

list of studies
SIN# 20

ಕರ್ನಾಟಕ ಸರ್ಕಾರ

ಸಂಖ್ಯೆ: ಲೋಇ 606 ಸಿಆರ್‌ಎಂ 2016(ಭಾಗ)

ಕರ್ನಾಟಕ ಸರ್ಕಾರದ ಸಚಿವಾಲಯ,
ವಿಕಾಸ ಸೌಧ,
ಬೆಂಗಳೂರು, ದಿನಾಂಕ: 25/04/2019

ಅನಧಿಕೃತ ಟಿಪ್ಪಣಿ

- ವಿಷಯ: ಲೋಕೋಪಯೋಗಿ, ಬಂದರು ಮತ್ತು ಒಳನಾಡು ಜಲಸಾರಿಗೆ ಇಲಾಖೆಯ ಮೌಲ್ಯಮಾಪನ ಅಧ್ಯಯನ ವರದಿಗಳ ಶಿಫಾರಸ್ಸುಗಳಿಗೆ ಸಂಬಂಧಿಸಿದಂತೆ ಕೈಗೊಂಡಿರುವ ಕ್ರಮಗಳ ವರದಿಯ ಕುರಿತು
- ಉಲ್ಲೇಖ: ಸರ್ಕಾರದ ಪ್ರಧಾನ ಕಾರ್ಯದರ್ಶಿ, ಯೋಜನೆ, ಕಾರ್ಯಕ್ರಮ ಸಂಯೋಜನೆ ಮತ್ತು ಸಾಂಖ್ಯಿಕ ಇಲಾಖೆ, ಇವರ ಅರೆ ಸರ್ಕಾರಿ ಪತ್ರ ಸಂಖ್ಯೆ: ಕೆಇಎ/51/ಎಟಿಆರ್ (ಮೌಅ) 2019, ದಿನಾಂಕ 22-02-2019.

ಮೇಲ್ಕಂಡ ವಿಷಯಕ್ಕೆ ಸಂಬಂಧಿಸಿದಂತೆ, ಉಲ್ಲೇಖಿತ ಅರೆ ಸರ್ಕಾರಿ ಪತ್ರದಲ್ಲಿ ಲೋಕೋಪಯೋಗಿ ಇಲಾಖೆಗೆ ಸಂಬಂಧಿಸಿದಂತೆ ಬೆಳಗಾವಿಯಲ್ಲಿ ಅನುಷ್ಠಾನಗೊಳಿಸಿದ 'ಸುವರ್ಣ ರಸ್ತೆ ವಿಕಾಸ ಯೋಜನೆ' ಯ ಮೌಲ್ಯಮಾಪನ ಅಧ್ಯಯನವನ್ನು ಕೈಗೊಂಡು, ಅಧ್ಯಯನದ ವರದಿಯನ್ನು ಲೋಕೋಪಯೋಗಿ ಇಲಾಖೆಗೆ ಕಳುಹಿಸಿದ್ದು, ವರದಿಯಲ್ಲಿ ನೀಡಲಾಗಿರುವ ಶಿಫಾರಸ್ಸುಗಳ ಬಗ್ಗೆ ಕೈಗೊಂಡ ಕ್ರಮದ ವರದಿಯನ್ನು ನೀಡುವಂತೆ ಕೋರಲಾಗಿತ್ತು.

'ಸುವರ್ಣ ರಸ್ತೆ ವಿಕಾಸ ಯೋಜನೆ'ಯು 2009-10 ರಿಂದ 2011-12 ರಲ್ಲಿ ಜಾರಿಯಲ್ಲಿದ್ದು, ಈ ಯೋಜನೆಯಡಿ ಬೆಳಗಾವಿ ಜಿಲ್ಲೆಯಲ್ಲಿ ಅನುಷ್ಠಾನಗೊಂಡಿರುವ ಕಾಮಗಾರಿಯ evaluation study ಮಾಡಲಾಗಿದ್ದು, ಈ ವರದಿಯಲ್ಲಿ ಗಮನಿಸಲಾಗಿರುವ ಅಂಶಗಳಿಗೆ ಕೈಗೊಂಡ ಕ್ರಮಗಳ ಬಗ್ಗೆ ತಯಾರಿಸಿರುವ Action Report ಅನ್ನು ಇದರೊಂದಿಗೆ ಮುಂದಿನ ಕ್ರಮಕ್ಕಾಗಿ ಲಗತ್ತಿಸಿ ಕಳುಹಿಸಿದೆ.

ತಮ್ಮ ನಂಬುಗೆಯ,

ಕರ್ನಾಟಕ ಮೌಲ್ಯಮಾಪನ ಪ್ರಾಧಿಕಾರ

ಸ್ವೀಕೃತಿ ಸಂಖ್ಯೆ 319/3

ದಿನಾಂಕ 04/5/19

ಗಣಕ ಸಂಖ್ಯೆ.....

ದಿನಾಂಕ.....

ಎನ್.ಎನ್.ಬಸವರಾಜು

(ಎನ್.ಎನ್.ಬಸವರಾಜು)

ಸರ್ಕಾರದ ಅಧೀನ ಕಾರ್ಯದರ್ಶಿ
ಲೋಕೋಪಯೋಗಿ, ಬಂದರು ಮತ್ತು ಒಳನಾಡು
ಜಲಸಾರಿಗೆ ಇಲಾಖೆ (ಸಂಪರ್ಕ).

ಇವರಿಗೆ:

ಸರ್ಕಾರದ ಪ್ರಧಾನ ಕಾರ್ಯದರ್ಶಿ
ಯೋಜನೆ, ಕಾರ್ಯಕ್ರಮ ಸಂಯೋಜನೆ
ಮತ್ತು ಸಾಂಖ್ಯಿಕ ಇಲಾಖೆ, ಬಹುಮಹಡಿಗಳ ಕಟ್ಟಡ.

APRIL 2019

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Action taken Report on Recommendations in Evaluation Report of KEA

List of Schemes Sl No. 20

1. Title of the Project: Evaluation of the Suvarna Raste Vikas Yojane Scheme implemented in Belgaum /2012-13/
2. Department: Karnataka Public, Works, Ports and Inland Water Transport Department.
3. Consult Organization: Department of Economics Karnataka University, Dharwad.

Sl. No.	Recommendation	Action Taken Report	Action to be taken/Remarks																	
1	The Study finds that there was no strong reason for separate Suvarna Raste Vikas Yojane for MDRs. The same work could have been done existing schemes meant for construction/improvement of the roads.	This scheme was started during 2009-10 and ended up during 2011-12.																		
2	The amount sanctioned under the scheme for each road is very small and it is equally distributed to each constituency.	The allocation made available to the Department was distributed on constituency basis as the PWD road network exists in all the constituencies baring a few urban constituencies of Bangalore and Mysore. The reason is explained in SI No.2																		
3	The length of roads improved under the scheme is very small. In some places, it is less than one KM and in other places, long roads have been improved with the co-ordination of the other schemes thus resulting in an improvement in major portion of the road																			
4	There is a large difference between the budget allocation and actual amount spent, leading to spillover of the amount for next financial year. This has created problem for taking up for fresh work.	As stated above, this scheme is closed. The status of expenditure against the grant is as under; Rs. in crore																		
		<table border="1"> <thead> <tr> <th rowspan="2">Year</th> <th colspan="2">Financial</th> </tr> <tr> <th>Grant</th> <th>Expn</th> </tr> </thead> <tbody> <tr> <td>2009-10</td> <td>150</td> <td>121.66</td> </tr> <tr> <td>2010-11</td> <td>175</td> <td>168.40</td> </tr> <tr> <td>2011-12</td> <td>150</td> <td>194.7</td> </tr> <tr> <td></td> <td>475</td> <td>484.76</td> </tr> </tbody> </table>	Year	Financial		Grant	Expn	2009-10	150	121.66	2010-11	175	168.40	2011-12	150	194.7		475	484.76	
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5	Large delay in release of the amount has affected the contractors to maintain the quality of the work. A major policy reform is required in this regard.	The payment to the contractors has been made as per the progress achieved.																		

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Sl. No.	Recommendation	Action Taken Report	Action to be taken/Remarks
6	<p>There is complete interference of the politician in the selection of the road. From the information so collected, it is found that the selection of the roads is completely done by the local MLA and there is interference of politicians even in tender process also. The study suggests that the committee consisting of elected representatives, concerned officials and civil society members may be formed for the selection of road under such schemes.</p>	<p>No comments.</p>	
7	<p>Though the Suvarna Raste Vikas Yojane is meant for MDR's in many places, State Highways have been selected.</p>	<p>This scheme is closed.</p>	
8	<p>The selection of the roads in some places is very strategic. It is useful in reducing the travel cost and time, connecting the main road and very helpful for children and students to go to schools and colleges of nearby places. In some places the amount is used to repair the bad roads. In some places, it seems that roads have been selected under political considerations. For instance, at Ankali of Chikkodi Division, the existing state highway has been widened in the Ankali town itself. This could have been done under other schemes meant for State Highways. In some places the scheme is very helpful in cropping up of new economic activities such as Dairy, Horticulture and Poultry. IN some places helpful in transporting vegetables, fruits, flowers and sugarcane to near by places. It is difficult to expect the spur of new economic activities, diversification in agricultural activities and large improvement in nonfarm activities in the surrounding villages from the improvement of a small portion of the road. There should be good rural-urban connectivity and an holistic approach is needed in this regard.</p>	<p>Now, Major district roads and village roads are being taken up for improvement under Appendix-E-Major district and other district road improvements, Special Development Programme (SDP), Central Road Fund (CRF), NABARD assisted RIDF scheme to develop good rural road network.</p>	
9	<p>Some of the surrounding villages are away from the main road. Unless these village roads are improved, the benefits from improved roads may not accrue to the remote villagers. It is very important to improve the remote village and MDRs to harness the existing potentiality of the village economy.</p>		
10	<p>Exploring the existence of potentiality of villagers, good road connectivity is very important. Good road connectivity attracts the others to come to villages and to invest in various economic activities. It is essential to attract private investment in villages. It is the responsibility of the state to provide basic infrastructure for such</p>		

Sl. No.	Recommendation	Action Taken Report	Action to be taken/Remarks
11	<p>Looking into the geographical, economic conditions and villagers. Looking into the surrounding villages of improved roads under public opinion of the surrounding villages of improved roads under Suvarna Raste Vikasa Yojane (SRVY) of Belgaum Distric, the study observes that good road network will spur the economic activities, diversify agricultural activities and bring an improvement in the income of villagers.</p> <p>Looking into the large volatility in food grains, fruits and vegetable prices, good road is very important for such potential and highly irrigated area. In the present context, there is the need of establishment of agro based and food processing industries to enhance the quality of agricultural products. In this regard, it is the prime responsibility on the part of the government to improve the rural-urban connectivity.</p>		