

## BHARAT NIRMAN' AND PMGSY: DAWN OF OPPORTUNITIES IN RURAL INDIA

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### ABSTRACT

*The big difference of infrastructure facilities among rural and urban sprawl can be visualised in various sectors of human life. The 'Bharat Nirman Yojana' is a complete package to convert rural 'Bharat' in modern and progressive 'India'.*

**KEYWORDS:** *Bharat Nirman Yojana, Infrastructure, Rural, Literacy, Roads, PMGSY.*

### Introduction

Infrastructure means the basic structures and facilities that are required for a country or an organisation to function efficiently, e.g. buildings, transport, water, energy resources, administrative system, etc. It plays a vital role not only in the country's economic growth but also in overall development. Major part of geographical area in India can be considered as rural. There are 6.4 lakh villages in India reported in the Census 2011 and two-third of the country's population is settle in rural areas. This area is very large i.e., about 32.8 lakh km<sup>2</sup> and lacking most of the basic infrastructure facilities. The big difference of infrastructure facilities among urban and rural areas can be visualised in various sectors of human life. For example, rate of literacy in rural and urban area affected significantly which can be seen from Table 1, which shows literacy condition of rural and urban population of Rajasthan during last decades.

**Table 1: Literacy Rate and Urban-Rural diversity in Rajasthan  
(From 1961 to 2011)**

(Literacy rate in Percent)

Literacy	1961	1971	1981	1991	2001	2011
<b>Rural</b>	12.9	16.4	22.5	30.4	55.3	62.3
<b>Urban</b>	44.5	50.8	58.0	65.3	76.2	80.7
<b>Rural-Urban gap</b>	<b>31.60</b>	<b>34.38</b>	<b>35.58</b>	<b>34.95</b>	<b>20.86</b>	<b>18.38</b>

Sources: Census of India, from 1961 to 2011.

Table 1 shows that literacy growth rate in rural area of Rajasthan was always lower than urban area. Due to the lack of connectivity and infrastructure, in 1961, rural literacy rate was only 12.9 per cent which increased to 16.4 per cent in 1971, 22.5 per cent in 1981, 30.4 per cent in 1991, 55.3 per cent in 2001 and reached up to 62.3 per cent in 2011. On the other hand, corresponding rate of literacy in urban areas was significantly higher in every Census.

The rural-urban literacy gap showed an increasing cum decreasing trend. In 1961, this gap was 31.60%, which increased to 34.38% in 1971 and reached to 35.58% (highest) in 1981. Then it decreased slightly to 34.95% in 1991, came down to 20.86% in 2001 and further declined up to 18.38% in 2011.

This rural-urban literacy gap is due to following reasons:

- Lack of infrastructure facilities like Schools, Colleges and such educational institutions in rural areas.
- Lack of transportation connectivity.
- Teachers from urban area not like to be appointed in rural areas.

Other than literacy, agriculture, employment, health facilities etc are also not up to the mark. Major portion of rural workforce, is not utilized which can otherwise, change the national integration. To

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provide basic infra-structure facilities in such a large area has been a vital challenge for the Government. The Central government has commenced a new scheme for rural infrastructure named “**Bharat Nirman Yojana**” on December 16, 2005 for strengthening of countries rural infrastructure which includes water supply, power, housing, sanitation, telephone and roads; and proposed “Specific Financing Window for Rs. 1,74,000 crore programme”. The Bharat Nirman programme has many components as follows-

- **Rural Roads-** PMGSY,
- **Power-** RGGVY,
- **Housing-** IAY that presently known as Pradhan Mantri Grameen Awas Yojana (PMGAY),
- **Drinking Water-** NRDWP,
- **Telephone Connections-** VPT Scheme
- **Irrigation-** Renewal and restoration for water bodies and expansion, renewal and modernization of minor irrigation schemes.

The availability of all these infrastructure components or facilities makes an ‘urban’ area. Hence, if these facilities can be provided systematically to the rural areas, they will become ‘urban areas’ ultimately. This is the objective of ‘Bharat Nirman Yojana’. If this Scheme works effectively, results will be alarming and at least, can reduce the rural-urban gap significantly in coming years. Out of many components of this Scheme, PMGSY is taken under consideration in this article. Without proper road connectivity, these rural areas felt isolation from urban areas up to a long time since independence. The main reason of backwardness of rural India is lack of road, rail and any other type of connectivity with urban areas and business centers. So, road connectivity can play a vital role in infrastructure development in rural areas and this is the reason that on 25<sup>th</sup> December, 2000, PMGSY started to provide connectivity of all-weather road connectivity in rural areas. For this purpose, MORD (Ministry of Rural Development) administers it.



### 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 operated throughout the year), to the eligible but not connected Habitations in rural areas of the population of 500 persons and upper in Plain areas. In case of the North-East, Himachal Pradesh, J&K, Sikkim and Uttarakhand, the Desert Areas (as defined in the Desert Development Programme). In respect of Tribal area (Schedule V) and selected Tribal and Backward Districts (as determined by the Ministry of Home Affairs and Planning Commission). The main purpose would be to connect eligible but yet to be connected Habitations with a population of 250 persons and above.
- Of 178,000 (1.7 lakh) habitations with population above 500 in the plains and above 250 in hilly parts planned to provide connectivity by all-weather roads.

### Funding

With overall view to redressing the situation, Government had launched the PMGSY on 25<sup>th</sup> December, 2000 to connect eligible unconnected habitations. The PMGSY work with 100% Centrally Sponsored Scheme. ‘0.75/liter out of the Cess on High Speed Diesel is marked for this Programme. From 2015-16 on head, the ratio of fund sharing has been revised with GOI providing 60% and 40% funds provided by states. For hilly areas North-east states, the ratio of sharing is 90:10 among GOI and corresponding state.

### Budgetary Allocation

Under PMGSY, by 2019, Central Government is committed to complete the current target. Rs 19,000 crores in 2017-18 has been provided for this scheme. Together with the contribution of states, an amount of Rs 27,000 crores will be spent on PMGSY in 2017-18.

### Achievement

82 percent (80 percent or 131,000 or 1.3 lakh under the PMGSY and 2 percent or 14,620 under state government schemes) were connected by December 2017. Of the balancing 47,000 work on all is in progress except for 1700 which will be approved by the end of December 2017 and connectivity of cent-percent will be achieved by March 2019 (December 16, 2017 update). Pending work included strong terrain states of Assam, Jammu and Kashmir (J&K) and Uttarakhand as well as left-wing Naxalite–Maoist extremism infested state of Chhattisgarh, some districts of Jharkhand and Malkangiri district of Odisha.

The researcher observed one of the effective impacts has been on the education front during his survey of rural areas of Rajasthan. Almost 76 % of the respondents have conceded to the increased access to the educational facilities in the area where new road connectivity came in existence through PMGSY. The attendance of school teachers is also getting regularised, which in the pre-construction phase remained inadequate during most of the study session. The access of education could be linked straight to the improved educational facilities (as per almost 70% of respondents) and due to the easier access of the students in schools from nearby villages. It increases opening up of private schools in villages. There has been a meaningful increase in the attendance of the students in the schools due to easier, safer and faster access even in odd weather days. There is directly correlation to the enrollment and attendance of girl students in the schools viz-a-viz by provided road connectivity. But as far as the change in the attendance for colleges is concerned their doesnot seem to be a significant impact in such a short term though in the long term, it can be perceived a very positive effect if the necessary facilities and access to colleges is provided. One of the major effects has been on the opening up of different private schools in the villages or rural areas. The people who were fast enough to take initiative by being early movers have really done miracle by opening up these schools. The tremendous thing is that they have a increasing number of students continuously with time including the girls are enrolled and the attendance has increased due to less dropouts, better delivery of education, better facilities, etc. It can be concluded from this observation that PMGSY increasing the speed of literacy rate in rural India and Rajasthan which can surprise in next Census 2021 as literacy rate hike and reduction in rural-urban literacy rates.

### Impact of Implementation of PMGSY

- Enhancement of employment opportunity.
- Better health and educational facilities.
- Easier for the farmers to move their agricultural products.
- Taxi services are being started on roads built under PMGSY that in-turn has made it possible for villagers to visit the health centres in short time.
- Schools are easily accessible to children.
- Increased economic opportunities.
- Scheme has started to change the lifestyle of villagers with new roads.
- In 2021 Census, it is possible that the rural-urban literacy gap will come down significantly and hopefully, it may be in single digit (< 10%).

### Conclusion

'Bharat Nirman Yojana' is a complete package to convert rural 'Bharat' in modern and progressive 'India'. The progress of PMGSY (Pradhan Mantri Gramin Sadak Yojana) is significant. The average speed of road construction under the PMGSY was 98.5 kms per day from 2004 to 2014, it rose to 130 kms per day in FY 2016-17. Similar to PMGSY, progress of other components of 'Bharat Nirman Yojana' are also significant but due to limitations, details are not given here.

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