

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

**LOK SABHA
UNSTARRED QUESTION No. 740
ANSWERED ON 4th DECEMBER, 2025**

Maintenance of NHs in Tamil Nadu

740. DR. KALANIDHI VEERASWAMY:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) whether the Government is aware of the poor maintenance and deteriorating condition of several stretches of National Highways including National Highway-45 (NH-45), National Highway-32 (NH-32) and National Highway-44 (NH-44) in the State of Tamil Nadu;**
- (b) the total length of National Highways in the State of Tamil Nadu that are currently under repair or pending maintenance as of now;**
- c) the funds allocated and utilized for National Highway maintenance in the State of Tamil Nadu during the last three years;**
- (d) whether the Government plans to increase the frequency of inspection and quality audits of these highways; and**
- (e) the steps being taken to ensure time-bound maintenance, use of quality materials and accountability of contractors?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) & (b): Development and maintenance of National Highways (NHs), including NHs in the State of Tamil Nadu is a continuous process. The Government is aware of the condition of various National Highway (NH) stretches in the State of Tamil Nadu, including NH-45, NH-32 and NH-44. The Government has prioritized the maintenance of existing National Highway (NH) network and inter-alia evolved a mechanism to ensure Maintenance and Repair

(M&R) of all NHs sections through accountable maintenance agency. The Government has planned that all NHs sections of National Highways including NHs in the State of Tamil Nadu should be under Maintenance, through one of the following mechanisms:

- i. Maintenance & Repair (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.**
- ii. For all remaining sections of NHs stretches, Government has taken a policy decision to undertake maintenance works through Performance-Based Maintenance Contract (PBMC) or Short-Term Maintenance Contract (STMC).**

Repair of identified defects / issues in the road condition as well as other maintenance / repair works are completed by the Contractor / Concessionaire within the stipulated timeline as per provisions of the Contract.

(c) During the last three years, funds allocated and utilized for maintenance of National Highways, other than those NHs which are under concession contracts or under Defect Liability Period where the responsibility to ensure proper maintenance is with the corresponding concessionaire or contractor and such cost is included in the project cost in Tamil Nadu, are as under:

Year	Allocation (₹ crore)	Utilization (₹ crore)
2022-23	554	554
2023-24	340	340
2024-25	448	439

(d) A robust system of inspection and quality monitoring of NH works is in place, viz., third-party quality audits, independent engineer reviews, and periodic inspections are undertaken by the implementing agencies to ensure adherence to prescribed standards. Necessary maintenance works are taken up based on the

findings of these inspections to ensure safe and smooth movement of traffic.

(e) The Government has taken several measures to ensure time-bound and quality maintenance of NHs, including:

- i. Adoption of Performance-Based Maintenance Contracts (PBMC) and Short-Term Maintenance Contract (STMC) to ensure distress free road.**
- ii. Strict enforcement of quality control norms, including deployment of third-party quality auditors.**
- iii. Repair of identified defects / issues in the road condition as well as other maintenance / repair works is ensured through regular inspection by field officers, including Authority Engineer / Independent Engineer deployed for supervision of projects. For non-compliance during DLP / Concession period, penalties are imposed as per the contract conditions or DLP period is extended. Penalty provisions include due payment deductions, damage recoveries, debarment / blacklisting etc.**
- iv. Fixing of clear timelines for maintenance activities and close monitoring through DATA LAKE portal and review meetings.**
- v. Adherence of Indian Road Congress specifications for all maintenance works.**
