GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA
STARRED QUESTION NO. 173
ANSWERED ON 11TH DECEMBER, 2025

CONDITION OF HIGHWAYS IN DISASTER PRONE AREAS

***173. SHRI V K SREEKANDAN:**

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

(a) whether the Government is considering to issue new norms to curb highway collapse in disaster-prone areas of the country and if so, the details thereof;

(b) whether it is a fact that damage to National Highways (NHs) has been mostly observed in those sections constructed along riverbanks, exacerbated by rising river levels due to various factors including increasing habitation and if so, the details thereof;

(c) whether it is also a fact that damage to NHs has been caused in certain cases because of unscientific methods of construction or planning and if so, the details thereof; and

(d) whether bridges constructed over NHs/major roads have reportedly collapsed at many places recently and if so, the reasons identified for such bridge collapses?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (d) A statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) to (d) OF LOK SABHA STARRED QUESTION NO. 173 ANSWERED ON 11.12.2025 ASKED BY SHRI V K SREEKANDAN REGARDING CONDITION OF HIGHWAYS IN DISASTER PRONE AREAS

(a) to (c) The Government in Ministry of Road Transport and Highways (MoRTH) is primarily responsible for development and maintenance of National Highways (NHs). Generally, the hilly areas of Himalayan Region and Western Ghat sections have witnessed the disasters causing large scale highways damages including collapses during the rainy season.

Damages sustained on NHs, including structures thereon, are also caused due to various other reasons like design flaws, non-compliance to Standards / Specifications, improper construction practices / techniques, Force Majeure events like heavy rains, landslides, floods etc.

The Government has taken various initiatives for developing disaster resilient NHs infrastructure, including structures thereon, which includes: -

i. **Consultants to include slope studies and stabilization as part of Detailed Project Report preparation. Geological and geotechnical investigation are to be carried out covering both within and beyond Right of Way (ROW) to prevent damages to property and infrastructure. Also, due emphasis to be given for construction of catch water drains, side drains with catch pits, cut off drains, cross drainage, etc.**
ii. **Implementation of standardized parameters for investigating hill slope stability & selecting cost-effective long-term stabilization measures for landslide-prone areas in hilly regions.**
iii. **Hill construction methodology refined which mandates initial construction only for hill cutting & slope protection and subsequent highway construction only post stabilized cutting formation and protection work.**
iv. **Sensor instruments based monitoring of internal slope disturbances has also been taken up in 2 NHs stretches on pilot basis.**

v. **Implementation of sustainable bio-engineering measures such as coir/jute mat hydroseeding, interlinked chain mesh with green strips, bamboo piling by stepped berms and erosion control with Vetivar grass plantation on jute matting etc. for stabilizing hilly and landslide prone areas, thereby enhancing safety on NHs in such areas.**

vi. **Research scheme taken up through IIT Roorkee for Development of Guidelines for the Assessment of Hillslope Instability Instrumentation & Real Time Monitoring.**

(d) There have been a few incidences of collapse of bridges on NHs in the country. Details of collapse of bridges on rivers and flyovers on NHs during the last Financial Year (FY) and current FY along with reasons thereof are at Annexure.

ANNEXURE

ANNEXURE REFERRED TO IN REPLY TO PART (d) OF LOK SABHA STARRED QUESTION NO. 173 ANSWERED ON 11.12.2025 ASKED BY SHRI V K SREEKANDAN REGARDING CONDITION OF HIGHWAYS IN DISASTER PRONE AREAS

Details of collapse of bridges / flyovers on NHs during the last FY and current FY along with reasons thereof: -

S. No.	State/UT	NH No.	Name / Location / Chainage of the Bridge / flyover	Reasons	Year of Incident
1	Jharkhand	NH-43	Newly constructed Major Bridge at Ch 77+100	P5 pier settled by 55mm (Part of 4 Laning of Palma Gumla Project). Cause of failure / settlement under investigation.	Sep'25
2	Punjab	NH-44	Ravi Bridge Pathankot-Jammu Ch 15.637	Major Bridge of span 850.9 m (19x43.5+ 2x12.2). Flood in Ravi River due to which Madhopur Barrage gates collapsed leading to course of River Changed leading to damage of 100 m approach and tilting of 3 piers	Aug'25
3	Jammu & Kashmir	NH-44	Km 27.700 (Khaderu)	Due to unprecedented rainfall and flash floods, Two piers have settled resulting in damage to three spans of the LHS 2 lane bridge. Excessive scouring has occurred in the RHS 2 lane bridge.	Aug'25
4	Jammu & Kashmir	NH-44	Km 77.200 (Devak)	Due to unprecedented rainfall and flash floods, Two piers have settled resulting in damage to three spans of the RHS 2 lane bridge.	Aug'25
5	Jammu & Kashmir	NH-44	Km 71.100 (Tharad)	Due to intense and continuous rainfall along with cloudburst & flash flood in District Udhampur leading to movement of 300 m X 550 m hill mass collapsed/slided at Tharad location (Km 71.00)	Aug'25
6	Uttarakhand	NH-34	Limchigad Bridge, km 53.5 G-D Road	24 m Permanent Bridge due to Cloud Burst	Aug'25
7	Uttarakhand	NH-309	Kalgadi Bridge, km 238, Ramnagar-Pauri Section	20 m Span RCC Bridge due to Cloud Burst	Aug'25
8	Uttarakhand	NH-107B	Tamak bridge, Km 41.050 on Suraithota-Malari Road.	Bridge Collapsed due to flash flood, cloud burst and subsequently heavy rainfall in the region of Tamak village.	Aug'25
9	Himachal Pradesh	NH 305	Manglore Bridge at Km 79/875 (25.80 m Span; Steel Truss with RCC Deck)	An overloaded tanker crossed the bridge at midnight. FIR lodged. Matter under investigation.	Apr'25
10	Kerala	NH-66	Kollam Bypass to Kadambattukonam/ Ch.497+370 (RHS)	Collapse of scoffolding of Minor Bridge (under Construction) due to Staging issue & improper supervision.	Nov'24

S. No.	State/UT	NH No.	Name / Location / Chainage of the Bridge / flyover	Reasons	Year of Incident
11	Karnataka	NH-66	Old Kali River Bridge at Km. 102 + 470 (LHS)	Bridge connecting Karwar and Sadashivgad with a total length of 666m, having 8 No. of spans (2*19.4+2*69.5+4*122). Collapsed for a length of 242.4 m approx. (3 spans)	Aug'24
12	Gujarat	NH-56	Bharaj (Ch.409/305)	Due to heavy rainfall and sudden & heavy flow in Bharaj river, existing pier of Bharaj bridge is tilted and span between Pier 3 & Pier 4 settled and due to further heavy flow of water in Bharaj river, pier (2 No.) & span (3 No.) of Bharaj bridge collapsed.	Aug'24
13	Manipur	NH-37	Irang Bailey Bridge	160 ft TDR Bailey Bridge washed away due to heavy rain during Cyclone Remal	May'24
14	Meghalaya	NH-62 (New 217)	Bridge No: 203/2	Over load caused the bridge to exceed its weight capacity of 40 tons	Apr'24
15	Haryana	NH-48	P4-P5 piers and between G1-G2 Girder, at Chainage 36+350	In the elevated span of Hero Honda Chowk on NH 48, between P4-P5 piers and between G1-G2 Girder, at Chainage 36+350 some portion of deck slab has fallen down with settlement of the bituminous surface (MCW-01) on RHS.	May'24
16	Kerala	NH-66	At Ch 410/230	Collapse of 4 PSC Girders during construction	Mar'25
17	Kerala	NH-66	Toppling of two PSC girders at span P-202-P-203 (part of Aroor to Thuravoor Thekku section)	Failure on part of AE to review efficacy of material being used in launching and not ensuring application of approved launching scheme.	Nov'25

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