

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

**LOK SABHA  
UNSTARRED QUESTION NO. 2862  
ANSWERED ON 12<sup>TH</sup> DECEMBER, 2024**

**DAMAGE TO NATIONAL HIGHWAYS DUE TO NATURAL CALAMITIES**

**2862. SHRI ASADUDDIN OWAISI:**

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

सड़क परिवहन और राजमार्ग मंत्री

**be pleased to state:**

**(a) whether any National Highways suffered damage and closure due to natural disasters like landslides, flooding etc. and if so, the details of damage to National Highways for the past five years, year-wise;**

**(b) the total expenditure undertaken for the reconstruction of highways damaged due to natural disasters during the last five years, year-wise; and**

**(c) whether any studies have been undertaken to do a threat analysis of highways to increased climate risk, if so, the details thereof?**

**ANSWER**

**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS**

**(SHRI NITIN JAIRAM GADKARI)**

**(a) Year - wise details of reported damages that occurred on National Highways (NHs) during the last five years, including damage and closure due to natural disasters like landslides, flooding etc., are as under:-**

<b>Year</b>	<b>Length of Damaged NHs (in km)</b>
<b>2019-20</b>	<b>6,188</b>
<b>2020-21</b>	<b>4,919</b>

<b>Year</b>	<b>Length of Damaged NHs (in km)</b>
<b>2021-22</b>	<b>6,105</b>
<b>2022-23</b>	<b>5,250</b>
<b>2023-24</b>	<b>2,718</b>

**(b) Development and maintenance of NHs is a continuous process. The conditions of NHs are assessed from time to time by MoRTH and its various executing agencies. The maintenance works on NHs are accordingly taken up from time to time to keep the NHs in traffic worthy condition. Reconstruction of damaged sections of NHs is part of overall development works undertaken in the State.**

**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. No separate maintenance expenditure is recorded in respect of these NHs stretches.**

**For all remaining sections of NHs stretches, the Government has prioritized the maintenance and inter-alia evolved a mechanism to ensure M&R of all NHs sections through accountable maintenance agency through Performance based Maintenance Contract (PBMC) or Short Term Maintenance Contract (STMC). Details of expenditure incurred by MoRTH on M&R of such NHs stretches, including rectification / reconstruction of NHs damaged due to natural disasters, during the last five years are as under:-**

<b>Year</b>	<b>Expenditure (in ₹ Crore)</b>
<b>2019-20</b>	<b>3,011</b>
<b>2020-21</b>	<b>5,948</b>
<b>2021-22</b>	<b>5,135</b>
<b>2022-23</b>	<b>6,278</b>
<b>2023-24</b>	<b>6,523</b>

**(c) No specific study has been undertaken to do a threat analysis of highways to increased climate risk. However, aspects of climatic condition, rainfall, terrain type, soil category etc. are invariably taken into consideration during preparation of Detailed Project Report (DPR) for all NH development / upgradation projects.**

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