Rwanda’s Public Accounts Committee (PAC) is demanding stronger oversight of road construction after government auditors found that several newly built roads are already showing significant wear, raising questions about quality control and project supervision.

During a meeting on Friday with Infrastructure Minister Jimmy Gasore and Rwanda Transport Development Agency (RTDA) Director General Imena Munyampenda, lawmakers criticized what they described as persistent failures in implementing resolutions passed by the Chamber of Deputies in May 2024. Those measures sought to improve planning, monitoring and material testing across major infrastructure projects.

According to the Auditor General, 10 of 30 roads inspected — about 33 percent — failed to meet required strength standards, contributing to early potholes and cracking. Roads cited in the report include Ngoma–Ramiro, Kibugabuga, Shinga–Gasoro, Pindura–Bweyeye, Nyamagabe and Huye–Kitabi.

MP Karinijabo Barthelemy said the findings signal deeper problems in feasibility studies, noting that technical assessments should identify soil conditions and guide engineers on what materials to use. “It is unacceptable that a road deteriorates so quickly,” he said. “Studies must ensure that materials used in one region may differ from those used in another.”

Other lawmakers echoed his concerns. PAC Vice Chair Murumunawabo Cecile questioned how roads that supposedly meet construction standards can begin failing almost immediately. MP Nyirabazayire Angelique said many defects stem from substandard materials and weak on-site oversight, urging officials to test materials well before construction begins.

Dr. Gasore agreed that potholes on newly completed roads should never occur. He said most problems stem from human error rather than material quality and pledged stronger inspections by the ministry and RTDA.

Rwanda’s 2024–2029 development plan includes constructing or rehabilitating more than 300 kilometers of national roads and more than 500 kilometers of feeder roads meant to support agriculture and trade. Officials say improving road durability is essential for ensuring those investments last.

Munyampenda said RTDA is revising its technical approach by strengthening

feasibility studies and expanding climate-related assessments. New rainfall modeling now uses long-term projections of up to 1,000 years instead of the previous 100-year scope, he said.

Gasore added that although contractors must cover repair costs when damage occurs before government handover, the aim is to prevent such cases entirely. New inspection vehicles capable of testing road strength without damaging the surface will soon be deployed to identify weaknesses during construction.

MPs welcomed the move but insisted that consistent monitoring, reliable studies and strict enforcement of standards are crucial to preventing future road failures and protecting public funds.