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“ MONITORING AGENCY’S IN PRADHAN MANTRI GRAM SADAK YOJANA” (PMGSY)

Mangesh Baban Jadhav and Dr. Rajendra D. Jadhavar

ABSTRACT :

Pradhan Mantri Gram Sadak Yojana is one of the best schemes implemented by the Government of India through the ministry of Rural development. This scheme started under the Poverty Alleviation Programme, one of the important programmes. Pradhan Mantri Gram Sadak Yojana was launched on 25th December, 2000. This programme was started for rural connectivity. Rural connectivity is not an end in itself. It is a means. It is expected that the connectivity will improve indicators of education, health, rural incomes etc., provided as a follow up, and in consultation with the local Panchayati Raj Institutions, convergence is achieved with other ongoing programmes in these sectors. It is a speciality of the scheme, which is measured at three levels of quality in the P.M.G.S.Y. scheme: these programmes are monitored under National Nodal Agency and State Nodal Agency and District Nodal Agency. According to the guidelines in this scheme, each project is being made useful for the weather in existence labs with essential equipment for road quality inspection have been done. This work started from 2002-03 means phase 2 and since then the State and National level designated quality testers are using these laboratories.



KEYWORDS : Pradhan Mantri Gram Sadak Yojana , Poverty Alleviation Programme , Programme monitoring .

INTRODUCTION

Pradhan Mantri Gram Sadak Yojana (PMGSY) was launched on 25th December, 2000 with the objective of providing All-weather roads (with necessary culverts and cross-drainage structures, which is operable throughout the year), to the eligible unconnected habitations in the rural areas. The Programme envisages connecting all habitations having population of 500 persons and above (as per 2001 census) in plain areas and in respect of the Hill States (North-East, Sikkim, Himachal Pradesh, Jammu & Kashmir and Uttarakhand), Desert areas (as identified in the Desert Development Programme) the Tribal (Schedule V) areas and in the Selected Tribal and Backward Districts under Integrated Action Plan (IAP) as identified by Ministry of Home Affairs / Planning Commission, having population of 250 persons and above (as per 2001 census). In addition, it also has an element of upgradation, though it is not central to the Programme. Bharat Nirman, envisages connectivity by 2009 to all the habitations with a population of 1000 or more in the plains, and of 500 or more in the hilly, desert and tribal areas. The systematic upgradation of the existing rural road network also is an integral component of the scheme, funded mainly from the accruals of diesel cess in the Central Road Fund, with support of the multilateral funding agencies and the domestic financial institutions. Up to December 2005, with an expenditure of Rs.12,049 crore, a total length of 82,718 km. of road works had been completed.

° **Implementation of PMGSY in the State of Maharashtra:**

(a) Physical Performance:

Since inception of the scheme and up to the year 2012-13, a total of 1,203 habitations have been cleared for connecting with an All-weather road by constructing 23,217 km of road length. Against this, the State has connected 1,168 habitations by constructing 21,586 km of road length.

(b) Financial Performance:

The project proposals of the value of Rs. 5,388 crore have been sanctioned to the State of Maharashtra till June, 2012 against which Rs. 5,266 crore has been released so far. Out of this, the State has utilized Rs. 4,852 crore.

1. A brief review of the scheme in respect of the State of Maharashtra and the shortcomings noticed are given in
2. While expanding the rural road-network, the challenge also lies with maintaining the new infrastructure being created. Though there is 5-year maintenance in-built in the programme

° **Online Monitoring:**

Online management, monitoring and accounting of the programme is one of the important objective envisaged in the PMGSY guidelines, for which the web-based system OMMAS was launched in 2002. The State is required to keep the data updated as only an output of OMMAS generated and duly signed accounts are to be accepted for the financial year 2012-1

° **Implementation Issues of Maharashtra**

Quality Control:

P.M.G.S.Y. scheme these Programme monitoring under National Nodal Agency and State Nodal Agency and District Nodal Agency. According to the guidelines in this scheme, each project is being made useful for the weather in existence labs with essential equipment for road quality inspection have been done. This work started from 2002-03 means phase 2 and since then the State and National level designated quality testers are using these Laboratories. In the initial days, these local laboratories are used only in the field of testing and classification, Measurement, density of Soil, variation, Costal Material and Mixture, Slop of both side of the road. The Quantity of the State was used for this experiment here physical properties of the building materials such as plasticity powdery effect impact of the metal / materials quality of the road is examined and examination CBR level is possible. This process was conducted by the Department of Public Service or Approved by the Mechanical Engineering Colleges, Which were available for Examination of Material, It took a lot of time, so the result could not be made timely. Considering this problem, The departmental staff has increased the knowledge about quality of the material used by the contractors for Testing the Nagpur District Package, Which includes 7 to 8 Roads, to encourage the contractor to set up a laboratory with all the testing equipment. All the Districts of this experiments have been decided to imitate the proposal to set up District level laboratories along with the list of essential. Equipment by Maharashtra State, in all the districts it has been proposed to spend Rs.1 crore on this proposal.

(a) Second tier quality Control Mechanism: Against 246 inspections of completed road works by State Quality Monitors during November, 2010 to June, 2012, in 5% cases, quality of works has been found unsatisfactory for which immediate corrective action is required. Similarly against 461 inspections of ongoing road works during this period, in 4% cases quality of works has been found unsatisfactory.

(b) As 1322 No. of inspections have been carried out by SQM, during November, 2010 to June, 2012, 13,220 digital photographs in respect of these inspections should have been uploaded in public domain against which only 9057 photographs have been uploaded for which backlog needs to be cleared. While taking digital photographs, at least one photograph of field laboratory needs to be taken and if any shortcoming of test equipment is found in the laboratory, the concerned contractor should be asked to arrange remaining equipment, to make it effective.

(c) The 2nd tier of Quality Control has inspected 707 roads out of 1342 required roads needed to be inspected

during November, 2010 to June, 2012. Roads should have been inspected once during earthwork, once during construction and once on completion.

(d) Third tier quality Central Mechanism: It has been found during NQM inspections carried out during November, 2010 to June, 2012 that 9 % of completed works were found unsatisfactory. Therefore, SRRDA needs to take corrective action and ensure that the quality of the roads constructed under the programme is of high standards as

Effective monitoring of the Programme being critical, the State Governments will ensure that the officials are prompt in sending the requisite reports / information to the SRRDA as well as the NRRDA. The On-line Management & Monitoring System (OMMS) will be the chief mechanism for monitoring the Programme. To this end, the officials are required to furnish, ‘On-line’, all the data and information, as may be prescribed by the NRRDA from time to time, in the relevant module of the On-line Management & Monitoring System. They shall be responsible for uninterrupted maintenance of the Computer Hardware and Software as well as the Internet connectivity. The Software for the OMMS shall be supplied by the NRRDA and it shall not be modified at any level in the States; any requirement or suggestion for change shall be intimated to the NRRDA.

The State Government should provide necessary manpower, space and facilities to set up the Computer Hardware at the District and State Level. Since the data would reside on the State Servers, the State level Agency must ensure that the State Server is functional all 24 hours.

It shall be the responsibility of the Executive Engineer / Head of the PIU to ensure effective up-time and Internet connectivity of the computers at the PIU / District level. He shall be responsible for ensuring placement of all Master data including the Rural Roads Plan in the database and for the constant updating and accuracy of data relating to the progress of road works, record of Quality control tests as well as the payments made. In case of continued failure to update data on the OMMS, further releases to the State / District concerned could be affected.

Each State Government would identify one officer of sufficient seniority and having adequate knowledge of Information Technology to function as State IT Nodal Officer. His function will be to oversee the regularity and accuracy of the data being furnished by the Districts. The IT Nodal Officer, who shall form part of the SRRDA, shall also be responsible to oversee the upkeep of the Hardware and Software as well as the computer training requirements of the personnel dealing with the PMGSY.

The District Vigilance and Monitoring Committee set up by the Ministry will also monitor the progress and exercise vigilance in respect of PMGSY.

° Maintenance of Rural Roads

PMGSY is a huge central investment in the State sector as part of a poverty reduction strategy. This investment in essentially the ‘last mile’ connectivity is likely to be useful only if the main rural road network, particularly the rural Core Network is maintained in good condition. In the context of a farm to market connectivity, proper maintenance is essential if risks of long term investments, on-farm as well as off-farm, are to be taken by the rural entrepreneur. Accordingly, the putting in place of institutional measures to ensure systematic maintenance and providing adequate funding for maintenance of the rural core network, particularly the Through Routes, will be key to the continuance of the PMGSY programme in the State. To this end, State Governments will take steps to build up capacity in the District Panchayats and shall endeavour to devolve the funds and functionaries onto these Panchayats in order to be able to manage maintenance contracts for rural roads.

Till such time as District Panchayats take over maintenance functions, the PIUs will continue to be responsible for administration of post-construction and zonal maintenance contracts on PMGSY roads.

State Governments shall endeavour to develop sustainable sources of funding for maintenance of rural roads and shall ensure that the SRRDA

- a. Prepares and submits to the State Nodal Department and NRRDA an annual estimate of funds for proper maintenance of the Rural Core Network
- b. enforces a prioritisation criteria for allocation of budgeted maintenance funds. The criteria may be developed

in consultation with NRRDA, based on the Pavement Condition Index (PCI), giving weightage to conditions like traffic / population.

c. Liaises with the executing agencies receiving maintenance funding for rural roads to ensure coordinated application of the prioritisation criteria.

° **Rural Roads Safety** - Since rural roads are generally low traffic volume roads and accident rates are presently quite low, safety issues relate mainly to design and construction features and road safety consciousness of local residents. At the Central level, these issues will be addressed through coordination with the Road Safety Mission of the Ministry of Road Transport & Highways. At the State level, the State Quality Coordinator at State level and the Head of the DPIU at District level shall be tasked by the State Governments to coordinate with the State Governments road safety mechanisms and programmes, in particular through membership of the State Road Safety Council and District Road Safety Committees respectively created as per provision of Section 215 of the Motor Vehicles Act, 1988 (Act No.59 of 1988).

As part of the rural road development and maintenance programmes, the State Government shall ensure road safety audit of PMGSY works along with quality monitoring. It shall also ensure adequate involvement of Panchayat Raj Institutions in road safety awareness programmes. Awareness raising activities including publication of pamphlets, audio-visuals, interactive programmes etc. will be funded on the basis of annual proposals to be forwarded for clearance of the Empowered Committee along with the road proposals.

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