

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

**LOK SABHA  
STARRED QUESTION NO. 141  
ANSWERED ON 5<sup>TH</sup> DECEMBER, 2024**

**TECHNICAL FLAWS IN DELHI-MUMBAI EXPRESSWAY**

**†\*141. SHRI HANUMAN BENIWAL:**

**Will the Minister of ROAD TRANSPORT AND HIGHWAYS**

सड़क परिवहन और राजमार्ग मंत्री

**be pleased to state:**

- (a) whether the quality of the road constructed under Delhi-Mumbai Expressway via Rajasthan under Bharatmala Pariyojana is very poor due to which the road has caved in at many places and is in dilapidated condition;**
- (b) if so, the details of the persons/authorities responsible thereof;**
- (c) whether the Government has investigated the causes of road accidents on the said route;**
- (d) if so, the details of the technical flaws responsible for the road accidents; and**
- (e) the corrective steps taken thereon so far?**

**ANSWER**

**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS  
(SHRI NITIN JAIRAM GADKARI)**

- (a) to (e) A statement is laid on the Table of the House.**

**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF LOK SABHA STARRED QUESTION NO. 141 ANSWERED ON 5<sup>TH</sup> DECEMBER, 2024 ASKED BY SHRI HANUMAN BENIWAL REGARDING 'TECHNICAL FLAWS IN DELHI-MUMBAI EXPRESSWAY'.**

**(a) Delhi – Vadodara - Mumbai Expressway is being constructed as per standards & specifications. In Delhi - Vadodara (DVE) section of the Expressway, a new technology in terms of perpetual pavement with wearing course of Stone Mastic Asphalt (SMA) has been introduced in which some deficiencies have occurred in certain stretches during construction. Further, heavy rains in monsoon has resulted in damages at certain locations of Sohna- Dausa section of the Expressway which is opened to traffic. For permanent remedial measures for Sohna- Dausa- Lalsot section, the pavement has been investigated through IIT, Khargpur. As per initial findings of the investigation certain deficiencies have been observed in quality of SMA layer. The stretches of damaged SMA layer are proposed to be relaid by EPC contractors at their own cost. Meanwhile, the rectification work are being done by the concerned Contractor at their own cost as per mandate of maintenance and Defect Liability Period of 10 years, as envisaged in the contract agreement, and are maintaining the stretch in traffic worthy condition.**

**(b) Based on the final investigation report, strict action would be taken against contractors and supervision consultants as per provisions of Contract Agreement. Further, show cause notices have been issued to NHAI officers responsible for monitoring in the field. Final action is to be taken based on outcome of the enquiry.**

**(c) Accidents occurring on the expressway section are primarily due to over-speeding by vehicles, fatigue and unauthorized parking of heavy vehicles on Road side.**

**(d) and (e) In order to curb the over-speeding of vehicles, online challans through VSDS (Vehicle Speed Detection System) placed on the expressway are issued in close coordination with State Police. Further unauthorized parking is also being removed with the help of State Administration. NHAI has taken following additional measures:**

**(i) Rest Areas/Wayside amenities are provided at regular intervals on the expressway to reduce driver fatigue.**

**(ii) Adequate signages have been provided along the expressway to provide information to the road users.**

**(iii) Traffic Monitoring Camera (TMCS), are also provided at every Kilometer for monitoring of the expressway.**

**(iv) Variable message signs have been provided to provide road safety related messages and other information to road users.**

**(v) Regular patrolling of Expressway is being done to remove any potential hazards including road side parking.**

**(vi) Ambulances have been provided at every toll plaza to provide immediate help to accident victims.**

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