

GOVERNMENT OF INDIA  
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

**LOK SABHA**  
**UNSTARRED QUESTION NO.1761**  
ANSWERED ON 20<sup>TH</sup> DECEMBER, 2018

**MAINTENANCE OF NHs**

1761. SHRI N.K.PREMACHANDRAN:  
SHRI P.K.KUNHALIKUTTY:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS  
सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) the details regarding the amount spent for maintenance of each National Highway (NH) during the last four years;
- (b) whether the Government is aware that the quality of maintenance works are not up to the prescribed standard and if so, the reason for poor quality in maintenance work;
- (c) whether it comes to the notice of the Government that several complaints have been lodged in different States against the corruptions in implementing the NH works and their maintenance;
- (d) if so, the details of action taken by the Government to regulate and monitor the NH works and maintenance works in a transparent manner;
- (e) the procedure adopted by the Government to test the quality of materials used for NH work and their maintenance; and
- (f) if so, whether the Government proposes to establish an agency under CVC to crosscheck the NH work and its maintenance?

**ANSWER**

THE MINISTER OF STATE IN THE  
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

(SHRI MANSUKH L. MANDAVIYA)

- (a) The Development and Maintenance of National Highways (NHs) is a continuous process. The works are accordingly taken up on NHs from time to time as per inter-se-priority, traffic density, and availability of funds to keep the NHs in traffic worthy conditions.

The allocation of funds for Maintenance of NHs are not made NHs-wise. The year-wise details of funds allocated and expenditure incurred for Maintenance and Repair (M&R) of NHs during last four years are as follows:-

<b>Year</b>	<b>Allocation of Funds for M&amp;R of NHs (Rs. in crore)</b>	<b>Expenditure incurred (Rs. in crore)</b>
2014-15	2,599.25	2,534.24
2015-16	2,698.40	2,527.99
2016-17	2,846.68	2,502.99
2017-18	2,875.75	2,578.68

(b) to (d) Usually, the Annual Outlay earmarked for M&R of NHs have been about 35% to 40% of the estimated requirement of funds as per the Ministry's norms. This leads to the compulsion of thin spreading of available resources. Efforts are made to keep the NHs in traffic worthiness within available resources as per inter-se priority and traffic density.

The inter-se priority for carrying out M&R of NHs generally depends upon nature and extent of damages, overall condition of NH stretches, traffic density, minimum works required to be undertaken to ensure traffic worthiness of NHs, the NH stretches under Defect Liability Period (DLP) obligation or stretches under Build, Operate and Transfer (BOT)/ Hybrid Annuity Mode (HAM)/ Operate, Maintenance and Transfer (OMT) Concessions, ongoing works on NHs, status of action taken up for new developmental works, availability of funds, etc.

Whenever any complaints of irregularities/ corruption in works on NHs come to the notice of the Government, detailed investigations are carried out in such cases and disciplinary actions are taken up in accordance with guidelines of Central Vigilance Commission (CVC); further, necessary actions are also taken up towards execution of rectifications / corrective works as per the provisions of the Contract / Concession Agreements.

The details of the complaints along with the action taken by the Ministry regarding the corruptions in implementation of NHs works and their maintenance is being compiled and the same shall be laid on the Table of the House.

(e) and (f) Works on NHs are executed duly following the specifications and standards laid down by the Ministry. Concerned Executing Agencies [viz. National Highways Authority of India (NHAI), National Highways and Infrastructure Development Corporation Limited (NHIDCL), Border Roads Organisation (BRO), State Governments / Union Territories (UTs), etc.] and the Consultants appointed (if any) are responsible for ensuring adherence to stipulated quality control and quality assurance requirements of materials as well as works. The Officers of the Ministry and various Executing Agencies (viz. NHAI, NHIDCL, BRO, State Governments / UTs, etc.) also inspect the works from time to time to ensure conformity with such stipulations. Deficiencies observed, if any, during such examinations / inspections are brought to the notice of the Concessionaires / Contractors for corrective measures. In case of any defaults, actions against the defaulting agencies are taken up as per the provisions of agreements.

Various initiatives taken towards prevention of corruption and bringing in more transparency and accountability in highway sector include adoption of Integrity Pact, engagement of National Level Project Monitors (NLPMS) for conducting Independent Quality Audit on the ongoing NHs projects to act as a third party independent body to carry out quality audit of various projects over and above monitoring of quality of road independently by Supervision Consultant/Independent Consultant/Authority Engineer/Officers of the Ministry/NHAI / NHIDCL / BRO / State Governments / UTs, etc.

CVC is already involved in the process of technical examination of NHs projects. This Ministry has no proposal to recommend establishing any separate agency under CVC to crosscheck the NHs works and its maintenance.

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