

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

**LOK SABHA
UNSTARRED QUESTION NO. 4999
ANSWERED ON 01/04/2025**

LIFESPAN OF RURAL ROADS UNDER PMGSY

4999. SHRI RAJIV PRATAP RUDY:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

- (a) whether it is a fact that the roads constructed under the Pradhan Mantri Gram SadakYojana (PMGSY) are designed for a lifespan of ten years for which the contractors are responsible for maintenance for the first five years and State Governments for the next five years;**
- (b) whether it is also a fact that several contractors fail to adhere to these maintenance obligations, leading to degraded road quality in the country including Bihar;**
- (c) the details and total number of contractors, if any, who have been blacklisted for poor road construction and maintenance under PMGSY in the country including Bihar;**
- (d) the steps taken by the Government to ensure strict compliance with Standard Bidding Document (SBD) provisions regarding road maintenance; and**
- (e) whether there are any plans to strengthen monitoring mechanisms to improve the durability and quality of rural roads under PMGSY?**

ANSWER

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

- (a): In terms of the Rural Road Manual published by the Indian Road Congress(IRC), roads constructed under Pradhan Mantri Gram SadakYojana (PMGSY) are constructed 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.

(b): PMGSY has a three-tier Quality Control mechanism for ensuring construction of quality road works and durability of road assets. Under the first tier, the Programme Implementation Units are required to ensure process control through mandatory tests on material and workmanship at the field laboratory. The second tier is a structured independent quality monitoring at the State level through State Quality Monitors to ensure that every work is inspected at the initial stage, intermediate stage and final stage of the construction. Under the third tier, which is at the national level, independent National Quality Monitors are deployed for random inspection of ongoing, completed, and maintenance stage road works to monitor quality and also to provide guidance of senior professionals to the field functionaries. Based on the periodic monitoring of the quality of roads under the 3-tier mechanism, corrective measures, wherever necessary, are taken by the State Governments. Thereafter, the Action Taken Report (ATR) is verified on-site by State Quality Monitors (SQMs). The State Quality Coordinator (SQC) then examines the ATR and furnishes the compliance report. The monitoring of Action Taken Reports (ATRs) is done by National Rural Infrastructure Development Agency (NRIDA), which is a technical arm of the Ministry of Rural Development.

To strengthen the quality check mechanism, the establishment of a field Lab has been made compulsory. These labs are also to be geo-tagged. Unless these are ensured, no payment is allowed to be made against such roads. Also, a new version of the Quality Monitoring System App has been developed to include e-forms and other initiatives, which has strengthened quality monitoring systems. Consequent upon the introduction of Electronic Maintenance of Rural Roads under PMGSY (eMARG), payment on account of maintenance to the contractor, during the defect liability period, is made commensurate with the quality of roads maintained by him/her through a performance-based contract management system.

(c): The blacklisting of contractors for any lapse in implementation of the programme is done by the respective State Governments. No centralized data is maintained in this regard by the Ministry.

(d): Tendering of PMGSY works is done by the respective State governments. However, to bring uniformity in the awarding of works sanctioned under PMGSY, the National Rural Infrastructure Development Agency, a technical arm of the Ministry, has developed a Standard Bidding Document (SBD). States are required to follow the various provisions of SBD in the matter of awarding works sanctioned under PMGSY. In case of poor quality of work, States are advised to take necessary action against such contractors and rectify the works at their cost. SBD already has strict provisions to ensure that good-quality contractors are engaged for the execution of PMGSY works; however, the States/UTs are further advised to ensure strict technical evaluation during the technical scrutiny of bids.

(e): PMGSY has a robust mechanism in place to ensure effective monitoring and quality construction of works.

To effectively monitor the entire Programme and bring about greater efficiency, accountability and transparency in implementation, a modern web-based online management, Monitoring, and Accounting System (OMMAS) has been set up for PMGSY. Implementation of all sanctioned works is being monitored through OMMAS on a real-time basis to ensure that the physical and financial progress are in sync with the overall targets given to states. Further, a Project Management Information System (PMIS) has been developed for better management of the 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 this machinery/equipment for a specified period, which is 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, eMARG has been introduced, which is conceptualized on Performance Based Maintenance Contracts (PBMC). As mentioned in reply to (b) above, 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.
