

GOVERNMENT OF INDIA  
MINISTRY OF RURAL DEVELOPMENT  
DEPARTMENT OF RURAL DEVELOPMENT

RAJYA SABHA  
UNSTARRED QUESTION NO. 2365  
TO BE ANSWERED ON 19/12/2025

**QUALITY ASSESSMENT OF ROADS BUILT UNDER PMGSY**

2365 Shri Jose K. Mani:

Will the Minister of Rural Development be pleased to state:

- (a) whether Government has conducted any quality assessment of roads built under Pradhan Mantri Gram Sadak Yojana (PMGSY), if so, percentage of roads found to be substandard;
- (b) whether any cases of corruption or contractor negligence have been identified in the construction of PMGSY roads, if so, the action taken in such cases;
- (c) whether there is a mechanism to ensure that contractors comply with technical and safety standards in road construction, if so, the details thereof; and
- (d) the steps being taken to ensure that roads under PMGSY have a longer lifespan and are resilient to extreme weather conditions?

**ANSWER**

MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT  
(SHRI KAMLESH PASWAN)

(a) to (c): ‘Rural Roads’ is a State subject. As per the guidelines of Pradhan Mantri Gramin Sadak Yojana (PMGSY), the execution of the sanctioned projects is the responsibility of the respective State Governments implementing the programme.

PMGSY has a three-tiered Quality Control 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 the 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, intermediate stage and final stage of the construction. Under the third tier, which is at the national level, independent National Quality Monitors (NQMs) are deployed for random inspection of road works to monitor quality and also to provide guidance of senior professionals to the field functionaries. Based on the periodic monitoring of quality of roads under the 3-tier mechanism, corrective measures, wherever necessary, are taken by the State Governments. Guidelines/Instructions to regulate the quality control process have been issued to States/UTs from time to time.

To strengthen the quality check mechanism, the establishment of a geo-tagged field Lab has been made compulsory. Also, a new version of the Quality Monitoring System App has been developed to include e-forms and other initiatives that have strengthened quality monitoring systems. Consequent upon the introduction of e-MARG i.e. software module for maintenance payments to the contractor during the defect liability period, such payments have been made

commensurate with the quality of roads through a performance-based contract management system. To ensure that people engaged in quality checks are adequately proficient and well trained, National Rural Infrastructure Development Agency (NRIDA), a technical arm of the Ministry of Rural Development, has been conducting mandatory proficiency tests of NQMs and SQMs. The skills of NQMs, SQMs and PIUs are also being developed through training programmes, etc.

Further, to ensure that quality monitoring is being done properly on the ground, it has been made mandatory to set up a Quality Monitoring Cell under each State Rural Road Development Agency (SRRDA) and State Quality Coordinators (SQCs) have been entrusted with the task of scrutinizing all reports of SQMs and give a certificate to this effect to the Ministry. Concerned CEOs have also been asked to scrutinize the quality control registers periodically and submit a certificate to this effect to the Ministry while submitting proposals for fund release. The ATRs on observations by the NQMs are reviewed with the States for compliance. Performance of the NQMs as well as SQMs are also reviewed and such NQMs/ SQMs are de-empaneled whose performance is not found satisfactory. The quality of PMGSY works is also reviewed regularly by the Ministry in various review meetings like the Performance Review Committee, Regional Review Meetings, and Empowered Committee. The Ministry has also strengthened the IT module for monitoring of quality of PMGSY works. In brief, the Ministry has taken several steps for monitoring and regulating the quality of PMGSY roads.

Under the Pradhan Mantri Gram Sadak Yojana, the works which are ongoing, completed and are having structural deficiencies are graded as "Unsatisfactory" by the Quality Monitors during inspections. Whenever NQMs report a work "unsatisfactory", the contractor is duty bound to rectify the error through replacement of defective material, rectifies the defective workmanship or re-constructs the particular stage of work which is identified unsatisfactory, as the case requires. Thereafter, the ATR is verified on site by SQMs. The SQC then, examines the ATR and furnishes the compliance report. The monitoring of ATR is done by NRIDA.

The punitive action taken against the contractors and field officials is done as per the policy of respective States/UTs. However, the conditions prescribed in this regard are provided by National Rural Infrastructure development Agency (NRIDA) in the bid documents. To ensure transparency and accountability, and strengthening of the monitoring mechanism, the NQMs who are assigned the investigations/inspections are directed to share their detailed plan of visit to Hon'ble MP/MLA in order to enable them to be present during inspection.

The details of inspections conducted by National Quality Monitors (NQMs) and unsatisfactory quality grading reported during the last three years and current year is given below:

Completed works		Ongoing works	
Total inspections	Unsatisfactory %	Total inspections	Unsatisfactory %
3,987	12.82	9,214	8.50

(d): The road works under PMGSY are as per the technical specifications and geometric design standards given in the Ministry of Rural Development Specifications for Rural Roads, Rural Roads Manual of the Indian Road Congress (IRC) (IRC: SP:20) and also, where required, the Hill Road Manual (IRC: SP:48) and other IRC Codes/ Guidelines which take into account different geographical conditions. The planning and auditing is verified using the PM Gati Shakti portal using satellite imagery and Digital Elevation Model (DEM) to ensure field-based planning and objectivity. The disaster prone zones, the roads with probable increase in quantum of traffic, roads passing through proposed industrial corridor and such details are taken during the planning stage itself for the PMGSY IV proposals. Further, to enhance durability and cost efficiency, PMGSY encourages the use of approved green and alternative technologies, including cold mix, waste-plastic mixes, fly ash, cement-stabilized bases, and locally available materials in hilly and remote areas. These technologies reduce energy consumption, improve performance in difficult terrains, and lower lifecycle costs.

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