GOVERNMENT OF INDIA
MINISTRY OF RURAL DEVELOPMENT
DEPARTMENT OF RURAL DEVELOPMENT

LOK SABHA
UNSTARRED QUESTION NO. 761
ANSWERED ON 25/07/2023

AUDIT OF ROADS UNDER PMGSY

761. SHRI P.V. MIDHUN REDDY:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government has conducted an audit of the roads constructed under the Pradhan Mantri Gram Sadak Yojana (PMGSY) during each of the last five years;

(b) if so, the details thereof and if not, the reasons therefor;

(c) whether the Government has introduced any tech-enabled monitoring mechanism to get a realtime update on the roads constructed under PMGSY;

(d) if so, the details thereof and if not, the reasons therefor; and

(e) the steps taken by the Government to ensure regular maintenance and timely repairs of roads built under PMGSY?

ANSWER
MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT
(SADHVI NIRANJAN JYOTI)

(a) & (b) There is a three-tiered quality audit mechanism for ensuring construction of quality road works and durability of road assets under PMGSY. Under the first tier, the Programme Implementation Units (PIUs) are required to ensure process control through mandatory tests on material and workmanship at field laboratory. The second tier is a structured independent quality monitoring at the State level through State Quality Monitors (SQMs) to ensure that every work is inspected at initial stage, middle stage and final stage of construction. Under the third tier, independent National Quality Monitors (NQMs) are deployed by National Rural Infrastructure Development Agency (NRIDA) for random inspection of road and bridge works to monitor quality and also to provide guidance to the field functionaries.

The details of NQM and SQM inspections conducted during each of the last 5 years, based on the number of ongoing, completed and maintenance works, is given below-

Year	Inspections conducted by SQMs				Inspections conducted by NQMs			
	No. of Inspections	U% in completed works	U% in ongoing works	U% in maintenance works	No. of Inspections	U% in completed works	U% in ongoing works	U% in maintenance works
2018-19	37,582	1.53	2.5	13.74	9,356	5.69	7.41	24.36
2019-20	36,497	2.11	2.56	11.97	8,989	8.20	8.82	22.75
2020-21	27,832	1.31	2.37	8.5	2,653	6.70	6.16	20.70
2021-22	59,328	0.85	1.70	9.35	9,262	6.75	4.21	22.71
2022-23	52,599	1.11	2.35	12.76	7,162	9.63	7.38	21.88

Note- U% - Unsatisfactory percentage

The works reported as unsatisfactory are taken up with the State Governments for rectification and submission of Action Taken Reports.

To assess the outcomes of the programme, NITI Aayog and World Bank have carried out Impact Evaluation Studies of PMGSY roads in the year 2020 and 2018 respectively. The NITI Aayog in it's report "Evaluation of Centrally Sponsored Schemes in Rural Development Sector Vol. 2: Rural Development, December 2020" has mentioned that PMGSY is well aligned with -
(i)   Sustainable Development Goals (SDG) and the National priorities
(ii)   The rural context; developing rural infrastructure is a key pathway to mitigate poverty of rural areas.
(iii)   India's international goals and is seen to contribute to SDGs 2 & 9 addressing the issues of poverty, hunger and infrastructure for growth

The World Bank in its 2018 report has also documented the wide-ranging impact of PMGSY in improving employment & economic opportunities along with improved health outcomes in rural areas.

(c) & (d) In order to effectively monitor the entire Programme and bring about greater efficiency, accountability and transparency in implementation, a modern web based On-line Management, Monitoring and Accounting System (OMMAS) has been set up for

PMGSY. Implementation of all sanctioned works is being monitored through OMMAS on real time basis to ensure that the physical and financial progress are in sync with the overall targets given to states. Progress of all roads uploaded on OMMAS is monitored on real time basis with the provision of Geotech Photographs. Further Project Management Information System (PMIS) has been developed for better management of construction activities of each road sanctioned under PMGSY-III.

To enhance transparency during road construction it has been made mandatory to install Global Positioning System (GPS) enabled Vehicle Tracking System (VTS) on all vehicles/ machinery/ equipment deployed by the contractor/ PIUs for execution of PMGSY works. This helps in assessing the proper operation of these machinery/ equipment for a specified period which is very essential for achieving the specified quality of the roads being constructed.

Further, as a measure of further enhancing the focus on maintenance of roads during the defect liability period and also streamlining the delivery of routine maintenance of PMGSY roads, Electric Maintenance of Rural Roads (eMARG) has been introduced, which is conceptualized on Performance Based Maintenance Contracts (PBMC). Payment to the contractor is now made through eMARG which is based on the minimum condition of road, its cross drainage works and traffic assets. Payments are based on how well the contractor manages to comply with the performance standards or service levels defined in the contract, and not on piece work.

(e) PMGSY roads are constructed by the State Governments with a design life of at least 10 years. As per PMGSY guidelines, maintenance of roads constructed under the programme is the responsibility of the State Governments. All PMGSY road works are covered by initial five year maintenance contracts to be entered into along with the construction contract, with the same contractor, as per the Standard Bidding Document. Maintenance funds to service the contract are required to be budgeted by the State Governments and placed at the disposal of the State Rural Roads Development Agencies (SRRDAs) in a separate maintenance account. On expiry of this 5 year post construction maintenance, PMGSY roads are required to be placed under Zonal maintenance contracts consisting of 5 year maintenance including renewal as per cycle, from time to time.

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