

**GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1925
ANSWERED ON 30TH JULY, 2026**

MAINTENANCE OF NHs

1925. SHRI ARVIND GANPAT SAWANT:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

(a) the current status and condition of National Highways (NHs) across the country particularly regarding pending maintenance, widening projects and structural safety;

(b) the total budgetary allocation made and utilized for the repair, resurfacing and maintenance of NHs during the last three years, State-wise and Union Territory-wise;

(c) whether the Government has received representations regarding deteriorating road quality, severe waterlogging, potholes and lack of adequate drainage infrastructure on critical highway corridors, particularly during the monsoon seasons, if so, the details thereof and the corrective measures taken thereon;

(d) the step-by-step mechanisms established by the Ministry to monitor the performance of concessionaires and private contractors under Public-Private Partnership (PPP) models and the number of contractors penalized for poor construction quality during the last two years; and

(e) the target timeline set by the Government to ensure zero-pothole corridors and to achieve world-class connectivity and safety standards on all busy national transit routes?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) Development and maintenance of National Highways (NHs) is a continuous process.

Out of total 1.46 Lakh km length of NH network in the country, about 36,000 km length is under development, 58,000 km length under DLP / Concession Period, and 41,000 km length under maintenance primarily through Short Term Maintenance Contract (STMC) and Performance Based Maintenance Contract (PBMC) works and also including 4,000 km length maintained departmentally through BRO. Government has decided to take up maintenance in 20,000 km during 2026-27 as part of plan for full transition towards the target of 100% NH network coverage under maintenance.

(b) State / Union Territory (UT) – wise details of funds allocated and expenditure incurred towards M&R of NHs during each of the last three years are at Annexure-I.

(c) Representations are received through various modes including Public Grievance Portal, mobile based Rajmarg Yatra app and various social media platforms for various issues related to NHs including deteriorating road quality, severe waterlogging, potholes and lack of adequate drainage infrastructure on critical highway corridors.

Aspects of rainfall, high flood level, climate, type of terrain, soil category etc. are invariably taken into consideration during preparation of Detailed Project Report (DPR) for all NH development / upgradation projects. Accordingly, construction of roadside lined / unlined drains, Cross Drainage structures viz., Culverts, Minor & Major bridges across natural streams / drainage etc., are carried out as per scope of contract for the project by the Contractor /

Concessionaire as per standard specifications and Indian Roads Congress (IRC) codes.

The Government has set up an internal mechanism to take cognizance of various complaints / grievances / representations regarding NHs through web portal towards ensuring that necessary corrective actions are taken up by the Officials / Concessionaires / Contractors for the NHs projects.

Poor / damaged condition of NHs, has been reported for about 11,500 km length during the last three years and current year, which have been attended for immediate maintenance.

(d) The Government in Ministry of Road Transport and Highways has finalized the rating framework of Contractors / Concessionaires including Concessionaires and Private Contractors under Public-Private Partnership (PPP) models based on their past performance. Provisional rating has also been published for 66 Contractors in Category 1 (>₹1,000 Cr) and 164 Contractors in Category 2 (₹ 300 - 1,000 Cr) for comments.

Action against defaulting agencies has been taken as per the provisions of the Contract / Concession Agreement in case of deficiencies / damages, such as termination of Contract Agreement, levying of penalties / liquidated damages, debarment / blacklisting, declaring as non-performers etc. 21 Concessionaires / Contractors have been blacklisted / penalized during the last two years for poor quality work execution or other tender violation.

(e) Government has prioritized the maintenance of existing NH network and inter-alia evolved a mechanism to ensure Maintenance and Repair (M&R) of all NHs sections through accountable maintenance agency.

The M&R of stretches of NHs, where development works have commenced or Operation, Maintenance and Transfer (OMT) Concessions/ Operation and Maintenance (O&M) Contracts have been awarded, are the responsibility of the concerned Concessionaires/ Contractors till the end of the Defect Liability

Period (DLP)/ the Concession Period. Similarly, for NHs stretches undertaken under TOT (Toll Operate and Transfer) and InvIT (Infrastructure Investment Trust), M&R responsibility lies with concerned Concessionaire till the end of the Concession Period.

For all remaining sections of NHs stretches, Government has taken a policy decision to undertake maintenance works through Performance based Maintenance Contract (PBMC) or Short Term Maintenance Contract (STMC).

The Government has also initiated monitoring of the quality including defect rectification in NHs projects through mobile based application. This facilitates efficient highway project management by the internal stakeholders (Field officers / Engineers / Contractors / Concessionaires) directly from onsite, through digital reporting of daily and monthly defects, submission of geo-tagged and time-stamped photos for inspections and digital uploading of test results.

The Government has also mandated assessments of road conditions through Network Survey Vehicle (NSV) before start of work, before issue of completion certificate and thereafter at regular intervals of six months after completion of the work, thereby enabling quality assessment of NHs at regular intervals for (a) ensuring the maintenance during Concession period / DLP and (b) prioritizing maintenance requirements to maintain NHs in traffic worthy condition. NSV system for road condition assessment has further been revamped using analytics for enforcement of contractual provisions during Operation and Maintenance (O&M).

Additionally, Government has also initiated analysis of High-Resolution Imagery collected from Drone Surveys in Drone Analytics Monitoring System (DAMS) integrated with Artificial Intelligence / Machine Learning algorithms for periodic evaluation of progress and quality of ongoing NHs works from time to time.

ANNEXURE-I

ANNEXURE REFERRED TO IN REPLY TO PART (b) OF LOK SABHA UNSTARRED QUESTION NO. 1925 ANSWERED ON 30TH JULY, 2026 ASKED BY SHRI ARVIND GANPAT SAWANT REGARDING MAINTENANCE OF NHs.

State / UT – wise details of funds allocated and expenditure incurred towards M&R of NHs during each of the last three years: -

Sr. No.	State/UT	Amount in ₹ Crore					
		2023-24		2024-25		2025-26	
		Alloc.	Expd.	Alloc.	Expd.	Alloc.	Expd.
1	Andhra Pradesh	414	414	301	280	588	558
2	Arunachal Pradesh	52	52	129	78	178	124
3	Assam	251	251	445	431	393	393
4	Bihar	162	162	231	231	457	457
5	Chhattisgarh	47	47	167	128	107	102
6	Goa	7	7	20	12	40	34
7	Gujarat	725	725	705	626	1,217	1,181
8	Haryana	162	162	242	229	286	283
9	Himachal Pradesh	172	172	165	161	320	307
10	Jharkhand	161	161	244	177	275	258
11	Karnataka	384	384	603	470	423	391
12	Kerala	7	7	217	204	131	112
13	Madhya Pradesh	297	297	425	414	537	531
14	Maharashtra	365	365	595	410	673	627
15	Manipur	26	26	91	90	50	50
16	Meghalaya	91	91	92	71	56	55
17	Mizoram	31	31	123	110	90	90
18	Nagaland	76	76	103	94	132	116
19	Odisha	118	118	243	196	289	289
20	Punjab	117	117	172	155	275	262
21	Rajasthan	619	619	1,281	1,252	965	946
22	Sikkim	30	30	36	36	59	59
23	Tamil Nadu	340	340	448	439	596	589
24	Telangana	142	142	165	97	350	297
25	Tripura	49	49	55	55	80	80
26	Uttar Pradesh	818	818	1,109	1,092	1,550	1,486
27	Uttarakhand	181	181	266	213	305	270
28	West Bengal	270	270	257	255	515	467
29	Andaman & Nicobar Islands	40	40	41	41	11	11
30	Delhi / Headquarters	24	24	81	81	109	109
31	Jammu & Kashmir	65	65	88	82	180	170
32	Ladakh	1	1	11	11	4	4
33	Puducherry	9	9	4	0	2	2
34	BRO	280	271	255	254	250	246

Alloc. – Allocation; Expd. - Expenditure

State wise Allocation / Expenditure not done for BRO
