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# Pradhan Mantri Gram Sadak Yojna: Most Important Topic for 2021 Competitive Exams

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- Rural Road Connectivity is not only a key component of Rural Development by promoting access to economic & social services & thereby generating increased agricultural incomes & productive employment opportunities in India, it is also as a result, a key ingredient in ensuring sustainable poverty reduction. Notwithstanding the efforts made, over the years, at the State & 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.
- With a view to redressing the situation, Government have launched the Pradhan Mantri Gram Sadak Yojana on 25<sup>th</sup> December, 2000 to provide all-weather access to unconnected habitations. The Pradhan Mantri Gram Sadak Yojana (PMGSY) is a 100 % Centrally Sponsored Scheme. 50 % of the Cess on High Speed Diesel (HSD) is earmarked for this Programme.
- The Government has brought forward the target date by three years from 2022 to 2019 to achieve complete rural connectivity through all-weather roads under Pradhan Mantri Gram Sadak Yojana, PMGSY. This accelerated implementation will be achieved by providing enhanced financial allocation & through a modified funding pattern in the Scheme.
- Thus the annual allocation during year 2015 - 16 is to be enhanced by ₹ 5,000 crore & with this the total Central allocation to States would be ₹ 15,100 crore. 29,000 new habitations will be connected between 2015 to 2017.



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## Objectives

- The primary objective of the PMGSY is to provide Connectivity, by way of an All-weather Road (with necessary culverts and cross-drainage structures, which is operable throughout the year) , to the eligible unconnected Habitations in the rural areas, in such a way that all Unconnected Habitations with a population of 1000 persons & above are covered in three years (2000 - 2003) & all Unconnected Habitations with a population of 500 persons & above by the end of the Tenth Plan Period (2007) .
- In respect of the Hill States (North-East, Sikkim, Himachal Pradesh, Jammu & Kashmir, Uttaranchal) & the Desert Areas (as identified in the Desert Development Programme) as well as the Tribal (Schedule V) areas, the objective would be to connect Habitations with a population of 250 persons & above.
- The PMGSY will permit the Upgradation (to prescribed standards) of the existing roads in those Districts where all the eligible 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 Programme & cannot exceed 20 % of the State's allocation as long as eligible Unconnected Habitations in the State still exist. In Upgradation works, priority should be given to Through Routes of the Rural Core Network, which carry more traffic.

## Guiding Principles

- The objective of the Pradhan Mantri Gram Sadak Yojana (PMGSY) is to provide good all-weather road connectivity to unconnected Habitations. A habitation which was earlier provided all-weather connectivity would not be eligible even if the present condition of the road is bad.
- An Unconnected Habitation is one with a population of designated size located at a distance of at least 500 metres or more (1.5 km of path distance in case of Hills) from an All-weather road or a connected Habitation.
- A Core Network is that minimal Network of roads (routes) that is essential to provide Basic access to essential social & economic services to all eligible habitations in the selected areas through at least single all-weather road connectivity.
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- Upgradation, when permitted would typically involve building the base & surface courses of an existing road to desired technical specifications and/or improving the geometrics of the road, as required in accordance with traffic condition.
- PMGSY does not permit repairs to Black-topped or Cement Roads, even if the surface condition is bad.
- Upgradation, when permitted would typically involve building the base and surface courses of an existing road to desired technical specifications and/or improving the geometrics of the road, as required in accordance with traffic condition.

### **Planning for Rural Roads**

- Proper planning is imperative to achieve the objectives of the Programme in a systematic & cost effective manner. The Manual for the Preparation of District Rural Roads Plan & the Core Network shall be treated as part of the Guidelines and would stand amended to the extent modified by the present Guidelines.
- The Manual lays down the various steps in the planning process & the role of different Agencies including the Intermediate Panchayat, the District Panchayat as well as the State Level Standing Committee.
- In the identification of the Core Network, the priorities of elected representatives, including MPs and MLAs, are expected to be duly taken into account & given full consideration. The Rural Roads Plan & the Core Network would constitute the basis for all planning exercises under the PMGSY.
- The District Rural Roads Plan would indicate the entire existing road network system in the District & also clearly identify the proposed roads for providing connectivity to Unconnected Habitations, in an economic & efficient manner in terms of cost & utility.

- The Core Network will identify the roads required to assure each eligible Habitation with a Basic Access (single all-weather road connectivity) to essential social & economic services. Accordingly, the Core Network would consist of some of the existing roads as well as all the roads proposed for new construction under the PMGSY.
- In proposing the new links under the District Rural Roads Plan, it would be first necessary to indicate the weightage for various services. The District Panchayat shall be the competent authority to select the set of socio-economic/infrastructure variables best suited for the District, categorize them & accord relative weightages to them. This would be communicated to all concerned before commencing the preparation of the District Rural Roads Plan.
- The Plan would first be prepared at the Block level, in accordance with the directions contained in the Manual & the priorities spelt out by the District Panchayat. In short, the existing road network would be drawn up, unconnected Habitations identified & the roads required to connect these unconnected Habitations prepared. This shall constitute the Block Level Master Plan.

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