

Pradhan Mantri Gram Sadak Yojana: A path to

Inclusive Growth of MP

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Abstract

Inclusive growth is the most talked about issue in India. Inclusive growth in MP with reference to Pradhan Mantri Gram Sadak Yojana (PMGSY) mainly focuses on rural infrastructure development of MP i.e. rural roads. Building roads in villages to raise rural incomes and improve people's access to health and education services. This growth is not only necessary for sustainable and continuous development but it is also necessary for the overall development of village, state as well as the nation. It is acknowledged that roads have improved social, physical, financial and human capital of the population of the connected villages. So, PMGSY is not only developing rural roads but it will also help the villagers to come up and progress with the nation. It is a stepping stone to the success of India.

Keywords: Inclusive Growth, Rural Roads, PMGSY, Financial and Physical Progress of PMGSY, Impact of PMGSY on Rural Economy of MP.

1.0 Introduction

Inclusive growth, world over has occupied a significant place. Similarly no country can avoid infrastructure development. So, for the development of every country it should have strong infrastructure. Infrastructure and human development are linked closely and basic infrastructure has significant impact on people's development. Better roads can improve the trade relation between the countries. Today, the governments of all countries in the world are building more and more roads to gain access to the remotest regions of their countries.

1.1 Concept of Inclusive Growth

Inclusive growth basically means, "Broad based growth, shared growth, and pro-poor growth". It means '*Inclusive growth is growth which ensures meaningful and sustainable jobs for all, which includes the poorest of the poor*'. It decreases the rapid growth rate of poverty in a country and increases the involvement of people into the growth process of the country. '*Inclusive Growth*' and '*Aam Aadmi*' have been two of the most commonly used slogans of UPA. The Eleventh five year plan was also titled '*Inclusive Growth*'. Inclusive growth by its very definition implies an equitable allocation of resources with benefits incurred to every section of the society.

1.2 Inclusive Growth and India

India is the new global buzzword. Of the eight richest people in the world four are Indian. But the irony still remains that the poor are still poor even though the rich have become super rich and the hitherto not so rich. The growth is far from inclusive. Growth continues to bypass a large section of people. A large majority of Indians live in the villages and they have been excluded from India's growth story. For a developing country like India, the need of inclusive growth is vital to achieve the overall progress of the country as well as state. India's economic growth has passed through major phases over the past 65 years and is emerging to a new phase with a broad objective of "Inclusive Growth".

1.3 Need for Inclusive Growth in Madhya Pradesh

Achieving inclusive growth is the biggest challenge in a state like Madhya Pradesh. In a democratic state like Madhya Pradesh, bringing 5,25,37,899 (72.37%) people living in rural Madhya Pradesh into the mainstream is the biggest concern. The challenge is to take the levels of growth to all sections of the society and to all parts of the state. The best way to achieve inclusive growth is through developing people's skills. The following factors encouraged Madhya Pradesh to concentrate more on inclusive growth:

- Inclusiveness benchmarked against achievement of monitorable targets related to (i) income distribution (ii) education, (iii) health, (iv) women & children, (v) infrastructure, (vi) environment.
- Reducing poverty, other disparities and rising economic growth are the key

objectives of the state through inclusive growth.

- Achievement of 8 to 9% of GDP growth for Madhya Pradesh in the year 2011-12 as a whole is one of the boosting factor which gives the importance to the Inclusive Growth in Madhya Pradesh.

1.4 Importance of Rural Roads in Inclusive Growth

Rural roads are important factor in rural development and inclusive growth for a nation including agriculture, health, education, forestry, fisheries, small scale industries, trade and commerce etc. Keeping in view the all round development, government has taken number of measures to facilitate the rapid growth of rural roads. Poverty reduction is main objective of inclusive growth, which can be reduced by rural roads construction under the PMGSY. Broadly speaking the impact of rural roads can be summarized as follows:

- Improvement in market access and transportation services.
- Better availability of farm inputs at reduced prices.
- Better availability of public services and public functionaries in the rural areas.
- Improve access to schools and other educational opportunities.
- Improve basic health and hygiene.

States like Uttar Pradesh, Madhya Pradesh, Bihar, Orissa and Rajasthan and many hill states had low level of village connectivity, which indicated that there still exist regional imbalances in the connectivity of villages. Notwithstanding the efforts made, over the years, at the State and Central levels, through different programmes, about 40% of the habitations in the country are still not connected

by all-weather roads. It is well known that even where connectivity has been provided, the roads constructed are of such quality (due to poor construction or maintenance) that they cannot always be categorized as all-weather roads.

2.0 Introduction of PMGSY

As India has essentially a rural-oriented economy with 74 per cent of its population living in its villages and with a view to redressing the situation, Government has launched the Pradhan Mantri Gram Sadak Yojana on 25th December, 2000 to provide all-weather connectivity to unconnected habitations. Under this scheme, government has given greater importance to rural road development. Rural infrastructure plays an important role in the economic development and it is *“The key to Inclusive Growth”*. The PMGSY is a 100 per cent Centrally Sponsored Scheme. 50 per cent of the Cess on High Speed Diesel is earmarked for this programme. And PMGSY is one of the largest infrastructure development initiatives in the country for development of Rural Roads, with technical and managerial support from National Rural Roads Development Agency (NRRDA), Ministry of Rural Development, Government of India. At the commencement of PMGSY in 2000, it was estimated that about 330000 out of its 825000 villages and habitations were without any all-weather road access.

2.1 Objectives of PMGSY

(A) The primary objective of the PMGSY is to provide **Connectivity**, by way of an all-weather Roads to the eligible unconnected habitations in the rural areas, in such a way that All unconnected habitations with a population of 1000 persons and above are covered in three

years (2000-2003), 500 persons and above by the end of the Tenth Plan Period (2007). In respect of the Hill States and the Desert Areas, the objective would be to connect Habitations with a population of 250 persons and above.

(B) The PMGSY will permit the **Upgradation** of the existing roads in those districts where all the eligible habitations have been provided all-weather road connectivity.

2.2 Bharat Nirman and PMGSY

In 2005, Government of India embarked upon a bold initiative to build infrastructure in the rural areas under an umbrella programme “Bharat Nirman”. And PMGSY was connected with “Bharat Nirman” to provide all weather connectivity in rural areas.

2.3 Achievements Bharat Nirman through PMGSY in Madhya Pradesh

- Rs. 1798.52 crore released to the state against cumulative allocation of Rs. 1500 crore.
- Construction/ upgradation of 9314 km of roads completed
- Connectivity provided to 2668 habitations.

3.0 Objectives of the research work

- 1) To evaluate the Financial and Physical Progress of PMGSY in Madhya Pradesh state.
- 2) To find the social-economic impact of the PMGSY roads in Madhya Pradesh.
- 3) To find out weaknesses and problems for implementing PMGSY in rural areas of MP and also the suggestions to solve the problems.

3.1 Area and Tenure of Research work

The data and information are collected from all the districts of the Madhya Pradesh state to analyze the financial and physical progress of PMGSY. And survey work was done from some districts specially Jabalpur, Bhopal, Narsinghpur, Katni, Datia etc. to test facts and information. The tenure of the study that started from 2000-01 till 2011-12.

3.2 Collection of Data

This project work is mainly based on secondary data but to know the socio- economic impact of PMGSY roads, the primary information is also collected. It is collected through personal investigation and observation techniques. For the purpose of study secondary data are collected through:

- Govt. agencies like NRRDA, MPRRDA, Programme Implementation Unit (Jabalpur).
- Magazines and Journals related to rural development, inclusive growth and rural roads.
- Annual reports of PMGSY & websites.

4.0 Financial and Physical Progress of PMGSY in Madhya Pradesh

The MPRRDA has been entrusted with the task of implementing this programme in MP. Under this scheme the road construction work has been done in 50 districts of Madhya Pradesh. Under the PMGSY in MP state, total ₹ 1561699.42 lacs have been sanctioned for road construction, from which ₹ 1159601.63 lacs have been used to provide connectivity in the state, which was 74.25% of sanctioned amount. Till December 2012, total 13867 roads had been proposed to construct in MP state, from which 11269 roads were constructed and

upgraded under the scheme, which was 81.26% of the total proposed road works. And 45585.01 km length of the rural roads has been completed, which was 76.49% of the decided length.

Financial Progress of PMGSY in Top 5 States of India

(On the basis of Cost - December 2012)

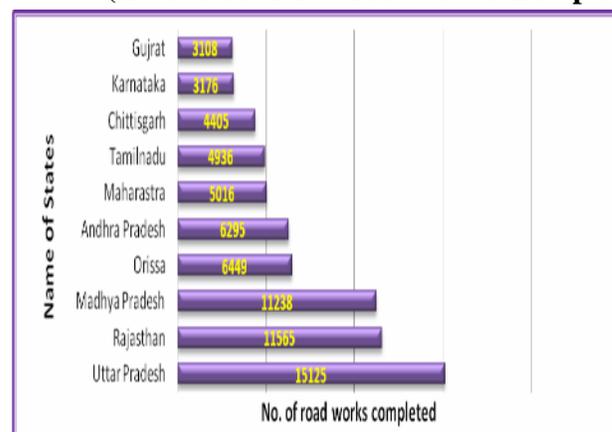
S.No.	Name of State	Cost (in crore ₹)
1	Madhya Pradesh	11569.05
2	Uttar Pradesh	9402.86
3	Orissa	9133.67
4	Rajasthan	8171.1
5	Assam	6943.74

Source: *National Rural Road Development Agency, Ministry of Rural Development
** omms.nic.in dated 30-12-2012

As per the table it is known that Madhya Pradesh was in the first position by spending ₹ 11569.05 crore on road construction of the sanctioned amounts. Then the states Uttar Pradesh and Orissa were in the second (₹ 9402.86 crore) and third position (₹ 9133.67 crore) respectively, by using the amount under the scheme.

Physical Progress of PMGSY in Top 10 States of India

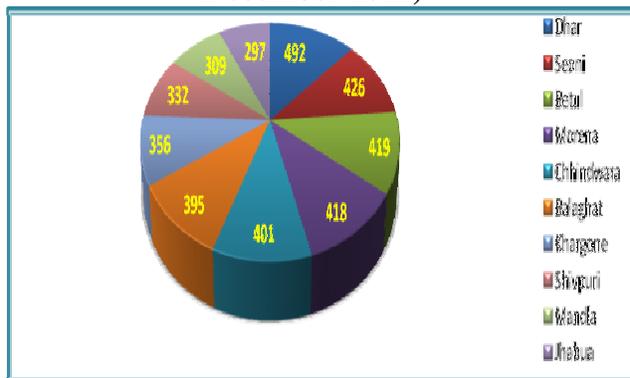
(On the basis of Road Works Completed)



Source: *National Rural Road Development Authority,
Ministry of Rural Development
** omms.nic.in dated 30-12-2012

The physical progress of PMGSY in top ten states of India has been shown by the above table. By this, it is known that the maximum work was done in Uttar Pradesh. In this state around 15125 roads have been constructed till December 2012. Therefore in Rajasthan and Madhya Pradesh, 11565 and 11238 roads respectively have been constructed.

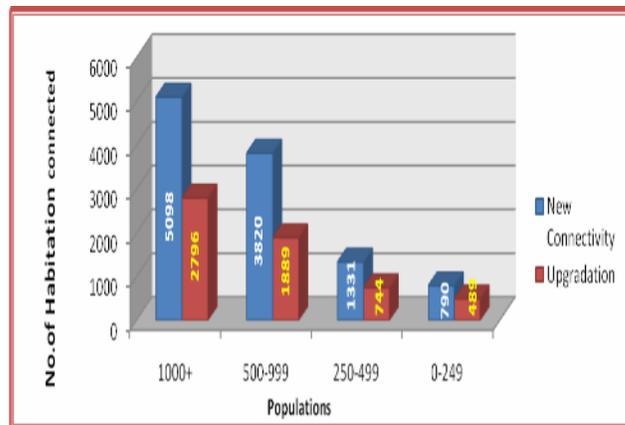
Physical Progress of PMGSY in Top 10 Districts of Madhya Pradesh (On the basis of Road Works Completed- December 2012)



Source: *Madhya Pradesh Rural Road Development Authority, Ministry of Rural Development
** omms.nic.in dated 30-12-2012

The physical progress of PMGSY in top 10 districts of Madhya Pradesh on the basis of road works completed till 2012 has been shown by the graph. From this, it is known that district Dhar is in the first position with 492 completed road works. Apart from this, district Seoni and Betul are in second and third respectively.

Habitation Coverage in Madhya Pradesh (December 2012)



Source: *Madhya Pradesh Rural Road Development Authority, Ministry of Rural Development
** omms.nic.in dated 30-12-2012

Population wise habitations coverage in Madhya Pradesh under PMGSY has been shown by the above graph. According to graph, till December 2012 new connectivity (by constructing rural roads) was provided to 11039 habitations and upgradation work was done for 5918 habitations.

“On the basis of given data it can be said that the financial and physical condition of PMGSY of Madhya Pradesh state is satisfactory”.

5.0 Impact of PMGSY on Rural Economy of Madhya Pradesh

By getting road connectivity under the PMGSY the rural economy and rural lives of the state are affected. For this research work, some villages (Shahpura, Pondi, Sunachar, Bhita, Fular, Barkheda, Bhamki, Garhakalan etc. of Jabalpur, Bhopal, Narsinghpur, Katni, Datia districts were chosen to collect the information about economic and social benefits of rural roads under the PMGSY. The major findings are as follows:

5.1 Economic Impact of PMGSY on Rural Economy of M.P.

5.1.1 Impact on agriculture

- PMGSY road connectivity leads to a better transport system during all seasons. Farmers mentioned that the problem of not being able to access the markets during monsoon has been solved by the construction of the roads. This impact has been greatly felt in the districts like Jabalpur, Bhopal, Katni, Narsinghpur, Datia etc. of Madhya Pradesh state.
- The PMGSY roads have made it easier to transport chemical fertilizers, seeds and pesticides.
- Considerable change in cropping pattern was observed in the various districts and villages of Madhya Pradesh state, with a switch from food crops to cash crops (such as ginger, sugarcane, sunflower and other vegetables).

5.1.2 Impact on employment generation

- After the construction of PMGSY roads, an improvement in the employment situation in terms of more job opportunities was observed. A lot of housewives were mentioned that they have started small scale industries like making, pickle, papad, bidi, sivai, jhadu etc.
- On-farm employment opportunities have increased due to shift from grains to cash crops.

5.1.3 Impact on Poverty Alleviation

- Under PMGSY, rural roads have decreased the rapid growth rate of poverty and had increased the involvement of people into the growth process of the state, which is the main objective of inclusive growth of Madhya Pradesh.

- With the improvement in on-farm and non-farm employment opportunities, beneficiaries in all the districts reported increase in their average household income.

5.2 Social Impact of PMGSY on Rural Economy of M.P.

5.2.1 Impact on health

- Positive impact was observed with regard to increase in accessibility to prevent health care facilities; better management of infectious diseases and attending emergencies due to faster access to health facilities and increase in frequency of visits by health workers especially in the Jabalpur, Bhopal, Katni and Narsinghpur districts.
- Pregnant women have easier access to prenatal and postnatal care, and can reach health centers outside the village in time for deliveries. Ambulance facilities have also been increased in maximum villages.

5.2.2 Impact on education

- Beneficiaries reported that the PMGSY road connectivity had led to an increase in the number of girls going to schools in the various villages (like Pondi, Gubra, Sahajpur, Shahpura, Khamaria, Chargawan, Maili, Lamheta, Bheeta, Belkheda etc.) in the state. Most parents mentioned that they are now more confident about sending their daughters to schools/colleges.
- Another noteworthy impact has been in terms of regular attendance of the teachers throughout the year. Teachers, living outside are also able to travel for work in rural schools.

5.2.3 Impact on Urbanization

- Trend towards urbanization of an area as an immediate and direct impact of providing rural road connectivity was observed in course of the study. The study areas have seen some rapid changes from traditional to modern ways of life. For instance, the phenomenon of neon light attraction has drawn the villagers to the town entertainments; there has been increased use and ownership of televisions, computers, mobiles, cars, tractors and other electrical gadgets.

6.0 Problems

- Delay in road construction work
- Lack of Suppliers and eligible contractors
- Monsoon and Geographical problems
- Lack of Engineers and specialists
- Shortage of skilled and Local workers & the problem of Child Labour
- Increasing the rate of raw material
- Difficulty in the availability of land for road construction
- Untimely payments to contractors and labourers

7.0 Suggestions

- Govt. should appoint contractors, engineers, specialists on adhoc basis on a certain pay scale. And labours must be employed on yearly or half yearly basis.
- The rules and regulations for the selection of habitation must be followed strictly without any partial behavior by the Govt. or politician.
- In the monsoon season labours are hardly found. So to get relief from this

problem Govt. must declare the monsoon period as holiday period for the labours.

- The retire PWD workers must be reappointed for 2 years so that their experiences can be used for road construction work under PMGSY. So the quality of roads will be better.
- To overcome from the corruption problem in our state, there must be a regular supervision and monitoring of the rural road works for the whole year.
- License of the contractors should be cancelled if they don't complete their work on time.
- To make our environment healthy and green, the tree plantation work should be done on both the sides of roads which must be included under the PMGSY programme.

8.0 Conclusion

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 it is 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 prevent health care. Education facilities are also increased because of the PMGSY roads. Construction of the PMGSY roads has led to an increase in frequency of visits by Government officials to implement of various Government schemes and programs in rural areas. Now with improved connectivity of roads under PMGSY

mobility has been made easier and parents are no longer hesitant to marry their daughters with boys living at distant villages. Newly connected village under PMGSY have assured access to better social infrastructure like banks, post office, hospitals, veterinary hospitals, bus stops and local market.

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 suggestions given by the researcher. 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. 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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