the construction of rural roads in rural areas. PMGSY has achieved a great success in the field of road construction.

Recommendations:

- 1) Third party quality audit have recommended. For Nimgaon Ketki village maintenance of road have not done in last five years. Poor monitoring and evaluation of work done after use of OMMAS also, hence project success is hampered. Due to this people of village who are using the road face more difficulty in daily uses.
- 2) Government sanctions huge amount for PMGSY scheme. So, there should be more transparency for the scheme.
- 3) There should be proper check in construction and maintenance of road which are constructed under PMGSY scheme. If condition of road is not good it will consume time and also affect overall progress of rural people, in terms of health, education and economy etc.
- 4) Road connectivity is still lagging behind. There

should be speedy work for construction of PMGSY scheme because, rural road connectivity is key factor for development of our country.

5) Proper road development and water supply are still major issues in some areas. So, Government should look forward to overcome such issues.

IV CONCLUSION

- 1) Like every scheme implemented by government, PMGSY scheme also has strength and weaknesses. After S.W.O.T. analysis it is found that strength and opportunities of this scheme are more than weakness and threats.
- 2) For development of our country, rural development must take into consideration. As 70% people are living in rural area. PMGSY scheme is important step taken by Government of India for rural road connectivity, which ultimately do rural development.
- 3) In the last, it can be concluded that rural roads under PMGSY, help to attain overall development of the country and its citizens.

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