

GOVERNMENT OF INDIA  
MINISTRY OF RURAL DEVELOPMENT  
DEPARTMENT OF RURAL DEVELOPMENT

**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 2545**  
TO BE ANSWERED ON 13/03/2026

**MAINTENANCE OF ROADS BUILT UNDER PMGSY**

2545 Shri Mukul Balkrishna Wasnik:

Will the Minister of Rural Development be pleased to state:

- (a) the length of roads sanctioned and completed under different verticals of Pradhan Mantri Gram Sadak Yojana (PMGSY);
- (b) the mechanism put in place for maintenance of rural roads;
- (c) whether it is a fact that between January and December, 2025 large number of roads inspected for maintenance work by the National Quality Monitors were found to be unsatisfactory;
- (d) if so, the details thereof including action taken against those found responsible for sub-standard work;
- (e) whether Government has any plans to provide funds to states for road maintenance; and
- (f) if so, the details thereof and if not, the reasons therefor?

**ANSWER**

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

(a): Since inception, under various interventions of Pradhan Mantri Gramin Sadak Yojana (PMGSY), 1,94,779 roads covering a length of 8,49,320 km and 12,339 bridges have been sanctioned so far, out of which 1,84,753 road for a length of 7,91,390 km and 10,456 bridges have been completed till 09.03.2026. Vertical-wise details may be accessed at the programme website: <https://pmsgsy.dord.gov.in/>->Progress Monitoring ->MPR-> State MPR Abstract Report.

(b): Rural roads is a state subject. As per the guidelines of PMGSY, maintenance of rural roads constructed under the programme is the responsibility of the State Governments. PMGSY has a three-tiered Quality Control mechanism for ensuring quality in construction of road works to ensure durability of the road assets created.. 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 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 being developed through training programmes, and so on.

(c) & (d): During the period from January 2025 to December 2025, a total of 2,061 PMGSY works were inspected by the National Quality Monitors (NQMs) under Maintenance. Out of these, 482 works were graded as 'Unsatisfactory', which constitutes 23.39% of the total works inspected across the country. A statement indicating the State-wise details of Inspection of maintenance works from January, 2025 to December, 2025 is placed at **Annexure**.

Under PMGSY, both the ongoing and completed works are inspected in such frequency specified by the guidelines. Those roads having structural deficiencies are graded as "Unsatisfactory" by the Quality Monitors during inspections. For such works identified as "unsatisfactory" in the NQM's inspection report, the contractor is duty bound to rectify the error(s) through replacement of defective material, rectification of the defective workmanship or re-construction of the particular stage of work which is identified unsatisfactory, as the case requires. Thereafter, the action taken is verified on site by SQMs and an Action Taken Report (ATR) is submitted. Subsequently, the SQC 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 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 the respective Member of Parliament/Member of Legislative Assembly in order to enable them to be present during inspection.

(e) & (f): Under PMGSY, the Central Government does not provide fund to States/UTs for maintenance of rural roads. As per PMGSY guidelines, the cost of construction/up-gradation of the roads/ bridges is shared between the Centre and the States/UTs. PMGSY roads are constructed by the State Governments with a design life for minimum 10 years. As per PMGSY guidelines, maintenance of roads constructed under the programme is the responsibility of the State/UT. All the works are covered by initial five-year Defect Liability Period (DLP) maintenance contracts, which is entered into along with the construction contract, with the same contractor, as per the Standard Bidding Document. Maintenance funds 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 DLP period, the PMGSY roads are required to be placed under Zonal maintenance contracts consisting of further 5-year maintenance including renewal as per cycle, from time to time. To ensure that the road constructed under PMGSY is maintained properly throughout its life cycle and the State/UT provides adequate maintenance funds for the purpose, under PMGSY-III, a Memorandum of Understanding (MoU) was signed with each state/UT before sanctioning the works to that State. The quality of maintenance and concurrent fund release is monitored through eMARG application. This has also being ensured for the works to be sanctioned under PMGSY-IV and the necessary provisions have been made in the Programme Guidelines of PMGSY-IV.

Since 2016-17, to encourage the states/UTs, financial incentives are given on the basis of set parameters to the top performing States/UTs which show higher achievement in the particular financial year. These funds are to be used by the States for renewal of roads after 5 year Defect Liability Period (DLP) ends.

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Annexure referred to in reply to parts (c) & (d) of Rajya Sabha Unstarred Question No. 2545 for answer on 13.03.2026

Details of State-wise inspection of Maintenance works by National Quality Monitors (NQMs) during January, 2025 to December, 2025

| Sr.No. | State/UT          | Total number of works inspected by the NQM under Maintenance | No. of works (Unsatisfactory) | Unsatisfactory (%) |
|--------|-------------------|--|-------------------------------|--------------------|
| 1      | Andhra Pradesh    | 72   | 2                             | 2.78%              |
| 2      | Arunachal Pradesh | 52   | 15                            | 28.85%             |
| 3      | Assam             | 119  | 36                            | 30.25%             |
| 4      | Bihar             | 207  | 53                            | 25.60%             |
| 5      | Chhattisgarh      | 172  | 14                            | 8.14%              |
| 6      | Gujarat           | 0  | 0                             | 0.00%              |
| 7      | Haryana           | 31   | 3                             | 9.68%              |
| 8      | Himachal Pradesh  | 74   | 20                            | 27.03%             |
| 9      | Jammu And Kashmir | 53   | 4                             | 7.55%              |
| 10     | Jharkhand         | 128  | 49                            | 38.28%             |
| 11     | Karnataka         | 30   | 1                             | 3.33%              |
| 12     | Kerala            | 29   | 9                             | 31.03%             |
| 13     | Ladakh            | 22   | 1                             | 4.55%              |
| 14     | Madhya Pradesh    | 151  | 10                            | 6.62%              |
| 15     | Maharashtra       | 31   | 3                             | 9.68%              |
| 16     | Manipur           | 54   | 34                            | 62.96%             |
| 17     | Meghalaya         | 21   | 7                             | 33.33%             |
| 18     | Mizoram           | 15   | 12                            | 80.00%             |
| 19     | Nagaland          | 9  | 5                             | 55.56%             |
| 20     | Odisha            | 256  | 101                           | 39.45%             |
| 21     | Punjab            | 8  | 3                             | 37.50%             |
| 22     | Rajasthan         | 71   | 6                             | 8.45%              |
| 23     | Sikkim            | 3  | 3                             | 100.00%            |
| 24     | Tamil Nadu        | 45   | 0                             | 0.00%              |
| 25     | Telangana         | 21   | 9                             | 42.86%             |
| 26     | Tripura           | 12   | 7                             | 58.33%             |
| 27     | Uttar Pradesh     | 242  | 38                            | 15.70%             |
| 28     | Uttarakhand       | 64   | 28                            | 43.75%             |
| 29     | West Bengal       | 69   | 9                             | 13.04%             |
|        | <b>Total</b>      | <b>2,061</b>   | <b>482</b>                    | <b>23.39%</b>      |

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