

**GOVERNMENT OF INDIA
MINISTRY OF RURAL DEVELOPMENT
DEPARTMENT OF RURAL DEVELOPMENT**

**LOK SABHA
UNSTARRED QUESTION NO. 1415
ANSWERED ON 28/07/2026**

UPDATION OF DATA ON E-MARG PORTAL

1415. Shri Lalji Verma:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

- (a) whether the Government has taken cognizance that permanent roads are being laid directly on soil without adequate bitumen in the rural areas of Uttar Pradesh, if so, the details thereof;**
- (b) whether it is true that maintenance data is updated on the e-Marg portal, rural youth are facing serious accidents while commuting to markets and educational institutions due to physical potholes on these roads, if so, the details thereof;**
- (c) whether the Government will revise the standards to increase the thickness and load bearing capacity of rural roads in view of the pressure from cargo-carrying vehicles, if so, the details thereof; and**
- (d) whether Social Audit reports from local Gram Sabhas will be made mandatory before road construction in rural Uttar Pradesh to curb corruption?**

ANSWER

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

(a): Roads under the Pradhan Mantri Gram Sadak Yojana (PMGSY) are constructed as per the Standard Bidding Document (SBD), the Ministry of Rural Development (MoRD) Specifications for Rural Roads, and the standards prescribed by the Indian Road Congress (IRC).

PMGSY roads are built with properly designed pavement layers, including sub-grade, Granular Sub-Base (GSB), base course, and bituminous surfacing using the prescribed quality and quantity of materials.

To ensure construction quality, a three-tier Quality Management System is followed:

- I. First Tier: Quality checks by the contractor and the Programme Implementation Unit (PIU);**
- II. Second Tier: Inspections by State Quality Monitors (SQMs) appointed by the State Rural Roads Development Agency (SRRDA); and**
- III. Third Tier: Independent inspections by National Quality Monitors (NQMs) empanelled by the National Rural Infrastructure Development Agency (NRIDA).**

(b): The electronic Maintenance of Rural Roads (e-MARG) portal is an enterprise GIS-based solution for monitoring routine maintenance of PMGSY roads during their 5-year Defect Liability Period (DLP) and post-DLP. Maintenance activities and contractor payments are performance-linked and verified via geo-tagged images. While localized potholes or surface damages may occur due to severe weather or heavy traffic loads, immediate repairs are mandated under contract conditions. Citizen feedback and complaints regarding potholes/damaged roads are received through the "Meri Sadak" mobile application, enabling field officers to take time-bound corrective action.

(c): PMGSY roads are designed in accordance with the relevant IRC standards, keeping in view the expected traffic, soil conditions and local requirements. Under PMGSY-III, the focus has been shifted towards consolidating Through Routes (TRs) and Major Rural Links (MRLs) connecting inter-alia to Gramin Agricultural Markets (GrAMs), Higher Secondary Schools and Hospitals. Higher design criteria, including increased pavement thickness, improvements in sub-grades strengths, and improved carriageway width upto 5.5m have been allowed to handle higher traffic volume on these routes. Design specifications are continuously updated by Indian Road Congress (IRC) and the same is followed by the Ministry. However, if the States/UTs propose specifications above the permitted IRC norms, the same is permissible with the additional cost being borne by the concerned States/UTs.

(d): Under PMGSY guidelines, transparency and community participation are integral. Citizen Information Boards are installed at construction sites detailing project cost, technical specifications, and maintenance period details. Community engagement and public monitoring are facilitated through the Meri Sadak App and public accessibility of road status via the OMMAS/PMGSY Portal. QR codes

have also been made mandatory on all PMGSY roads to enable the citizen to have all the information about the specific road. While project execution and technical implementation are the primary responsibility of the concerned State Quality Control Cell (SQCC) and Program Implementation Units (PIUs), quality assurance is ensured through a three-tier monitoring system comprising State Quality Monitors (SQMs) and independent National Quality Monitors (NQMs). Public disclosures and social accountability mechanisms are encouraged in coordination with State Governments.

As part of PMGSY guidelines, all States are required to include a simple, non-formal “transect walk” to be organized by the Assistant Engineer along with Panchayat Pradhan, local patwari and Junior Engineer at the time of preparation of DPRs. At the end of the Transect Walk, a Gram Sabha Meeting shall be held and alignment shall be finalised after recording the issues that arose during the walk and the action taken/proposed to resolve the issues. This shall be reduced to in writing as Minutes of the Gram Sabha Meeting signed by the Pradhan/Panch, Intermediate/District Panchayat Member, if present, Secretary of the Gram Panchayat, other officials and Gram Sabha Members present. A copy of these Minutes and photographic and video graphic records of the Transect Walk shall be attached to the finalised DPR.
