



## AVAILABILITY OF ASSETS IN HARYANA: A CASE STUDY OF ROHTAK DISTRICT

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### Abstract

*This paper presents a case study of the availability of assets in Haryana, focusing specifically on the Rohtak district. Assets play a crucial role in the socio-economic development of any region, serving as key components for growth, stability, and prosperity. Through a comprehensive analysis of various asset categories such as infrastructure, human resources, natural resources, and institutional assets, this study aims to provide perceptions into the current status of asset availability in Rohtak district. The research employs a mixed-methods approach, combining quantitative data analysis collected from census of India, 2011. The variables of assets have been selected as Radio/Transistor, Computer/Laptop, Mobile, Bicycle, Scooter/Motorcycle/Mopped, and Car/Jeep/Van. Findings from this study not only shed light on the existing asset base but also highlight areas of strength and areas needing improvement. Understanding the availability of assets in Rohtak district is essential for policymakers, urban planners, and stakeholders to formulate strategies for sustainable development, equitable distribution of resources, and enhancement of quality of life for residents. This case study contributes to the broader discourse on regional development and asset management, offering valuable insights and implications for similar contexts nationally and globally.*

**Keywords:** Availability, Assets, Rohtak District, Haryana, Socio-economic Development

### Introduction

Haryana is endowed with natural resources such as fertile land, water resources, minerals, and biodiversity. These resources support agriculture, industry, and ecosystem services. Sustainable management of natural resources is vital to ensure their availability for future generations and to mitigate environmental degradation. Human capital is a critical asset comprising the skills,



knowledge, and expertise of the workforce in Haryana. This includes education levels, vocational training, labor force participation rates, and workforce productivity.

Participating in human resources through education and skill development programs enhances productivity and fosters economic growth (Tripathi et al., 2006). Infrastructure includes physical structures and facilities such as roads, bridges, transportation networks, water supply systems, power grids, and communication networks. Adequate infrastructure is essential for facilitating trade, commerce, and connectivity within Haryana and with other regions (Narang, 2014).

Institutional assets encompass governance structures, legal frameworks, public institutions, and community organizations that facilitate effective governance, public service delivery, and community participation. Strong institutions promote transparency, accountability, and good governance practices, fostering an enabling environment for socio-economic development (Shergill, Kaur & Tiwana, 2018). Television sets and radios remain important household assets in Haryana, providing entertainment, news, and information dissemination. Television broadcasts educational programs, news updates, and entertainment content, while radios offer access to local news, weather forecasts, and agricultural advisories, particularly in rural areas where internet access may be limited (Sethi, 2012). Household assets may also include other electronic gadgets such as tablets, e-readers, gaming consoles, and smart home devices. These devices offer additional avenues for entertainment, learning, and communication within households, contributing to digital lifestyles and connectivity (Singh, 2018).

The availability of modern technology assets in households across Haryana reflects the state's increasing digitalization and adoption of information and communication technologies (ICTs). Policymakers, development agencies, and private sector stakeholders can leverage these assets to promote digital literacy, entrepreneurship, e-governance, and socio-economic development initiatives tailored to the needs and aspirations of households in Haryana. However, efforts are needed to address digital divide challenges, ensure equitable access to technology, and enhance digital skills among all segments of society (Punia & Kaushik, 2017).

## **Objectives**



- To measure the current availability of various asset categories including Radio/Transistor, Computer/Laptop, Mobile, Bicycle, Scooter/Motorcycle/Mopped, and Car/Jeep/Van in Rohtak district, Haryana.
- To analyse the district of Rohtak's present asset base in terms of its strengths and shortcomings.
- To study the variables affecting the district's asset availability and distribution while taking socioeconomic and geographic aspects into account.

### **Database & Methodology**

For present study, Village-level 2011 census data on the households' assets have been used. Seven indicators have been used in this study to determine the status of household's asset in rural Rohtak with regard to household's asset They are listed below:

1. Households' asset; Radio/Transistor ( $X_1$ ),
2. Household's asset; Computer/Laptop ( $X_2$ ),
3. Household's asset; Mobile ( $X_3$ ),
4. Households' asset; Burnt Brick ( $X_4$ ),
5. Households' asset; Bicycle, ( $X_5$ ),
6. Households' asset; Scooter/Motorcycle/Mopped ( $X_6$ ),
7. Households' asset; Car/Jeep/Van, ( $X_7$ ),

### **Result & Discussion**

#### **Spatial Pattern of Radio/Transistor Assets: 2011**

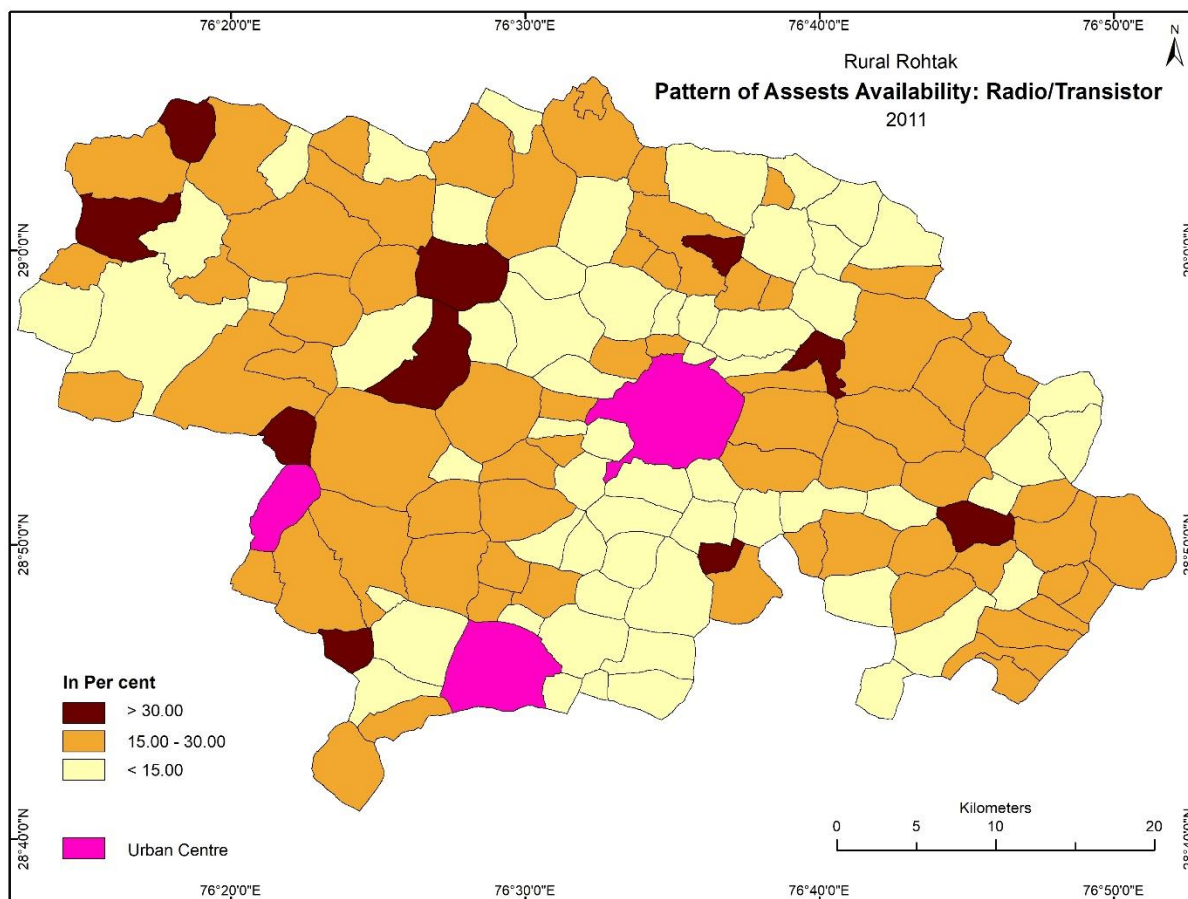
The area of high share of radio/Transistor availability in the villages of Rohtak district with above 30%. Villages where the percentage of households having radios/transistors exceeds 30% fall into this category. These villages have a relatively higher prevalence of radios/transistors among households, suggesting better access to communication devices and potentially stronger socio-economic conditions. Examples of villages in this category include Madina Gindhra (69%), Girawar (62%), Bedwa (54.1%), Katesra (53.7%), and Shimli (35.8%). Villages with higher percentages of households having radios/transistors likely benefit from improved



connectivity, access to information, and communication networks, which can facilitate socio-economic development and enhance quality of life.

The percentage of households having radios/transistors ranges between 15% and 30% fall into this category. These villages exhibit moderate levels of access to communication devices, indicating a relatively higher but still incomplete penetration of radios/transistors among households. Examples of villages in this category include Ladot (41.2%), Basana (34.2%), Sahan Majra (32.8%), Bhaini Surjan (31.9%), Atail (31.6%), and Mungan (29.5%).

The percentage of households having radios/transistors is below 15% fall into this category. These villages likely face challenges in terms of access to communication devices and may have limited infrastructure or economic resources to support widespread adoption of radios/transistors. Examples of villages in this category include Gijhi (2%), Muradpur Tekna (5.3%), Bhaini Chanderpal (7.7%), Sundana (8.6%), and Dobh (9%). In contrast, villages with lower percentages may face challenges in accessing information, educational resources, and emergency services, highlighting the need for targeted interventions to bridge the digital divide and promote equitable access to communication technology. Understanding these variations can inform policies and initiatives aimed at enhancing connectivity, promoting digital literacy, and improving access to communication devices in rural areas of Haryana, ultimately contributing to inclusive development and empowerment of communities (Map 1).



Source: Census of India, 2011

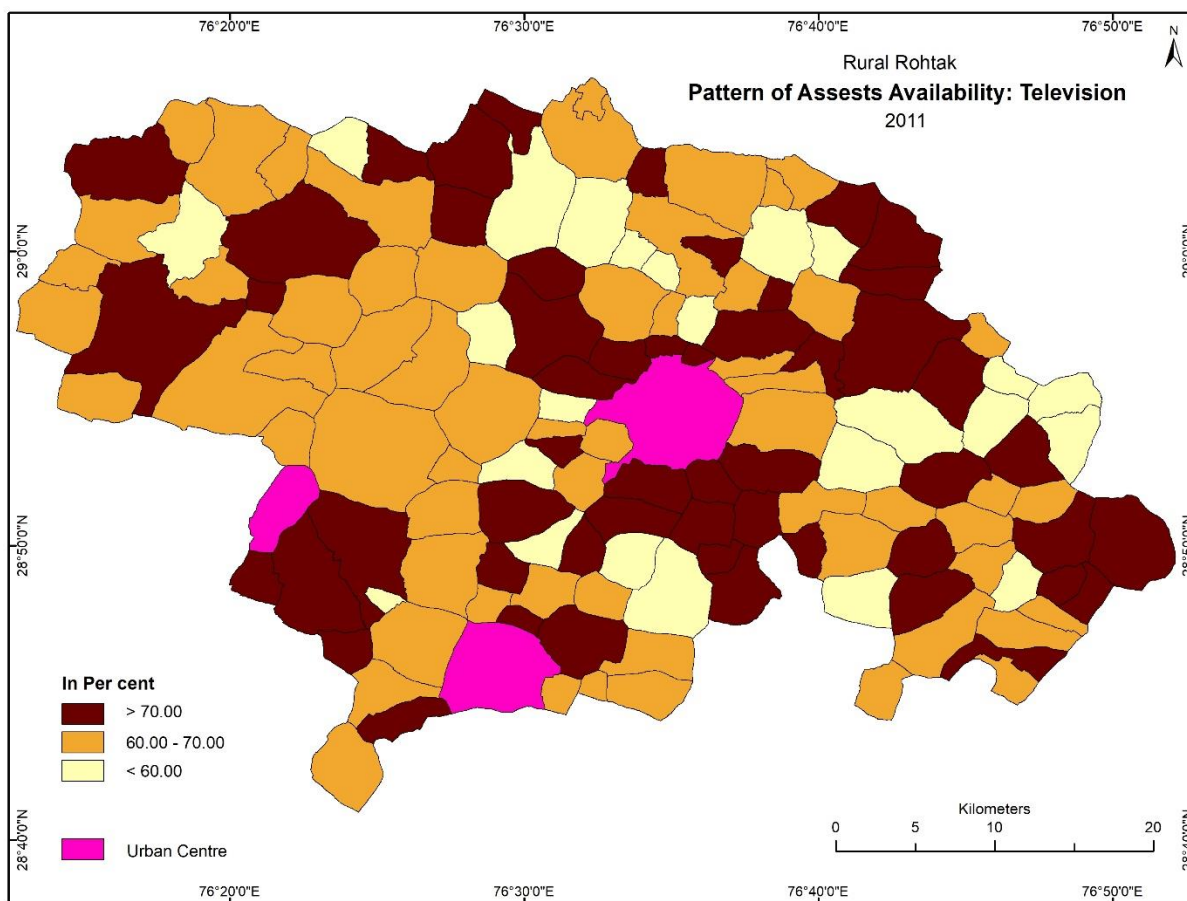
**Map 1**

**Spatial Pattern of Television Assets: 2011**

Villages with higher percentages of households having televisions likely benefit from improved access to entertainment, news, and educational programming, which can contribute to socio-economic development and enhance quality of life. Villages where the percentage of households having televisions is below 60% fall into this category. These villages likely have limited access to television sets, which may be due to factors such as economic constraints, infrastructural limitations, or cultural preferences. Examples of villages in this category include Humayapur (46.3%), Mungan (47.7%), Bhaini Chanderpall (49.2%), Gudhan (51.2%), and Baliana (52.7%). Villages falling under this category have a household television percentage of between 60% and 70%. The moderate degrees of television set availability in these communities suggest a somewhat higher, if still incomplete, penetration of televisions among families. This group comprises the following villages: Bahu Jamalpur (56.8%), Ghuskani (54.5%), Garnauthi (55.6%), Jindran Kalan (53.6%), and Chuliana (53.7%). Villages that have

more than 70% of households with televisions are classified as such. The relative abundance of televisions in these communities suggests that the socioeconomic conditions may be stronger and that households have better access to televisions.

The low level of Television availability group included the villages of Kanheli (89.2%), Kansala (86.7%), Sampal (84.6%), Rithal Phogat (84.8%), and Katwara (84.1%) in 2011. Targeted interventions are necessary to increase media literacy and information access in rural parts of Haryana, as there may have been little exposure to television media in villages with lower percentages in 2011 (Map 2).



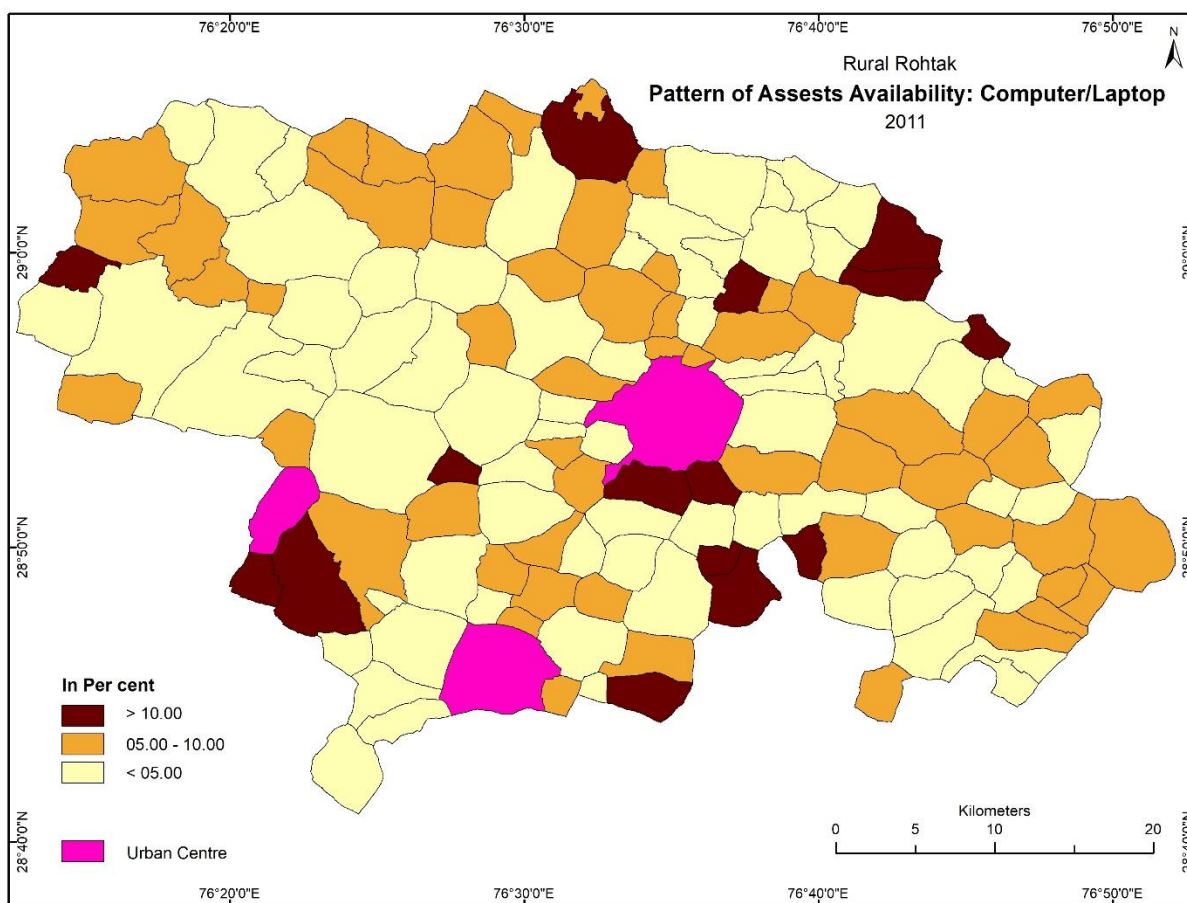
Source: Census of India, 2011

**Map 2**

**Spatial Pattern of Computer/Laptop Asset: 2011**

The high level of computer/ Laptop share includes the villages where the percentage of households having computers or laptops exceeds 10% fall into this category. These villages

have a relatively higher prevalence of computing devices among households, suggesting better access to technology and potentially stronger socio-economic conditions. Access to digital resources, educational opportunities, and information technology services is likely more readily available in these areas. Examples of villages in this category include Kherari (93.9%), Shimli (29.7%), Sunari Kalan (17.1%), Kalanaur Khurd (16.7%), and Brahmanvas (15.9%). Villages falling into this group have between 5% and 10% of households owning computers or laptops (Map 3).



Source: Census of India, 2011

**Map 3**

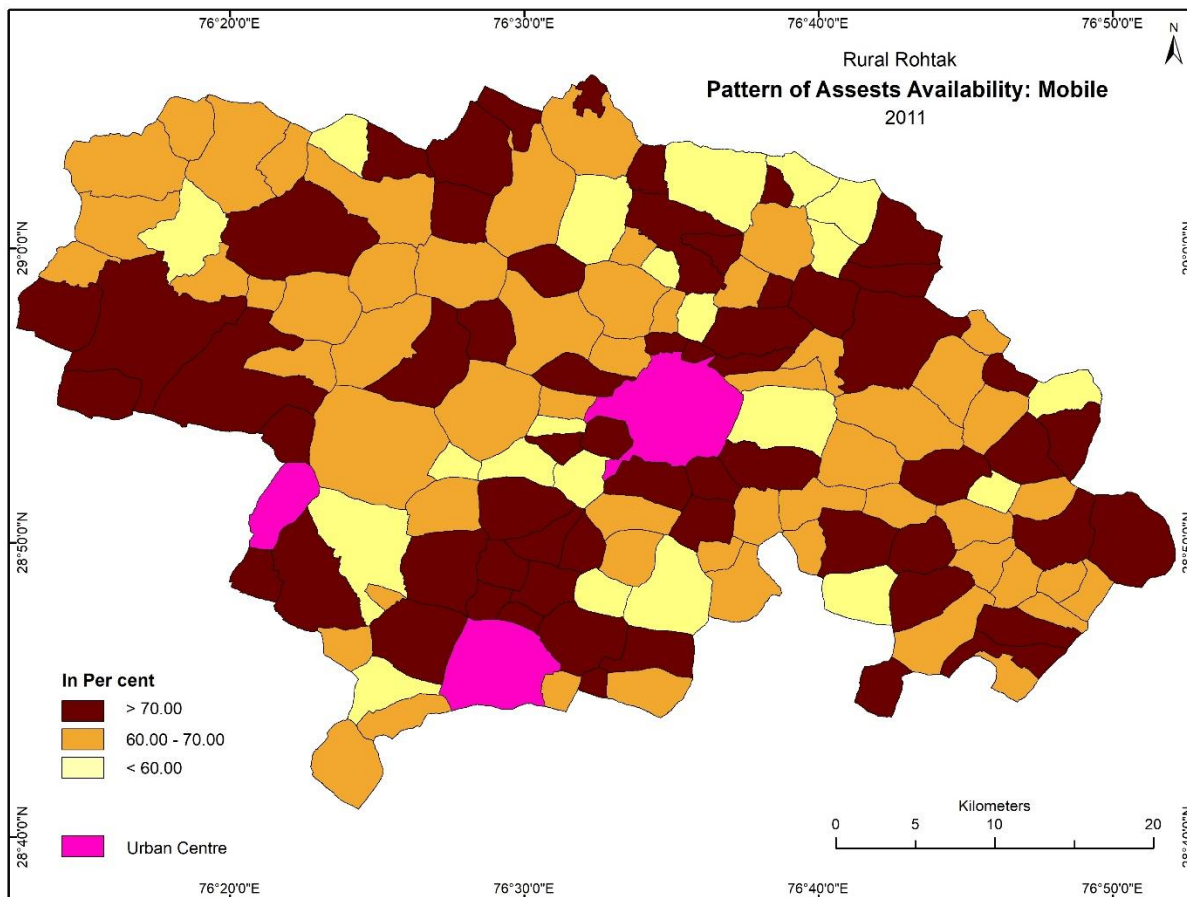
Though still comparatively low when compared to urban regions, these villages show a respectable level of access to computers. Although technology is being used, obstacles including cost, network problems, and lack of digital literacy may prevent it from being widely adopted. Baniyani (1.8%), Gandhra (1.8%), Bhaiyanpur (1.9%), Gijhi (2%), and Maina (2%), are a few settlements that fall under this category. The low level of computer/laptops share includes villages where fewer than 5% of households own laptops or computers. The fact that

these villages have extremely restricted access to computers suggests that there are large differences in the uptake of digital technology. This poor adoption rate could be caused by a number of factors, such as limited infrastructure, low knowledge of the advantages of digital technology, and financial limitations. Ladot (0.4%), Humayapur (0%), Mungan (1.1%), Nindana (1.2%), and Katesra (1.6%) are a few villages that fall into this category (Map 3).

### **Spatial Pattern of Mobile Asset: 2011**

The high proportion of Mobile utilisation includes villages where the proportion of mobile phone-owning families is more than 70%. The high degree of access to mobile communication technology in these settlements suggests that mobile devices are widely used and integrated into daily life. Better communication channels, information availability, and connectivity are expected to be advantageous to the residents of these communities and can support socioeconomic growth. Kiloj (89.6%), Maina (88%), Kherari (87.8%), Katwara (87.4%), and Madina Gindhra (86.2%) are a few villages that fall into this category. Villages where the percentage of households having mobile phones ranges between 60% and 70% fall into this category. These villages exhibit a moderate level of access to mobile communication devices, indicating reasonably widespread adoption but with room for improvement. While a significant portion of the population has access to mobile technology, there may still be barriers such as affordability, network coverage issues, or limited digital literacy hindering broader adoption. Examples of villages in this category include Nindana (85.5%), Kanheli (85.1%), Gandhra (84.7%), Ismila-9 Biswa (84.1%), and Makroli Kalan (82.5%). The low level of mobile consumption includes villages where fewer than 60% of households own mobile phones. There are differences in connectedness between these villages and other locations, as seen by the comparatively lower levels of access to mobile communication technologies in these communities. It's possible that a lack of network infrastructure, financial limitations, and a lack of knowledge about the advantages of mobile communication are to blame for this lower adoption rate. Samar Gopalpur (68%), Gijhi (68%), Katesra (67.9%), Chiri (67.7%), and Gudhan (67.5%) are a few villages that fall into this category (Map 4).





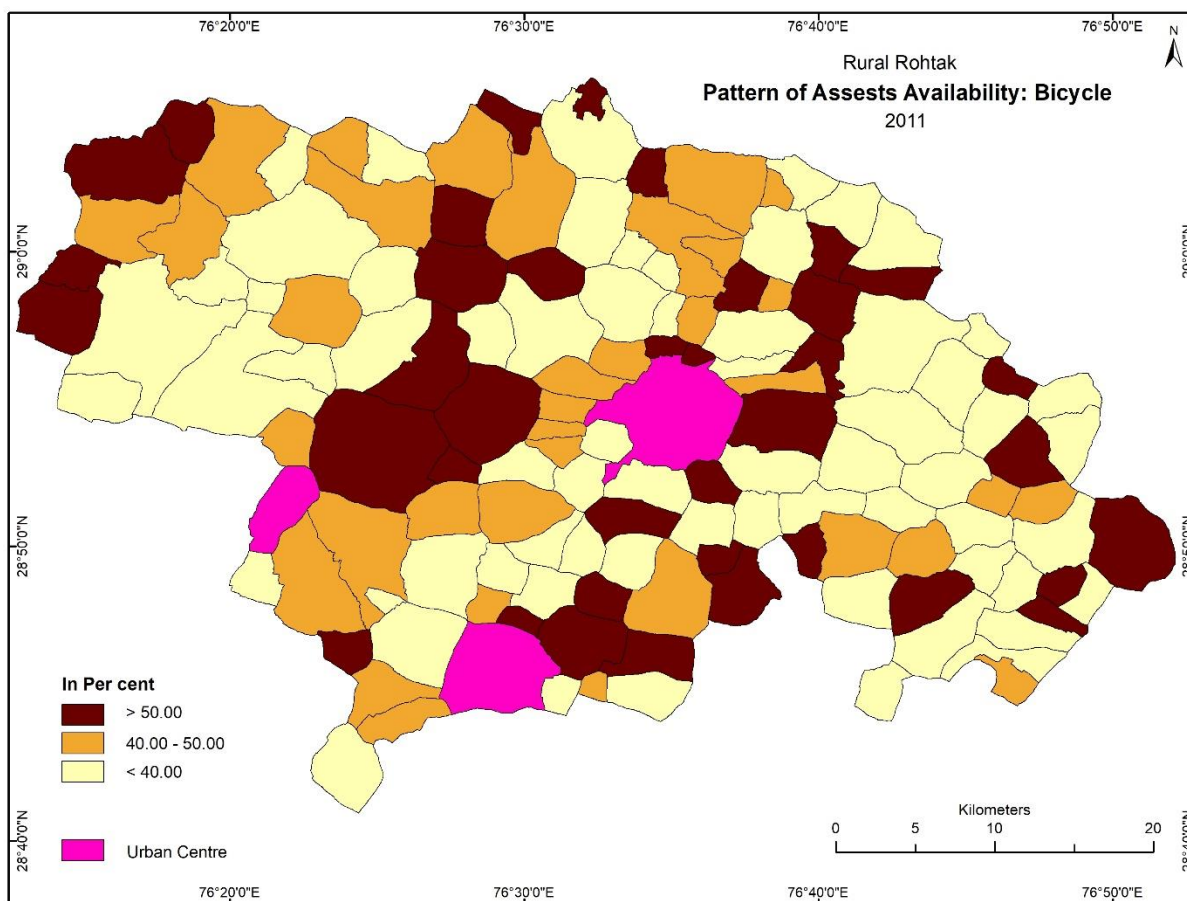
Source: Census of India, 2011

**Map 4**

**Spatial Pattern of Bicycle Asset: 2011**

Villages with bicycle ownership rates above 50% demonstrate a strong reliance on bicycles as a mode of transportation. Factors such as limited access to motorized vehicles, economic constraints, or cultural preferences may contribute to this high ownership. These villages likely have well-established cycling cultures, with bicycles serving as primary means of commuting to work, school, and other daily activities. The high ownership rates suggest a need for infrastructure improvements to support safe cycling and potentially promote cycling tourism. Villages falling within the 40-50% range exhibit moderate bicycle ownership. While cycling remains a popular mode of transportation, it may not be as dominant as in villages with higher ownership rates. Factors influencing moderate ownership could include improved access to motorized transport, economic development, or changing cultural attitudes toward cycling.

Initiatives such as bicycle-sharing programs, infrastructure enhancements, or educational campaigns may further encourage cycling in these communities (Map 5).



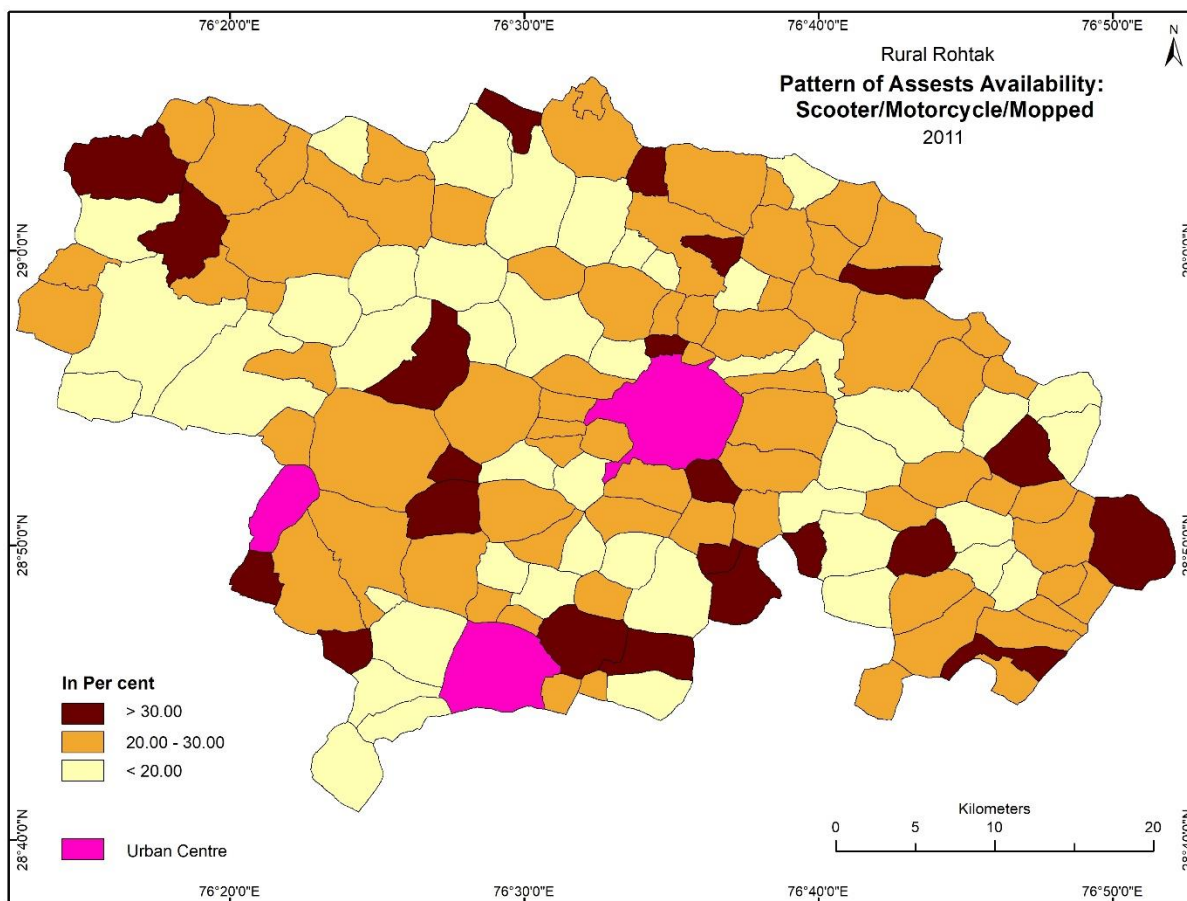
Source: Census of India, 2011

**Map 5**

Villages with bicycle ownership rates below 40% indicate lower reliance on bicycles compared to other transportation modes. Challenges such as limited infrastructure, affordability issues, or preferences for motorized transport may contribute to this lower ownership. To promote cycling in these communities, interventions such as subsidized bicycle programs, infrastructure development (e.g., bike lanes, parking facilities), or educational initiatives highlighting the benefits of cycling for health and the environment may be necessary. Increasing bicycle ownership can lead to various benefits, including reduced traffic congestion, improved air quality, and enhanced public health outcomes (Map 5).

**Spatial Pattern of Scooter/Motorcycle/Mopped Asset: 2011**

In high share category, villages like Kansala (50.7%), Bhaini Chanderpal (49.2%), and Kherari (46.3%) stand out with high ownership rates. These villages likely have well-established road networks, indicating better accessibility to urban centers or markets. Higher ownership rates suggest a higher standard of living and potentially better economic conditions, allowing residents to afford motorized vehicles for transportation. Such villages might also benefit from increased connectivity, facilitating easier access to schools, healthcare facilities, and employment opportunities (Map 6).



Source: Census of India, 2011

**Map 6**

The moderate share of scooter/Motorcycle utilisation has been found in the villages like Madina Gindhran (41.4%), Sahan Majra (40.4%), and Rithal Narwal (39.1%) are examples of villages falling within this category. While not as high as the first category, these villages still exhibit a significant reliance on scooters, motorcycles, or mopeds. The moderate ownership rates suggest a balanced mix of transportation modes, with motorized vehicles supplementing other means of

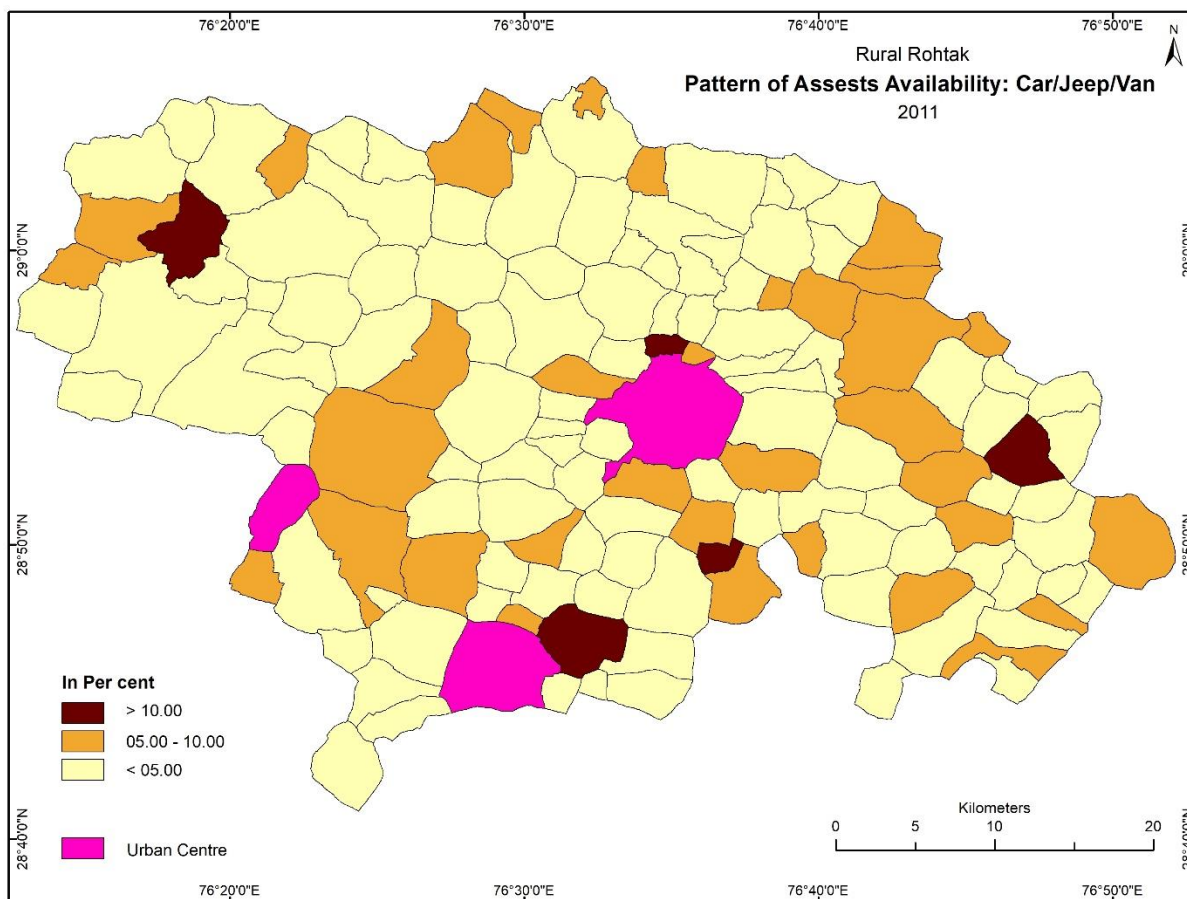


commuting such as bicycles or public transport. Residents in these villages likely enjoy improved mobility but may also rely on alternative transportation methods for short distances or as a cost-saving measure (Map 6).

The low level of Scooter/Motorcycle utilisation has been noticed in the villages like Humayupur (10.5%), Chuliana (12.6%), and Ghuskani (15%) demonstrate lower ownership rates. Such villages might have limited access to motorized vehicles due to factors like economic constraints, geographic isolation, or cultural preferences. Residents in these areas may rely more on non-motorized modes of transport such as bicycles, walking, or animal carts for their daily commuting needs. The lower ownership rates also suggest potential challenges in accessing essential services or economic opportunities, which could impact the overall quality of life in these villages (Map 6).

#### **Spatial Pattern of Car/Jeep/Van Asset: 2011**

These villages have a relatively higher rate of car ownership, indicating better economic conditions and possibly better infrastructure. Villages like Nasarpur (17.9%) and Bhaini Chanderpal (13.8%) fall into this category, where a significant portion of the population has access to private vehicles. Such villages might enjoy improved mobility, access to better healthcare facilities, and economic opportunities, reflecting a higher standard of living compared to villages with lower ownership rates.



Source: Census of India, 2011

**Map 7**

In moderate category, villages such as Shimli (10.9%) and Sundana (10.1%) have ownership rates that fall within a moderate range. While not as high as the first category, these villages still have a considerable portion of households owning cars, jeeps, or vans. The moderate ownership rates might indicate a mix of economic conditions, with some residents able to afford private vehicles while others rely on alternative modes of transportation.

These villages likely have access to basic amenities and transportation infrastructure but may not be as affluent as those in the higher ownership category. In low group, villages like Bhaini Surjan (9.5%) and Karontha (9.2%) demonstrate lower ownership rates. These villages likely have limited access to private vehicles due to various factors such as economic constraints, lack of infrastructure, or geographical isolation (Map 7). Residents in these areas may rely more on public transportation or non-motorized modes of transport for their commuting needs. Lower



ownership rates could also indicate challenges in accessing essential services and economic opportunities, impacting the overall development and quality of life in these villages.

## **Conclusion**

The data emphasizes bicycle ownership, which is a basic form of transportation in rural areas and most villages have a high ownership rate. A substantial proportion of villages have ownership rates exceeding 70%, indicating the prevalence and importance of bicycles as a primary means of mobility. This widespread ownership suggests that bicycles serve as indispensable tools for transportation, particularly in areas where access to motorized vehicles might be limited or where economic conditions favor cost-effective modes of travel. Secondly, examining ownership rates of scooters, motorcycles, and mopeds, we observe considerable variation across different villages. While some villages demonstrate moderate ownership rates falling within the 40-50% range, others exhibit lower ownership levels. Villages with higher ownership rates likely benefit from relatively better economic conditions, as the ownership of motorized vehicles often correlates with household income levels and accessibility to employment opportunities. In contrast, villages with lower ownership rates might face economic constraints or lack infrastructure support for motorized transportation. Lastly, considering car, jeep, and van ownership, it becomes apparent that private vehicle ownership is less prevalent in rural areas compared to bicycles and motorized two-wheelers. Ownership rates above 10% are indicative of relatively affluent villages with better infrastructure and economic prospects, where residents have the means to afford and maintain private vehicles. Conversely, villages with ownership rates below 5% typically experience challenges in accessing private vehicles, which may stem from economic limitations, lack of infrastructure, or cultural preferences favoring alternative modes of transport. The data highlights the diverse transportation landscape in rural areas, with bicycles serving as ubiquitous means of travel, followed by motorized two-wheelers, and private vehicles being less common. Understanding these ownership patterns is crucial for policymakers and local authorities to implement targeted interventions aimed at enhancing transportation access, fostering economic development, and improving the overall quality of life in rural communities.

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