

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

RAJYA SABHA
UNSTARRED QUESTION NO - 4250
ANSWERED ON - 01/04/2026

UPGRADATION OF THE JAMMU–SRINAGAR NATIONAL HIGHWAY

4250. SHRI SAT PAUL SHARMA:

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

- (a) the progress achieved in upgradation of the 336 km Jammu–Srinagar National Highway under Bharatmala Phase-I;
- (b) whether assessments have been undertaken to evaluate improvements in travel time efficiency and logistics movement between Jammu and Srinagar following completion of major stretches;
- (c) if so, the details thereof; and
- (d) the road safety, traffic management and monitoring measures adopted to ensure reliable, safe and all-weather connectivity across the corridor in Jammu and Kashmir?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) The Jammu-Srinagar National Highway (NH-44), having a total length of about 244 km is being developed to 4-lane configuration. As of now, 4-laning has been completed in a length of about 230 km, covering the Jammu-Ramban and Banihal-Srinagar sections, including 20 tunnels (aggregate length of 21 km) and 9 bypasses (aggregate length of 63 km). The works on the remaining 14 km stretch of the Ramban-Banihal section under three packages are in progress and are scheduled for completion by June 2027.

(b) and (c) The project has resulted in a significant reduction in travel time and logistics costs between Jammu and Srinagar. The distance between Jammu and Srinagar has been reduced from about 295 km to 244 km and the travel time has been reduced from 8-9 hours to about 5 hour and resulting in considerable savings in fuel consumption thereby increased logistic efficiency.

(d) Development of National Highways is being taken up in accordance with the IRC (Indian Roads Congress) Codes. A comprehensive framework of road safety and traffic management measures has been adopted, including regular Road Safety Audits at all stages, installation of appropriate traffic signage, crash barriers, road markings, and illumination at critical locations. Continuous monitoring is undertaken through periodic Network Survey Vehicle (NSV) surveys and field inspections to assess pavement and asset conditions. Further, timely maintenance and repair works, along with deployment of traffic management measures such as incident management systems and coordination with local authorities, are ensured to provide safe, reliable, and all-weather connectivity along the corridor.
