



ग्रामीण विकास मंत्रालय

भारत सरकार

MINISTRY OF RURAL DEVELOPMENT

GOVERNMENT OF INDIA

सत्यमेव जयते



Overview of PMGSY-IV & Objectives of the Workshop

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Objectives of the Workshop

- Familiarize state officials with PMGSY-IV objectives, guidelines, and implementation strategies
- Enhance understanding of PMGSY-IV's role in rural development and connectivity
- Provide a comprehensive overview of PMGSY-IV guidelines, including eligibility criteria, funding patterns, and implementation procedures.
- Enhance the capacity of state functionaries to plan, implement, and monitor PMGSY-IV projects effectively.
- Facilitate knowledge sharing and exchange of best practices among states to improve PMGSY-IV implementation.
- Provide a platform for states to raise concerns, seek clarifications, and receive guidance on PMGSY-IV implementation.

Expected Outcomes

- Improved understanding of PMGSY-IV guidelines and implementation strategies among state functionaries
- Enhanced capacity of states to plan, implement, and monitor PMGSY-IV projects effectively
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- Increased collaboration and knowledge sharing among states- Effective addressing of state-specific concerns and challenges



Overview of PMGSY-IV

- Introduction to PMGSY-IV
- Need for PMGSY-IV
- Objectives for PMGSY-IV
- Eligibility criteria and Funding Pattern
- Key features of PMGSY-IV
- Comparison with previous phases
- Target areas & Beneficiaries and expected outcomes
- Implementation strategy
- Sustainability Initiatives
- Challenges and Mitigation
- Implementation Strategy

Introduction to PMGSY-IV

- **Programme Origins:** Launched in 2000, PMGSY(now PMGSY-I) aimed to enhance rural connectivity through expansive rural road construction and improvement. PMGSY-I focused on connecting unconnected villages, enhancing rural mobility progressively.
- **Evolution of Phases:** Transitioning through phases I to III, PMGSY showed progressive improvements in rural infrastructure development initiatives.
- PMGS-II was for consolidation of the existing Rural Road Network to improve its overall efficiency as a provider of transportation services for people goods and services
- PMGSY-III envisages consolidation of the existing Rural Road Network by upgrading the Through Routes and Major Rural Link that connect to (a) Gramin agriculture Markets(b) Higher Secondary Schools &(c) Hospital

Need for PMGSY-IV

- **Significant Achievements:** PMGSY has successfully connected over 99.75% targeted habitations under PMGSY-I . Over 7,70,000 kilometers of roads have been constructed under all verticals thus drastically improving accessibility and socioeconomic conditions . However, still some habitations lack last mile connectivity
- **Demand from States/UTs to take up new habitations as per Census 2011**
- **Economic Growth Catalyst:** Rural road connectivity fosters economic development by improving access to markets, services, and opportunities.
- **Alignment with SDG Goals:** Enhanced rural road infrastructure directly supports national objectives for sustainable rural development and poverty alleviation. PMGSY-IV closely aligns with India's international Goals and contribute to the Sustainable Development Goals(SDGs) as it addresses the issue of poverty , hunger & Infrastructure growth

Objectives of PMGSY-IV

- The primary objective of PMGSY-IV is to provide all-weather road connectivity to about 25,000 eligible unconnected habitations.
- The roads will also facilitate easier and faster movement to and from educational, health, market and growth centres.
- PMGSY-IV aims to significantly improve road connectivity, enabling better access to remote rural areas.
- Improving infrastructure enhances access to healthcare, education, and markets, vital for rural development.

Eligibility criteria & Funding Pattern

- Unconnected habitations with population thresholds as per Census 2011(500 plus in Plain and 250 plus in NE and Hill states , Special Category Areas([Tribal Schedule –V Areas](#), [Desert Areas](#), [Aspirational Blocks and Districts](#), 100 plus in [LWE Affected Districts](#) as notified by MHA recently and infrastructure needs.
- **Cost Sharing Pattern:**
- **States/UTs with Legislatures :** 60% Centre, 40% State/UT.
- **NE & Himalayan States:** 90% Centre, 10% State/UT.
- **UTs without Legislatures:** 100% Centre.
- **Maintenance Responsibility:** Routine maintenance for the first 5 years post-construction, and the subsequent 5 years (including periodic renewals and emergency repairs), is fully borne by the State/UT.
- **Funding Model:** SNA SPARSH model will be followed for fund disbursement.

Eligibility Criteria- Contd.

- Ensuring broad coverage of rural areas lacking basic road access qualify and targeting regions needing assistance.(Dharti Aaba & PM-Ajay)
- The population as recorded in the census 2011 shall be the basis of determining the population size.
- The population of all habitations within a radius of 500 m(1.5 Km of path distance in the case of hills) shall be clubbed together to determine the population size.
- In the blocks (Districts in case of Arunachal Pradesh)bordering international boundary in the Hill State (as identified by MHA), however all habitations within a path distance of 10 Km may be treated as a cluster.
- Together with VVP & PM-JANMAN would be able to give wide coverage
- Stage –I formation under PMGSY-I where no crust has been provided will be taken up under the scheme in case of Hill States

Year-Wise Work Plan

- The Plan of action for PMGSY-IV is as below:-

Name of Intervention	Plan of Action				
	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
PMGSY-IV	Rollout of the Scheme and 10% sanctions	50% sanctions & 10% completion	100% sanctions & 30% completion	70% completion	100% completion

Key Observations of Expenditure Finance Committee

- The funding pattern under PMGSY for UTs with legislature should be as per the extant norms i.e. in the ratio of 60:40 for Central and State/UT share respectively
- District Mining/ Mineral Funds should be used for construction/ maintenance of the roads in convergence model in case of mining areas keeping in view the traffic load of these roads
- Use of new technologies & green technologies in the construction of PMGSY roads should be further encouraged
- Ministry should universally utilize e-Marg for rural roads maintenance and PM Gati Shakti for better planning, coordination and monitoring of PMGSY-IV projects, enhancing overall efficiency and transparency
- MoRD should sign MoUs with the States/UTs regarding maintenance of PMGSY roads and bearing cost escalation by state governments. Appropriate provision should be made in their budgets for the same. It should be ensured that no work sanctioned/ completed under existing verticals of PMGYS is included in PMGSY-IV

Key Features of PMGSY-IV

- **Durable Assets** : PMGSY-IV focuses on building durable rural roads to facilitate seamless transportation and economic activities
- **PMGSY-IV plus**: While connecting a habitation, the nearby government educational and health institutions, market and growth centres will be connected as far as feasible with the all-weather road for the benefit of the rural masses
- **Enhanced use of IT tools**: The program incorporates modern technology to enhance construction efficiency, monitoring, and project management effectiveness
- **Digital Monitoring Tools**: Leveraging digital tools enhances monitoring and evaluation, ensuring project transparency and effective stakeholder engagement. Gram Sadak Survey App and Gati Shakti planning tool to be used extensively for habitations Survey and deciding the alignment
- **Active participation of locals & Public representatives**: is encouraged to ensure project relevancy, sustainability, and immediate benefit realization
- Prior consultation with Hon'ble Members of Parliament before finalization of CNCPL (Comprehensive New Connectivity Priority List)

Comparison with Previous Phases

- **Technological Advancements:** Innovations such as GIS mapping enhance planning accuracy (Gram Sadak Survey APP & Gati Shakti Planning Tool) and real-time project monitoring for efficiency
- **Enhanced Planning Processes:** Robust data analytics inform decisions, streamline project phases, and increase engagement with local populations & public representatives
- **Lessons Learned:** Previous phases revealed the importance of integrating community feedback to adapt approaches for effective implementation
- [Comparison of guidelines of PMGSY-IV with previous phases](#)

Target Areas and Beneficiaries & Expected Outcomes

- **Expected Beneficiaries:** Rural households, farmers, and small enterprises will benefit significantly from improved infrastructure and connectivity.
- **Socioeconomic Impacts:** Enhanced road access will foster economic development, improve livelihoods, and increase overall rural socioeconomic stability.
- **Enhanced Rural Connectivity:** PMGSY-IV is expected to significantly improve road access, facilitating better transportation in rural areas.
- **Boost to Rural Economy:** Improved infrastructure will stimulate economic activities, enhancing livelihoods and boosting local business opportunities.
- **Poverty Reduction Effects:** Increased access to markets, education, and healthcare is anticipated to lower poverty levels among rural populations.

Implementation Strategy

- **Planning Phase:** A comprehensive planning phase identifies road construction needs, prioritizing areas with the highest connectivity gaps.
- **Resource Allocation:** Strategic resource allocation ensures funds and manpower are effectively distributed for timely project implementation.
- **Monitoring Framework:** An established monitoring framework assesses project progress, facilitating data-driven evaluation and adaptive management strategies.

Sustainability Initiatives

- **Eco-Friendly Methodologies:** PMGSY-IV adopts green construction techniques, prioritizing environmentally sustainable practices in road development projects across rural areas.
- **Durability Focus:** Long-term maintenance strategies are essential for ensuring road longevity and minimizing environmental impact from infrastructure projects.
- **Sustainable Materials:** Utilization of recycled and local materials contributes to sustainability, reducing carbon footprint during road construction efforts.

Challenges and Mitigation Strategies

- **Funding Challenges:** Uninterrupted funds flow is prerequisite for timely execution of projects. Sufficient funds provision along with the necessary maintenance funds is needed for seamless execution and maintenance of roads under PMGSY
- **MoU** : State/UTs have to sign MoU before sanction of the projects which inter-alia will specify the issue regarding quality management, execution capacity, online programme and account management, road safety including accessibility measures and community participation
- **Terrain Obstacles:** Diverse terrains can hinder progress - Utilizing adaptive engineering solutions is essential for effective planning.
- **Weather Contingencies:** Adverse weather conditions impede progress; implementing flexible scheduling and robust contingency plans ensures resilience.

Ingredients of MoU

- The MoU shall inter alia specify the following issues:
 - a) The State/ UT has demonstrated through eMARG that the routine maintenance of PMGSY roads constructed in their State, post 5 years of construction of the road, has been carried out
 - b) Implementation of SNA SPARSH model
 - c) Survey of candidate alignments and habitations through Gram Sadak Survey App
 - d) Bridge maintenance policy shall be adopted in the first year of implementation of PMGSY IV
 - e) Use of technology as specified under New Technology Vision 2022 and circulars issued by NRIDA from time-to-time
 - f) To utilize the services of Self-Help Groups (SHGs) for routine maintenance of roads during DLP/ after DLP wherever feasible
 - g) Accessibility measures and rural road safety guidelines/ instructions from NRIDA are followed while preparing the DPRs
 - h) Submission of Action Taken Reports on NQM inspections within stipulated time.

Implementation Strategy

- **Stakeholder Roles:** Local bodies, state governments, and contractors collaborate to ensure effective implementation and sustainability of PMGSY-IV.
- **Capacity-Building Initiatives:** Training programs enhance local capabilities, empowering communities and ensuring skilled workforce for project execution.
- **Innovative Technologies:** Utilization of advanced technologies improves efficiency in construction processes, enhancing project execution and monitoring effectiveness.

Conclusion

- **Summary of Key Points:** PMGSY-IV aims to improve rural connectivity, access to services, and aligns with national development goals.
- **Future Directions:** Continued investment and innovation are necessary for addressing emerging infrastructure challenges and community needs.
- **Vision for Enhancements:** Long-term strategies must include resilient design, adaptive management, and further community involvement in implementation.

Thank You



State-wise details of notified Fifth Schedule Areas

S.No.	States	Districts	
		Fully covered	Partially covered
1.	Andhra Pradesh		East Godavari West Godavari Vishakapatnam Srikakulam Vizianagaram
2.	Chhattisgarh	Surguja Korea Bastar Dantewada Korba Jashpur Kanker Balrampur Surajpur Narayanpur Bijapur Sukma Kondagaon	Balod Dhamtari Raigarh Rajnandgaon Gariaband Bilaspur
3.	Gujarat	Dang Dahod Narmada Tapi	Surat Bharuch Valsad Vadodra Panchmahal Sabarkantha Navsari
4.	Himachal Pradesh	Lahaul & Spiti Kinnaur	Chamba
5.	Jharkhand	Ranchi Khunti Lohardagga Gumla Simdega Latehar West Singhbhum East Singhbhum Saraikela Kharsawan Dumka Jamtara	Palamu Garhwa Godda

		Sahebganj Pakur	
6.	Madhya Pradesh	Jhabua Mandla Dindori Barwani Alirajpur	Dhar Khargone (West Nimar) Khandwa (East Nimar) Ratlam Betul Seoni Balaghat Hoshangbad Shahdol Umaria Sheopur Chindwara Sidhi Anooppur Burhanpur
7.	Maharashtra		Thane Pune Nashik Dhule Nadurbar Jalgaon Ahmednagar Nanded Amravati Yavatmal Gadchiroli Chandrapur
8.	Odisha	Malkangiri Nowrangpur Rayagada Mayurbhanj Sundargarh Koraput	Sambalpur Keonjhar Khandhamal Kalahandi Balasore Gajapati Ganjam
9.	Rajasthan	Banswara Dungarpur	Udaipur Sirohi Chittorgarh
10.	Telangana		Adilabad Khammam Mahbubnagar Warangal



State wise Distribution

500 Aspirational Blocks

Aspirational Blocks Programme (ABP)

S. No.	STATE / UT	NO. OF DISTRICTS	NO. OF BLOCKS
1	Andaman And Nicobar Islands	1	2
2	Andhra Pradesh	7	15
3	Arunachal Pradesh	3	3
4	Assam	13	20
5	Bihar	27	61
6	Chhattisgarh	17	20
7	Dadra & Nagar Haveli And Daman & Diu	2	2
8	Gujarat	10	13
9	Haryana	5	7
10	Himachal Pradesh	4	6
11	Jammu & Kashmir	10	10
12	Jharkhand	24	34
13	Karnataka	7	14
14	Kerala	4	9
15	Ladakh	2	2
16	Madhya Pradesh	28	42
17	Maharashtra	15	27
18	Manipur	2	3
19	Meghalaya	3	3
20	Mizoram	3	3
21	Nagaland	3	3
22	Odisha	16	29
23	Punjab	7	10
24	Rajasthan	27	27
25	Sikkim	3	3
26	Tamil Nadu	16	16
27	Telangana	9	10
28	Tripura	2	3
29	Uttar Pradesh	42	68
30	Uttarakhand	6	6
31	West Bengal	10	29
	Total	328	500



Scheduled Desert Area of India

State	District	Tehsil, Taluka Area	No. of Villages	Area in sq km
Rajasthan	Alwar	Bansure, Behror	318	1380.30
	Barmer	Barmer, Chohtan, Pachpadra, Sheo, Ramsar, Siwana	1636	27,755.64
	Bikaner	Bikaner, Lunkaransar, Nokha, Sri, Kolayatji	673	22,611.13
	Churu	Churu, Rajgarh, Ratangarh, Sardarshahar, Sri Dungargarh, Taranagar, Sujangarh	940	16,806.12
	Jaisalmer	Jaisalmer, Pokaran	562	43,583.94
	Jalore	Ahore, Bhinmal, Jalore, Sanchoe	612	12,208.56
	Jhunjhunu	Chirawa, Jhunjhunu, Khetri, Udaipur, Shekhawati	692	5,879.82
	Jodhpur	Jodhpur, Osian, Phalodi, Shergarh	624	17,660.10
	Nagaur	Nagaur, Jayal, Didwana, Ladnun, Nawa	878	11,132.70
	Sikar	Sikar, Lachhmangarh, Neem ka Thana, Fatehgarh, Sawai Madhopur	1506	7,765.80
	Sriganganagar	Sriganganagar, Anupgarh, Bhadra, Nohar, Suratgarh	2308	12,466.56
Total Rajasthan				1,79,250.67
Gujarat	Amreli	Dwarka Taluka	42	711.17
	Banaskantha	Deesa, Deodar, Dhanera, Palanpur (West of main Ahmedabad-Rly Line), Radhanpur, Tharad (Vav, Santalpur, Sihori, Talukas)	1086	9,843.09
	Bhuj	Abdasa, Khadif, Khauyda, Lakhpat, Nakhtrana, Western-Half), Rapar	655	7,013.47
	Halar (Jamnagar)	Drol & Parts of Jdia, Kalyanpur, Khambalia, Jamnagar, Lalpura, Talukas lying along the gulf of Rann of Kutch.	221	2,374.50
Total of Gujarat				23,077.58
Haryana	Mahendragarh	Mahendragarh, Narnaul	378	3,457.20
Total Haryana				3,457.20
Grand Total				2,05,785.45



LIST OF 38 LWE AFFECTED DISTRICTS

S.No.	State	Districts	
1.	Andhra Pradesh	01	Alluri Sitaramraju
2.	Chhattisgarh	15	Bijapur, Bastar, Dantewada, Dhamtari, Gariyaband, Kanker, Kondagaon, Mahasamund, Narayanpur, Rajnandgaon, Mohalla-Manpur- Ambagarh chowki, Khairgarh- Chhuikhadan-Gandai, Sukma, Kabirdham, Mungeli.
3.	Jharkhand	05	Giridih, Gumla, Latehar, Lohardaga, West Singhbhum.
4.	Kerala	02	Wayanad, Kannur.
5.	Madhya Pradesh	03	Balaghat, Mandla, Dindori.
6.	Maharashtra	02	Gadchiroli, Gondia.
7.	Odisha	07	Kalahandi, Kandhamal, Bolangir, Malkangiri, Nabrangpur, Nuapada, Rayagada.
8.	Telangana	02	Bhadradri-Kothagudem, Mulugu.
9.	West Bengal	01	Jhargram.
Total		38	



S.No.	Existing provision in PMGSY framework	New formulation in <u>PMGSY IV</u> guidelines	Remarks/ justification
1	<p>3.13 The primary focus of the PMGSY is to provide all weather road connectivity to the eligible, unconnected habitations. An All-weather road is one which is negotiable in all seasons of the year. This implies that the road-bed is drained effectively (by adequate cross-drainage structures such as culverts, minor bridges and causeways), but this does not necessarily imply that it should be paved or surfaced or black topped. Interruptions to traffic as per permitted frequency and duration may be allowed.</p> <p>Operations Manual</p> <p>1.5 KEY DEFINITIONS</p> <p>.....</p> <p>All-Weather Roads</p> <p>An all-weather road is one which is negotiable during all weathers, with some permitted interruptions. Essentially this means that at cross-drainage structures, the duration of overflow or interruption at one stretch shall not exceed 12 hours for ODRs and 24 hours for VRs in hilly terrain, and 3 days in the case of roads in plain terrain. The total period of interruption during the year should not exceed 10 days for ODRs and 15 days for VRs. The pavement should be negotiable during all-weathers, but this does not necessarily imply that it should be paved or sealed or blacktopped.</p>	<p>3. Guiding Principles of PMGSY and Definitions</p> <p>3.1 The objective of the PMGSY-IV is to provide all-weather road connectivity to the eligible unconnected Habitations. A habitation that was earlier provided all-weather connectivity would not be eligible even if the present road condition is bad.</p> <p>3.3 An all-weather road is one which is negotiable during all weathers, with some permitted interruptions. Essentially this means that at cross drainage structures, the duration of overflow or interruption at one stretch shall not exceed 24 hours at a time and not more than 6 times in a year.</p>	<p>Interruptions are to be minimized for better service delivery and for ensuring that the road serves as a vital transport link in times of need. PMGSY is only single connectivity of habitations.</p>
2	<p>Population size of Habitations.</p> <p>The population, as recorded in Census 2001, shall be the basis for determining the population size of the habitation.....</p>	<p>3.6 The population, as recorded in the Census 2011, shall be the basis for determining the population size of the habitation. The population, as per Census 2011, is to be certified by competent State Department/ field official.</p>	<p>As per the Cabinet decision. Certification is required as the scheme is being implemented in 2024 on the basis of 2011 Census records which are</p>



S.No.	Existing provision in PMGSY framework	New formulation in <u>PMGSY IV</u> guidelines	Remarks/ justification						
			not in public domain. After approval of guidelines States will be given an opportunity to edit the existing certificates for compliance.						
3	----	3.9 Provision of all-weather connectivity to eligible unconnected habitations would be termed as new connectivity. The habitations without connectivity/connectivity through earthen formation with/without adequate CDs will be eligible for connectivity under PMGSY-IV. The construction in hill roads, where Stage-I formation has been constructed under PMGSY-I but no crust (Sub-base/base coarse/bituminous coarse/concrete pavement) has been provided will also be eligible under this programme.	As per requests from the State and also mentioned in Cabinet Note to ensure completion of previous connectivity works.						
4	PMGSY III guidelines 4.1 Cost Sharing Pattern (i) The fund sharing pattern of construction cost under the Central and State Government will be the same as currently applicable to PMGSY-I & PMGSY-II. This is as under:- 4. FUNDING AND ALLOCATION PROGRAMME GUIDELINES (PMGSY-III) AUGUST, 2019 <table><tr><td>a) All States except 8 North-East States and 3 Himalayan States (Jammu & Kashmir, Himachal Pradesh & Uttarakhand)</td><td>60% Centre and 40% State</td></tr></table>	a) All States except 8 North-East States and 3 Himalayan States (Jammu & Kashmir, Himachal Pradesh & Uttarakhand)	60% Centre and 40% State	4.1 Cost sharing pattern: (i) Under PMGSY IV, the cost-sharing pattern of construction cost for the Central and States/ UTs shall be as under: <table><tr><td>(a) All States and UTs with legislature except North-Eastern&Himalayan States</td><td>60% Centre and 40% State/UT</td></tr><tr><td>(b) In the case of UT of Jammu & Kashmir, North-Easternand Himalayan States and Union Territories(UTs)with legislature</td><td>90% Centre and 10% State/ UT</td></tr></table>	(a) All States and UTs with legislature except North-Eastern&Himalayan States	60% Centre and 40% State/UT	(b) In the case of UT of Jammu & Kashmir, North-Easternand Himalayan States and Union Territories(UTs)with legislature	90% Centre and 10% State/ UT	Changes undertaken on directions of EFC.
a) All States except 8 North-East States and 3 Himalayan States (Jammu & Kashmir, Himachal Pradesh & Uttarakhand)	60% Centre and 40% State								
(a) All States and UTs with legislature except North-Eastern&Himalayan States	60% Centre and 40% State/UT								
(b) In the case of UT of Jammu & Kashmir, North-Easternand Himalayan States and Union Territories(UTs)with legislature	90% Centre and 10% State/ UT								



S.No.	Existing provision in PMGSY framework		New formulation in <u>PMGSY IV</u> guidelines		Remarks/ justification										
	<div><div></div><div>b) - 8 NE States including Sikkim, Hill states of Himachal Pradesh, Jammu & Kashmir and Uttarakhand</div><div>c) Union Territories(UTs)</div></div>	<div>90% Centre and 10% State</div> <div>100% central share</div>	<div>(c) UTs without legislature</div> <div>100% Centre</div>												
5	No provision relating to SNA SPARSH		PMGSY-IV will be implemented in the "SNA SPARSH" mode for releasing of funds to the States/ UTs as per latest instructions of DoE during the currency of the project.		Changes undertaken on directions of EFC										
6	No earlier provision regarding PMGSY Gram Sadak Survey App		5.3 A mobile application, named "PMGSY Gram Sadak Survey App", has been developed to identify possible alignments of roads to unconnected eligible habitations. PMGatiShakti portal with a wider database is available for detailed analysis of data received from the transect walk and will facilitate developing the preliminary DPR. The data captured will be verified at the State level before uploading on Geo Sadak. The SRRDA will ensure that the vetted proposals meet the objectives of PMGSY-IV.		Mobile application has been well received by the States. It will ensure quick and accurate survey of the habitations and enable data porting to Geo Sadak and PM Gati Shakti portal										
7	All Districts having eligible unconnected habitations are to prepare Block and District level Comprehensive New Connectivity Priority List (CNCPL) for those Districts, of all proposed road links under PMGSY, grouping them in the following general order of priority:		CNCPL <table><tr><th>Priority No.</th><th>Population Size</th><th>Category</th></tr><tr><td>I</td><td>500 and 50% or more STs as per census 2011</td><td>Dharti Aaba Janjatiya Gram Utkarsh Abhiyan</td></tr><tr><td>II</td><td>1000+</td><td>PMGSY-IV-Connectivity</td></tr></table>		Priority No.	Population Size	Category	I	500 and 50% or more STs as per census 2011	Dharti Aaba Janjatiya Gram Utkarsh Abhiyan	II	1000+	PMGSY-IV-Connectivity		
Priority No.	Population Size	Category													
I	500 and 50% or more STs as per census 2011	Dharti Aaba Janjatiya Gram Utkarsh Abhiyan													
II	1000+	PMGSY-IV-Connectivity													
	Priority No.	Population Size													



S.No.	Existing provision in PMGSY framework		New formulation in <u>PMGSY IV</u> guidelines			Remarks/ justification
	I	1000+	III	500-999	PMGSY-IV- Connectivity	New
	II	500-999	IV	250-499	New Connectivity [where eligible in respect of Hill States (North-East, Sikkim, Himachal Pradesh, Jammu & Kashmir, Uttaranchal) and the Desert Areas (as identified in the Desert Development Programme) as well as the Tribal (Schedule V) area]	
	III	250-499 (where eligible)				
	V	100-249				
	V	100-249	LWE affected areas			
The inputs given by the State Home Department regarding taking up road works on priority due to security issues, if any, will also be taken into account in deciding the priority of roadworks under PMGSY IV.						
8	The proposals received from the Members of Parliament by the stipulated date should be given full consideration in the District Panchayat which should record the reason, in each case of non-inclusion, and the Members of Parliament should be informed of the inclusion/ non-inclusion of their proposals, along with the reasons, in each case, in the event of non-inclusion. It would be preferable if the communication is issued from the Nodal Department at a senior level.		After approval by the District Panchayat, the proposals would be forwarded by the PIU to the SRRDA. The PIU will, at that time, prepare the details of proposals forwarded by the Members of Parliament in Proforma MP-I with the consent of the concerned MP, and action taken thereon in Proforma MP-II indicating the prioritization and other details, and send it along with the proposals. In all cases where the proposal of an MP has not been included, cogent reasons shall be given based on the reasons given by the District Panchayat in MP-II format itself.			
9	No provision relating to LGD codes		6.5All the roads under PMGSY will be linked to LGD codes of the concerned revenue village. At present the roads under			



S.No.	Existing provision in PMGSY framework	New formulation in PMGSY IV guidelines	Remarks/ justification
		PMGSY have a unique ID for identification along with details of start and end of the road. The State/UT is encouraged to adopt this ID for managing rural road network.	
10	No such emphasis was there on bridge inspections	6.7 In case of project preparation for Long Span Bridges, the SRRDA shall ensure that the site of the bridge is inspected jointly by PIU, officer of the level of Superintending Engineer or above or independent bridge expert appointed by SRRDA and STA/PTA.	
11	Earlier <ul style="list-style-type: none"> CE, Roads, Ministry of Road Transport and Highways – Member 	9.4 The Composition of Empowered Committee is as given below: <ul style="list-style-type: none"> i. Secretary (RD)- Chairman ii. Financial Adviser (RD) -Member iii. Adviser, NITI Aayog-Member iv. Director, CRRI –Member v. DG, Roads, Ministry of Road Transport and Highways –Member vi. Secretary General, IRC -Member vii. Additional Secretary/ Joint Secretary (RC) -Member Convener viii. Representatives of the State Government or Union Territory would be special invitees 	
12	Earlier, no provision relating to Cost Variation	10.4 Cost Variations: DPR should be prepared after proper ground verification minimizing the need for change of scope of works. Once the Ministry of Rural Development (MoRD) issues the project sanction, the Chief Engineers (CEs) of the State Rural Road Development Agencies (SRRDAs) issue the Technical Sanction for each work. During the preparation of the Technical Sanction, cost variations may occur compared to the originally sanctioned amount. In such cases, the following guidelines should be followed: <ul style="list-style-type: none"> i. Variation within 10% of the original Sanctioned Amount: If site-specific conditions or other factors lead 	



S.No.	Existing provision in PMGSY framework	New formulation in <u>PMGSY IV</u> guidelines	Remarks/ justification
		<p>to a variation in cost that is within 10% of the original sanctioned amount, the following steps must be taken:</p> <ul style="list-style-type: none"> a. The excess amount can be absorbed within the originally sanctioned cost at the district level for that batch. b. If the excess cannot be absorbed at the district level, it may be absorbed within the sanctioned cost at the State/UT level for the same batch. If absorption within the sanctioned cost for the same batch is not possible, the excess will be borne by the State. c. The SRRDA will ensure that the variations are entered in OMMAS along with the approvals of the competent authority. <p>ii. Variation exceeding 10% of the sanctioned cost: If the variation exceeds 10% (either plus or minus) of the originally sanctioned cost, prior approval from NRIDA must be obtained before issuing the Technical Sanction.</p>	
13		<p>10.5 The works under PMGSY-IV are required to be completed within a period of 12 months from the date of issue of work order. However, in aspirational districts/ blocks, states may allow a maximum period of 18 working months. It has been observed that the bid process and approval take much more time than what is prescribed by NRIDA. To ensure timely completion of works under PMGSY-IV the SRRDA shall ensure that the bid process and its approval are necessarily obtained as per existing provisions. In case, SRRDA is not able to award the work within a maximum period of 120 days, the information of delays in bid processing will be sent to NRIDA who will analyse the reasons for delay and submit the case to Department of Rural</p>	



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			Development. The Department of Rural Development, if delays are unjustifiable, may cancel the sanction of that work.																						
	Earlier, <table border="1"><thead><tr><th>Item</th><th>Percentage of Annual Allocation</th></tr></thead><tbody><tr><td>(a) Admin. expenses for PIUs</td><td>1%</td></tr><tr><td>(b) Travel Expenses of PIUs</td><td>0.50%</td></tr><tr><td>(c) Admin. & Travel expenses (SRRDA)</td><td>0.25%</td></tr><tr><td>(d) Independent Quality Monitoring (2nd tier)</td><td>0.50%*</td></tr></tbody></table>		Item	Percentage of Annual Allocation	(a) Admin. expenses for PIUs	1%	(b) Travel Expenses of PIUs	0.50%	(c) Admin. & Travel expenses (SRRDA)	0.25%	(d) Independent Quality Monitoring (2nd tier)	0.50%*	11.2 <table border="1"><thead><tr><th>Item</th><th>Percentage of Annual Allocation</th></tr></thead><tbody><tr><td>(a) Admin. expenses for PIUs</td><td>0.75%</td></tr><tr><td>(b) Travel Expenses of PIUs</td><td>0.50%</td></tr><tr><td>(c) Admin. & Travel expenses (SRRDA)</td><td>0.25%</td></tr><tr><td>(d) Independent Quality Monitoring (2nd tier)</td><td>0.50%*</td></tr></tbody></table> <p>i. For Strengthening the SRRDA and to standardise procedure of fund release under Administrative Expenses Funds, the following procedures would be applicable:-</p> <p>The State's eligibility under Administrative Expenses Funds shall be decided based on their Annual Allocation of the State. The eligibility of the State shall be 2.0% of the Annual Allocation of the State subject to the item-wise ceiling and would be the integral part of the Annual Allocation</p>		Item	Percentage of Annual Allocation	(a) Admin. expenses for PIUs	0.75%	(b) Travel Expenses of PIUs	0.50%	(c) Admin. & Travel expenses (SRRDA)	0.25%	(d) Independent Quality Monitoring (2nd tier)	0.50%*	Changes undertaken on directions of EFC
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14	PMGSY III 13.1 The relevant projects would be executed by the PIUs and completed within a period of 12 months from the date of issue of the Work Order. However, in IAP Districts, States may allow a period of 18 working months, subject to no cost escalation on the Central share....		12.2 The relevant projects would be executed by the PIUs and completed within a period of 12 working months from the date of issue of the Work Order. However, in LWE affected Districts/ Blocks, NE & Hill States, and Aspirational Districts/ Blocks, States may allow a period of 18 working months, subject to no cost escalation on the Central share. A Work Programme shall be obtained from the contractor for each work and approved by the PIU. Payments shall be made only after the approval of the work programme and its uploading on		IAP districts have been replaced by LWE affected District																				



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		OMMAS, deployment by the Contractor of the requisite number of engineers and setting up of the Quality Control Laboratory at site.	
	No provision relating to SHGs	16.7 The State Governments shall endeavour to utilise the services of Self-Help Groups (SHGs) for routine maintenance of roads after Defect Liability Period. Capacity building of SHGs should be done by the SRRDAs for maintenance of roads. Guidelines for utilizing services of SHGs in maintenance of PMGSY roads will be issued by NRIDA.	Changes undertaken on directions of EFC
	No provision relating to accessibility measures	17. Rural Roads Safety and accessibility measures 17.1 Road safety of PMGSY roads shall be enhanced by implementing geometric standards, specifications, proper placement of essential traffic signs and markings, and the adherence of road users to traffic rules. Any compromise on these aspects will result in roads with sub-standard safety norms. Roads should be built to adhere to the standardized safety norms rather than attempting improvements later. In this regard, it is prudent to conduct road safety audits (RSAs) at the planning and design stages before execution. These audits are essential to understand the safety hazards during the construction and propose road safety measures for all new connectivity.	
	No provision relating to use of district mining/mineral funds	21.2 District mining/ minerals funds should be used for construction and maintenance of rural roads under PMGSY in convergence model in case of mining areas keeping in view the mining traffic load on these roads.	Changes undertaken on directions of EFC
	No provision related to stage passing	The 1 st tier supervisory officers of the level of AE and EE shall exercise “Stage Passing” through quality control	



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		checks and certify the work of various stages on the basis of tests and their frequency indicated as prescribed under “Quality Control Checks” in the concerned chapters of Quality Assurance Handbook for Rural Roads, published by NRIDA from time to time. The officer certifying the work at various stages as prescribed shall be responsible for the quality and quantity of the work certified by them. In this regard, detailed instructions issued by NRIDA shall be applicable.	
		16.9 For ensuring sustained maintenance, a Rural Road Maintenance and Asset Management Policy needs to be put in place/ strengthened and followed by the States/UTs. The provision of a Rural Road Maintenance and Asset Management Policy will also include bridges. The policy evolved by the State incorporating State specific conditions ensuring adequate maintenance investment, shall be shared with NRIDA. It is necessary to properly account for maintenance expenditure. Accordingly, a road wise maintenance accounts module is being established on OMMAS for monitoring, maintenance management online. Since the updated DRRP is on GIS platform, the road wise maintenance expenditure be put as an add-on- layer for enabling timely monitoring of maintenance management for each road.	

