

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

**LOK SABHA
UNSTARRED QUESTION NO. 1570
ANSWERED ON 28/07/2026**

PROJECTS UNDER PMGSY IN ASSAM

1570. Md. Rakibul Hussain:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

- (a) the number of road works sanctioned, completed and currently under implementation under the Pradhan Mantri Gram Sadak Yojana (PMGSY) in the Dhubri Lok Sabha Constituency of Assam during the last five years, district-wise;**
- (b) the total funds sanctioned, released and utilized for the projects during the said period;**
- (c) whether the Government is aware that several PMGSY roads in the Dhubri Lok Sabha Constituency remain incomplete or have suffered damage due to recurrent floods and river erosion, if so, the details thereof and the reasons for the delay in completion or restoration; and**
- (d) the corrective measures taken or proposed to ensure the timely completion, quality maintenance and climate-resilient reconstruction of PMGSY roads in the Dhubri Lok Sabha Constituency?**

ANSWER

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

(a): Dhubri Lok Sabha Constituency of Assam consists of four Districts namely Dhubri, some parts of Barpeta, Bongaigaon and Goalpara. District-wise details of road and bridge works sanctioned and completed during last five years and works currently under progress under Pradhan Mantri Gram Sadak Yojana (PMGSY) in the Dhubri Lok Sabha Constituency are below:

District	Sanctioned			Completed			Ongoing		
	No. of roads	Road length (km)	No. of bridges	No. of roads	Road length (km)	No. of bridges	No. of roads	Road length (km)	No. of bridges
Barpeta (part)	6	35	5	3	31	2	3	5	3
Bongaigaon (part)	32	73	1	3	28	0	29	45	1
Dhubri	23	43	7	1	3	0	22	40	7
Goalpara (part)	6	16	0	1	8	0	5	9	0
Total	67	167	13	8	70	2	59	99	11

(b): Under PMGSY, funds are released to States/ UTs as a whole and not to Constituencies/ Districts separately. During Financial Year 2021-22 to 2026-27 (till 23.07.2026), Central funds of Rs. 3,044.62 crore have been released to State of Assam under PMGSY. During the same period, expenditure of Rs. 4,763.54 crore (including State share) has been incurred by State on PMGSY projects.

(c): As reported by the State, most parts of Dhubri Constituency are flood prone, however, no PMGSY road has suffered any major flood damage. Construction of balance PMGSY roads along with minor restoration works, is in progress.

(d): As per PMGSY programme guidelines, execution of PMGSY projects is the responsibility of the State Government within the timeline of the scheme. However, the Ministry of Rural Development has taken a number of initiatives to expedite completion of road works sanctioned under PMGSY, some of which are given below:-

- i. Programme is regularly monitored by way of Regional Review Meetings (RRMs), Performance Review Committee (PRC) Meetings, Monthly review meetings and Pre-Empowered/Empowered Committee Meetings with the States.**
- ii. The State Governments are also regularly advised to convene meetings with the concerned authorities to expedite matters relating to land issues, forest clearances etc., to expedite completion of works.**

- iii. **States have been requested to augment execution capacity and contracting capacity, and their compliance in this regard is regularly reviewed.**
- iv. **Training is imparted to field engineers and contractors, as well as their staff, for capacity building.**
- v. **The Ministry has also conducted a number of Contractor's Outreach Programmes in the States to attract the contractors in the implementation of PMGSY projects.**

As per PMGSY guidelines, ensuring the quality of road works is the responsibility of the State Governments who are implementing the programme. The Government has established a robust three-tier Quality Assurance Mechanism to independently verify that PMGSY roads meet prescribed technical standards, including durability and resilience to climatic stress:

- **First Tier (In-house): The Programme Implementation Units (PIUs) are responsible for process control through mandatory tests on materials and workmanship at field laboratories established by contractors.**
- **Second Tier (Independent State Level): Independent State Quality Monitors (SQMs) conduct structured inspections at three critical stages: initial, middle, and final stages of construction.**
- **Third Tier (Independent Central Level): The National Quality Monitors (NQMs), who are retired senior engineers, perform unannounced, random inspections across districts. Their role is to provide an objective third-party audit of the work quality and the effectiveness of the state's quality control system.**

Further, as per programme guidelines, maintenance of roads constructed under the programme is the responsibility of the State Governments. All road works sanctioned under the scheme 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 are to be provided by the States/ UTs. Even after 5 years, the roads are to be maintained by the States/UTs. Ministry has implemented Electronic Maintenance of Rural Roads under PMGSY (e-MARG) in all States/UTs to enhance focus on maintenance of roads constructed under PMGSY

and also to streamline the delivery of routine maintenance of PMGSY roads.

Further, to ensure Climate Resilience & Durability the following measures are in place:

- **Design Vetting: All Detailed Project Reports (DPRs) are vetted by State Technical Agencies (STAs) (like NITs/IITs) to ensure structural designs are suitable for the specific terrain and local climate (e.g., higher embankments in flood-prone districts).**
- **Green Technology Mandate: Since 2013, It has been made mandatory for the States to use New/Green technologies (like Waste Plastic, Cold Mix, and Cell Filled Concrete) for constructions of roads sanctioned under the scheme. These technologies, particularly Waste Plastic, have proven to increase resistance to water-induced damages.**
- **IRC Standards: Road designs follow the Indian Roads Congress (IRC) codes, which include specific provisions for drainage and durability in high-rainfall zones.**
