

ALL WEATHER ROADS

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A total of 8,38,611 km road length has been sanctioned under various verticals/ interventions of Pradhan Mantri Gram Sadak Yojana (PMGSY), as on 1.08.2025, out of which 7,83,566 km road length has been completed. Further, as on 1.08.2025, a total of 1.62 lakh habitations in the country have been provided all-weather connectivity through PMGSY-I roads. Also, a total of 6.96 lakh facilities has been connected in rural areas so far under PMGSY-III, which include 1.38 lakh Gramin Agricultural Markets, 1.46 lakh Educational Centres, 82 thousand Medical Centres and 3.28 lakh transport and other facility Centres.

Several impact assessment studies, conducted by reputed institutions and agencies, including NITI Aayog's Development Monitoring and Evaluation Office (DMEO), World Bank, Birla Institute of Technology and Science (BITS) Pilani, Indian Institute of Management (IIM), Ahmedabad, and the International Labour Organisation (ILO), have stated the transformative role of PMGSY roads in rural development.

The DMEO study (2020) found that PMGSY is well aligned with Sustainable Development Goals (SDGs) 2 and 9, as it contributes significantly to reducing poverty and hunger while creating rural infrastructure for growth. The study highlighted that roads constructed under the scheme generate positive impacts both at the household and community levels, enabling access to markets, livelihoods, healthcare, and education, and laying the foundation for long-term poverty reduction through asset and human capital accumulation.

The World Bank's impact evaluation (2018) observed an 8% increase in crop volumes taken to markets, a 13% rise in primary employment in the non-farm sector, and a 30% reduction in home deliveries, reflecting better health access after construction of PMGSY roads. Farmers travelled significantly farther to secure better prices, indicating improved market integration.

Similarly, the BITS Pilani study (2016) reported increased school enrollment—especially among girls—greater access to health facilities, and enhanced women's participation in financial decision-making. PMGSY roads were also linked to increased commuting for employment in nearby urban areas.

The Poverty and Social Impact Assessment by the World Bank (2014) in Jharkhand, Rajasthan, and Himachal Pradesh highlighted enhanced labour market access, higher incomes, occupational diversification, and increased economic mobility, particularly for women due to construction of PMGSY roads.

Findings from the ILO study (2015) showed changes in cropping patterns, higher household incomes in farming and services, and improved awareness of sanitation and hygiene in habitations with well-maintained PMGSY roads.

The IIM Ahmedabad study (2017) further confirmed that PMGSY roads significantly improved travel speed and connectivity to administrative and service centres, and that the quality of PMGSY roads is superior to non-PMGSY roads. Socio-economic benefits were found to be inclusive, often benefiting poorer sections of rural society more substantially.

In summary, these evaluations collectively confirm that PMGSY has led to measurable improvements in agricultural income, employment generation, market access, education and health indicators, and social inclusion, thereby playing a pivotal role in uplifting rural India.

To ensure the quality and durability of roads constructed under PMGSY, the Government has instituted a comprehensive three-tier quality monitoring system:

1. First-tier (Internal Quality Control): Implementing agencies are responsible for regular in-house quality checks during all stages of road construction. Dedicated quality control laboratories are set

up at the district and state levels.

2. Second-tier (State Quality Monitors-SQMs): Appointed by the State Governments, conduct periodic inspections and grade the works based on construction quality, adherence to standards, and durability.
3. Third-tier (National Quality Monitors–NQMs): The Ministry of Rural Development deploys empaneled experts across the country to undertake surprise inspections of works. Their reports directly inform corrective measures and funding decisions.

In addition, technological innovations such as the Online Management, Monitoring and Accounting System (OMMAS) and Geo-tagging of road assets through GIS-based tools are used to enhance transparency, track progress, and ensure compliance.

Further, considering the diverse terrain and climatic challenges in States/ UTs, design adaptations and use of appropriate materials/technologies—such as cement stabilisation, panelled concrete, and use of coir/jute geotextiles—are encouraged to enhance performance and sustainability.

This information was given by Minister of State for Rural Development Shri Kamlesh Paswan in a written reply in Lok Sabha today.

RC/ KSR/AR

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