ग्रामीण विकास मंत्रालय
भारत सरकार
MINISTRY OF RURAL DEVELOPMENT
GOVERNMENT OF INDIA
सत्यमेव जयते

Presentation
On
Rolling out of PMGSY-IV

Date : 03-Jan-2025, VC

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. 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.
- Roads already taken in PM-JANMAN and VVP will not be consider in PMGSY-IV.

Eligibility criteria of PMGSY-IV

Population eligibility criteria

- Population size 500+ in plains, 250+ in Hill States/ UTs and North-Eastern Region (NER), Special Category Areas (Tribal Schedule-V Areas, Desert Areas, Aspirational Blocks/ Districts), 100+ in LWE affected Districts(areas notified by MHA) as per Census 2011.
- The population, as per Census 2011, is to be certified by competent State Department/ field official.

Distance eligibility criteria

- Cluster approach has to be adopted for determining the population size of habitations.

The Cluster Approach

- The population of all habitations within a radius of 500 metres (1.5 km of path distance in the case of Hills) shall be clubbed together to determine the population size.
- In the blocks bordering the international boundary in the Hill States (as identified by the Department of Home Affairs), however, all habitations within a path distance of 10 kms may be treated as a Cluster for this purpose.
- The Cluster approach in respect of Arunachal Pradesh State has been extended from International border blocks to International border districts of the State by clubbing population within a path distance of 10 km and treating as a Cluster for eligibility.
- Cluster approach would enable the provision of connectivity to a larger number of Habitations, particularly in the Hill/ mountainous areas. The population, as per Census 2011, is to be certified by competent State Department/ field official.

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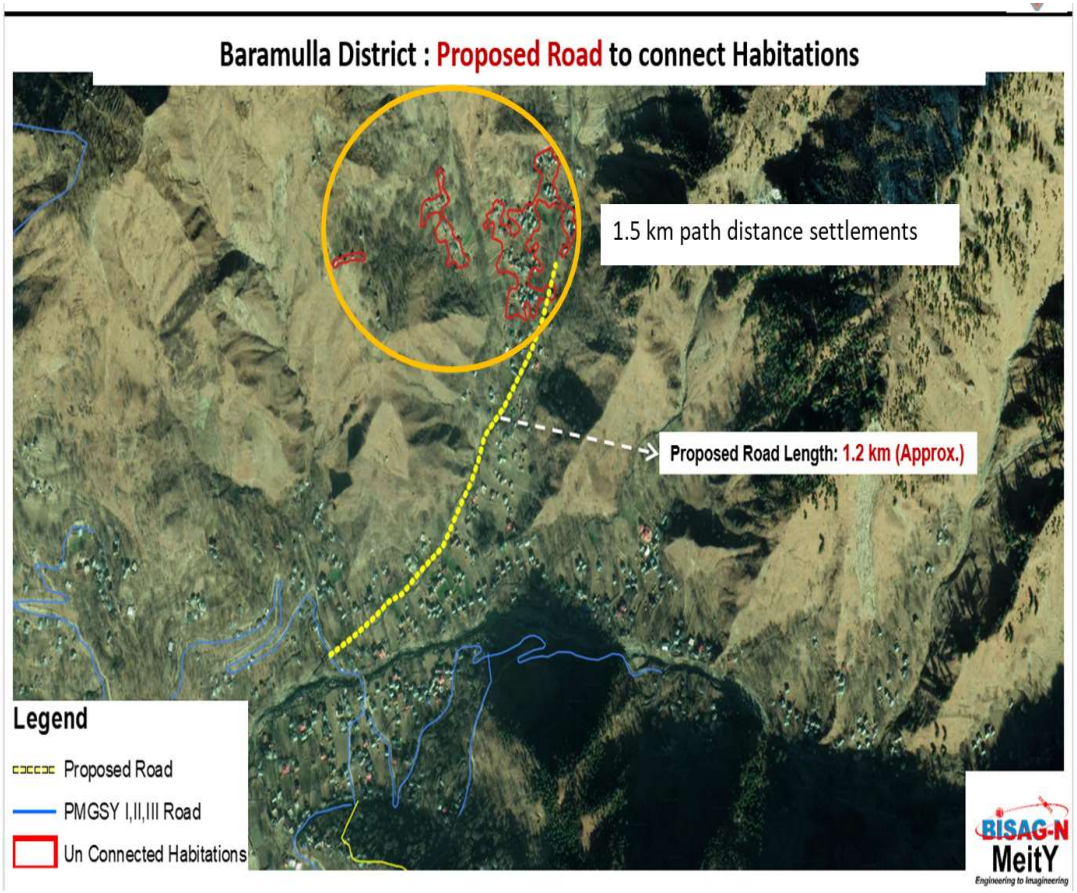
…The Cluster Approach



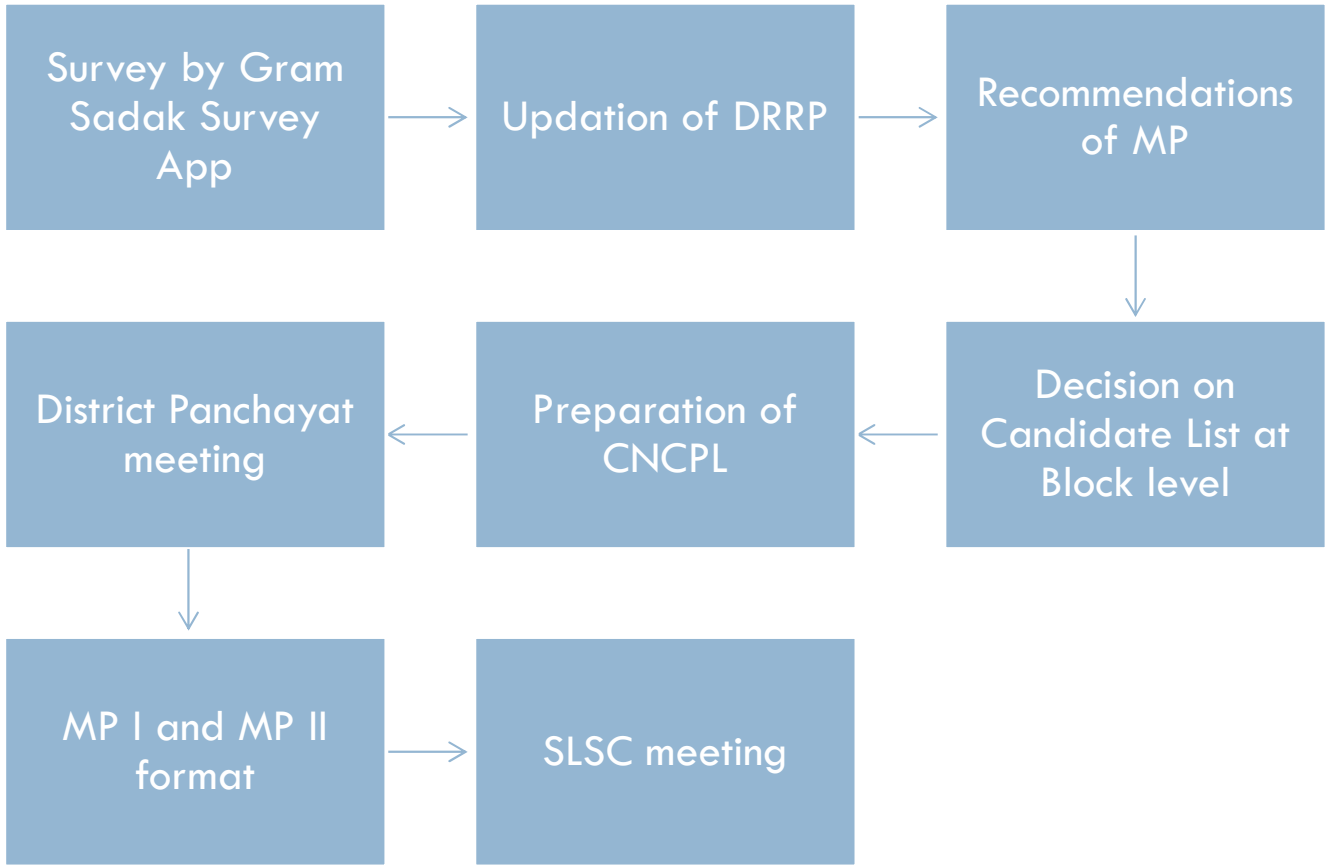
Guiding Principles of PMGSY-IV

- An **all-weather road** 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.
- 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.

Cost Sharing Pattern and Funding

- **Cost Sharing Pattern:**
  - **States/UTs with Legislatures** : 60% Centre, 40% State/UT.
  - **Jammu & Kashmir, 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.

Survey, finalization of eligible habitations and Preparation of DPR



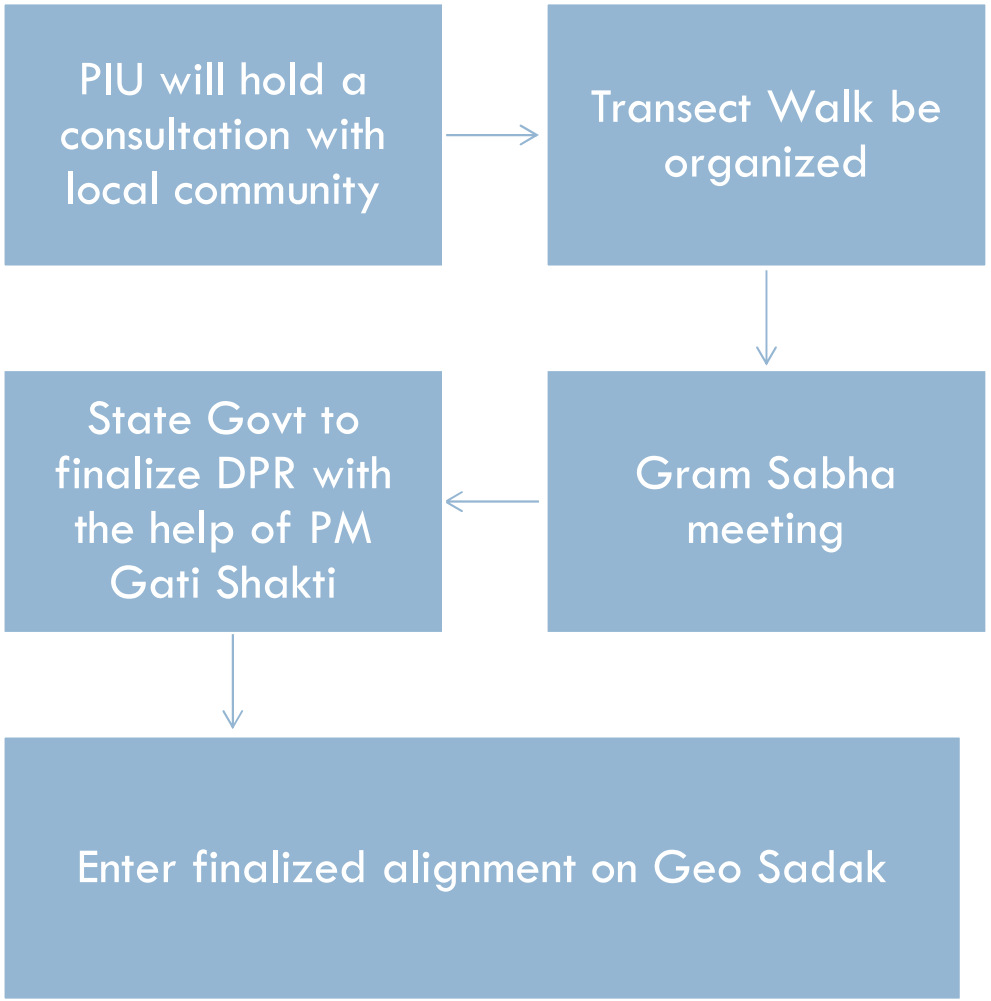
Preparation of CNCPL

- Comprehensive New Connectivity Priority List (CNCPL) to be prepared at Block and District level in following order of priority:

Priority No.	Population Size
I	500 and 50% or more STs as per census 2011 under Dharti Aaba Janjatiya Gram Utkarsh Abhiyan
II	Eligible population size as per PMGSY-IV and under convergence schemes of Central Government with rural road component (as specified by MoRD from time-to-time)
II	1000+
III	500-999
IV	250-499
V	100-249

- 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.
- The CNCPL shall be placed before district Panchayat & the Hon'ble MP

Process of finalization of DPR



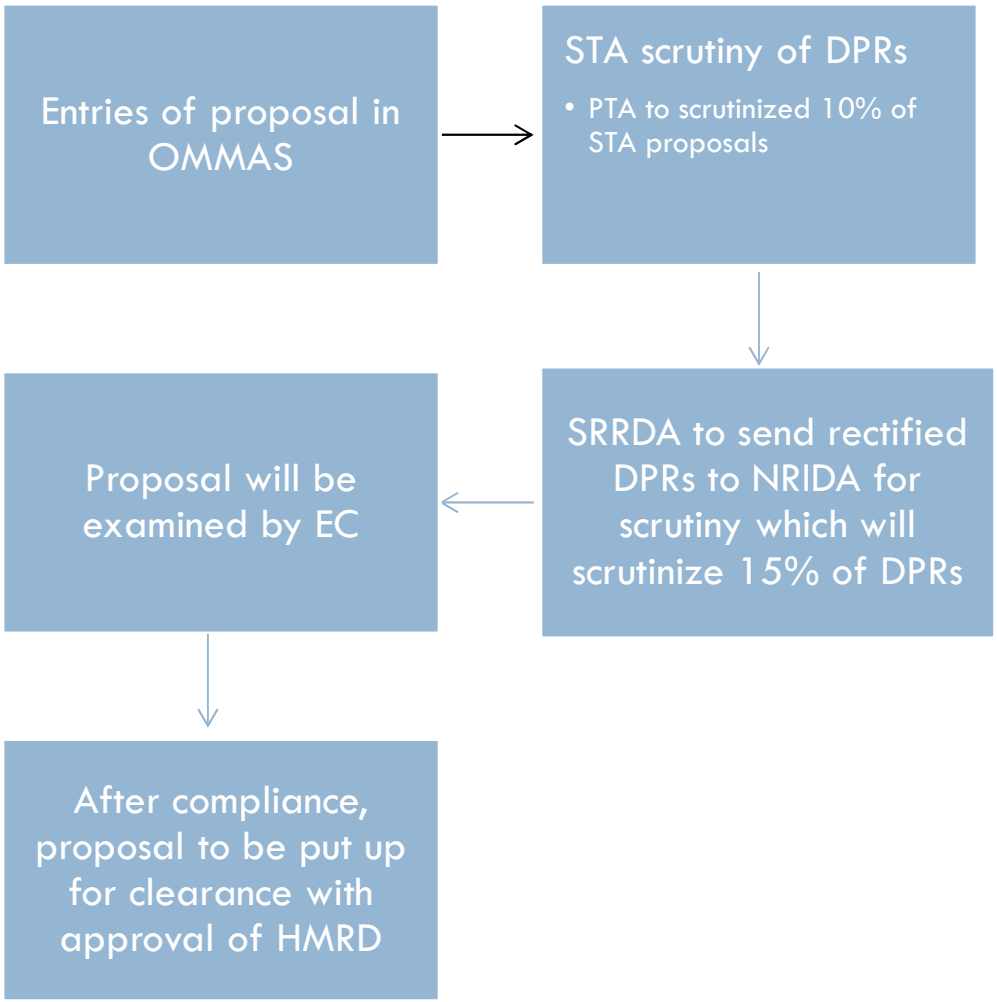
…Survey, finalization of eligible habitations and Preparation of DPR

- For adoption of any new technology in road construction, at DPR stage the objective of choosing a particular technology is to be clearly spelt out including the benefits using the technology.
- After the construction, the technology evaluation is to be done to study the extent to which the objective as mentioned for technology adoption has been achieved.
- All the roads under PMGSY shall be linked to LGD codes of the concerned revenue village.
- The construction of Culverts/ Causeways and Bridges will be allowed only on the roads approved under this programme.
- The proposal for Long Span Bridges (LSBs) (maximum length of 150 m in normal areas and 200 m in special areas) shall be covered under this programme.
- Cost of the length of the bridge over and above this threshold shall be borne by the State /UT.
- Separate DPRs shall be prepared for these LSB and will be submitted for approval along with the DPR of the road itself.

Report from PM Gatishakti

- An App has been developed for the surveys named " PMGSY Gram Sadak Survey App" for facilitating surveys and transect walks.
- This survey data will automatically be transmitted to OMMAS.
- The state shall finalise the alignment in GeoSadak if any modifications are required.
- This finalized data will uploaded by the state on PM –GatiShakti.
- The DPR shall be finalized by the State Government based on actual ground survey and information received from the above portals.
- Preliminary DPR generated through PM GatiShakti highlights the following features:
  - ROW, Longitudinal section, HFL, Cutting/filling and Volume, Tentative land Acquisition, On/Off Alignment Information, Proposed Cross drainage Structure etc.

Scrutiny of Project Proposals



Bidding of Works

- The procurement of works under PMGSY-IV shall be through e-procurement on GePNIC or other e-procurement portal notified by NRIDA.
- The States will follow the Standard Bidding Document (SBD), prescribed by the NRIDA.
- The provision for preparing the bidding document, based on the SBD, will be available on the GePNIC portal and it under development.
- The bidding and contracting process and time periods shall be as per the SBD. The State shall at all times update the OMMAS tendering module.

Cost Variations

(ref- para 10.4)

Variation within 10% of the original Sanctioned Amount:

- If the variation in cost is within 10% of the original sanctioned amount, the following steps must be taken
  - The excess amount can be absorbed within the originally sanctioned cost at the district level for that batch.
  - 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 shall be borne by the State.

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 shall be obtained before issuing the Technical Sanction.

Time line for the completion of works

- Time limit is of 12 months from the date of issue of work order.
- LWE affected areas and aspirational districts/ blocks, states may allow a maximum period of 18 working months.
- In case, SRRDA is not able to award the work within period of 120 days, the information will be sent to NRIDA who will analyse the reasons for delay and submit the case to DoRD.
- Within 15 days of the date of Work Order, signboards along with the Logo of the PMGSY shall be erected at the site of road works

Execution of Works and Contract Management

(ref- para 12)

- **Pre-Execution Requirements**
  - Ensure compliance with conditions in the sanction letter.
  - Submit a relevant report to NRIDA via OMMAS within 60 days of sanction.
- **Tendering and Completion Schedule**
  - Tendering to be completed within 72 days of date of sanction.
  - Completion expected within **20 months** post-clearance.
- **Timely Payments and Monitoring**
- **Contract Management**
- **Routine Maintenance**
- **Green Technology and Local Material Usage**
- **Incentives and Disincentives**
- **Contractor Rating and Maintenance Guidelines**
  - Use the e-MARG module for effective execution.
- **Supplementary Guidelines**
  - Adhere to pre-existing guidelines for procurement, contract management, quality control, and payment release, as issued by DoRD/NRIDA.

Quality Control Mechanism

Tier 1: PIU (Programme Implementation Unit)

- Ensuring that materials and workmanship conform to prescribed specifications.
- Establishment by Contractors, approved by PIU, before work begins.
- Conduct of all specified tests at the required frequency by JE/AE/EE.
- Approve "stage passing" certifications at various construction phases.

Tier 2: State Quality Monitors (SQMs)

- Testing of pavement layers and inspection of other road/bridge parameters.
- e-form, e-test reports and geo-referenced photographs are uploaded in OMMAS.
- Frequency of inspections:
  - **Bridge**
    - Bridges up to 75 meter: Minimum of three inspections.
    - Bridges exceeding 75 meter: Five inspections, with an additional inspection post-completion.
  - **Road -** 2 inspections in ongoing works and one inspection in completed stage.

Quality Control Mechanism

Tier 3: National Quality Monitors (NQMs)

- Random Inspections Based on Pre-defined priority criteria in OMMAS.
- Conduct test and provide inspection findings and recommendations to ensure adherence to specified quality standards.
- Action on Non-Compliance:
  - Unsatisfactory works identified by NQMs - Follow-up actions and reports to be submitted by SRRDA within six months
  - Payments can be released only after submission of action taken reports.

State Quality Coordinator (SQC):

- To coordinate and supervise first tier Quality Control arrangement.
- To coordinate and control the activities of National/ State Quality Monitoring arrangement, and ensure compilation of action on the reports of National/State Quality Monitors.
- Scheduled inspections with stakeholders (MPs, MLAs, Zilla Pramukhs, and Sarpanchs) ensure transparency and accountability.

Key Outcomes

- **PIU - Responsibility**: Ensures contractor compliance and direct quality management.
- **SQM - Role**: Monitors compliance and supports PIUs where needed.
- **NQM - Assurance**: Identifies and addresses systemic quality management issues at state/district levels.

Monitoring

Effective monitoring is essential for the successful implementation of PMGSY-IV. The programme employs a multi-layered approach to ensure accountability and data integrity through the use of the **Online Management, Monitoring and Accounting System (OMMAS)**.

OMMAS: The Central Monitoring Tool

- **Primary Mechanism**: OMMAS is the core system for monitoring progress and managing data for PMGSY-IV.
- **Online Data Submission**: Officials must submit prescribed data and reports online, as directed by NRIDA.
- **System Integrity**: Modifications to the OMMAS software are prohibited at the state level. Suggestions for changes must be submitted to NRIDA.
- **Uninterrupted Operations**:
  - Maintenance of computer hardware, software, and internet connectivity is mandatory.
  - Executive Engineers and PIU Heads are accountable for system uptime and data accuracy.

Cont…

OMMAS

- A new module for PMGSY-IV is under development.
- All blocks and villages are being seeded with the LGD code. This code will be used to validate the village population entered by the PIU against the official population data from Census 2011.
- States should add habitations to villages in OMMAS if they are not already part of OMMAS, to ensure complete coverage of the DRRP.
- The data of the revised DRRP will be uploaded on OMMAS, and the alignment of the revised DRRP will be available on GeoSadak.
- The transect walk and survey of the proposed road will be carried out using the PMGSY Gram Sadak Survey App.
- OMMAS will generate a Comprehensive New Connectivity Priority List (CNCPL) of the proposal on the basis of earmarking/prioritization under GoI convergence schemes and thereafter on the basis of guidelines of PMGSY-IV

IT Interventions

GIS MIS Application (OMMAS & GeoSadak)

- **E-MB Integration in OMMAS:**
  - The integration of the E-MB (Electronic Measurement Book) with OMMAS (Online Management, Monitoring, and Accounting System) streamlines project management by enabling digital recording, verification, and tracking of work measurements.
- **eSOR and DPR Analysis:**
  - Provide digital Standard Schedule of Rates (eSOR)
- **Project Scheduling and Monitoring Using PMIS on OMMAS**
  - The integration of the Project Management Information System (PMIS) within OMMAS enhances project scheduling and monitoring capabilities.
  - **Performance Analytics**
    - Generate insightful reports to facilitate data-driven decision-making for timely interventions.

…IT Interventions

- **Quality Monitoring**
  - **First-Tier Quality Inspection:**
  - Provide stage-based quality inspection for timely and systematic passing of works.
- **SNA Sparsh Implementation in OMMAS:**
  - Implement Single Nodal Account (SNA) Sparsh in OMMAS for streamlined financial management.
- **Digitization of C-PROFORMA:**
  - Enable seamless digital handling of C-PROFORMA documents.
- **Financial Progress Linked to Physical Progress:**
  - Correlate financial progress with physical progress and work quality as recorded in OMMAS.

Maintenance of Rural Roads and Bridges

- Develop specialized units within SRRDA to monitor maintenance activities.
- Include bridge experts for proper bridge inspection and maintenance.
- Prepare maintenance manuals as per IRC/NRIDA guidelines.
- Fund sources include mandi tax, mining cess, and District Mining/Mineral funds, especially in mining areas.
- Maintenance during the initial five years is covered under DLP through Performance-Based Maintenance Contracts (PBMC) executed using the e-MARG module.
- Post-DLP maintenance requires state budget provisions for periodic renewal and upkeep.
- States must establish or strengthen a Rural Road Maintenance and Asset Management Policy, including bridges, tailored to state-specific conditions.
- Utilize Self-Help Groups (SHGs) for routine road maintenance during and after the DLP.
- Use of e-MARG, OMMAS and Asset Valuation Reports:
- Pavement Condition Index (PCI):
  - Maintenance funds are allocated based on road conditions, traffic, and population, ensuring optimal resource utilization.

Rural Roads Safety

- Implement geometric standards, traffic signs, and markings during construction.
- Avoid post-construction safety adjustments; integrate safety norms during the planning and design phases.
- Conduct Road Safety Audits (RSAs) during planning and design to identify potential hazards.
- Incorporate safety measures in Detailed Project Reports (DPRs) based on RSA findings.
- Accessibility measures for Persons with Disabilities (PWDs)

Flow of Funds

Project Cost Sharing:

- **Construction:** DPRs and construction activities
- **Administrative:** 2% of total cost, shared by Central and State Governments
- **Maintenance:** 5-year DLP, 6th-year renewal, further 5-year routine maintenance, borne by State Government/UT

Fund Flow & Accounting:

- **SNA-SPARSH:** Just in time release & Transparent fund transfers
- **Miscellaneous Receipts:** To be credited based on sharing pattern
- **Administrative Expenses:** 2% of Central share with matching state share
- **Separate Accounts:** For Central and State funds
- **State Responsibility:** Budget for maintenance costs

Release of Funds:

- **Documentation:** Utilization, Bank, Completion Certificates, Audited Financial Statements, OMMAS Outputs, Maintenance Fund Utilization Certificate
- **Maintenance Fund Release:** 50% disbursement certification after May, 100% after November
- **SNA-SPARSH Alignment:** Follows guidelines of MoF

MoU with the States/UTs

- States/UTs are required to sign an MoU with the Ministry of Rural Development before submitting proposals under PMGSY-IV.
- The MoU will include commitments on:
  - **Maintenance and Quality Management**: Demonstration through eMARG of post-construction maintenance, including initial rehabilitation, renewals, and emergency repairs.
  - **Implementation Model**: Adoption of the SNA SPARSH model.
  - **Survey Methodology**: Use of the Gram Sadak Survey App for alignment and habitation surveys.
  - **Bridge Maintenance Policy**: Adoption within the first year of PMGSY-IV.
  - **Technology Integration**: Emphasis on technologies specified under New Technology Vision 2022 and related NRIDA circulars.
  - **Community Participation**: Engagement of Self-Help Groups (SHGs) for routine maintenance during and after the Defect Liability Period (DLP).
  - **Road Safety Compliance**: Incorporation of rural road safety and accessibility measures in DPRs.
  - **Inspection Compliance**: Submission of timely Action Taken Reports on National Quality Monitoring (NQM) inspections.

Convergence

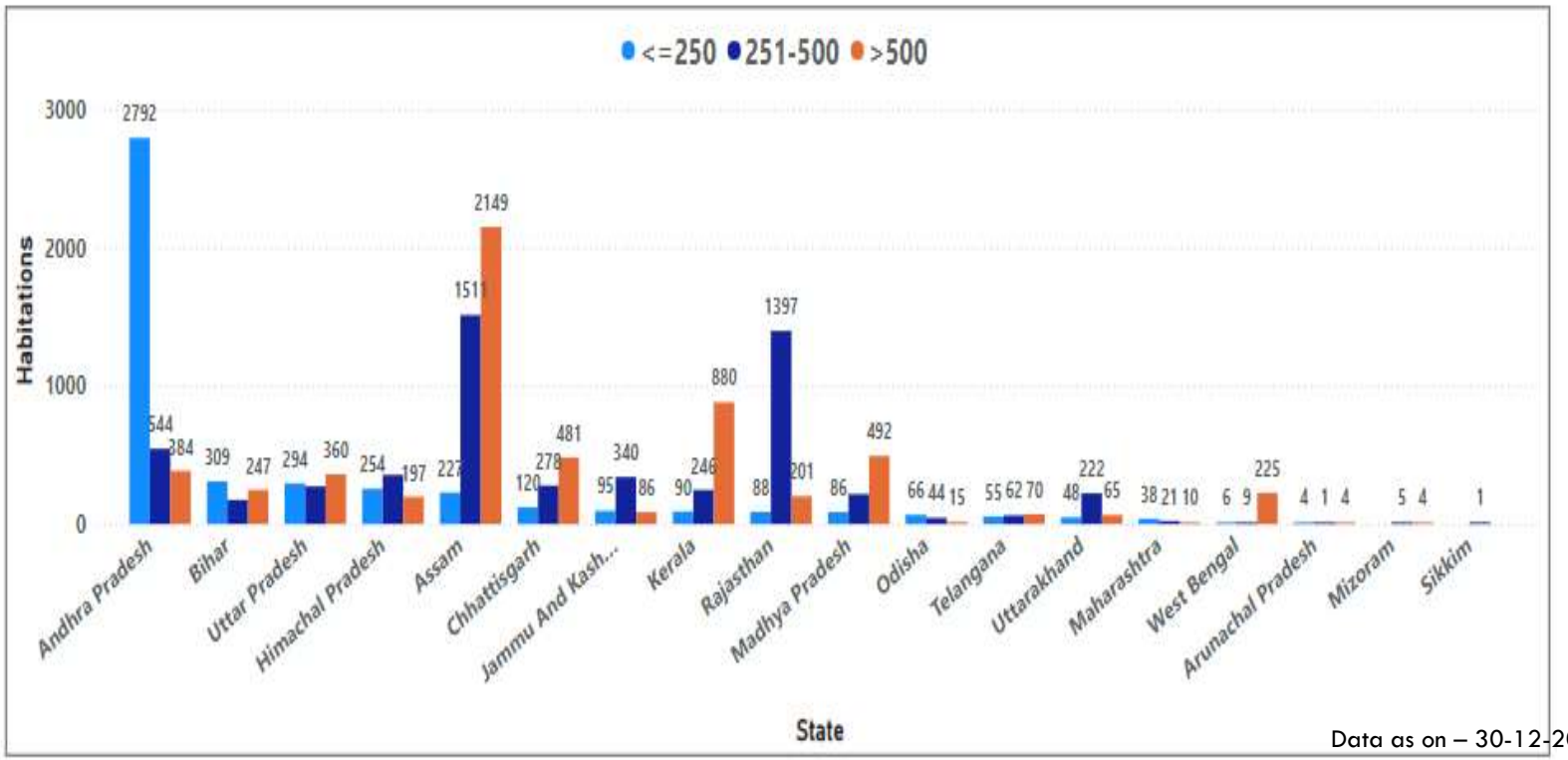
- It is expected that the PMGSY-IV will improve indicators of education, health, rural incomes etc., provided as a follow up, and in consultation with the local Panchayati Raj Institutions, convergence is achieved with other ongoing Programmes in these sectors.
- It is expected that the District Panchayat will focus on these issues. Before the start of work on Rural Roads, the benchmark development indicators may be measured and attached to the detailed project report.
- The PM Gati Shakti portal will be used for obtaining data on institutions likely to be benefited through the new connectivity.
- District mining/ minerals funds shall be used for construction and maintenance of rural roads under PMGSY in convergence model.
- The NRIDA would provide assistance for independent studies to establish the impact of the rural connectivity in a District from time to time.

Geotagged Habitations Survey

S.No.	State Name	Population (Census 2011)			
		<=250	251-500	>500	Total
1	Andhra Pradesh	2792	544	384	3720
2	Arunachal Pradesh	4	1	4	9
3	Assam	227	1511	2149	3887
4	Bihar	309	174	247	730
5	Chhattisgarh	120	278	481	879
6	Himachal Pradesh	254	355	197	806
7	Jammu And Kashmir	95	340	86	521
8	Kerala	90	246	880	1216
9	Madhya Pradesh	86	216	492	794
10	Maharashtra	38	21	10	69
11	Mizoram		5	4	9
12	Odisha	66	44	15	125
13	Rajasthan	88	1397	201	1686
14	Sikkim		1		1
15	Telangana	55	62	70	187
16	Uttar Pradesh	294	272	360	926
17	Uttarakhand	48	222	65	335
18	West Bengal	6	9	225	240
	Total	**4572**	**5698**	**5870**	**16140**

… Geotagged Habitations Survey

16,140 Geotagged Habitations	Population Wise Distribution (Census 2011)		
	4572 <=250	5698 251-500	5870 >500



Data as on – 30-12-2024

Thank You.