

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO - 2041
ANSWERED ON – 06/08/2025

POTHOLES ON NATIONAL HIGHWAYS

2041. SHRI RAJEEV SHUKLA:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether the Ministry is aware that potholes have become silent killers on National Highways;
- (b) if so, what corrective measures have been taken in this regard;
- (c) the details of the expenses on maintenance of National Highways during the last three years; and
- (d) the details of the budgetary allocations and actual expenses, year-wise?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (d) The Government has prioritized the maintenance of existing National Highways (NH) network and inter-alia evolved a mechanism to ensure Maintenance and Repair (M&R), including repair of potholes of all NHs sections through accountable maintenance agency.

NHs development projects are executed on mainly three modes i.e. (i) Build Operate and Transfer (BOT), (ii) Hybrid Annuity Model (HAM) and (iii) Engineering Procurement and Construction (EPC). Concession period including maintenance for projects on Build Operate and Transfer (BOT) is 15 to 20 years and on Hybrid Annuity Model (HAM) is generally 15 years. Concessionaire is responsible for maintenance of the respective NHs stretches within the concession period of the project. Only in case of EPC projects, Defect Liability period (DLP) is 5 years for the bituminous pavement works and 10 years for concrete pavement works.

For Toll-Operate-Transfer (TOT) and InvIT (Infrastructure Investment Trust) projects, concession period including maintenance is 20 to 30 years. Concession period for Projects on Operate, Maintain and Transfer (OMT) is generally 9 years.

No separate maintenance expenditure is recorded in respect of above NHs stretches. Expenditure done in the above contracts during DLP and concession period is not being accounted at present.

For all remaining sections of NHs stretches, where DLP has ended or is not under any concession period of BOT/HAM/TOT/InvIT project, Government has taken a policy decision to undertake maintenance works through Performance Based Maintenance Contract (PBMC) or Short Term Maintenance Contract (STMC). While STMC works are generally undertaken for a contract period of 1-2 year, PBMC works are undertaken for a contract period of about 5-7 years.

During the previous Financial Year 2024-25, Government approved STMC works in 17,884 km length costing ₹ 2,842 Crore and PBMC works in 6,118 km length costing ₹ 6,757 Crore.

Year – wise details of funds allocated and expenditure incurred towards M&R of such NHs stretches during the last three years are as under:-

Year	Allocation (₹ Crore)	Expenditure (₹ Crore)
2022-23	6,510	6,278
2023-24	6,581	6,523
2024-25	9,489	9,488
