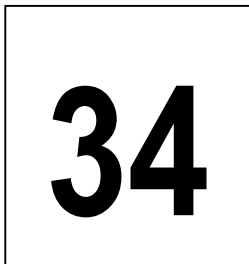


**STANDING COMMITTEE ON RURAL DEVELOPMENT AND
PANCHAYATI RAJ**

(2025-2026)



EIGHTEENTH LOK SABHA

**MINISTRY OF RURAL DEVELOPMENT
(DEPARTMENT OF RURAL DEVELOPMENT)**

[Action taken on the recommendations contained in the Seventeenth Report on “Pradhan Mantri Gram Sadak Yojana (PMGSY)” (2024-25) of the Ministry of Rural Development (Department of Rural Development)]

THIRTY-FOURTH REPORT



**LOK SABHA SECRETARIAT
NEW DELHI**

**STANDING COMMITTEE ON RURAL DEVELOPMENT AND
PANCHAYATI RAJ**

(2025-2026)

(EIGHTEENTH LOK SABHA)

**MINISTRY OF RURAL DEVELOPMENT
(DEPARTMENT OF RURAL DEVELOPMENT)**

*[Action taken on the recommendations contained in the Seventeenth
Report on “Pradhan Mantri Gram Sadak Yojana (PMGSY)” (2024-25) of
the Ministry of Rural Development (Department of Rural Development)]*

Presented to Lok Sabha on 31.07.2026

Laid in Rajya Sabha on 31.07.2026



**LOK SABHA SECRETARIAT
NEW DELHI**

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**COMPOSITION OF THE STANDING COMMITTEE ON RURAL DEVELOPMENT AND
PANCHAYATI RAJ (2025-26)**

Shri Saptagiri Sankar Ulaka -- Chairperson

Lok Sabha Members

2. Shri Bhumare Sandipanrao Asaram
3. Shri Sudip Bandyopadhyay
4. Shri Raju Bista
5. Shri Vijay Kumar Dubey
6. Dr. Sanjay Jaiswal
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8. Dr. Mohammad Jawed
9. Shri Jugal Kishore
10. Dr. D. Ravi Kumar
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14. Shri Kota Srinivasa Poojary
15. Shri K. Radhakrishnan
16. Shri Ramashankar Vidharthi Rajbhar
17. Shri Omprakash Bhupalsinh *alias* Pavan Rajenimbalkar
18. Shri Parshottambhai Rupala
19. Shri Devendra Singh *alias* Bhole Singh
20. Shri Ganesh Singh
21. Shri Vivek Thakur

Rajya Sabha Members

22. Smt. Geeta *alias* Chandraprabha
23. Dr. M. Dhanapal
24. Shri Samirul Islam
25. Dr. Kavita Patidar
26. Smt. Rajathi
27. Shri Nagendra Ray
28. Shri Sant Balbir Singh
29. Smt. P.T. Usha
30. Shri Karamvir Singh Boudh
31. Shri Baidyanath Ram

SECRETARIAT

- | | | |
|---------------------------|---|----------------------|
| 1. Shri D.R. Shekhar | - | Additional Secretary |
| 2. Shri V. K. Shailon | - | Director |
| 3. Smt. Rashmi Roy | - | Deputy Secretary |
| 4. Shri Sudhanshu Shekhar | - | Under Secretary |

INTRODUCTION

I, the Chairperson of the Standing Committee on Rural Development & Panchayati Raj (2025-2026) having been authorised by the Committee to present the Report on their behalf, present the Thirty-Fourth Report on the action taken by the Government on the recommendations contained in the 17th Report of the Standing Committee on Rural Development and Panchayati Raj (18th Lok Sabha) on 'Pradhan Mantri Gram Sadak Yojana (PMGSY)' (2024-25) of the Ministry of Rural Development (Department of Rural Development).

2. The Seventeenth Report was presented to the Lok Sabha on 07.08.2025 and was laid on the Table of Rajya Sabha on 07.08.2025. Replies of the Government to all the recommendations contained in the Report were received on 06.11.2025.

3. The Report was considered and adopted by the Committee at their sitting held on 08.07.2026.

4. An analysis of the action taken by the Government on the recommendations contained in the Seventeenth Report (18th Lok Sabha) of the Committee is given in **Annexure-II**.

NEW DELHI
30 July, 2026
Shravana 8, 1948 (Saka)

Saptagiri Sankar Ulaka
Chairperson
Standing Committee on Rural Development and
Panchayati Raj

CHAPTER I

THIRTY-FOURTH REPORT

This Report of the Standing Committee on Rural Development and Panchayati Raj (2025-26) deals with the action taken by the Government on the Observations/ Recommendations contained in their Seventeenth Report (Eighteenth Lok Sabha) on “Pradhan Mantri Gram Sadak Yojana (PMGSY)” (2024-25) of the Ministry of Rural Development (Department of Rural Development).

1.2 The Seventeenth Report was presented to the Lok Sabha on 07.08.2025 and was laid on the Table of Rajya Sabha on 07.08.2025. The Report contained 17 Observations/ Recommendations.

1.3 Action Taken Notes in respect of all the 17 Observations/ Recommendations contained in the Report have been received from the Government. These have been examined and categorised as follows: -

(i) Observations/ Recommendations which have been accepted by the Government:

Serial Nos. 11, 12 & 13

Total: 03
Chapter-II

(ii) Observations/ Recommendations which the Committee do not desire to pursue in view of replies of the Government:

Serial No. NIL

Total: NIL
Chapter-III

(iii) Observations/ Recommendations in respect of which replies of the Government have not been accepted by the Committee:

Serial No. 1 to 10 and 14 to 17

Total: 14
Chapter-IV

(iv) Observations/ Recommendations in respect of which final replies of the Government are still awaited:

Serial No. NIL

Total: NIL
Chapter-V

1.4 The Committee desire that Final Action Taken Notes on the Observations/ recommendations contained in Chapter I of this Report may be furnished to the Committee within three months of the presentation of this Report.

1.5 The Committee will now deal with action taken by the Government on some of their Observations/ Recommendations that require reiteration/ merit comments.

I. Low Bidding of Tenders

Recommendation (Serial No. 1)

1.6 With regard to low bidding of tenders, the Committee had recommended as under:

“The Committee observe that bidding through tenders for obtaining projects for construction of roads under PMGSY is an integral part of the scheme and the contractors who are awarded construction contracts through tenders are, perhaps, the central figures who through their activities more often than not determine the vary quality of roads constructed under PMGSY. The Committee note with concern that, in order to win the bid for acquiring the rights for the construction of projects, under PMGSY the contractors often quote 25-30% lower amount than the minimum bidding amount. The so-called practice of low-tendering by contractors are often brought to fore by the Members of the Committee during their deliberations. The Committee, therefore, recommend the DoRD to entail all measures for curbing the practice of low bidding and should bring out a mechanism/provision at least by which a certain quantum of amount component equivalent to the difference between bidding and actual quoting is kept aside as security and may be released only after ensuring that the constructed road satisfy the stipulated quality norms. Therefore, a fair bidding mechanism is required to ensure an equitable and transparent process where bidders compete for contracts or opportunities without manipulation or unfair advantages. The Committee also recommend the Government to set up a Committee to assess the effect on quality of road by quoting low amount by the contractors than the minimum bidding amount.”

1.7 The DoRD in their action taken reply have stated as follows:

“In the interest of the quality of roads being built under PMGSY and for protection against Abnormally Low Bids (ALBs), provisions of taking the additional performance security from the contractor have been made in the Standard Bidding Documents (SBD). All States have been advised to deal with cases of ALBs as per SBD provisions which are enumerated as under.

Qualification of the Bidder:

To make sure that contractors who are bidding for the works have sufficient backgrounds in execution of good quality works, the following Qualification criteria are laid down in clause 4 of the SBD:-

- (a) Contractor to provide the aggregate monetary value of civil construction projects executed in each of the preceding five years.
- (b) Furnish a record of past involvement in projects similar in nature and scale for each of the past five years. Additionally, include particulars of ongoing or contracted projects, along with endorsements from a relevant authority not lower than the rank of an Executive Engineer or its equivalent.
- (c) Present comprehensive information regarding the technical personnel slated for engagement in the project.
- (d) Confirm that the contract aligns with the qualifications specified in Clause 4.4 B(b) (ii) of ITB for the construction.
- (e) Submit a proposed schedule for construction activities and a Quality Management Plan outlining the anticipated timeline for project completion in adherence to technical specifications and the stipulated completion period.

B. Additional Bank Guarantee

As per the clause 46, sub clause 46.1 and 46.2 of the SBD, the Performance Security equal to 5% (five percent) of the Contract Price and additional Security for unbalanced bids shall be provided to the Employer.

C. Blacklist/Termination of Contract

As per the clause 52, sub clause 52.1 and 52.2 the Employer can terminate the Contract if the Contractor commits a major breach of contract in terms of quality and other contractual commitments i.e. Failure to correct a specified Defect promptly, Non-maintenance of required Security, Delaying project completion beyond allowable liquidated damages period and Not completing a specified portion of work on time.

It may be noted that SBD already has strict provisions to ensure that good quality contractors are engaged for execution of PMGSY works; however, the States/UTs have been further advised to ensure strict technical evaluation during the technical scrutiny of bids.

As suggested, a Committee is also being constituted to examine the matter of Abnormally Low Bids on PMGSY roads.”

Comments of the Committee

1.8 The Committee, while appreciating the Government's existing provisions in the Standard Bidding Document (SBD) such as qualification criteria, additional performance security for Abnormally Low Bids (ALBs), and termination clauses, find these measures are inadequate in practice. Despite such efforts aggressive under-quoting continues in many States. Provisions confined to the manuals alone would perhaps not serve any purpose unless they are being followed in letter and spirit. In this regard, it is expected that these provisions are implemented scrupulously at the ground level. Therefore, the Committee further recommend strict monitoring through mandatory quarterly reporting by States, enhanced additional security for unbalanced bids, a robust Terms of Reference for the proposed ALB Committee with empirical studies and possible minimum bid thresholds, stricter technical evaluation with higher weightage to past performance, mandatory public disclosure of bids and quality reports, quality incentives and bonuses for good performers, and capacity building for contractors. The Committee are of the considered view that the Department of Rural Development (DoRD) must move from a "provision-based" approach to a "result-oriented monitoring and deterrent" approach to effectively curb low bidding and ensure better quality of PMGSY roads.

II. Quality of Construction of Roads

Recommendation (Serial No. 2)

1.9 In the context of quality of construction of roads, the Committee had recommended as under:

“The Committee are constrained to note that the quality of road construction under PMGSY is a glaring issue affecting the whole country and has wider ramification in the lives of rural people. Building roads build nations as quality roads serve in manifold ways for the prosperity of a country. The scheme was launched by the Government with various welfare-oriented goals in foresight and has been one of the flagship rural development schemes over the years. There are many instances wherein the attention of the Committee have been drawn towards the non-compliance of stipulated norms and standards of construction and poor quality of road materials used in the construction of roads at many places which are not able to sustain the rigours of weather and traffic volume even for one season and are washed away with the onset of monsoon. Therefore, the Committee implore upon DoRD to take stronger measures to ensure that the quality norms as prescribed under the provisions of PMGSY should not at all be compromised so that the roads built have strong durability and the noble goal of the scheme to provide all weather road to rural habitation get achieved as early as possible, as it is an important issue affecting the entire rural progress of the country.”

1.10 The DoRD in their action taken reply have stated as follows:

“To strengthen the quality control measures during construction, a system of Stage-Passing has been mandated under PMGSY. Under this new system, the concerned PIU Head will certify quality at each section of road at defined stages of construction. The PIUs who are responsible for passing the bills and making payments to contractors are now required to inspect the work on ground, carry out quality control tests and certify the quality of work. The abstract of quality grading awarded by the concerned PIUs and their geo-referenced photographs of works taken by the PIUs shall be made available in public domain. Also, quality grading abstracts along with geo-referenced photographs of works recorded by PIU head will be placed in the public domain. This measure was made applicable from 15th August 2025 in all ongoing and recently completed projects under PMGSY-III, PMGSY-JANMAN, PMGSY-VVP and shall also be applicable to all PMGSY-IV projects. The introduction of Stage-Passing is expected to bring in accountability, strict compliance to prescribed norms, and improve overall quality and durability of projects under PMGSY.”

(O.M. No. P-17017/3/2022-RC (eFMS No. 380695) Dated: 06/11/2025)

Comments of the Committee

1.11 The Committee has carefully examined the reply of the Government and appreciate the introduction of the Stage-Passing system with mandatory quality certification by Programme Implementation Unit (PIU) Heads, linkage of

payments to quality checks, and the provision for placing quality grading abstracts along with geo-referenced photographs in the public domain. While these measures are steps in the right direction, the Committee is of the considered view that internal departmental checks alone may not be sufficient to address the deep-rooted quality issues. Therefore, the Committee further recommend mandatory independent third-party audits (especially by experts from IITs/NITs), stricter accountability with penalties for both erring officials and contractors, a robust centralized monitoring dashboard with real-time data, technological interventions like drones and non-destructive testing, capacity building of PIU staff, a stronger defect liability and maintenance regime, and a public grievance mechanism for citizens. The Committee also desire that the Department of Rural Development (DoRD) should treat quality of PMGSY roads as a non-negotiable priority. The ultimate test of success will be the visible improvement in the durability and riding quality of roads that withstand at least one full monsoon season without major deterioration. The quality of roads under PMGSY are essential for transforming rural India by playing the role for economic growth, social development, safety and longevity of rural peoples.

III. Maintenance of PMGSY Roads-Post Completion

Recommendation (Serial No. 3)

- 1.12 With regard to maintenance of PMGSY roads-post completion, the Committee had recommended as under:

“The Committee find that the usual design life of roads constructed under PMGSY is 10 years and as per the programme guidelines, responsibility of the maintenance of roads within Defect Liability Period (DLP) (initial 5 years) falls on the Contractor, while post DLP (next 5 years) is the responsibility of the concerned State Government and the funds for the same need to be provided by the

concerned State Governments. The Committee note with concern that the guidelines are not being followed sincerely and the roads constructed under PMGSY at various places suffer from poor maintenance and start getting degraded before 5 years of warranty. Even the monitoring mechanism of the elaborately laid down principle for the maintenance aspect of roads constructed under PMGSY remains a cause of concern. The Committee note that the issue require equally strict regulation and compliance by the Contractors. Therefore, the Committee strongly recommend the DoRD to ensure that the guidelines governing post construction maintenance of roads of PMGSY may be strictly complied with in letter and spirit' by the contractors so that the roads do not get deteriorated at an early stage, rather serve the purpose of connectivity for a longer period of time. Erring contractors should also be short-listed and strict action should be taken to declare them black-listed. The Committee further recommend the DoRD to ensure due coordination with the nodal agencies regarding surveillance for proper maintenance of the PMGSY roads post construction. Quality Control Mechanism should be geared up sincerely to achieve the aim of the scheme.”

1.13 The DoRD in their action taken reply have stated as follows:

“As a measure of further enhancing the focus on maintenance of roads during the defect liability period (DLP) and also streamlining the delivery of routine maintenance of PMGSY roads, Electronic Maintenance of Rural Roads (eMARG) was launched as a simple yet an extremely effective solution to these problems. Conceptualized on Performance Based Maintenance Contracts (PBM), eMARG sets up a blue-print on how maintenance of infrastructure can be solved across government departments with smart IT & Contract Management. PBM is a type of contract in which payment to the contractor is made based on the minimum condition of road, its cross drainage works and traffic assets that have to be met by him/her. 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. eMARG is being further strengthened to capture Post DLP maintenance expenditure also.

eMARG is implemented for five years after construction for online monitoring of maintenance of PMGSY roads. Rigorous monitoring of eMARG implementation during review meetings, pre-EC, EC meetings with States is being done & extension of 5 Year Defect Liability Period (DLP) in case of poor maintenance of roads has been made mandatory. For the Post 5-year period i.e. another 5 years after DLP i.e. for a total period of 10 years, eMARG module has been developed, which all States have to follow. This will ensure stricter compliance of post construction maintenance.

Maintenance of rural roads is the responsibility of the concerned state government. However, Ministry is seized with the issue relating to complaints of poor maintenance of roads under Defect Liability Period (DLP). NRIDA deploys teams of NQMs to carry out inspection of such roads when specific complaints are received from Hon'ble Members of Parliament and also from other agencies. Based on the inquiry report, States are asked to take necessary action against concerned contractor. Also, after implementation of eMARG, which is primarily performance-based maintenance contract, it has become possible for NRIDA to monitor all such roads visually. If any roads fail to get desired grading, maintenance payments are not released. Further, DLP period of such roads also stand extended for the period for which the road has failed to get desired grading. Hence, Ministry has always been trying to find out ways and means to strengthen the oversight mechanism for ensuring better roads maintenance.”
(O.M. No. P-17017/3/2022-RC (eFMS No. 380695) Dated: 06/11/2025)

Comments of the Committee

1.14 The Committee appreciate the Government's initiatives like the introduction of the Electronic Maintenance of Rural Roads (eMARG) system based on Performance Based Maintenance Contracts (PBMC), the linkage of payments to road condition, mandatory extension of the Defect Liability Period (DLP) for poor maintenance, and the development of a post-DLP module. However, the Committee are concerned that the problem of poor maintenance persists on the ground and that reliance on State Governments for post-DLP funding and execution continues to be a weak link. Therefore, the Committee further recommend strict implementation of eMARG with mandatory geo-tagged data and random third-party verification, stronger penalties including mandatory blacklisting of erring contractors, a dedicated funding/incentive mechanism for States to support post-DLP maintenance, independent audits, full public disclosure of maintenance data on a dashboard, and integration of maintenance performance with future bidding eligibility. The ultimate objective

must be to ensure that PMGSY roads actually deliver their full 10-year design life in good condition.

IV. Linkage of Unconnected Habitations

Recommendation (Serial No. 4)

1.15 With regard to linkage of unconnected habitations, the Committee had recommended as follows:

"The Committee note that one of the issue associated with the rural connectivity projects through linkage of habitations with roads came to the fore was that of roads merely touching the outskirts or periphery of villages without reaching the actual habitation where majority resides. This defeats the purpose behind habitation linkage and many needy habitations especially, Desam, Dhanis, Tolas, Majras, Hamlets, etc., are in most of the cases lies at least 2-3 Km inside the periphery of the village and are thus, not getting the benefit of connectivity. The Committee, therefore, in view of this ground reality recommend the DoRD to review the policy of road connectivity comprehensively and create means so that the roads constructed under PMGSY actually reach the unconnected habitations to achieve the aim of providing all weather road to rural populace living in far flung areas of the country without any compromise, so that socio-economic progress may be achieved for rural populace in the country."

1.16 The DoRD in their action taken reply have stated as under:

" Through the implementation of PMGSY, all-weather connectivity to about 99.6% of eligible habitations has been provided as per Census 2001. The emergence of habitations is a dynamic process and several new habitations have emerged across the States/UTs that are unconnected. Providing connectivity to these habitations is imperative in accordance with the Government's approach to saturation of basic services and ensuring equitable access to infrastructure, including rural roads.

To ensure connectivity to the farthest unconnected habitations in the country, the Government of India has approved the implementation of Phase-IV of PMGSY. Under this initiative, all-weather connectivity will be provided to about 25,000 rural habitations that have become eligible in view of the increase in their population. While connecting habitations, States have been that the alignment of the PMGSY IV road passes through the habitation and that the nearby important public utility/ services are connected as far as feasible with this road for the benefit of the rural masses. The States/UTs have also been requested to identify eligible habitations after a detailed survey through the PMGSY Gram Sadak Survey App with the planning undertaken through the help of Geo-Sadak and PM-Gati Shakti.

The Department of Rural Development (DoRD) is also implementing the road connectivity component of Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM- JANMAN). Under the PM-JANMAN programme, identified Particularly Vulnerable Tribal Groups (PVTG) villages are being provided connectivity. The PMGSY-IV and PM-JANMAN and road connectivity components will ensure connectivity to several unconnected habitations." (O.M. No. P-17017/3/2022-RC (eFMS No. 380695) Dated: 06/11/2025)

Comments of the Committee

1.17 The Committee has examined the Government's reply and appreciate the high coverage (99.6%) achieved under earlier phases, the approval of PMGSY Phase-IV for around 25,000 newly eligible habitations, the directives for road alignments to pass through habitations, and the use of digital tools like PMGSY Gram Sadak Survey App, Geo-Sadak, and PM-Gati Shakti. The Committee also note the special focus under Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM- JANMAN) for Particularly Vulnerable Tribal Groups (PVTG) villages. However, the Committee remain concerned about the perennial problem of roads merely touching village peripheries instead of reaching the core habitations (Dhanis, Tolas, Majras, Hamlets, etc.) may continue unless stronger enforcement mechanisms are put in place. The Committee, therefore, further recommend mandatory core-habitation connectivity with extended alignments, compulsory geo-tagged and third-party verification, stronger integration of digital mapping tools, special provisions for scattered habitations, a public dashboard for monitoring, and penalties for non-compliant alignments so that the objective of providing meaningful all-weather connectivity to the last rural household is fully achieved. Linking unconnected habitations breaks rural isolation, bridge the urban rural divide,

integrates marginalised communities and acts as a primary catalyst for poverty reduction and inclusive growth.

V. Increasing the Load Bearing Capacity of PMGSY Roads

Recommendation (Serial No. 5)

1.18 In the context of increasing the load bearing capacity of PMGSY roads, the Committee had recommended as below:

“The Committee note that rural roads built under PMGSY are of the mandated thickness of 20 mm. In this era of modernization when industrial setups at far flung areas and the construction works of highways and bridges often necessitate movement of heavy load bearing vehicles, particularly those of NHAI to also utilize the roads built under PMGSY, cause irreversible damages to the rural roads because these are generally low volume roads and were never meant to bear the load of heavy vehicles. It, thus, becomes imperative to protect and get repaired the existing roads under PMGSY from the damaging NHAI vehicles and increasing the thickness of roads under PMGSY to 30 mm for bearing the load of heavy vehicles that would keep on plying on them in future. Therefore, keeping in view the traffic intensities depending on the village population, the Committee, therefore, strongly recommend DoRD to have urgent constructive dialogue with NHAI to ensure that the damages are repaired by NHAI in accordance with the provisions of PMGSY and at the same time also urge, DoRD to increase the thickness of the PMGSY road from the existing 20 mm to 30 mm by making appropriate amendments in the provisions of the PMGSY at the earliest to protect them from getting further damaged by heavy vehicles.”

1.19 The following Action Taken Reply has been given by DoRD:

“As per PMGSY Guidelines there is no upper limit for design load in (Equivalent Standard Axle Load) for designing of pavement, however additional cost for pavement compositions provided over and above the designed crust required for 5 MSA (Million Standard Axles) are to be borne entirely by the State. If heavy vehicles plying on NHAI roads are to use the PMGSY roads, States are regularly made aware through Empowered Committee meetings that proper analysis should be done for projecting the Traffic and design of pavement should be done based on the projected Traffic.

Rural roads are designed for 10 years of design life and future traffic annual growth rate is also taken into consideration while designing the pavement crust. Roads built under PMGSY follows the specifications of IRC especially IRC SP 72:2015 to design the rural roads, IRC SP 72:2015 limits the design traffic to 2 MSA. Load carried

by standard axle (single axle, dual wheel) is 8.16 tonnes and tandem axle is 14.9 tonnes. Fully loaded Heavy Commercial Vehicle (HCV) have a rear axle load of 10.2 tonnes and a front axle load half the rear axle load i.e. 5 tonnes and 20 % overloading is considered if overload vehicles are present. Heavier loads than this is not considered in design.

As per IRC SP 72:2015 the surface course recommended is 20 mm OGPC only for higher traffic, The surfacing course (layer) is the upper layer of the flexible pavement and provides the smooth, durable, abrasion-resistant characteristics of a good roadway, retaining adequate friction for road safety. It is normally made from bitumen bound aggregate – asphalt concrete. It will be waterproof and prevent ingress of water into the lower pavement layers, which would adversely affect their strength. These layers must be strong enough not to rut under the action of traffic.

Since the main load bearing layers are the Binder course, Base course and Sub base course, thickness of these layers are more determining factors for the distresses caused in the pavement when heavy vehicles ply over it.

The issue regarding damage of PMGSY roads by heavy vehicles coming from NHAI roads has been taken up with Ministry of Road Transport and Highways firstly by Secretary vide DO letter dated 08.08.2023 and further by Minister (Rural Development) vide DO letter 27.09.2023. Copies of DO letters are attached.”

(O.M. No. P-17017/3/2022-RC (eFMS No. 380695) Dated: 06/11/2025)

Comments of the Committee

1.20 The Committee acknowledge the Government’s reply regarding flexible design provisions beyond 5 Million Standard Axles- MSA (with extra cost on States), adherence to IRC SP 72:2015 standards, and letters issued to MoRTH/NHAI on damages caused by heavy vehicles. However, the Committee remain dissatisfied that the current design parameters, particularly the 20 mm surface course, are insufficient to handle increasing heavy traffic on rural roads. Therefore, the Committee further recommend revising PMGSY guidelines to mandate higher design traffic (5–10 MSA) with central financial support for thicker pavements, enhancing thickness of load-bearing layers,

establishing a formal coordination mechanism with NHAI for repair and compensation, imposing traffic regulations, using technology for monitoring, and launching pilot projects with enhanced designs including the status of follow-up on the DO letters sent to MoRTH and proposed amendments in guidelines to avoid premature damage of PMGSY roads and their higher maintenance burden.

VI. Delay/Stalling of Projects under PMGSY

Recommendation (Serial No. 6)

1.21 With regard to delay/stalling of projects under PMGSY, the Committee had recommended as below:

“Rural roads are akin to the arteries of the body which connect the hinterland of the vast stretch of the country with the cycle of ongoing development in every sphere of the society. The Pradhan Mantri Gram Sadak Yojana (PMGSY) was launched with the aim of providing all-weather road connectivity to unconnected habitations, thereby boosting rural infrastructure and economic development. However, it has been observed that a significant number of projects under PMGSY remain incomplete within their designated timeframe, leading to delays in infrastructure and socio-economic development of the areas. Such delays result in cost overrun, especially the escalation of cost of raw material and labour component. The Committee found during deliberations with the representatives of the Department and through the on-ground reality witnessed during the study visits, the presence of umpteen cases wherein the contractor left the project mid-way or just after start, due to the rising cost of construction owing to delay in projects on account of various logistical issues ranging from non-availability of land clearance to non-release of funds. These obstacles or hindrances have been a significant hurdle in the timely completion of road construction projects, affecting the most disadvantaged and vulnerable rural populace who rely solely on improved connectivity for economic and social mobility. In light of the above facts, the Committee strongly recommend that 'no stone should be left unturned in the efforts of the DoRD to ensure that the remaining pendency are completed on 'war footing by taking appropriate measures, viz., effective coordination with State Governments to ensure timely release of funds, streamlining approval processes, and facilitating better convergence with other Ministries. The Committee, therefore stress that it is imperative for the DoRD to address these issues on a priority basis to ensure that PMGSY projects are completed as per scheduled time period without any cost escalation.

The implementation of all sanctioned work under the scheme should be monitored sincerely through the existing mechanism evolved for the purpose.”

1.22 The following Action Taken Reply has been given by DoRD:

“To make the programme transparent and also to ensure ease of access for monitoring the programme in terms of planning/implementation, a web-based programme Monitoring Information System named Online Monitoring, Management and Accounting System (OMMAS) has been developed. The implementation of all sanctioned works is monitored through OMMAS on real time basis. Data on OMMAS is also available in public domain.

Ministry has been monitoring this issue at various level with the States. With the introduction of SNA SPARSH improvement in the timely release of State share is expected. States have to conform to program guidelines and other conditions of Ministry of Finance to be eligible for further fund release. These issues are taken up regularly with the States for early resolution.

In so far as escalation of cost of raw material and labour component is concerned, it is submitted that once project is sanctioned, there is no provision for payment of cost escalation on account of time overrun under the scheme. Timeline has been clearly laid down for completion of roads/ bridges in the guidelines and the same has to be adhered to by the States as there is fixed timeline for completion of projects sanctioned under PMGSY. If cost increases on account of time overrun, States have the responsibility to bear the extra cost which acts as a disincentive against time and cost overruns.”

(O.M. No. P-17017/3/2022-RC (eFMS No. 380695) Dated: 06/11/2025)

Comments of the Committee

1.23 The Committee has carefully examined the Government’s reply on delays and stalling of projects under PMGSY and appreciate the implementation of the Online Monitoring, Management and Accounting System (OMMAS) for real-time tracking and public access to data, regular high-level monitoring with States, improvement in fund release through SNA SPARSH, and the existing mechanism that places the burden of cost escalation due to time overruns entirely on the States as a disincentive. However, the Committee remain deeply concerned that, despite these measures, a large number of

projects continue to face inordinate delays, with contractors frequently abandoning works midway due to land issues, delayed fund releases, and rising costs, ultimately hindering rural connectivity and causing significant cost overruns. In view of the persistent ground realities, the Committee further strongly recommend strengthening of the monitoring framework by enhancing OMMAS with automated early warning alerts for slow progress and mandatory remedial action plans. It has called for stringent actions such as immediate contract termination, forfeiture of securities, and mandatory blacklisting of erring contractors, along with the creation of a national blacklisting database. The Committee emphasize the need for a fast-track mechanism to resolve critical bottlenecks like land acquisition and forest clearances within fixed timelines. The Committee also suggest stricter fund flow discipline linked to physical milestones, limited provisions for justified cost escalation in exceptional cases, better pre-qualification of contractors, promotion of cluster-based and mechanised construction, and greater public accountability through transparent dashboards and grievance redressal systems. Last but not the least, the Committee urge the Department of Rural Development (DoRD) to treat timely completion of projects on a war footing scale with highlighting the status of pending works and steps taken to minimise delays. This is essential to prevent further cost escalations and ensure that the socio-economic benefits of PMGSY reach the rural population as originally envisaged and thus vital for socio-economic development of the country.

VII. Relaxation of Road Construction Norms and Standards under PMGSY

Recommendation (Serial No. 7)

1.24 In the context of relaxation of road construction norms and standards under PMGSY, the Committee had recommended as below:

“The Committee are of the view that construction of rural roads is an ongoing process and there is always scope for improvement and inclusion of better ideas for bolstering the rural connectivity much more holistically. Rural roads is a State subject, and the responsibility for the execution of road works and their maintenance under PMGSY lies with the State Governments, who are the implementing authorities of the scheme. The roads constructed under this Yojana are based on the prescribed norms and standards under the provisions of PMGSY. The Committee were enlightened during their study visit about the non-availability of land/space for road construction and narrow width as per the prescribed norms under PMGSY.

Therefore, for effective implementation of the scheme the Committee urge DoRD to relax the road construction norms by amending the provisions and guidelines of PMGSY to give flexibility to State Governments to adjust road width and design norms based on their local geographical conditions and transportation needs. The Committee also recommend that the construction of an additional 100 km of roads be allocated based on the recommendation of the local representative of Parliament, and that the funds for the same be allocated from the Consolidated Fund of India.”

1.25 The following Action Taken Reply has been given by DoRD:

“The construction of 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), IRC:SP:72 and also, where required, the Hill Road Manual (IRC: SP:48) and other IRC Codes/ Guidelines.”
(O.M. No. P-17017/3/2022-RC (eFMS No. 380695) Dated: 06/11/2025)

Comments of the Committee

1.26 The Committee has examined the Action Taken Reply of the Government, which states that all PMGSY roads are constructed as per fixed technical specifications and geometric design standards prescribed in the Ministry of Rural Development Specifications for Rural Roads, IRC:SP:20, IRC:SP:72, IRC:SP:48 (for hill roads), and other relevant IRC codes. While acknowledging the importance of maintaining uniform quality and safety

standards, the Committee express concern that rigid adherence to these norms particularly road width and alignment requirements is proving impractical in many areas due to acute shortage of land, difficult topography, and local geographical challenges, often resulting in delayed or stalled projects. To address these ground-level constraints without compromising core quality, the Committee further recommend introducing flexibility in the guidelines by allowing case-to-case relaxation in road width (for example, reducing carriageway from 5.5m to 3.75–4.5m in land-scarce or difficult terrains), subject to proper justification, geo-tagged evidence, and approval mechanisms. The Committee suggest categorizing roads into different tiers based on traffic volume and terrain, delegating limited powers to State-level committees for approving minor deviations, and ensuring mandatory uploading of all relaxations on Online Monitoring, Management and Accounting System (OMMAS) with third-party quality audits. The Committee has also reiterated its earlier recommendation for sanctioning an additional 100 km of roads per year on the recommendation of local Members of Parliament, with funds from the Consolidated Fund of India and provision for relaxed norms where necessary. Therefore, the Committee urge the Department of Rural Development (DoRD) to review and amend the PMGSY guidelines accordingly to enable more effective and context-sensitive implementation of the scheme while safeguarding road quality and safety.

VIII. Periodic and Mandatory Physical Inspection of the Roads under PMGSY
Recommendation (Serial No. 8)

1.27 In the context of periodic and mandatory physical inspection of the roads under PMGSY, the Committee had recommended as below:

“Building roads build nations as quality roads serve in manifold ways for the prosperity of a country in terms of economic strengthening via boost in domestic trade and commerce, providing employment opportunities and ultimately achieving the goals of development associated with better livelihoods of people. The scheme was launched by the Government with various welfare-oriented goals in foresight and has been one of the flagship rural development schemes over the years. But the Committee are concerned to note that the scheme is affected by the malaise of poor maintenance post-construction and after being handed over to the States. The entire effort of constructing quality roads to provide rural connectivity gets marred by inadequate maintenance. The Committee note the concerns raised from various quarters and through their own experiences during study visits that roads constructed under PMGSY at various locations suffer from poor maintenance and begin to deteriorate at an early stage. It has been noted that while provisions for maintenance exist in the guidelines, there is a lack of adherence to them, and there is no accountability. The wherewithal for honesty and transparency seems to be lacking in the implementation of such an important scheme. Even though a monitoring mechanism is elaborately laid down, the maintenance of roads constructed under PMGSY remains a serious concern.

It has also been noticed that contractors, after the stipulated period under their supervision, hand over the roads by merely carrying out cosmetic patchwork on damaged roads. Therefore, the Committee are of the firm opinion that the evaluation of roads should be conducted on a periodic basis even after the completion of construction, both through physical inspections and by utilizing virtual techniques such as geo-tagging and mobile applications, to ensure roads are not neglected and are maintained properly.

The Committee, therefore, recommend the DoRD to earmark specific teams for periodic and mandatory physical inspections of roads under PMGSY. For those roads that are already neglected and are in disrepair conditions, the Committee, further recommend that these roads be identified and either rehabilitated under a dedicated initiative or included in the new PMGSY allotment to improve rural connectivity and accessibility.”

1.28 The following Action Taken Reply has been given by DoRD:

“To ensure that the objectives of PMGSY are not undermined by inadequate post-construction upkeep, the Ministry has put in place a multi-tier system of quality monitoring wherein physical inspection of projects are done periodically. The concerned Project Implementation Unit (PIU) technical staff conduct periodic and mandatory inspections, wherein the technical staff physically inspect the work, carries out the prescribed quality control tests, and record the results in the quality control register maintained for each project. In addition, the Stage-Passing system, also mandates the PIU Head to certify the quality of

work at each defined stage of construction before bills are passed and payments are released. Also, States have empanelled retired engineers as State Quality Monitors (SQMs), who inspect each work at defined stage of construction within their respective States. The works are inspected through the Quality Monitoring System (QMS) application, along with geo-tagged photographs, ensuring transparency and accountability.

Furthermore, National Quality Monitors (NQMs) empanelled by NRIDA, MoRD, carry out field inspections on a random sample basis across different States to bring out systemic issues of quality monitoring system. This three-tiered framework ensures that quality is not only checked at the construction stage but also continuously evaluated during 05 years maintenance period, thereby addressing the issue of poor maintenance and ensuring the long-term durability of roads under PMGSY.

During the Defect Liability Period (DLP) and post-DLP phase of a road in the maintenance regime, a well-defined mechanism of bimonthly Routine Inspections by field level Engineers and Performance Evaluation is in place under eMARG. The States are requested regularly to ensure that the Routine Inspections are carried out in time and the maintenance is undertaken as per specifications.”

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Comments of the Committee

1.29 The Committee has examined the Government’s reply and appreciate the existing multi-tier quality monitoring system under PMGSY, which includes periodic inspections by Project Implementation Unit (PIU) technical staff, the Stage-Passing mechanism, State Quality Monitors (SQMs), National Quality Monitors (NQMs), the Quality Monitoring System (QMS) with geo-tagging, and bimonthly routine inspections under the eMARG platform during the Defect Liability Period (DLP) and beyond. While these mechanisms appear comprehensive on paper, the Committee remain seriously concerned that poor maintenance, early deterioration of roads, and cosmetic patchwork by contractors continue unabated, indicating inadequate enforcement and lack of accountability at the ground level. To address these persistent issues, the

Committee further recommend institutionalizing mandatory physical inspections of all PMGSY roads at least twice a year (pre- and post-monsoon) by dedicated teams, supplemented by drone surveys in challenging terrains and has called for stricter accountability measures, including penalties, cost recovery, and blacklisting for officials and contractors failing in their maintenance duties. Periodic physical inspection of the roads under the PMGSY is crucial to ensure structural durability, enforce contractor accountability and safeguard massive public investments. The Committee also suggest creating a dedicated PMGSY Road Rehabilitation Fund for timely repair of prematurely damaged roads, full integration of QMS, eMARG, and Online Monitoring, Management and Accounting System (OMMAS) into a transparent public dashboard with real-time updates, increasing the scope of independent third-party and NQM audits, and greater involvement of local Panchayats through a mobile app-based grievance system. Lastly, the Committee urge the Department of Rural Development (DoRD) to treat post-construction maintenance and periodic inspection as a high priority. This is critical to ensure that the huge public investment in PMGSY yields long-term durable rural connectivity and does not go to waste due to neglect after completion.

IX. Revised Road Survey under PMGSY-IV

Recommendation (Serial No. 9)

1.30 In the context of revised road survey under PMGSY-IV, the Committee had recommended as below:

“A new vertical under Pradhan Mantri Gram Sadak Yojana (PMGSY) which is called PMGSY-IV has been launched with a focus to provide all-weather connectivity to unconnected habitations of 500+ population in plain areas and 250 population in NE and Hill States/UTs,

special category areas (Tribal Schedule-V Aspirational Districts/Blocks, Desert Areas) and 100 in LWE affected districts as per Census 2011. The scheme will be implemented from financial year 2024-25 to 2028-29 with a total outlay of Rs. 70,125 crore (Central Share: Rs. 49,087.50 crore, State Share: Rs. 21,037.50 crore) with a target to provide connectivity to 25,000 habitations. It is proposed that 62,500 km of all-weather roads will be provided to these unconnected habitations. Additionally, the construction of required bridges along the alignment of these roads will also be undertaken. This new vertical act as catalyst for the expected socio-economic development and transformation of remote rural areas. The Committee, however, express concern that the PMGSY-IV road survey is currently based on the obsolete 2011 Census, which does not reflect the present population, settlement expansions, and evolving infrastructure needs. Since the new Census has not yet been conducted, the survey lacks an accurate picture of ground realities, leading to ineligible habitations receiving priority while genuine beneficiaries are overlooked. The Committee therefore recommend that, to ensure equitable and last mile rural connectivity, the road survey under PMGSY-IV should be revised based on the latest available population figures or an interim assessment. This will help to identify genuine beneficiaries, address infrastructural bottlenecks, and ensure that roads are allocated fairly to areas most in need. Furthermore, the Committee strongly recommend that the local Member of Parliament (MP) must be consulted before the survey, and each survey must be vetted and approved by the local parliamentary representative. The Committee emphasize that Parliamentary oversight is crucial in ensuring that the road network benefits those who need it the most and that no eligible habitation is left out due to bureaucratic lapses or outdated data, Such steps are essentially required to provide all weather road connectivity to eligible unconnected rural habitations thereby improving access to economic and social services and fostering rural development.”

1.31 The following Action Taken Reply has been given by DoRD:

“Gram Sadak Survey App has been introduced for survey of habitations under PMGSY-IV and being implemented already by the SRRDAs. Training has also been imparted to the SRRDAs. Data has been uploaded on OMMAS and approved by implementing agencies. MoRD/ NRIDA also scrutinized the tentatively identified habitations.”

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Comments of the Committee

1.32 The Committee acknowledge and appreciate the introduction of the Gram Sadak Survey App, training provided to State Rural Roads Development

Agencies (SRRDAs), uploading of data on Online Monitoring, Management and Accounting System (OMMAS), and scrutiny by MoRD/NRIDA. While these are welcome steps towards digitization, the Committee are concerned that the survey for the new phase, aimed at connecting approximately 25,000 unconnected habitations, continues to rely primarily on the obsolete 2011 Census data. This has resulted in a disconnect from current ground realities, including population growth, new settlements, and emerging habitations, thereby risking exclusion of genuinely deserving areas while including others that may no longer qualify. To ensure accurate identification of beneficiaries and equitable distribution of road connectivity, the Committee further recommend immediate revision and validation of the survey using the latest available population data from sources such as voter lists, Aadhaar, or recent projections and has strongly reiterated the need for mandatory consultation with local Members of Parliament at the district level before finalization of habitation lists, with their inputs duly recorded. Further suggestions include independent third-party verification covering at least 20% of habitations (especially in tribal, hilly, and LWE areas), publication of the complete surveyed list (included and excluded) on a transparent public dashboard linked to Online Monitoring, Management and Accounting System (OMMAS) and development of a dynamic mechanism for continuous updation to accommodate newly emerged habitations. Lastly, the Committee also urge the Department of Rural Development (DoRD) to treat this as a priority and submit a detailed Action Taken Report on the survey revision, MP consultations, and implementation of these recommendations within three months. This will help PMGSY-IV achieve its objective of providing meaningful last-mile all-weather

connectivity to the most deserving remote rural habitations and foster genuine socio-economic development.

X. Proper Coordination between Centre and State

Recommendation (Serial No. 10)

1.33 In the context of proper coordination between centre and state, the Committee had recommended as below:

“The Committee note that one of the most important aspects associated with the Pradhan Mantri Gram Sadak Yojana (PMGSY) relies on the strong Centre-State coordination for its effective implementation. This coordination involves various aspect such as funding, project planning, quality control and monitoring. The scheme was launched in the year 2000 as a 100% centrally sponsored scheme. However, the funding pattern was revised to 60:40 ratio between Centre and State from the financial year 2015-16, in all the States barring eight North Eastern States and three Himalayan States where it is 90:10 ratio. Thus, the seamless flow of funds is very important for the timely completion of projects under PMGSY. Although the issue of fund release is of paramount importance, rural roads being a State subject, the onus of effective implementation also depends upon various other factors which require the prompt and pre-emptive approach of the State Government. In this context, the Committee find that various projects in many States get delayed or stalled due to logistics issue or non-timely release of funds either by Centre or State Government or both. The Committee, therefore, recommend the Department of Rural Development to ensure that the projects under PMGSY do not get hampered due to lack of coordination between Centre and State rather a better cohesive mode of coordination along with effective monitoring mechanism may be devised for providing a positive impetus to the scheme.”

1.34 The following Action Taken Reply has been given by DoRD:

“Various Institutional mechanisms are already in place for effective coordination between the States/UTs for implementation of the schemes. The progress of the scheme is regularly reviewed by the Ministry by way of Regional Review Meetings (RRMs), Performance Review Committee (PRC) Meetings, Pre-Empowered/ Empowered Committee Meetings with the States. At District level, the District Development Coordination and Monitoring Committee (DISHA) headed by Hon'ble Member of Parliament (LS) monitors the implementation of various schemes of Government of India including PMGSY. Besides above, special review meetings/monthly review meetings are also held by Secretary/Additional Secretary/Joint Secretary, Ministry of Rural Development with Chief Secretaries/Principal Secretaries of the States to take stock of the progress of the scheme and remove the

bottlenecks, if any. Whenever States point out any difficulty in implementation of the scheme, the same is taken care of and issues are flagged at appropriate level to the concerned agencies for positive outcome.

PMGSY has an unbroken chain of fund release and no work has been hampered on account of non-availability of funds. Sometimes fund released from Central Government does get stuck up for a longer period than the permissible time limit in the State treasury, however, of late, this problem has also been addressed due to constant interaction with the concerned State Governments.”

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Comments of the Committee

1.35 The Committee do acknowledge and appreciate the various institutional mechanisms already in place for Centre-State coordination, including Regional Review Meetings (RRMs), Performance Review Committee (PRC) meetings, Empowered Committee meetings, DISHA Committees headed by Hon’ble MPs, and regular high-level reviews by senior Ministry officials. The assurance of uninterrupted central fund flow and efforts to address delays in State treasuries is also noted. However, the Committee remain concerned that despite these platforms, coordination gaps continue to cause delays in project execution, fund releases (especially State share), and resolution of on-ground bottlenecks in many States. Coordination between Centre and States under the scheme is vital for standardising planning, ensuring seamless fund disbursement and executing projects without delay. To strengthen coordination and ensure smoother implementation of PMGSY, the Committee further recommend developing a unified real-time dashboard on Online Management, Monitoring and Accounting System (OMMAS) with automated alerts for fund releases and milestones. It has called for fixing clear timelines

for State share releases, introducing quarterly ranking of States on coordination parameters with public disclosure, and linking performance to future allocations. Further suggestions include making DISHA meetings more outcome-oriented with automatic escalation of unresolved issues, mandating routing of funds through PFMS/SNA SPARSH with penalties for parking delays, constitution of a standing Joint Coordination Task Force for inter-ministerial and Centre-State bottlenecks, and preparation of an Annual Centre-State Coordination Report highlighting best practices and corrective actions. The Committee emphasized that seamless coordination between the Centre and States is critical for the success of this flagship scheme. These steps would help minimise delays, prevent cost overruns, and accelerate the delivery of rural connectivity benefits to the last mile.

XI. Prior Intimation and Mandatory Involvement of Members for Inspection

Recommendation (Serial No. 14)

1.36 In the context of prior intimation and mandatory involvement of members for inspection, the Committee had recommended as below:

“The Committee are concerned to note that the prior information to the Members of Parliament regarding inspection of sites which are carried out by the State Government officials and the National Quality Monitors are often not received by the concerned Members and the information about inspection team's departure or their non-arrival reaches the Members. Despite the presence of clear-cut theoretical provisions in the scheme, these have been violated umpteen times and the protocol of the Members of Parliament are compromised. It is imperative for both the nodal agency (Centre and State) of the scheme to ensure that the mandatory provision mentioned under the scheme regarding the involvement of Members of Parliament in carrying out inspection of construction sites are complied scrupulously. Moreover, the information to the concerned Members of Parliament about the arrival of inspection teams from Centre or State should be disseminated to them through all possible modes of communication at least one week in advance so that they can make themselves available for the inspection of construction sites. Therefore, the Committee recommend the Department of Rural Development should relook into this matter earnestly and ensure the strictest compliance of the

provisions of PMGSY in letter and Spirit. Further, the Committee also recommend, rather request, both the nodal agency (Centre and State) to come up with a joint and harmonious approach without shying away from fulfilling their own responsibilities to achieve the aim of the scheme i.e. economic growth, social development and improved living standards in rural areas.”

1.37 The following Action Taken Reply has been given by DoRD:

“To ensure effective implementation concerning prior intimation to Hon’ble Members of Parliament regarding inspection of PMGSY works, it is highlighted that this Ministry has proactively reiterated the relevant provisions through Circular No. P-17025/22(1)/2017-RC dated 23rd January 2025. The circular underscores the importance of timely and transparent communication, mandating the concerned Project Implementation Unit (PIU) to inform the Hon’ble Member of Parliament well in advance about the visits of National Quality Monitors (NQMs) for inspection of PMGSY roads within their jurisdiction. Further, the State Quality Coordinator (SQC) is responsible for ensuring that such intimation is duly communicated to the Hon’ble MP, with a copy to the Ministry of Rural Development and NRIDA, until the online facility on OMMAS becomes fully operational. The circular also emphasizes that the advance notice should be supplemented by simultaneous telephonic confirmation to enable the Hon’ble MP, or their authorized representative, to participate in the inspection and provide valuable observations, thereby promoting greater transparency, accountability, and collaboration in monitoring road quality.”

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Comments of the Committee

1.38 The Committee appreciate the Government’s issuance of Circular as a positive step for ensuring prior intimation to Hon’ble Members of Parliament regarding PMGSY inspections. However, the Committee express deep concern that a mere circular may not ensure effective ground-level compliance, given past violations. The Committee, therefore, recommend a firm timeline (within 6 months) for full operationalization of the online intimation facility on Online Management, Monitoring and Accounting System (OMMAS) coupled with monthly compliance reports. The Committee further suggest establishing a robust accountability mechanism, including quarterly reviews, nodal officers,

and linking compliance to Key Performance Indicators (KPIs) for Project Implementation Units (PIUs) and State Quality Coordinators (SQC). To enforce adherence, administrative and financial penalties should be introduced for repeated non-compliance. Intimation must be sent through at least three modes (email, SMS/WhatsApp, and letter) with mandatory acknowledgements. The Committee also calls for a dedicated grievance portal for MPs, a Joint Centre-State Standard Operating Procedure (SOP) and regular sensitization workshops for officials.

XII. Selection of Roads as per Members Suggestions

Recommendation (Serial No. 15)

1.39 In the context of selection of roads as per Members suggestions, the Committee had recommended as below:

“The Committee are concerned to note that adequate attention is not given to the provision under the scheme that the suggestions/advice given by the Members of Parliament are to be given due consideration while sanctioning / selection of roads for construction under the scheme. Being the Elected Representatives, the MPs represent the sentiments and ethos of local population in an extremely efficient manner. Utilizing the wealth of local knowledge in various aspect of the welfare scheme like PMGSY would perhaps only help to strengthen and enrich the policy formulation. In this regard, Members of Parliament have expressed their concern that even though there is explicit role assigned to them under the scheme relating to the finalization of road projects, this role is not given due sanctity by the implementing agencies. The Committee are of the view that, inspecting teams, DPR preparation teams etc, should definitely avail the benefits of the inputs from the local MPs to have a real picture of the issues concerning that locality. Thus, if Members of Parliament (MPs), on merit, gauging the requirement felt by the locals, place their suggestions for inclusion of such roads/sites under PMGSY, then the Department of Rural Development must look into the request with promptness and should explore all the option of inclusion of such suggestions/advice which could allay the concerns of local rural populace, even at a later stage. Therefore, the Committee recommend that Department of Rural Development should take into account the preference of roads suggested by the Members on priority basis and utilize their experience/skills/advice in best manner for efficacious implementation of the scheme. The suggestions/recommendations of the Members of Parliament may be considered sincerely for planning,

implementation and monitoring of road projects ensuring that their perspectives and concerns are incorporated.”

1.40 The following Action Taken Reply has been given by DoRD:

“Priority is given to the recommendations made by Hon’ble MPs subject to condition that, they should meet the guidelines and objectives of PMGSY. In this respect an advisory has been issued by the Ministry vide letter dated 16-12-2019 detailing out the role of Hon’ble MPs and other elected members in planning and implementation of road work under PMGSY.

Also, an advisory dated 2-6-2020 has also been issued to all the states on Role of Hon’ble MPs in Planning and selection of road works under PMGSY-III.

The relevant paras of PMGSY-IV guidelines with respect to proposals of hon’ble MP/MLAs are reproduced below:

Para 5.5 After the Comprehensive New Connectivity Priority List is prepared and verified it shall be placed before the district Panchayat. The Member of Parliament/ MLAs shall be given a copy of the CNCPL and their suggestions and the suggestions of lower level Panchayati Raj institutions shall be given fullest consideration by the district panchayat while according its approval.

Para 5.6 After approval by the District Panchayat, the proposals would be forwarded by the Project Implementation Unit (PIU) to the State Rural Road Development Agency. 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.

Para 5.7 The SRRDA shall vet the proposals to ensure that they are in accordance with the Guidelines and shall place them before the State-level Standing Committee along with the MP-I and MP-II Statements.

Para 5.8 The State Level Standing Committee (SLSC) would scrutinize the proposals to see that they are in accordance with the Guidelines and that the proposals of the Members of Parliament (MP) have been given full consideration. In all cases where the proposal of an MP has not been included, cogent reasons shall be given to the concerned MP and these shall be recorded in the proceedings of the SLSC.”

(O.M. No. P-17017/3/2022-RC (eFMS No. 380695) Dated: 06/11/2025)

Comments of the Committee

1.41 The Committee acknowledge the Government's reply, including the advisories issued in 2019 and 2020, and the detailed provisions under Paras 5.5 to 5.8 of PMGSY-IV guidelines that mandate due consideration to suggestions of Hon'ble Members of Parliament in road selection. However, the Committee note with concern that despite these guidelines, MPs' proposals are often not given adequate priority or are rejected without proper justification on the ground. The Committee, therefore, recommend strict adherence to Proformas MP-I and MP-II, with cogent reasons for rejection to be communicated to the MP within 30 days. All MP suggestions should be disposed of within a maximum of 90 days through a centralized tracking system on Online Management, Monitoring and Accounting System (OMMAS). The Committee further suggest quarterly reviews by the Department of Rural Development (DoRD) to assess the inclusion rate of MP-suggested roads, linking compliance to the performance evaluation of Project Implementation Units (PIUs) and State Rural Roads Development Agencies (SRRDAs) officials and conducting regular orientation programmes for field functionaries to ensure sincere incorporation of MPs' local knowledge and suggestions for effective implementation of the scheme.

XIII. Invitation to Members for Foundation Laying and Inauguration Ceremonies

Recommendation (Serial No. 16)

1.42 In the context of Invitation to Members for Foundation Laying and Inauguration Ceremonies, the Committee had recommended as below:

“The Committee have been frequently informed about the violation of norms/provisions of PMGSY pertaining to the protocol to be

adhered to in cases of stone laying of any project under PMGSY and later at the time of inauguration of constructed roads vis-à-vis involvement of the Member of Parliament of the Concerned District. This is yet another area of concern wherein the reality and the facts on ground are completely different on numerous reported occasions. Even though this was highlighted by the Committed through the previous recommendations, continuous prevalence of non-adherence to these norms are a matter of concern to the Committee. Thus, the Committee recommend to Department of Rural Development to relook into this matter and ensure that the Members of Parliament (MPs) are compulsorily invited at the time of foundation laying and inauguration ceremonies of PMGSY works. Authorities at State level should also be impressed upon to scrupulously adhere to these norms/provisions. Further, the Committee also recommend that a good quality photograph (each) of the inauguration and foundation laying ceremonies, containing clear picture of MP along with the plaque must be uploaded on Online Management, Monitoring and Accounting System (OMMAS). The concerned Department State may take the sincere steps for proper implementation of guidelines laid down for the purpose.”

1.43 The following Action Taken Reply has been given by DoRD:

“An advisory on Invitation to the Public representatives for foundation laying and inauguration ceremonies of PMGSY works dated 03.02.22 has already been issued by MoRD and the same is attached at Annexure I.”

(O.M. No. P-17017/3/2022-RC (eFMS No. 380695) Dated: 06/11/2025)

Comments of the Committee

1.44 The Committee acknowledge the Government’s reply and appreciate the issuance of the advisory dated 03.02.2022 regarding invitation of public representatives for foundation laying and inauguration ceremonies under PMGSY. However, the Committee remain concerned that despite such advisories, violations continue and MPs are often not invited, undermining established parliamentary protocol. The Committee, therefore, recommend that the Department of Rural Development (DoRD) issue strict mandatory instructions to State Governments and PIUs to invite the concerned Hon’ble MP or their representative at least 15 days in advance through multiple modes

of communication (email, letter, and SMS). High-quality photographs of the events, clearly depicting the MP's participation along with the plaque, must be mandatorily uploaded on OMMAS within 7 days of the ceremony. The Committee further suggest instituting a quarterly monitoring mechanism to track compliance, linking persistent violations to administrative accountability, and conducting regular sensitization programmes for officials for effective implementation of the 2022 advisory and enforcement of these protocols.

XIV. Redressal of Complaints raised by the Members

Recommendation (Serial No. 17)

1.45 In the context of redressal of complaints raised by the Members, the Committee had recommended as below:

“The Committee are concerned to note that complaints/grievances raised by the Members of Parliament about promptly taking up and redressing the grievances regarding the inaction/irregularities in the works of PMGSY highlighted by them are casually taken up by the Department of Rural Development. The Committee feel that this approach of DoRD needs to be rectified immediately. Members of Parliament are constitutional figures and present the voices/concerns of major chunk of population. Through them, the issues of common man is heard by the authorities at top echelons Hence, it is imperative that the genuine concern/plight of the scheme at ground level highlighted by a Member of Parliament needs to be taken up seriously and redressal of such complaints needs to be done on priority basis with due information to the concerned Members. Hence, the Committee urge the Department of Ru Development to sort out the areas of grievance raised by Members and ensure their prompt disposal to achieve the targets of the scheme within a specified time frame.”

1.46 The following Action Taken Reply has been given by DoRD:

“The Ministry follows the guidelines laid down for handling of all references received from public representatives and strictly adheres to the prescribed timelines. Utmost priority is given to settle the references/grievances received from Member of Parliament. However, in some cases delay occurs due to non-receipt of inputs from concerned State Government. In some cases, team of National Quality Monitors (NQMs) need to be deputed to carry out the inspection of roads work against which complaint has been made. All these

processes take some time and hence delay may occur. However, the Ministry makes all efforts to minimize the delay.”

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Comments of the Committee

1.47 The Committee appreciate the Government’s reply that priority is given to grievances received from Hon’ble Members of Parliament as per prescribed timelines. Redressal of such complaints is vital to ensure transparency, accountability and proper utilisation of public funds. However, the Committee remain concerned over frequent delays due to slow inputs from State Governments and time taken for National Quality Monitors (NQMs) inspections. The Committee, therefore, recommend laying down clear time-bound timelines (e.g., 30 days for acknowledgment and 60-90 days for final redressal) with automatic escalation for delays. The Committee further suggest developing a dedicated module on OMMAS for real-time tracking of MP complaints, fixing accountability on States for timely responses, and ensuring mandatory detailed Action Taken Reports are sent to the concerned MP in every case. Quarterly reviews of pendency and resolution time should be conducted and shared with the Committee. These measures will ensure prompt and effective redressal of genuine concerns raised by MPs and streamline the grievance redressal mechanisms.

CHAPTER II

RECOMMENDATIONS WHICH HAVE BEEN ACCEPTED BY THE GOVERNMENT

Recommendation (Serial No. 11)

2.1 The Committee note that Road Connectivity Project for Left Wing Extremism Areas (RCPLWEA), a very important intervention under PMGSY, was launched in 2016 with the primary goal of ensuring socio-economic development of the areas affected by left wing extremism in such States of the country. The deadline for the completion of this vertical under PMGSY was March, 2020 which was extended till March, 2025. In this regard, the Committee are concerned to note that out of total of 12,228 Km sanctioned road length only 9,523 Km is completed as on 14 May, 2025 and length of 2.705 km is still left even after extended deadlines. Though, the Committee have taken into account the unique nature of challenges that left wing extremism areas throw in terms of insurgency, tough terrain, law and order situation, forest clearance issues etc. Still, the Committee feel that such bottlenecks can be removed by proper planning and strong coordination between all the stakeholders. Special efforts and perhaps area specific professionals who are skilled to work in combat and insurgent zones such as Border Roads Organisation (BROs) might serve as a boost to the lagging projects under RCPLWEA. Therefore, the Committee recommend that DoRD should come up with sincere innovative ideas and guide the concerned States and all the stakeholders accordingly so as to ensure that the projects under RCPLWEA do not suffer further delay and are completed on a faster basis for the time-bound realization of the objectives of this vertical.

Reply of the Government

2.2 Works sanctioned under RCPLWEA are regularly reviewed both by Ministry as well as MHA. Ministry is in constant touch with the implementation states, and States have given their action plan for completion of feasible balance work by March, 2026. Ministry is actively reviewing RCPLWEA works of all States, including Chhattisgarh, and necessary handholding is being done to ensure that bottlenecks, if any which are coming in the way of progress are removed. Efforts are being made to ensure that all the sanctioned works are completed by the extended timeline which is March, 2026.

As on 14.10.2025, 335 roads of 2363 km and 184 bridges remain balance for completion under RCPLWEA. States/UTs are being continuously advised to complete the works under RCPLWEA within the stipulated timeline.

(O.M. No. P-17017/3/2022-RC (eFMS No. 380695) Dated: 06/11/2025)

Recommendation (Serial No. 12)

2.3 The Committee note with concern that the survey to identify eligible habitations under PMGSY-IV is currently based on the 2011 Census which lacks an accurate picture of ground realities, leading to ineligible habitations receiving priority while genuine beneficiaries are overlooked. While examining the subject of PMGSY and during their deliberations, the Committee were apprised about demands from local Members of Parliament (MPs) to choose Gram Panchayats as reference point/unit for providing rural connectivity rather than utilizing the population criteria of a habitation. The provision may be conceptualized in term of connecting all the villages under a specific Gram Panchayat and so on. This would ensure that all Gram Panchayats are covered step by step which inter-alia would cover all the habitations/villages automatically. Therefore, the Committee recommend the DoRD to explore the feasibility of picking up Gram Panchayats as reference points/units for providing connectivity to ensure that the genuine beneficiaries are not excluded enabling the eligible rural households to reap the benefits of the scheme. A proper mechanism may be evolved to ensure transparency for the purpose.

Reply of the Government

2.4 The unit of connectivity under PMGSY is lower than a Gram Panchayat or a Village; the unit of connectivity is a habitation. The objective of PMGSY-IV is to provide all-weather road connectivity to about 25,000 unconnected habitations of 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) and 100+ in LWE affected Districts (areas notified by MHA) in 9 States as per Census 2011. Under PMGSY-IV, while connecting a habitation, the nearby government educational and health institutions, market and growth centres should be connected as far as feasible with the all-weather road for the benefit of the rural masses. The enhanced connectivity will facilitate easier and faster movement to and from educational, health, market and growth centres.

The PMGSY-IV guidelines, issued in December 2024, affirm the government's continued use of the habitation as the unit for the program, citing the 2011 Census for eligibility. The government has approved PMGSY-IV to connect 25,000 unconnected habitations between 2024–25 and 2028–29. It prioritizes habitations based on their population and demographic features, such as those with a significant

Scheduled Caste or Scheduled Tribe population. The guidelines mandate the use of the PM Gati Shakti portal for planning and involve community participation through "Transect Walks" and Gram Sabha meetings to finalize road alignments. State Governments are required to arrange joint inspection of ongoing as well as completed works under PMGSY by Hon'ble MPs, Hon'ble MLAs and representatives of Panchayati Raj Institutions.

(O.M. No. P-17017/3/2022-RC (eFMS No. 380695) Dated: 06/11/2025)

Recommendation (Serial No. 13)

2.5 The Committee acknowledge and appreciate the fact that there is a well-structured monitoring mechanism under PMGSY. The tools include Online Management, Monitoring and Accounting System (OMMAS), Project Management Information System (PMIS), Citizen Information Board, National Level Monitors (NLM), Regional Review Meetings (RRM) among others, 'Meri Sadak' App has also been launched through which any person can register the complaint relating to slow pace of work, abandoned work, poor quality, ensuring on-ground monitoring of road construction on a real time basis. District Development Coordination and Monitoring Committees (DISHA) set up by the Department will monitor the progress and exercise vigilance in respect of PMGSY-IV. The Committee take due note of all the existing systems of monitoring of PMGSY projects but are still not satisfied with the effectiveness of such monitoring mechanisms. Through the on-ground experiences of the Members and the insight gained by the Committee during their study visits, startling revelations of by-passing the monitoring mechanism by the erring stakeholders involved in PMGSY projects can be found out. Poor condition of PMGSY roads both in terms of construction quality and maintenance aspect can be noticed even after all such monitoring mechanisms in place. It is evident that monitoring needs to be tighter. Therefore, the Committee recommend that DoRD should entail creative and innovative solutions like uploading of real time videos of roads at the duration of every six months, The increase in surprise inspections during the Defect Liability Period specifically, along with concerned Members of Parliament among others need to be explored on priority basis. Sincere efforts may be initiated to bring greater efficiency, accountability and transparency for proper implementation of the scheme.

Reply of the Government

2.6 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 is 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 Geo-tech 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.

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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CHAPTER III

RECOMMENDATIONS WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE IN VIEW OF REPLIES OF THE GOVERNMENT

NIL

(O.M. No. P-17017/3/2022-RC (eFMS No. 380695) Dated: 06/11/2025)

CHAPTER IV

RECOMMENDATIONS IN RESPECT OF WHICH REPLIES OF THE GOVERNMENT HAVE NOT BEEN ACCEPTED BY THE COMMITTEE

Recommendation (Serial No. 1)

4.1 The Committee observe that bidding through tenders for obtaining projects for construction of roads under PMGSY is an integral part of the scheme and the contractors who are awarded construction contracts through tenders are, perhaps, the central figures who through their activities more often than not determine the vary quality of roads constructed under PMGSY. The Committee note with concern that, in order to win the bid for acquiring the rights for the construction of projects, under PMGSY the contractors often quote 25-30% lower amount than the minimum bidding amount. The so-called practice of low-tendering by contractors are often brought to fore by the Members of the Committee during their deliberations. The Committee, therefore, recommend the DoRD to entail all measures for curbing the practice of low bidding and should bring out a mechanism/provision at least by which a certain quantum of amount component equivalent to the difference between bidding and actual quoting is kept aside as security and may be released only after ensuring that the constructed road satisfy the stipulated quality norms. Therefore, a fair bidding mechanism is required to ensure an equitable and transparent process where bidders compete for contracts or opportunities without manipulation or unfair advantages. The Committee also recommend the Government to set up a Committee to assess the effect on quality of road by quoting low amount by the contractors than the minimum bidding amount.

Reply of the Government

4.2 In the interest of the quality of roads being built under PMGSY and for protection against Abnormally Low Bids (ALBs), provisions of taking the additional performance security from the contractor have been made in the Standard Bidding Documents (SBD). All States have been advised to deal with cases of ALBs as per SBD provisions which are enumerated as under.

A. Qualification of the Bidder:

To make sure that contractors who are bidding for the works have sufficient backgrounds in execution of good quality works, the following Qualification criteria are laid down in clause 4 of the SBD:

(a) Contractor to provide the aggregate monetary value of civil construction projects executed in each of the preceding five years.

(b) Furnish a record of past involvement in projects similar in nature and scale for each of the past five years. Additionally, include particulars of ongoing or contracted projects, along with endorsements from a relevant authority not lower than the rank of an Executive Engineer or its equivalent.

(c) Present comprehensive information regarding the technical personnel slated for engagement in the project.

(d) Confirm that the contract aligns with the qualifications specified in Clause 4.4 B(b) (ii) of ITB for the construction.

(e) Submit a proposed schedule for construction activities and a Quality Management Plan outlining the anticipated timeline for project completion in adherence to technical specifications and the stipulated completion period.

B. Additional Bank Guarantee

As per the clause 46, sub clause 46.1 and 46.2 of the SBD, the Performance Security equal to 5% (five percent) of the Contract Price and additional Security for unbalanced bids shall be provided to the Employer.

C. Blacklist/Termination of Contract

As per the clause 52, sub clause 52.1 and 52.2 the Employer can terminate the Contract if the Contractor commits a major breach of contract in terms of quality and other contractual commitments i.e. Failure to correct a specified Defect promptly, Non-maintenance of required Security, Delaying project completion beyond allowable liquidated damages period and Not completing a specified portion of work on time.

It may be noted that SBD already has strict provisions to ensure that good quality contractors are engaged for execution of PMGSY works; however, the States/UTs have been further advised to ensure strict technical evaluation during the technical scrutiny of bids.

As suggested, a Committee is also being constituted to examine the matter of Abnormally Low Bids on PMGSY roads.

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Comments of the Committee

(Please see Paragraph No. 1.8 of Chapter I of the Report)

Recommendation (Serial No. 2)

4.3 The Committee are constrained to note that the quality of road construction under PMGSY is a glaring issue affecting the whole country and has wider ramification in the lives of rural people. Building roads build nations as quality roads serve in manifold ways for the prosperity of a country. The scheme was launched by the Government with various welfare-oriented goals in foresight and has been one of the flagship rural development schemes over the years. There are many instances wherein the attention of the Committee have been drawn towards the non-compliance of stipulated norms and standards of construction and poor quality of road materials used in the construction of roads at many places which are not able to sustain the rigours of weather and traffic volume even for one season and are washed away with the onset of monsoon. Therefore, the Committee implore upon DoRD to take stronger measures to ensure that the quality norms as prescribed under the provisions of PMGSY should not at all be compromised so that the roads built have strong durability and the noble goal of the scheme to provide all weather road to rural habitation get achieved as early as possible, as it is an important issue affecting the entire rural progress of the country.

Reply of the Government

4.4 To strengthen the quality control measures during construction, a system of Stage-Passing has been mandated under PMGSY. Under this new system, the concerned PIU Head will certify quality at each section of road at defined stages of construction. The PIUs who are responsible for passing the bills and making payments to contractors are now required to inspect the work on ground, carry out quality control tests and certify the quality of work. The abstract of quality grading awarded by the concerned PIUs and their geo-referenced photographs of works taken by the PIUs shall be made available in public domain. Also, quality grading abstracts along with geo-referenced photographs of works recorded by PIU head will be placed in the public domain. This measure was made applicable from 15th August 2025 in all ongoing and recently completed projects under PMGSY-III, PMGSY-JANMAN, PMGSY-VVP and shall also be applicable to all PMGSY-IV projects. The introduction of Stage-Passing is expected to bring in accountability, strict compliance to prescribed norms, and improve overall quality and durability of projects under PMGSY.

(O.M. No. P-17017/3/2022-RC (eFMS No. 380695) Dated: 06/11/2025)

Comments of the Committee

(Please see Paragraph No. 1.11 of Chapter I of the Report)

Recommendation (Serial No. 3)

4.5 The Committee find that the usual design life of roads constructed under PMGSY is 10 years and as per the programme guidelines, responsibility of the maintenance of roads within Defect Liability Period (DLP) (initial 5 years) falls on the Contractor, while post DLP (next 5 years) is the responsibility of the concerned State Government and the funds for the same need to be provided by the concerned State Governments. The Committee note with concern that the guidelines are not being followed sincerely and the roads constructed under PMGSY at various places suffer from poor maintenance and start getting degraded before 5 years of warranty. Even the monitoring mechanism of the elaborately laid down principle for the maintenance aspect of roads constructed under PMGSY remains a cause of concern. The Committee note that the issue require equally strict regulation and compliance by the Contractors. Therefore, the Committee strongly recommend the DoRD to ensure that the guidelines governing post construction maintenance of roads of PMGSY may be strictly complied with in letter and spirit' by the contractors so that the roads do not get deteriorated at an early stage, rather serve the purpose of connectivity for a longer period of time. Erring contractors should also be short-listed and strict action should be taken to declare them black-listed. The Committee further recommend the DoRD to ensure due coordination with the nodal agencies regarding surveillance for proper maintenance of the PMGSY roads post construction. Quality Control Mechanism should be geared up sincerely to achieve the aim of the scheme.

Reply of the Government

4.6 As a measure of further enhancing the focus on maintenance of roads during the defect liability period (DLP) and also streamlining the delivery of routine maintenance of PMGSY roads, Electronic Maintenance of Rural Roads (eMARG) was launched as a simple yet an extremely effective solution to these problems. Conceptualized on Performance Based Maintenance Contracts (PBMC), eMARG sets up a blue-print on how maintenance of infrastructure can be solved across government departments with smart IT & Contract Management. PBMC is a type of contract in which payment to the contractor is made based on the minimum condition of road, its cross drainage works and traffic assets that have to be met by him/her. 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. eMARG is being further strengthened to capture Post DLP maintenance expenditure also.

eMARG is implemented for five years after construction for online monitoring of maintenance of PMGSY roads. Rigorous monitoring of eMARG implementation during review meetings, pre-EC, EC meetings with States is being done & extension of 5 Year Defect Liability Period (DLP) in case of poor maintenance of roads has been made mandatory. For the Post 5-year period i.e. another 5 years after DLP i.e. for a total period of 10 years, eMARG module has been developed, which all States have to follow. This will ensure stricter compliance of post construction maintenance.

Maintenance of rural roads is the responsibility of the concerned state government. However, Ministry is seized with the issue relating to complaints of poor maintenance of roads under Defect Liability Period (DLP). NRIDA deploys teams of NQMs to carry out inspection of such roads when specific complaints are received from Hon'ble Members of Parliament and also from other agencies. Based on the inquiry report, States are asked to take necessary action against concerned contractor. Also, after implementation of eMARG, which is primarily performance-based maintenance contract, it has become possible for NRIDA to monitor all such roads visually. If any roads fail to get desired grading, maintenance payments are not released. Further, DLP period of such roads also stand extended for the period for which the road has failed to get desired grading. Hence, Ministry has always been trying to find out ways and means to strengthen the oversight mechanism for ensuring better roads maintenance.

(O.M. No. P-17017/3/2022-RC (eFMS No. 380695) Dated: 06/11/2025)

Comments of the Committee

(Please see Paragraph No. 1.14 of Chapter I of the Report)

Recommendation (Serial No. 4)

4.7 The Committee note that one of the issue associated with the rural connectivity projects through linkage of habitations with roads came to the fore was that of roads merely touching the outskirts or periphery of villages without reaching the actual habitation where majority resides. This defeats the purpose behind habitation linkage and many needy habitations especially, Desam, Dhanis, Tolas, Majras, Hamlets, etc., are in most of the cases lies at least 2-3 Km inside the periphery of the village and are thus, not getting the benefit of connectivity. The Committee, therefore, in view of this ground reality recommend the DoRD to review the policy of road connectivity comprehensively and create means so that the roads constructed under PMGSY actually reach the unconnected habitations to achieve the aim of providing all weather road to rural populace living in far flung areas of the country without any compromise, so that socio-economic progress may be achieved for rural populace in the country.

Reply of the Government

4.8 Through the implementation of PMGSY, all-weather connectivity to about 99.6% of eligible habitations has been provided as per Census 2001. The emergence of habitations is a dynamic process and several new habitations have emerged across the States/ UTs that are unconnected. Providing connectivity to these habitations is imperative in accordance with the Government's approach to saturation of basic services and ensuring equitable access to infrastructure, including rural roads.

To ensure connectivity to the farthest unconnected habitations in the country, the Government of India has approved the implementation of Phase-IV of PMGSY. Under this initiative, all-weather connectivity will be provided to about 25,000 rural habitations that have become eligible in view of the increase in their population. While connecting habitations, States have been that the alignment of the PMGSY IV road passes through the habitation and that the nearby important public utility/ services are connected as far as feasible with this road for the benefit of the rural masses. The States/UTs have also been requested to identify eligible habitations after a detailed survey through the PMGSY Gram Sadak Survey App with the planning undertaken through the help of Geo-Sadak and PM-Gati Shakti.

The Department of Rural Development (DoRD) is also implementing the road connectivity component of Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM-JANMAN). Under the PM-JANMAN programme, identified Particularly Vulnerable Tribal Groups (PVTG) villages are being provided connectivity. The PMGSY-IV and PM-JANMAN and road connectivity components will ensure connectivity to several unconnected habitations.

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Comments of the Committee

(Please see Paragraph No. 1.17 of Chapter I of the Report)

Recommendation (Serial No. 5)

4.9 The Committee note that rural roads built under PMGSY are of the mandated thickness of 20 mm. In this era of modernization when industrial setups at far flung areas and the construction works of highways and bridges often necessitate movement of heavy load bearing vehicles, particularly those of NHAI to also utilize the roads built under PMGSY, cause irreversible damages to the rural roads because these are generally low volume roads and were never meant to bear the load of heavy vehicles. It, thus, becomes imperative to protect and get repaired the existing roads under PMGSY from the damaging NHAI vehicles and increasing the thickness of roads under PMGSY to 30 mm for bearing the load of heavy vehicles that would keep on plying on them in future. Therefore, keeping in view the traffic intensities depending on the village population, the Committee, therefore, strongly

recommend DoRD to have urgent constructive dialogue with NHAI to ensure that the damages are repaired by NHAI in accordance with the provisions of PMGSY and at the same time also urge, DoRD to increase the thickness of the PMGSY road from the existing 20 mm to 30 mm by making appropriate amendments in the provisions of the PMGSY at the earliest to protect them from getting further damaged by heavy vehicles.

Reply of the Government

4.10 As per PMGSY Guidelines there is no upper limit for design load in (Equivalent Standard Axle Load) for designing of pavement, however additional cost for pavement compositions provided over and above the designed crust required for 5 MSA (Million Standard Axles) are to be borne entirely by the State. If heavy vehicles plying on NHAI roads are to use the PMGSY roads, States are regularly made aware through Empowered Committee meetings that proper analysis should be done for projecting the Traffic and design of pavement should be done based on the projected Traffic.

Rural roads are designed for 10 years of design life and future traffic annual growth rate is also taken into consideration while designing the pavement crust. Roads built under PMGSY follows the specifications of IRC especially IRC SP 72:2015 to design the rural roads, IRC SP 72:2015 limits the design traffic to 2 MSA. Load carried by standard axle (single axle, dual wheel) is 8.16 tonnes and tandem axle is 14.9 tonnes. Fully loaded Heavy Commercial Vehicle (HCV) have a rear axle load of 10.2 tonnes and a front axle load half the rear axle load i.e. 5 tonnes and 20 % overloading is considered if overload vehicles are present. Heavier loads than this is not considered in design.

As per IRC SP 72:2015 the surface course recommended is 20 mm OGPC only for higher traffic, The surfacing course (layer) is the upper layer of the flexible pavement and provides the smooth, durable, abrasion-resistant characteristics of a good roadway, retaining adequate friction for road safety. It is normally made from bitumen bound aggregate – asphalt concrete. It will be waterproof and prevent ingress of water into the lower pavement layers, which would adversely affect their strength. These layers must be strong enough not to rut under the action of traffic.

Since the main load bearing layers are the Binder course, Base course and Sub base course, thickness of these layers are more determining factors for the distresses caused in the pavement when heavy vehicles ply over it.

The issue regarding damage of PMGSY roads by heavy vehicles coming from NHAI roads has been taken up with Ministry of Road Transport and Highways firstly by Secretary vide DO letter dated 08.08.2023 and further by Minister (Rural Development) vide DO letter 27.09.2023. Copies of DO letters are attached.

(O.M. No. P-17017/3/2022-RC (eFMS No. 380695) Dated: 06/11/2025)

Comments of the Committee

(Please see Paragraph No. 1.20 of Chapter I of the Report)

Recommendation (Serial No. 6)

4.11 Rural roads are akin to the arteries of the body which connect the hinterland of the vast stretch of the country with the cycle of ongoing development in every sphere of the society. The Pradhan Mantri Gram Sadak Yojana (PMGSY) was launched with the aim of providing all-weather road connectivity to unconnected habitations, thereby boosting rural infrastructure and economic development. However, it has been observed that a significant number of projects under PMGSY remain incomplete within their designated timeframe, leading to delays in infrastructure and socio-economic development of the areas. Such delays result in cost overrun, especially the escalation of cost of raw material and labour component. The Committee found during deliberations with the representatives of the Department and through the on-ground reality witnessed during the study visits, the presence of umpteen cases wherein the contractor left the project mid-way or just after start, due to the rising cost of construction owing to delay in projects on account of various logistical issues ranging from non-availability of land clearance to non-release of funds. These obstacles or hindrances have been a significant hurdle in the timely completion of road construction projects, affecting the most disadvantaged and vulnerable rural populace who rely solely on improved connectivity for economic and social mobility. In light of the above facts, the Committee strongly recommend that 'no stone should be left unturned in the efforts of the DoRD to ensure that the remaining pendency are completed on 'war footing by taking appropriate measures, viz., effective coordination with State Governments to ensure timely release of funds, streamlining approval processes, and facilitating better convergence with other Ministries. The Committee, therefore stress that it is imperative for the DoRD to address these issues on a priority basis to ensure that PMGSY projects are completed as per scheduled time period without any cost escalation. The implementation of all sanctioned work under the scheme should be monitored sincerely through the existing mechanism evolved for the purpose.

Reply of the Government

4.12 To make the programme transparent and also to ensure ease of access for monitoring the programme in terms of planning/implementation, a web-based programme Monitoring Information System named Online Monitoring, Management and Accounting System (OMMAS) has been developed. The implementation of all sanctioned works is monitored through OMMAS on real time basis. Data on OMMAS is also available in public domain.

Ministry has been monitoring this issue at various level with the States. With the introduction of SNA SPARSH improvement in the timely release of State share is expected. States have to conform to program guidelines and other conditions of Ministry of Finance to be eligible for further fund release. These issues are taken up regularly with the States for early resolution.

In so far as escalation of cost of raw material and labour component is concerned, it is submitted that once project is sanctioned, there is no provision for payment of cost escalation on account of time overrun under the scheme. Timeline has been clearly laid down for completion of roads/ bridges in the guidelines and the same has to be adhered to by the States as there is fixed timeline for completion of projects sanctioned under PMGSY. If cost increases on account of time overrun, States have the responsibility to bear the extra cost which acts as a disincentive against time and cost overruns.

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Comments of the Committee

(Please see Paragraph No. 1.23 of Chapter I of the Report)

Recommendation (Serial No. 7)

4.13 The Committee are of the view that construction of rural roads is an ongoing process and there is always scope for improvement and inclusion of better ideas for bolstering the rural connectivity much more holistically. Rural roads is a State subject, and the responsibility for the execution of road works and their maintenance under PMGSY lies with the State Governments, who are the implementing authorities of the scheme. The roads constructed under this Yojana are based on the prescribed norms and standards under the provisions of PMGSY. The Committee were enlightened during their study visit about the non-availability of land/space for road construction and narrow width as per the prescribed norms under PMGSY.

Therefore, for effective implementation of the scheme the Committee urge DoRD to relax the road construction norms by amending the provisions and guidelines of PMGSY to give flexibility to State Governments to adjust road width

and design norms based on their local geographical conditions and transportation needs. The Committee also recommend that the construction of an additional 100 km of roads be allocated based on the recommendation of the local representative of Parliament, and that the funds for the same be allocated from the Consolidated Fund of India.

Reply of the Government

4.14 The construction of 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), IRC:SP:72 and also, where required, the Hill Road Manual (IRC: SP:48) and other IRC Codes/ Guidelines.

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Comments of the Committee

(Please see Paragraph No. 1.26 of Chapter I of the Report)

Recommendation (Serial No. 8)

4.15 Building roads build nations as quality roads serve in manifold ways for the prosperity of a country in terms of economic strengthening via boost in domestic trade and commerce, providing employment opportunities and ultimately achieving the goals of development associated with better livelihoods of people. The scheme was launched by the Government with various welfare-oriented goals in foresight and has been one of the flagship rural development schemes over the years. But the Committee are concerned to note that the scheme is affected by the malaise of poor maintenance post-construction and after being handed over to the States. The entire effort of constructing quality roads to provide rural connectivity gets marred by inadequate maintenance. The Committee note the concerns raised from various quarters and through their own experiences during study visits that roads constructed under PMGSY at various locations suffer from poor maintenance and begin to deteriorate at an early stage. It has been noted that while provisions for maintenance exist in the guidelines, there is a lack of adherence to them, and there is no accountability. The wherewithal for honesty and transparency seems to be lacking in the implementation of such an important scheme. Even though a monitoring mechanism is elaborately laid down, the maintenance of roads constructed under PMGSY remains a serious concern.

It has also been noticed that contractors, after the stipulated period under their supervision, hand over the roads by merely carrying out cosmetic patchwork on damaged roads. Therefore, the Committee are of the firm opinion that the evaluation of roads should be conducted on a periodic basis even after the completion of construction, both through physical inspections and by utilizing virtual techniques such as geo-tagging and mobile applications, to ensure roads are not neglected and are maintained properly.

The Committee, therefore, recommend the DoRD to earmark specific teams for periodic and mandatory physical inspections of roads under PMGSY. For those roads that are already neglected and are in disrepair conditions, the Committee, further recommend that these roads be identified and either rehabilitated under a dedicated initiative or included in the new PMGSY allotment to improve rural connectivity and accessibility.

Reply of the Government

4.16 To ensure that the objectives of PMGSY are not undermined by inadequate post-construction upkeep, the Ministry has put in place a multi-tier system of quality monitoring wherein physical inspection of projects are done periodically. The concerned Project Implementation Unit (PIU) technical staff conduct periodic and mandatory inspections, wherein the technical staff physically inspect the work, carries out the prescribed quality control tests, and record the results in the quality control register maintained for each project. In addition, the Stage-Passing system, also mandates the PIU Head to certify the quality of work at each defined stage of construction before bills are passed and payments are released. Also, States have empanelled retired engineers as State Quality Monitors (SQMs), who inspect each work at defined stage of construction within their respective States. The works are inspected through the Quality Monitoring System (QMS) application, along with geo-tagged photographs, ensuring transparency and accountability.

Furthermore, National Quality Monitors (NQMs) empanelled by NRIDA, MoRD, carry out field inspections on a random sample basis across different States to bring out systemic issues of quality monitoring system. This three-tiered framework ensures that quality is not only checked at the construction stage but also continuously evaluated during 05 years maintenance period, thereby addressing the issue of poor maintenance and ensuring the long-term durability of roads under PMGSY.

During the Defect Liability Period (DLP) and post-DLP phase of a road in the maintenance regime, a well-defined mechanism of bimonthly Routine Inspections by field level Engineers and Performance Evaluation is in place under eMARG. The

States are requested regularly to ensure that the Routine Inspections are carried out in time and the maintenance is undertaken as per specifications.

(O.M. No. P-17017/3/2022-RC (eFMS No. 380695) Dated: 06/11/2025)

Comments of the Committee

(Please see Paragraph No. 1.29 of Chapter I of the Report)

Recommendation (Serial No. 9)

4.17 A new vertical under Pradhan Mantri Gram Sadak Yojana (PMGSY) which is called PMGSY-IV has been launched with a focus to provide all-weather connectivity to unconnected habitations of 500+ population in plain areas and 250 population in NE and Hill States/UTs, special category areas (Tribal Schedule-V Aspirational Districts/Blocks, Desert Areas) and 100 in LWE affected districts as per Census 2011. The scheme will be implemented from financial year 2024-25 to 2028-29 with a total outlay of Rs. 70,125 crore (Central Share: Rs. 49,087.50 crore, State Share: Rs. 21,037.50 crore) with a target to provide connectivity to 25,000 habitations. It is proposed that 62,500 km of all-weather roads will be provided to these unconnected habitations. Additionally, the construction of required bridges along the alignment of these roads will also be undertaken. This new vertical act as catalyst for the expected socio-economic development and transformation of remote rural areas. The Committee, however, express concern that the PMGSY-IV road survey is currently based on the obsolete 2011 Census, which does not reflect the present population, settlement expansions, and evolving infrastructure needs. Since the new Census has not yet been conducted, the survey lacks an accurate picture of ground realities, leading to ineligible habitations receiving priority while genuine beneficiaries are overlooked. The Committee therefore recommend that, to ensure equitable and last mile rural connectivity, the road survey under PMGSY-IV should be revised based on the latest available population figures or an interim assessment. This will help to identify genuine beneficiaries, address infrastructural bottlenecks, and ensure that roads are allocated fairly to areas most in need. Furthermore, the Committee strongly recommend that the local Member of Parliament (MP) must be consulted before the survey, and each survey must be vetted and approved by the local parliamentary representative. The Committee emphasize that Parliamentary oversight is crucial in ensuring that the road network benefits those who need it the

most and that no eligible habitation is left out due to bureaucratic lapses or outdated data, Such steps are essentially required to provide all weather road connectivity to eligible unconnected rural habitations thereby improving access to economic and social services and fostering rural development.

Reply of the Government

4.18 Gram Sadak Survey App has been introduced for survey of habitations under PMGSY-IV and being implemented already by the SRRDAs. Training has also been imparted to the SRRDAs. Data has been uploaded on OMMAS and approved by implementing agencies. MoRD/ NRIDA also scrutinized the tentatively identified habitations.

(O.M. No. P-17017/3/2022-RC (eFMS No. 380695) Dated: 06/11/2025)

Comments of the Committee

(Please see Paragraph No. 1.32 of Chapter I of the Report)

Recommendation (Serial No. 10)

4.19 The Committee note that one of the most important aspects associated with the Pradhan Mantri Gram Sadak Yojana (PMGSY) relies on the strong Centre-State coordination for its effective implementation. This coordination involves various aspect such as funding, project planning, quality control and monitoring. The scheme was launched in the year 2000 as a 100% centrally sponsored scheme However, the funding pattern was revised to 60:40 ratio between Centre and State from the financial year 2015-16, in all the States barring eight North Eastern States and three Himalayan States where it is 90:10 ratio. Thus, the seamless flow of funds is very important for the timely completion of projects under PMGSY Although the issue of fund release is of paramount importance, rural roads being a State subject, the onus of effective implementation also depends upon various other factors which require the prompt and pre-emptive approach of the State Government. In this context, the Committee find that various projects in many States get delayed or stalled due to logistics issue or non-timely release of funds either by Centre or State Government or both. The Committee, therefore, recommend the Department of Rural Development to ensure that the projects under PMGSY do not get hampered due to lack of coordination between Centre and State rather a better cohesive mode of

coordination along with effective monitoring mechanism may be devised for providing a positive impetus to the scheme.

Reply of the Government

4.20 Various Institutional mechanisms are already in place for effective coordination between the States/UTs for implementation of the schemes. The progress of the scheme is regularly reviewed by the Ministry by way of Regional Review Meetings (RRMs), Performance Review Committee (PRC) Meetings, Pre-Empowered/ Empowered Committee Meetings with the States. At District level, the District Development Coordination and Monitoring Committee (DISHA) headed by Hon'ble Member of Parliament (LS) monitors the implementation of various schemes of Government of India including PMGSY. Besides above, special review meetings/monthly review meetings are also held by Secretary/Additional Secretary/Joint Secretary, Ministry of Rural Development with Chief Secretaries/Principal Secretaries of the States to take stock of the progress of the scheme and remove the bottlenecks, if any. Whenever States point out any difficulty in implementation of the scheme, the same is taken care of and issues are flagged at appropriate level to the concerned agencies for positive outcome.

PMGSY has an unbroken chain of fund release and no work has been hampered on account of non-availability of funds. Sometimes fund released from Central Government does get stuck up for a longer period than the permissible time limit in the State treasury, however, of late, this problem has also been addressed due to constant interaction with the concerned State Governments.

(O.M. No. P-17017/3/2022-RC (eFMS No. 380695) Dated: 06/11/2025)

Comments of the Committee

(Please see Paragraph No. 1.35 of Chapter I of the Report)

4.21 The Committee are concerned to note that the prior information to the Members of Parliament regarding inspection of sites which are carried out by the State Government officials and the National Quality Monitors are often not received by the concerned Members and the information about inspection team's departure or their non-arrival reaches the Members. Despite the presence of clear-cut theoretical provisions in the scheme, these have been violated umpteen times and the protocol of the Members of Parliament are compromised. It is imperative for both the nodal agency (Centre and State) of the scheme to ensure that the mandatory provision mentioned under the scheme regarding the involvement of Members of Parliament in carrying out inspection of construction sites are complied scrupulously. Moreover, the information to the concerned Members of Parliament about the arrival of

inspection teams from Centre or State should be disseminated to them through all possible modes of communication at least one week in advance so that they can make themselves available for the inspection of construction sites. Therefore, the Committee recommend the Department of Rural Development should relook into this matter earnestly and ensure the strictest compliance of the provisions of PMGSY in letter and Spirit. Further, the Committee also recommend, rather request, both the nodal agency (Centre and State) to come up with a joint and harmonious approach without shying away from fulfilling their own responsibilities to achieve the aim of the scheme i.e. economic growth, social development and improved living standards in rural areas.

Reply of the Government

4.22 To ensure effective implementation concerning prior intimation to Hon'ble Members of Parliament regarding inspection of PMGSY works, it is highlighted that this Ministry has proactively reiterated the relevant provisions through Circular No. P-17025/22(1)/2017-RC dated 23rd January 2025. The circular underscores the importance of timely and transparent communication, mandating the concerned Project Implementation Unit (PIU) to inform the Hon'ble Member of Parliament well in advance about the visits of National Quality Monitors (NQMs) for inspection of PMGSY roads within their jurisdiction. Further, the State Quality Coordinator (SQC) is responsible for ensuring that such intimation is duly communicated to the Hon'ble MP, with a copy to the Ministry of Rural Development and NRIDA, until the online facility on OMMAS becomes fully operational. The circular also emphasizes that the advance notice should be supplemented by simultaneous telephonic confirmation to enable the Hon'ble MP, or their authorized representative, to participate in the inspection and provide valuable observations, thereby promoting greater transparency, accountability, and collaboration in monitoring road quality.

(O.M. No. P-17017/3/2022-RC (eFMS No. 380695) Dated: 06/11/2025)

Comments of the Committee

(Please see Paragraph No. 1.38 of Chapter I of the Report)

Recommendation (Serial No. 15)

4.23 The Committee are concerned to note that adequate attention is not given to the provision under the scheme that the suggestions/advise given by the Members of Parliament are to be given due consideration while sanctioning / selection of roads for construction under the scheme. Being the Elected Representatives, the MPs represent the sentiments and ethos of local population in an extremely efficient manner. Utilizing the wealth of local knowledge in various aspect of the welfare

scheme like PMGSY would perhaps only help to strengthen and enrich the policy formulation. In this regard, Members of Parliament have expressed their concern that even though there is explicit role assigned to them under the scheme relating to the finalization of road projects, this role is not given due sanctity by the implementing agencies. The Committee are of the view that, inspecting teams, DPR preparation teams etc, should definitely avail the benefits of the inputs from the local MPs to have a real picture of the issues concerning that locality. Thus, if Members of Parliament (MPs), on merit, gauging the requirement felt by the locals, place their suggestions for inclusion of such roads/sites under PMGSY, then the Department of Rural Development must look into the request with promptness and should explore all the option of inclusion of such suggestions/advise which could allay the concerns of local rural populace, even at a later stage. Therefore, the Committee recommend that Department of Rural Development should take into account the preference of roads suggested by the Members on priority basis and utilize their experience/skills/advice in best manner for efficacious implementation of the scheme. The suggestions/recommendations of the Members of Parliament may be considered sincerely for planning, implementation and monitoring of road projects ensuring that their perspectives and concerns are incorporated.

Reply of the Government

4.24 Priority is given to the recommendations made by Hon'ble MPs subject to condition that, they should meet the guidelines and objectives of PMGSY. In this respect an advisory has been issued by the Ministry vide letter dated 16-12-2019 detailing out the role of Hon'ble MPs and other elected members in planning and implementation of road work under PMGSY.

Also, an advisory dated 2-6-2020 has also been issued to all the states on Role of Hon'ble MPs in Planning and selection of road works under PMGSY-III.

The relevant paras of PMGSY-IV guidelines with respect to proposals of hon'ble MP/MLAs are reproduced below:

Para 5.5 After the Comprehensive New Connectivity Priority List is prepared and verified it shall be placed before the district Panchayat. The Member of Parliament/ MLAs shall be given a copy of the CNCPL and their suggestions and the suggestions of lower level Panchayati Raj institutions shall be given fullest consideration by the district panchayat while according its approval.

Para 5.6 After approval by the District Panchayat, the proposals would be forwarded by the Project Implementation Unit (PIU) to the State Rural Road Development Agency. 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.

Para 5.7 The SRRDA shall vet the proposals to ensure that they are in accordance with the Guidelines and shall place them before the State-level Standing Committee along with the MP-I and MP-II Statements.

Para 5.8 The State Level Standing Committee (SLSC) would scrutinize the proposals to see that they are in accordance with the Guidelines and that the proposals of the Members of Parliament (MP) have been given full consideration. In all cases where the proposal of an MP has not been included, cogent reasons shall be given to the concerned MP and these shall be recorded in the proceedings of the SLSC.

(O.M. No. P-17017/3/2022-RC (eFMS No. 380695) Dated: 06/11/2025)

Comments of the Committee

(Please see Paragraph No. 1.41 of Chapter I of the Report)

Recommendation (Serial No. 16)

4.25 The Committee have been frequently informed about the violation of norms/provisions of PMGSY pertaining to the protocol to be adhered to in cases of stone laying of any project under PMGSY and later at the time of inauguration of constructed roads vis-à-vis involvement of the Member of Parliament of the Concerned District. This is yet another area of concern wherein the reality and the facts on ground are completely different on numerous reported occasions. Even though this was highlighted by the Committee through the previous recommendations, continuous prevalence of non-adherence to these norms are a matter of concern to the Committee. Thus, the Committee recommend to Department of Rural Development to relook into this matter and ensure that the Members of Parliament (MPs) are compulsorily invited at the time of foundation laying and inauguration ceremonies of PMGSY works. Authorities at State level should also be impressed upon to scrupulously adhere to these norms/provisions. Further, the Committee also recommend that a good quality photograph (each) of

the inauguration and foundation laying ceremonies, containing clear picture of MP along with the plaque must be uploaded on Online Management, Monitoring and Accounting System (OMMAS). The concerned Department State may take the sincere steps for proper implementation of guidelines laid down for the purpose.

Reply of the Government

4.26 An advisory on Invitation to the Public representatives for foundation laying and inauguration ceremonies of PMGSY works dated 03.02.22 has already been issued by MoRD and the same is attached at Annexure I.

(O.M. No. P-17017/3/2022-RC (eFMS No. 380695) Dated: 06/11/2025)

Comments of the Committee

(Please see Paragraph No. 1.44 of Chapter I of the Report)

Recommendation (Serial No. 17)

4.27 The Committee are concerned to note that complaints/grievances raised by the Members of Parliament about promptly taking up and redressing the grievances regarding the inaction/irregularities in the works of PMGSY highlighted by them are casually taken up by the Department of Rural Development. The Committee feel that this approach of DoRD needs to be rectified immediately. Members of Parliament are constitutional figures and present the voices/concerns of major chunk of population. Through them, the issues of common man is heard by the authorities at top echelons Hence, it is imperative that the genuine concern/plight of the scheme at ground level highlighted by a Member of Parliament needs to be taken up seriously and redressal of such complaints needs to be done on priority basis with due information to the concerned Members. Hence, the Committee urge the Department of Ru Development to sort out the areas of grievance raised by Members and ensure their prompt disposal to achieve the targets of the scheme within a specified time frame.

Reply of the Government

4.28 The Ministry follows the guidelines laid down for handling of all references received from public representatives and strictly adheres to the prescribed timelines. Utmost priority is given to settle the references/grievances received from Member of Parliament. However, in some cases delay occurs due to non-receipt of inputs from concerned State Government. In some cases, team of National Quality Monitors (NQMs) need to be deputed to carry out the inspection of roads work against which

complaint has been made. All these processes take some time and hence delay may occur. However, the Ministry makes all efforts to minimize the delay.

(O.M. No. P-17017/3/2022-RC (eFMS No. 380695) Dated: 06/11/2025)

Comments of the Committee

(Please see Paragraph No. 1.47 of Chapter I of the Report)

CHAPTER V

RECOMMENDATIONS IN RESPECT OF WHICH FINAL REPLIES OF THE GOVERNMENT ARE STILL AWAITED

NIL

(O.M. No. P-17017/3/2022-RC (eFMS No. 380695) Dated: 06/11/2025)

NEW DELHI
30 July, 2026
Shravana 8, 1948 (Saka)

Saptagiri Sankar Ulaka
Chairperson
Standing Committee on Rural Development and
Panchayati Raj

890699/2023/O/o SECRETARY (RD)

P-17017/1/2021-RC

शैलेश कुमार सिंह आई.ए.एस.
सचिव
SHAILESH KUMAR SINGH IAS
Secretary



भारत सरकार
ग्रामीण विकास मंत्रालय
ग्रामीण विकास विभाग
कृषि भवन, नई दिल्ली-110001
Government of India
Ministry of Rural Development
Department of Rural Development
Krishi Bhawan, New Delhi-110001
Tel. : 91-11-23382230, 23384467
Fax : 011-23382408
E-mail : secyrd@nic.in
August 08, 2023

DO # P-17017/1/2022-RC (e.374001)

Sir,

I want to apprise you that Standing Committee on Rural Development & Panchayati Raj in its 26th Report has made an observation that the heavy vehicle plying on NHAI Road cause damage to PMGSY roads when these vehicles descend upon them. PMGSY roads are generally low volume roads and do not have bearing capacity of heavy load. The Committee had advised this Department to ensure a result oriented dialogue process with the NHAI for having provisions of getting the damaged roads repaired by NHAI authorities. The detailed observation of Standing Committee is enclosed for your reference (**Annexure-I**).

2. The Ministry had accordingly taken up the matter with the MoRTH vide Office Memorandum of even number dated 2nd November, 2022 with the request to take appropriate action in the matter and submit an Action Taken Report to this Department. However, the same is awaited despite reminder dated 24th April, 2023.

3. The Standing Committee in its latest report (33rd report) has again advised this Department to seek reply from the NHAI on the issue and furnish Action Taken Report within three months. The relevant extracts of the Standing Committee report is attached at **Annexure-II**.

4. I shall be grateful if you could kindly look into the matter and expedite the ATR on the said observations/recommendations of the Standing Committee.

With regards,

Yours sincerely,

(Shailesh Kumar Singh)

encls: as above

Shri Anurag Jain,
Secretary,
Ministry of Road Transport and Highways,
Transport Bhawan, 1- Parliament Street,
New Delhi-110001

P-17017/4/2014-RC (FMS-337661)
 Government of India
 Ministry of Rural Development
 Department of Rural Development
 Rural Connectivity (RC) Division

Krishna Bhawan, New Delhi-110001
 Date: 02nd November, 2022

OFFICE MEMORANDUM

Subject: Issues flagged in 26th Report of Standing Committee on Rural Development and Panchayati Raj (2021-22) regarding damaged caused to PMGSY roads due to plying of heavy vehicle of NHAI.

The undersigned is directed to refer to Lok Sabha Secretariat's O.M No. 11/1/9-RD/CRDPR-2022 dated 3rd March, 2022 (copy enclosed) whereby various recommendations/observations made by Standing Committee on Rural Development and Panchayati Raj (2021-22) were forwarded to this Ministry for appropriate action.

2. The Standing Committee on Rural Development and Panchayati Raj (2021-22) vide recommendation/observation s.no 18 has pointed out following issues in respect of Rural Roads and NHAI:

"Strictures to National Highways Authority of India (NHAI): The Committee were informed during the deliberations through the ground experience of Members of Parliament (MPs) that the roads constructed under PMGSY with an optimum weight bearing capacity were witnessing load carrying heavy vehicles of NHAI upto the tune of 50 tonnes plying on them. Such enormous weight causes damage to the roads under PMGSY and the matter needed to be looked upon seriously. Even though, provision exists for the roads damaged by the plying of NHAI vehicles to be repaired by them, still no one pays heed to them. This is a blatant violation of norms creating damaging effects on the roads of PMGSY which need to be resolved at the earliest. In view of such conflicting situation, it is perhaps appropriate if the Department takes up the matter sternly with the NHAI and thus the Committee recommend DoRD to ensure a result oriented dialogue process with the NHAI for stricter compliance of the norms of PMGSY."

3. In view of the above recommendation of the Standing Committee on Rural Development and Panchayati Raj (2021-22), Ministry of Road Transport and Highways is requested to take appropriate action in the matter and submit an Action Taken Report (ATR) to the Ministry at the earliest for further submission to Lok Sabha Secretariat.

4. This issues with the approval of the competent Authority.

Encl: As above

(K.M. Singh)
 Deputy Secretary to the Government of India
 Tel.011-23070308

To,
 The Secretary,
 Ministry of Road Transport and Highways
 Transport Bhawan, 1- Parliament Street
 New Delhi-110001

गिरिराज सिंह
GIRIRAJ SINGH



ग्रामीण विकास तथा पंचायती राज मंत्री
भारत सरकार
कृषि भवन, नई दिल्ली
MINISTER OF
RURAL DEVELOPMENT AND PANCHAYATI RAJ
GOVERNMENT OF INDIA
KRISHI BHAWAN, NEW DELHI

अ. शा. पत्र सं. पी- P-17017/1/2022-आरसी
दिनांक: 27 सितम्बर, 2023

आदरणीय श्री नितिन गडकरी जी,
सादर नमस्कार,

मैं आपको अवगत कराना चाहता हूँ कि ग्रामीण विकास और पंचायती राज संबंधी स्थायी समिति ने अपनी 26वीं रिपोर्ट में यह टिप्पणी की है कि एनएचआई रोड पर चलने वाले भारी वाहन जब पीएमजीएसवाई सड़कों पर उतरते हैं तो उन सड़कों को नुकसान पहुंचाते हैं। पीएमजीएसवाई सड़कें आम तौर पर कम यातायात क्षमता वाली सड़कें होती हैं और इनमें भारी वजन सहने की क्षमता नहीं होती है। समिति ने इस विभाग को विकल्प के रूप में यह सलाह दिया था कि वह क्षतिग्रस्त सड़कों की मरम्मत एनएचआई प्राधिकारियों द्वारा कराने के प्रावधानों के लिए एनएचआई के साथ परिणामोन्मुख संवाद प्रक्रिया सुनिश्चित करे। स्थायी समिति का विस्तृत टिप्पणी आपके संदर्भ के लिए संलग्न है। (अनुलग्नक- I)

2. मंत्रालय ने तदनुसार मामले में उचित कार्रवाई करने और इस विभाग को एक कार्रवाई रिपोर्ट प्रस्तुत करने के अनुरोध के साथ दिनांक 02 नवंबर, 2022 को कार्यालय ज्ञापन के माध्यम से सड़क परिवहन एवं राजमार्ग मंत्रालय के साथ मामला उठाया था। इसके बाद, पत्र दिनांक 24.04.2023 के माध्यम से एक अनुस्मारक भी दिया गया था। हालाँकि, अभी तक कोई कार्रवाई रिपोर्ट प्राप्त नहीं हुई।

3. स्थायी समिति ने अपनी नवीनतम रिपोर्ट (33वीं रिपोर्ट) में इस विभाग को फिर से इस मुद्दे पर एनएचआई से जवाब मांगने और तीन महीने के अंदर की गई कार्रवाई रिपोर्ट प्रस्तुत करने की सलाह दी है। स्थायी समिति की रिपोर्ट के प्रासंगिक उद्धरण अनुबंध- II में संलग्न हैं।

4. मामले की गंभीरता को देखते हुए सचिव, ग्रामीण विकास मंत्रालय ने सचिव, सड़क परिवहन एवं राजमार्ग मंत्रालय को अर्ध-शासकीय पत्र के माध्यम से इस मुद्दे पर एटीआर प्रदान करने का अनुरोध किया है, जो अप्राप्त है। इसकी एक प्रति अनुबंध-III के रूप में संलग्न है।

5. अतः मैं आपसे आनुरोध करता हूँ कि इस संबंध में आवश्यक निर्देश जारी करने की कष्ट करें जिससे स्थायी समिति की उपरोक्त टिप्पणियों/सिफारिशों पर की गई कार्रवाई रिपोर्ट को शीघ्र प्रेषित किया जा सके।

सादर,

संलग्नक : यथोपरि।

श्री नितिन गडकरी,
माननीय सड़क परिवहन और राजमार्ग एवं,
सूक्ष्म, लघु और मध्यम उद्यम मंत्री,
भारत सरकार, परिवहन भवन, नई दिल्ली।

भवदीय,

(गिरिराज सिंह)

File No. P-17025/37/2013-RC (FMS No 33-1916)

Government of India
Ministry of Rural Development
Department of Rural Development
(Rural Connectivity (RC) Division)

Krishi Bhawan, New Delhi

Dated the 2nd June, 2020

To,

All Additional Chief Secretaries/Principal Secretaries/Secretaries In-Charge
of PMGSY of all the States/UTs

Subject: Role of Hon'ble Members of Parliament in planning and selection of road works under Pradhan Mantri Gram Sadak Yojana-III- reg.

Sir/ Madam,

I am directed to refer to the subject cited above and to say that the PMGSY has an inbuilt mechanism for consultation with public representatives at various stages of planning and implementation of the programme. Advisories have been issued and reiterated from time to time to the State Governments/State Rural Road Development Agencies, giving emphasis, *inter-alia*, on strict compliance of these provisions. In this regard, attention is invited again to various provisions of the PMGSY-III guidelines, which provide detailed procedure for consultation with the Members of Parliament during the process of planning and selection of roads. Some important guidelines in this respect are reproduced below:

Para 3.6: The suggestions given by the Members of Parliament are to be given full consideration while finalizing District Rural Roads Plan (DRRP).

Para 5.5: The Annual proposals will be based on the CUCPL following the Order of Priority (subject to PCI). However, it is possible that there are inadvertent errors or omissions, particularly in the selection of Through Routes. Accordingly, it is desirable to also associate public representatives while finalizing the selection of road works in the annual proposals. The proposals of the Members of Parliament are required to be given full consideration, for this purpose:

- i. The CUCPL should be sent to concerned MPs with the request that their proposals on the selection of works out of the CUCPL should be sent to the District Panchayat. It is suggested that at least 15 clear days may be given for the purpose.
- ii. In order to ensure that the prioritization has some reference to the funding available, the size of proposals expected may also be indicated to the Members of Parliament while forwarding the CUCPL list to them. District wise allocation may be indicated to enable choice with the requisite geographical spread. It would be ensured that such proposals of Members of Parliament which adhere to the Order of Priority would be invariably accepted subject to consideration of equitable allocation of funds and need for up gradation.

- iii. The proposals received from the Members of Parliament by the stipulated date would be given full consideration in the District Panchayat which would record the reason in each case of non-inclusion. Such proposals that cannot be included would be communicated in writing to the Members of Parliament with reasons for non-inclusion of such proposals in each case. It would be preferable if the communication is issued from the Nodal Department at a senior level.

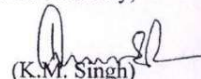
Para 7.1: After the approval by the District Panchayat, the proposals would be forwarded by the PIU to the SRRDA. The PIU will at that time prepare the details of proposals forwarded by the Members of Parliament and action taken thereon, in proforma MP-I and MP-II and sent it along with proposals. In all cases where the proposals of an MP has not been included, cogent reasons shall be given based on the reasons given by the District Panchayat.

Para 7.3: The State Level Standing Committee (SLSC) would scrutinize the proposals to see that they are in accordance with the Guidelines and that the proposals of the Member of Parliament have been given full consideration.

2. In view of this, all the State Governments are once again requested to follow the guidelines relating to consultation with the Members of Parliament in letter and spirit, and the following needs to be ensured:

- (i) Hon'ble MPs may be briefed about the PMGSY-III planning process, overall allocation and inter-se Block/District allocation etc. at the beginning of the planning exercise.
- (ii) Hence, it is reiterated that final list of proposals, in order of priority, would be communicated in writing to the Member of Parliament with reasons for non-inclusion of such proposals in each case. It would be preferable if this communication is made by a senior official and their recommendation/ consent be obtained in writing on the overall proposed list. It should be ensured that the Member of Parliament receives such communication and a reasonable time of 15 days is given to them to respond with their recommendation.
- (iii) Such recommendation should also be included along with MP-I and MP-II formats. If such response/ recommendation is not received in 15 days, a clear note to this effect is recorded in the proposal. Proposal to the Ministry may be sent by SRRDA along with a note regarding the process adopted by the state in dealing with the recommendations of Members of Parliament.

Yours faithfully,



(K.M. Singh)

Deputy Secretary to the Government of India
Tel No: - 011- 2307 0308

Copy to: All CEOs/Chief Engineers of PMGSY implementing States/UTs

File No.P-17025/24/2022-RC (FMS-378848)

Government of India
Ministry of Rural Development
Department of Rural Development
Rural Connectivity Division

Krishi Bhawan, New Delhi
Dated the 3rd February, 2022

To

All Additional Chief Secretaries/Principal Secretaries/Secretaries In-Charge of PMGSY of all the States/UTs.

Subject: Invitation to the Public Representatives for foundation laying and inauguration ceremonies of PMGSY works - reg.

Sir/Madam,

PMGSY has an inbuilt mechanism for consultation with public representatives at various stages of planning and implementation of the programme. It has already been advised to all the States/ UTs that in the matter of selection of roads to be taken up under PMGSY, the suggestions of elected representatives, including MPs and MLAs, are expected to be duly taken into account and given full consideration. Besides, all the elected representatives associated with the programme should be duly invited to the foundation laying and inauguration ceremonies of PMGSY works. Advisories have been issued in this regard and reiterated from time to time to the State Governments by the Ministry. However, it has come to the notice of the Ministry that despite the above advisories, numerous complaints are being received from the various MPs about not inviting them to foundation laying and inauguration ceremonies of PMGSY works.

2. In this regard an advisory was issued by this Ministry to all states/UTs on 28.7.2011 (copy enclosed). The abstract of the above advisory is once brought to the notice of states/UTs for strict compliance:

- i. All elected representatives associated with the programme should be duly invited to the foundation laying and inauguration ceremonies of PMGSY works;
- ii. The function should be held in a manner befitting official function with due regard to protocol requirements, particularly in relation to Hon'ble Union Ministers and Hon'ble Ministers from States;
- iii. The foundation stone for a PMGSY road should be laid and the road should also be inaugurated by the Hon'ble Member of Parliament (Lok Sabha) with the function presided over by the local Hon'ble Minister or other dignitary as per the State Protocol;

3. States are once again advised to strictly adhere to the above guidelines and ensure that no such complaints are received from the Hon'ble Members of Parliament in this respect. **Further, a good quality photograph (each) of the inauguration and foundation laying ceremonies, containing clear picture of Hon'ble M.P along with the plaque must be uploaded on OMMAS.**

4. All concerned may kindly take note of it and do the needful.

Yours faithfully,



(K.M. Singh)

Deputy Secretary to the Government of India

Tel No:- 011- 2307 0308

Copy to:

1. All CEOs/Chief Engineers of PMGSY implementing States/UTs.
2. All Directors, NRIDA

No. P-17017/1/2010-RC
 Government of India
 Ministry of Rural Development
 Department of Rural Development

Krishi Bhavan, New Delhi.
 Dated: 28th July, 2011

CIRCULAR No. 10 /2011

Subject: Participation of Hon'ble Members of Parliament in selection of eligible proposals, joint inspections and Foundation Laying Ceremony under PMGSY.

The role of Hon'ble Members of Parliament in successful implementation of Pradhan Mantri Gram Sadak Yojana (PMGSY) is extremely important. PMGSY envisages an important role for them in planning and monitoring of Rural Roads.

2. With a view to ensure wider participation of the elected representatives at various levels of decision making, PMGSY guidelines, *inter alia*, provide for consultation with the Hon'ble Members of Parliament. Some of them are:

- a. The Core Network and District Rural Roads Plan are to be finalized by the District Panchayat after giving full consideration to the suggestions of the Hon'ble Member of Parliament.
- b. Suggestions of the Hon'ble Members of Parliament are to be taken while finalizing the Comprehensive New Connectivity Priority List (CNCPL) and Comprehensive Upgradation Priority List (CUPL).
- c. The Annual Plan proposals are to be finalized in consultation with the Hon'ble Members of Lok Sabha in respect of their constituencies and Hon'ble Members of Rajya Sabha in respect of that district for which they have been nominated as Vice-chairman of the District Vigilance & Monitoring Committee.
- d. The proposals received from the Hon'ble Members of Parliament by the stipulated date have to be given full consideration by the District Panchayat. The Hon'ble Member of Parliament should be informed of the inclusion/non-inclusion of their proposals along with the reasons given in each case in the event of non-inclusion.

3. In continuation of the earlier letter No. P-17025/11/2010-RC dated 11th March, 2010 regarding participation of Hon'ble MPs in inspections of PMGSY Projects and Foundation Laying Ceremony under PMGSY, Hon'ble Union Minister for Rural Development has written to all the Hon'ble Members of Parliament vide D.O. letter No. P-17025/11/2010-RC dated 21st April, 2010.

4. The State Governments have also been reminded to ensure a system of joint inspections of PMGSY projects. The procedure of inspections should be as under:-

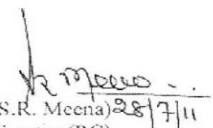
- i. The Superintending Engineer incharge of the zone will request the Hon'ble MP and Chairman Zila Panchayat representing that zone once in six months for

joint inspection of PMGSY road works as per the convenience of the MP and Chairman, Zila Panchayat.

- ii. The Executive Engineer in-charge of the Division will request the MLA/Chairperson of the Intermediate Panchayat concerned once in three months for joint inspection as per their convenience.
- iii. The Assistant Engineer in-charge of the subdivision will request the concerned Chairman, Gram Panchayat once in two months for joint inspection.

5. In spite of above stipulations, some States are not adhering to these instructions as reported by many Hon'ble Members of Parliament. They have also pointed out that they are not being invited to lay the foundation stone or to inaugurate the PMGSY roads. Hence, the following stipulations are again issued for strict compliance by State Governments:-

- (a) All elected representatives associated with the programme should be duly invited to the foundation laying and inauguration ceremonies.
 - (b) The function should be held in a manner befitting official functions with due regard to protocol requirements, particularly in relation to Hon'ble Union Ministers and Hon'ble Ministers from States; and
 - (c) The foundation stone for a PMGSY road should be laid and the road should also be inaugurated by the Hon'ble Member of Parliament (Lok Sabha) with the function presided over by the local Hon'ble Minister or other dignitary as per State Protocol.
 - (d) While sending new project proposals for consideration, digital photographs of the recent foundation laying ceremony or the Inauguration of a road by the concerned Hon'ble MP should invariably be enclosed. In case, the Hon'ble Member of Parliament could not attend any foundation laying or inauguration function, copies of the letters inviting him for foundation or inauguration ceremony should also be appended with the new DPRs.
6. Please ensure action as per paras 2, 4 and 5 above.


(S.R. Meena) 28/7/11
Director (RC)

To

All State Principal Secretaries/ Secretaries dealing with PMGSY

Copy to:

- (i) PS to Secretary (RD)/ PS to JS (RC)
- (ii) Directors of RC Division and NRRDA *CC & F 2A*
- (iii) Technical Director (NIC)
- (iv) Guard file

No.P-17025/11/30-RC
 Government of India
 Ministry of Rural Development
 Department of Rural Development

Krishi Bhavan, New Delhi.
 Dated the 11th March, 2010

To

All Principal Secretaries/Secretaries of States/UTs In-charge of PMGSY

Sub: Foundation laying/inauguration of Projects under PMGSY

Sir

Some Hon'ble Members of Parliament have complained before Hon'ble Minister, Rural Development that they are not being invited on the occasion of laying of foundation stones or inauguration of road works being constructed under PMGSY.

2. It had been instructed earlier that Executing Agencies and District Administration must ensure that-

- (a) All elected representatives associated with the programme are duly invited to the foundation laying and inauguration ceremonies.
- (b) The functions should be held in a manner befitting official functions with due regard to protocol requirements, particularly in relation to Central Ministers and Ministers of States; and
- (c) The foundation stone is laid by the local Member of Parliament (Lok Sabha) with the function presided over by the local Minister or other dignitary as per state protocol.

3. An expenditure of up to Rs. 5,000/- per project has also been permitted for these events, which can be met out of administrative funds sanctioned as per para 12.2 of the guideline vide this office letter no. P-17023/9/2007-RC dated 7th April, 2008. However, the amount of 0.5% earmarked for independent quality monitoring by the second tier should not be used for this purpose.

4. Kindly inform all concerned Programme Implementation Units (PIUs) to take necessary steps and invite Hon'ble Members of Parliament for the foundation laying and inauguration ceremonies of PMGSY works.

Yours' faithfully

P. K. Anand 11/3/2010
 (Dr. P. K. Anand)

Joint Secretary

F.No. P-17025/34/2016-RC (FMS No – 350567)

Government of India
Ministry of Rural Development
Department of Rural Development
Rural Connectivity (RC) Division

Krishi Bhavan, New Delhi
Dated the 16th December, 2019

To,

**The Principal Secretary/Secretary,
In-Charge of PMGSY of all the States.**

Subject: Role of Hon'ble Members of Parliament and other elected representatives in Planning and Implementation of road works under Pradhan Mantri Gram Sadak Yojana (PMGSY)-reg.

Sir,

I am directed to refer to this Ministry's Circular issued vide letter No. P.17025/2/2014-RC dated 27th July, 2017 reiterating the provisions in the Pradhan Mantri Gram Sadak Yojana (PMGSY) guidelines on the role of Hon'ble Members of Parliament and other elected representatives in planning and implementation of PMGSY works. As you are aware 1,25,000 kms of road length are to be sanctioned under PMGSY-III. The PMGSY-III guidelines include a detailed planning procedure for selection of eligible roads. In continuation paras 5.5 and 5.6 of PMGSY-III guidelines also reiterate the role of people's representatives in the planning process and mandatory approval of the Hon'ble Members of Parliament at the time of submission of the proposals. Various advisories issued in the past on this subject are referenced herewith:-

- i) Advisory dated 28th January, 2015 regarding priority in the selection of roads for new connectivity and upgradation of existing roads leading to eligible habitations in the Gram Panchayats/villages identified by the Members of Parliament under Sansad Adarsh Gram Yojana (SAGY).
- ii) Circular dated 23rd July, 2015 regarding consultation with Hon'ble Members of Parliament and other elected representatives in the rural road construction under PMGSY.
- iii) Letter dated 31st July, 2015 regarding consultation with Hon'ble Members of Parliament and other elected representatives in the rural road construction under Pradhan Mantri Gram Sadak Yojana.
- iv) Circular dated 25th July, 2016 regarding Quality Control and Supervision of works-Joint Inspection of PMGSY works.
- v) Letter dated 27th July, 2016 regarding Foundation Stone/Inauguration of PMGSY works.

vi) Letter dated 27th July, 2016 regarding proposals of Members of Parliaments regarding selection of roads under PMGSY-II-clarification.

vii) Letter dated 29th July, 2016 regarding inspection of SQMs/NQMs on the complaints received from Hon'ble MPs regarding implementation of PMGSY-intimation of their visits to MPs.

vii) Circular dated 20th April, 2017 regarding role of Hon'ble Members of Parliament and other elected representatives in Planning and Implementation of road works under PMGSY.

2. All the State Governments are once again requested to ensure compliance of the provisions of the programme guidelines and advisories issues from time to time in letter and spirit. The State Governments are also requested to issue suitable advice to the State Rural Road Development Agency at the State level and Project Implementation Units at District level to ensure strict compliance of the advisories. This would be important for according sanctions to states, for the upcoming proposals of PMGSY III.

3. This issues with the approval of the competent authority.

Yours faithfully,



(Surabhi Rai)
Director (RC)

Tel. No. 2338 3006

Distribution:

1. The Engineer-in-Chief/Chief Engineer of the PMGSY (All States/UTs).
2. All Directors, NRIDA.

Copy also to:

PS (MRD)/PS (MOS-RD)/PPS to Secretary/PPS to AS (RD)

ANNEXURE II

[Vide para 4 of Introduction of Report]

ANALYSIS OF THE ACTION TAKEN BY THE GOVERNMENT ON THE RECOMMENDATIONS CONTAINED IN THE SEVENTEENTH REPORT OF THE STANDING COMMITTEE ON RURAL DEVELOPMENT AND PANCHAYATI RAJ

- | | | |
|------|--|-----------------|
| I. | Total number of recommendations: | 17 |
| II. | Observations/ Recommendations which have been accepted by the Government: | |
| | Serial Nos. 11, 12, & 13 | |
| | | Total:3 |
| | | Percentage: 18% |
| III. | Observations/ Recommendations which the Committee do not desire to pursue in view of replies of the Government: | |
| | Serial No. NIL | |
| | | Total: NIL |
| | | Percentage: 0% |
| IV. | Observations/ Recommendations in respect of which replies of the Government have not been accepted by the Committee: | |
| | Serial No. 1 to 10 & 14 to 17 | |
| | | Total: 14 |
| | | Percentage: 82% |
| V. | Observations/ Recommendations in respect of which final replies of the Government are still awaited: | |
| | Serial No. NIL | |
| | | Total: NIL |
| | | Percentage: 0% |

ANNEXURE III

COMMITTEE ON RURAL DEVELOPMENT AND PANCHAYATI RAJ (2025-26)

EXTRACTS OF THE MINUTES OF THE TWENTY SIXTH SITTING OF THE
COMMITTEE HELD ON WEDNESDAY, 8th JULY, 2026

The Committee sat from 1100 hrs to 1347 hrs in Committee Room 'C',
Ground Floor, Parliament House Annexe (PHA), New Delhi.

PRESENT

Shri Saptagiri Sankar Ulaka -- Chairperson

Members

Lok Sabha

2. Shri Vijay Kumar Dubey
3. Shri Bhajan Lal Jatav
4. Dr. Mohammad Jawed
5. Shri Jugal Kishore
6. Shri Naba Charan Majhi
7. Shri Janardan Mishra
8. Shri Kota Srinivasa Poojary
9. Shri Ramashankar Vidharthi Rajbhar
10. Shri Devendra Singh *alias* Bhole Singh
11. Shri Ganesh Singh
12. Shri Vivek Thakur

Rajya Sabha

13. Smt. Geeta *alias* Chandraprabha
14. Shri Samirul Islam
15. Dr. Kavita Patidar
16. Shri Nagendra Ray

SECRETARIAT

1. Shri V.K. Shailon - Director
2. Smt. Rashmi Roy - Deputy Secretary

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2. At the outset, the Chairperson welcomed the Members to the sitting of the Committee convened for consideration and adoption of (i) Draft Report on action taken by the Government on the recommendations contained in the 17th Report on “Pradhan Mantri Gram Sadak Yojana (PMGSY)” pertaining to the Department of Rural Development (Ministry of Rural Development); (ii) xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx; and xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx.

3. Above mentioned draft reports were taken up for consideration and after discussion, the Committee adopted the same without any modifications. The Committee then authorized the Chairperson to finalize the aforesaid draft reports and present the same to the Parliament.

[xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx]

4. xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx.

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7. xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx.

8. xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx.

9. xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx.

[xxxx xxxx xxxx xxxx]

A verbatim record of the proceedings has been kept.

The Committee then adjourned.

xxxx Not related to the Draft Report.