BACKGROUNDERS
Press Information Bureau
Government of India

Pradhan Mantri Gram Sadak Yojana

Enhancing Rural Connectivity

Key Takeaways

- **As of August 2025**, under Pradhan Mantri Gram Sadak Yojana, total of **1,91,282 rural roads** covering **8,38,611 km** and **12,146 bridges** have been sanctioned.
- **1,83,215 roads** covering **7,83,727 km** and **9,891 bridges** have been completed so far.
- Roads have been built to strict technical standards with a **three-tier quality monitoring** system.
- **As of August 2025**, a total road length of **1,66,694 km** has been sanctioned using **new and green technologies**, out of which **1,24,688 km** has already been constructed.

Introduction

Road is a key component of rural development, promoting access to economic and social services, thereby increasing agricultural incomes and generating productive employment opportunities. It also plays a crucial role in poverty reduction.

In Mandla district of Madhya Pradesh, life in Barbaspur and Kurla would come to a standstill every monsoon. The old causeway across the Rojhan Nalla would sink under floodwaters, cutting nearly 2,000 villagers—most from SC/ST communities—off from hospitals, schools and markets. In 2018–19, a bridge was sanctioned under PMGSY-1 at a cost of Rs. 181.86 lakh. Built with seven spans of 10 metres each, it now stands as a lifeline for the village. Migrant workers returning to the village were trained and employed, creating nearly 3,000 days of work while completing the project on time.

For the people of Barbaspur and Kurla, the bridge means more than concrete and steel. It means safe passage to health care, steady access to education, secure livelihoods, and dignity in times of need. It has turned isolation into connection, and vulnerability into resilience.

Pradhan Mantri Gram Sadak Yojana (PMGSY) is a flagship rural development programme of the Government. It was launched on**25th December, 2000** with the objective of providing all-weather road connectivity to unconnected habitations in rural areas by way of a single all-weather road, to the eligible unconnected habitations of designated population size in the core network for uplifting the socio-economic condition of the rural population. PMGSY has significantly improved access to education and healthcare facilities, generated employment in both farm and non-farm sectors, and enabled farmers to secure better prices for their produce.

The budget allocation for the **Pradhan Mantri Gram Sadak Yojana (PMGSY)** in recent years is reflecting the government's focus on strengthening rural road connectivity. For the **current financial year 2025–26**, the programme continues to receive **Rs 19,000 crore**, underscoring sustained support to improve rural infrastructure, ensure all-weather road connectivity, and boost economic opportunities in villages.

Phases and Progress under PMGSY

A total of **1,91,282 rural roads** covering **8,38,611 km and 12,146 bridges** have been sanctioned across all phases of the Pradhan Mantri Gram Sadak Yojana (PMGSY) **as of August 2025**. Out of these, **1,83,215 roads** covering **7,83,727 km** and **9,891 bridges** have been completed.

Pradhan Mantri Gram Sadak Yojana Phase - I

The first phase, launched in 2000, was the initial core program focused on providing all-weather road connectivity to eligible unconnected habitations in rural areas. As **on 31st July, 2025**, road connectivity works for a total of 1,63,339 habitations have been sanctioned across the country under **PMGSY-I**, out of which 1,62,818 (99.7%) have been constructed.

PMGSY Phase - II (2013)

Launched in 2013, Phase II was focused on strengthening the existing rural road network to enhance its efficiency as a key provider of transportation for people, goods, and services. The programme prioritised upgrading selected rural roads that supported economic activities and played an important role in connecting rural markets and growth centres.

Road Connectivity Project for Left Wing Extremism Affected Areas (RCPLWEA)

RCPLWEA was launched in 2016. It is a **special initiative** to improve road infrastructure and connectivity in LWE-affected districts, fostering security, accessibility, and development. It aims to improve road infrastructure in **44 worst-affected Left-Wing Extremism** (LWE) districts and adjoining areas across nine States—Andhra Pradesh, Bihar, Chhattisgarh, Jharkhand, Madhya Pradesh, Maharashtra, Odisha, Telangana, and Uttar Pradesh.

The scheme has twin objectives: to facilitate smooth and effective anti-LWE operations by security forces, and to promote socio-economic development in these remote and vulnerable regions by providing better access to markets, education, and healthcare, thereby reducing isolation and fostering inclusive growth.

PMGSY Phase-III

PMGSY-III (2019) aimed at the **consolidation of through routes and major rural links**, ensuring stronger **farm-to-market connectivity** and integration with **Gramin Agricultural Markets, higher**

secondary schools, and hospitals was launched for consolidation of the existing Rural Road Network by upgradation of **1,25,000 kms** of existing Through Routes and Major Rural Links that connect habitations to Gramin Agricultural Markets, Higher Secondary Schools and Hospitals.

- **Facilities Connected (6.96 lakh total):**
  - **1.38 lakh Gramin Agricultural Markets**
  - **1.46 lakh Educational Centres**
  - **82,000 Medical Centres**
  - **3.28 lakh Transport & other facility centres**

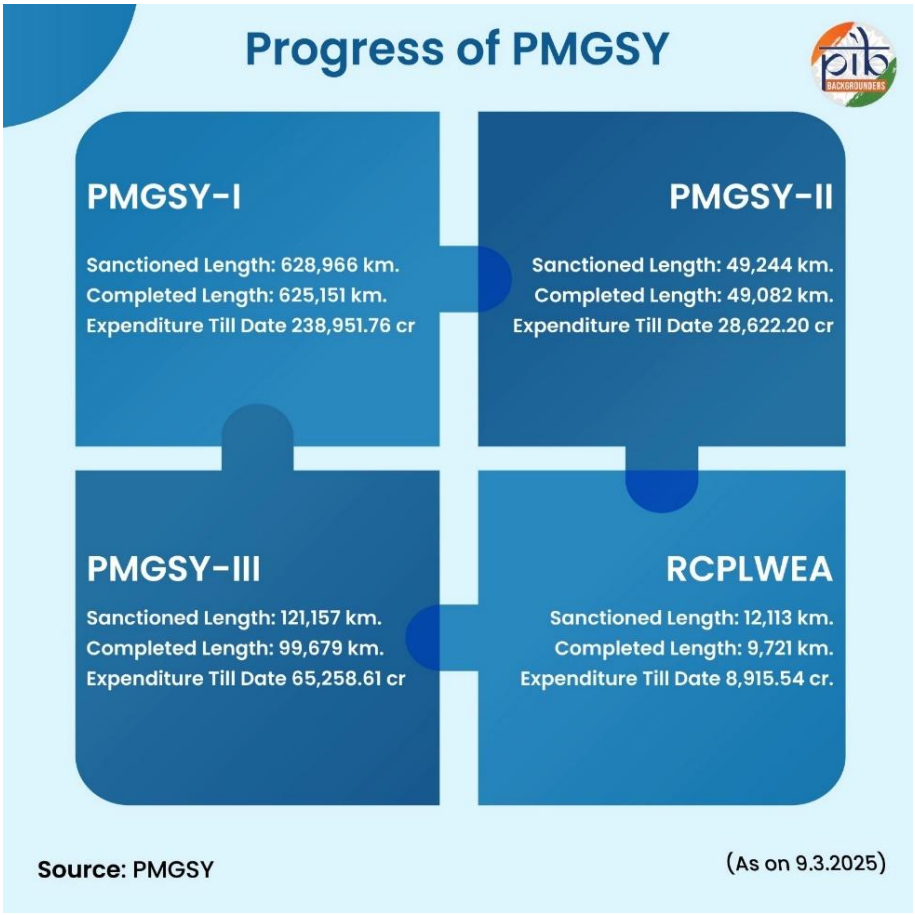
PMGSY Phase - IV

The Government approved the **Phase IV of the Pradhan Mantri Gram Sadak Yojana (PMGSY**) on 11th September 2024, with the aim of providing all-weather road connectivity to **25,000 unconnected habitations.** The eligibility is based on Census 2011 population data, covering:

- 500+ population in plain areas
- 250+ in North Eastern & Hill States/UTs
- Special category areas, including Tribal (Schedule V) regions, Aspirational Districts/Blocks, and Desert areas.

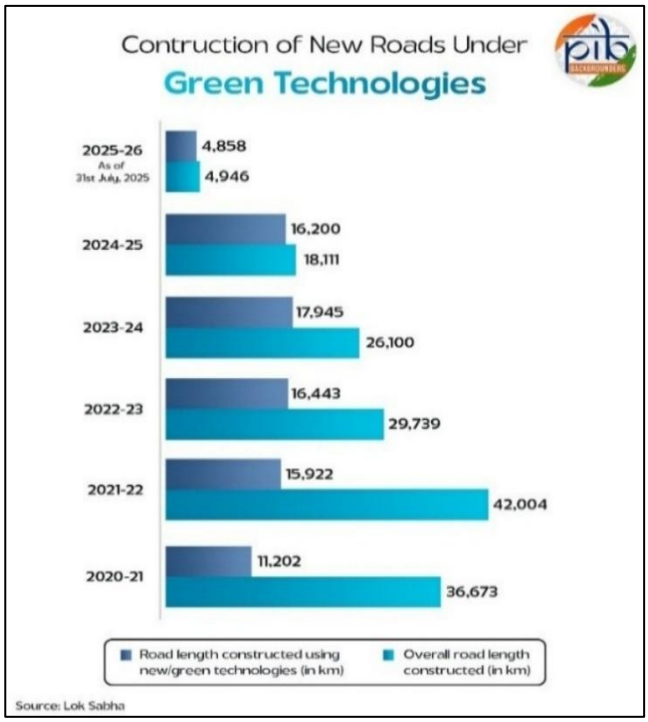
In **Phase IV of PMGSY**: -

- **Proposed road length: 62,500 km**
- **Implementation period: FY 2024–25 to 2028–29**
- **Total outlay: Rs 70,125 crore**



Constructionof Roads under Green Technologies

PMGSY actively promotes the use of local, non-conventional, and green technologies in rural road construction. The adoption of new and green technologies in rural road construction helps reduce costs while enabling the effective disposal of industrial and municipal waste. PMGSY also contributes to achieving several **Sustainable Development Goals (SDGs)**, particularly those related to poverty alleviation.



Under the Pradhan Mantri Gram Sadak Yojana (PMGSY), **as of August 2025**, a total road length of **1,66,694 km** has been sanctioned using new and green technologies, out of which **1,24,688 km** has already been constructed reflecting the programme's strong emphasis on sustainable and eco-friendly practices in rural road development, ensuring both durability and reduced environmental impact.

Integration with other Initiatives to Achieve Last-Mile Connectivity

PMGSY-IV is being implemented in convergence with two targeted initiatives that aim to ensure inclusive development of tribal and scheduled caste populations in backward and marginalised areas. By aligning with specialised programmes, this phase aims to expand last-mile connectivity, bridge regional disparities, and provide reliable road infrastructure to communities that have historically remained underserved.

Dharti Aaba Janjatiya Gram Utkarsh Abhiyan (DA-JGUA)

This initiative is aimed at the holistic development of tribal communities in remote and vulnerable regions through 25 targeted interventions implemented by 17-line ministries. PMGSY –IV addresses gaps in social infrastructure, healthcare, education, and livelihoods as part of **DA-JGUA** initiative. Habitations with **500+ population and 50% or more ST population**, or habitations with **50+ ST population in the 250+ category in Aspirational Districts**, as per Census 2011, are given priority under the scheme.

Pradhan Mantri Anusuchit Jaati Abhyuday Yojana (PM-AJAY)

It is a comprehensive initiative launched by the Government of India in **FY 2021–22**, aimed at the socio-economic upliftment of **Scheduled Castes (SCs)**. To fulfil this aim, Under PMGSY IV of Ministry of Rural Development, habitations with a population of **500 or more**, where **40% or more of the residents belong to SC communities** are given priority, thereby ensuring focused attention on inclusive development and equitable access to infrastructure and opportunities.

Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM-JANMAN)

Prime Minister launched Pradhan Mantri Janjati Adivasi Nyaya Maha AbhiyaN (PM JANMAN) for socio-economic development of 75 PVTG(Particularly Vulnerable Tribal Group) communities residing in 18 states and one UT. The mission aims to provide basic facilities to improve socio-economic conditions of tribal communities, including safe housing, clean drinking water, better access to education, healthcare and nutrition, road and telecom connectivity, electrification of unelectrified households, and sustainable livelihood opportunities within three years. These objectives are being met through 11 interventions implemented by 9-line Ministries.

The Government is implementing the PM-JANMAN, with a dedicated road connectivity component under PMGSY of MoRD. Out of a total target of 8,000 km of rural roads under the programme, **6,506 km** of road length has been sanctioned, as on 31-7-2025, for providing connectivity to **2,636 habitations** of Particularly Vulnerable Tribal Groups (PVTGs).M

Use of Technology in PMGSY

The Government's systematic measures have significantly enhanced the quality, durability, and sustainability of rural roads constructed under PMGSY. The Government monitors the progress of road projects under **PMGSY** through advanced digital technologies and online platforms.

Online Management, Monitoring and Accounting System (OMMAS)

The **OMMAS** monitors implementation of all PMGSY works on real time basis to ensure that the physical and financial progress is in sync with the overall targets given to states. **Further Project**

Management Information System (PMIS) within OMMAS has been developed for better management of construction activities of each road sanctioned under PMGSY-III.

OMMAS is also used for monitoring the quality of PMGSY projects through assessments by independent quality monitors. This facilitates real-time monitoring and ensures transparency in delivering quality infrastructure in rural areas. The inspections conducted by **National Quality Monitors (NQMs)** and **State Quality Monitors (SQMs)** are uploaded on Quality Monitoring System (QMS) mobile application by the quality monitors from the field with geo-tagged photographs which is finally reflected on OMMAS portal.

e-MARG (electronic Maintenance of Rural Roads)

e-MARG has been introduced to enhance the focus on maintenance of roads during the defect liability period and also streamlining the delivery of routine maintenance of PMGSY roads, which is conceptualized on **Performance Based Maintenance Contracts (PBMC)**.

Payment to the contractor is now made through e-MARG 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.

Use of Global Positioning System (GPS)

To enhance transparency during road construction, it has been made mandatory from May 2022 onwards to install **GPS enabled Vehicle Tracking System (VTS)** on all vehicles/ machinery/ equipment deployed by the contractor/ PIUs for execution of PMGSY III works. This helps in assessing the proper operation of this machinery/ equipment for a specified period, which is very essential for achieving the specified quality of the roads being constructed.

Robust Technical Standards

Adoption of eco-friendly green & sustainable materials and cutting-edge construction practices & technology for road construction is promoted. Based on international best practices and the outcome of indigenous research, new standards/guidelines are framed by the **Indian Roads Congress (IRC)** and existing standards/guidelines of IRC are amended from time to time to facilitate the use of such materials and technology. **MoRTH/National Highways Authority of India (NHAI)** have also issued policy guidelines on the use of such eco-friendly materials/processes.

New/innovative materials/processes are also accredited by the Indian Road Congress (IRC) for use in trial sections. All such materials and processes as allowed by IRC standards/guidelines, International Standards such as **American Association of State Highway and Transportation Officials (AASHTO), American Society for Testing of Materials (ASTM), Euro Codes, British Codes,** as well as materials accredited by IRC are allowed in National Highways Projects.

Various kinds of eco-friendly green and sustainable materials such as **fly ash, slag, construction & demolition waste, inert materials of landfill, waste plastic, crumb rubber modified bitumen, milling & recycling, geosynthetics** including jute & coir, bamboo crash barrier, bio-bitumen, bio-engineering measures for slope protection, ground granulated blast furnace slag, etc. are used in different NH projects depending upon availability and feasibility of use.

Innovation & Climate Resilience

Promotion of technologies such as waste plastic, cold mix, and Full Depth Reclamation to enhance road lifespan and reduce environmental impact—over 1.24 lakh km of roads have been built using these methods as of July 2025.

Three-Tier Quality Monitoring

To ensure the quality and durability of rural roads constructed, a **three-tier Quality Monitoring** System is in place.

Tier 1: Field-level quality checks by the executing agency.

Tier 2: Inspections by independent State Quality Monitors (SQMs).

Tier 3: Surprise inspections by National Quality Monitors (NQMs) deputed by Ministry. Progress and quality inspections are tracked in real-time through the Online Management, Monitoring and Accounting System (OMMAS).

Conclusion

The Pradhan Mantri Gram Sadak Yojana (PMGSY) stands as one of India's most impactful rural development initiatives, closing critical connectivity gaps and enabling socio-economic transformation in some of the country's most remote and underserved regions. Since 2015, investments—backed by innovative green technologies, strict quality control, and a focus on long-term maintenance—have resulted in completed rural roads and thousands of bridges. These all-weather links have improved access to markets, schools, and healthcare, enhanced livelihoods, and expanded opportunities for women, youth, and marginalized communities. By aligning with the Sustainable Development Goals, PMGSY not only builds infrastructure but also drives inclusive growth, environmental sustainability, and poverty reduction, reinforcing its role as a cornerstone of India's rural transformation strategy.

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