

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

**LOK SABHA  
UNSTARRED QUESTION NO. 1077  
ANSWERED ON 5<sup>TH</sup> FEBRUARY, 2026**

**QUALITY AND SAFETY ON NATIONAL HIGHWAYS**

**1077. SHRI SHAFI PARAMBIL:**

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

सड़क परिवहन और राजमार्ग मंत्री

**be pleased to state:**

- (a) whether the Government is aware of frequent collapse of roads constructed under the National Highways Authority of India;**
- (b) if so, the details of quality audits conducted during the last three years, year-wise;**
- (c) whether the Government has ensured that highway construction adheres to high-quality standards; and**
- (d) the measures taken to improve the quality of road construction?**

**ANSWER**

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

**(a) & (b) The details are annexed.**

**(c) & (d) The measures taken to improve the quality of National Highway road construction is detailed below:**

**All works are to be executed strictly in accordance with the codes and standards prescribed by the Indian Road Congress (IRC), and guidelines issued by the Government in Ministry of Road Transport & Highways, ensuring uniformity, technical soundness, and durability of highway assets. To ensure quality at the project level, executing agencies engage project-**

**specific consultants, namely Authority Engineer/Independent Engineer/Supervision Consultant (AE/IE/SC), who carry out continuous supervision and day-to-day monitoring of construction activities.**

**Further, execution of works is governed by an approved Quality Assurance Plan (QAP) for each project, which clearly defines testing requirements, acceptance criteria, and responsibilities. Authority's field officials are required to verify a prescribed percentage of quality tests.**

**In addition, independent Quality Inspections are also conducted on sample basis by senior and experienced technocrats, providing an objective assessment of workmanship, materials, and processes.**

**At the organizational level, provisions have been made for inspections at various stages in accordance with various Policy Circulars dated 08.10.2020, dated 15.08.2021, and dated 02.03.2021. This multi-tier inspection mechanism ensures early detection of deficiencies and timely corrective actions.**

**To further streamline execution and enhance transparency, digital systems have been introduced for recording Requests for Inspection (RFI), checks, and certifications by the supervising consultants. Additionally, provisions for uploading source approval data for manufactured materials, by AE/IE/SC on the Data Lake portal enable centralized, real-time monitoring of material approvals and compliance.**

**ANNEXURE REFERRED TO IN REPLY TO PART (a) & (b) OF LOK SABHA UNSTARRED QUESTION NO. 1077 ANSWERED ON 05<sup>TH</sup> FEBRUARY, 2026 ASKED BY SHRI SHAFI PARAMBIL REGARDING 'QUALITY AND SAFETY ON NATIONAL HIGHWAYS'.**

**The details of damage (locations and causes of the collapses, including the design, material, and construction deficiencies identified) sustained by National Highways, in last 3 (Three) FYs:**

Name of the State	S. No.	Name of the Project	NH No.	Length (in Km.)	Project Cost (Cr.)	Date of Completion of the project	Damages due to substandard construction of bridges, roads, etc. (Locations and causes of the collapses)	Year of Damage	Technical Audit/ Remedial measures/Repairs undertaken
Haryana	1	Flyover and underpass at Hero Honda Chowk	NH-48	1.4	183		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, 2024	
Gujarat	2	Sanchore-Santalpur PKG-04	NH-754 A	31.073	558.88	Under construction likely to be completed in Feb-2026	During the Construction of project highway, deformation of major and minor severity were observed at different locations of the main carriageway in both direction at Sanchor Santalpur highway. Further, various Rutting and Potholes found on Highway.	2025	NHAI has constituted Expert Committees from HQ and IIT to assess the issue; However, the findings/reports from the experts are submitted & reply is awaited from the Contractor. Meanwhile, the EPC Contractor, under the supervision of the Authority Engineer, has undertaken rectification works at its own level to make the road motorable. The project road will be fully rectified shortly. The Contractor has also proposed to carry out micro surfacing works in the stretches. Upon receipt of the Expert Committee reports suitable action will be taken accordi



						<p>span in clockwise direction</p> <p>(2) Appearance of wide cracks (up to 3-4mm) in the pier cap on grid "P2". This may result into the similar failure of pier cap on grid "P2" also in future.</p> <p>(3) Damages of deck slab and girders of the dislodged span</p> <p>(4) Increased bar spacing at some places as compared to the "As Built Drawings".</p> <p>(5) Increased (about 100mm)/reduced cover to reinforcing bars of the pier cap at some places.</p> <p>(6) Lack of bond between concrete and bars of the failed pier Cap.</p>		
Bihar	7	<p><b>Operation &amp; Maintenance of Muzaffarpur-Darbhanga-Purnea section of NH-57 ( Km. 0.00 to Km. 148.550 and Km. 159.357 to Km. 287.860 ) (Total length 277.053 Km.) and Toll Revenue collection at Toll Plaza Km. 150.390 (BOT Annuity section) of NH-57 on OMT basis in the State of Bihar (OMT Package No. 20):</b></p>	27	277.053	20.09.2024	Breach of Maintenance obligation	2024	<p><b>A tender for strengthening and major Maintenance of NH-27( old NH-57) invited risk and cost of contractor i.e SMS AABS India pct.ltd) maintenance</b></p> <p><b>253.48 cr</b></p>

Tamil Nadu	8	4-laning of Thanjavur - Trichy section from Km 80.00 to Km 136.490	83	56.49	280	PCC issued on 12.05.2011 & 28.02.2015.  (Concession Agreement Terminated on 17.03.2023)	1. The RE wall panel portion of the A1 (Thanjavur) side approach (LHS side) have been disconnected from the geogrid and fallen down on 20.06.2023.  2. No loss of life or injuries	2023	1. Based on the report submitted by the expert committee, soil nailing method was used to rectify the damage. 2. The entire RE wall portion was nailed with 650 nos nails of 9m average length with rectification of the damaged RE wall portion. 3. The financial estimate for the repair works was Rs . 1.88 crore (excluding GST ). The work was carried out and completed by NHAI on 16.09.2023.
	9	4-laning of Sethiyathope - Cholpauram section from Km 65.960 to Km 116.440	36	50.48	1461	31.10.2025	1. The RE wall blocks portion of the A2 (Thanjavur) side approach (LHS side) have been disconnected from the geo grid and fallen down on 01.08.2025.  2. No loss of life or injuries	2025	1. Based on preliminary inspection, it is observed that the failure is due to Clayey backfill & water ingress & due to rupture of geogrid 2. The rectification work completed by the Concessionaire on 31.10.2025 with their own cost.
	10						Soil nailing collapse incident occurred at Ch. 58+035 to Ch. 58+100 (RHS) on 16.06.2025 with no casualties. The soil nailing work was executed by the concessionaire in year 2023 Cause-Shotcrete thickness inadequate; nail spacing large; anchorage length insufficient; drainage behind wall inadequate	2025-26	Under rectification at the risk & cost of the concessionaire
	11	Ramanattukara-Valancherry	66	39.68	2329.35	PCC issued on 18.07.2025	RE Wall Collapsed at 276+800 to 277+050(LHS) Cause- RE wall design inadequate for saturated soils; poor compaction; missing filter me	2025-26	Viaduct is being constructed with contractor's own expense of Rs 80 Cr.

Kerala							dia.		
	12	Elevated Corridor from Aroor to Thuravoor	66	12.75	2382.83	30.06.2026	Toppling of two PSC girders at span P-202-P-203 of Aroor - Thuravoor Elevated highway Span on 13.11.2025. ( Ch 373+810 to Ch 373+845) (BHS) Cause- malfunctioning of jack	2025-26	under rectification at the risk & cost of the contractor
	13	Thuravoor to Paravoor	66	38.39	2638.67	31.05.2026	4 Nos. of girder collapsed at Ch.410+230 (RHS) Cause- Delay in cross girder casting and lap se execution.	2024-25	under rectification at the risk & cost of the contractor
	14	NH connectivity to I CTT at Vallarpadam from Kalamassery to Vallarpadam	966A	17.121	571.26	30.04.2015	Distress in pile foundation was observed at Bridge No 07 & 08 - Ch. 7+960 and Ch. 9+067 (BHS) Cause- Substandrad work execution & poor workmanship	2024-25	Rectified by third party
	15	Kodugallur to Edappally	66	26.03	3606.2	31.05.2026	Damages in the pile foundation Ch- 398+400 and Ch. 398+989 (RHS ) Cause- Substandrad work execution & poor workmanship	2024-25	Rectified under the risk & cost of the concessionaire
16	Kollam Bypass to Kadambattukonam	66	31.25	3023.83	30.06.2026	collapse of scaffolding of Minor Bridge (under Construction)at Km .Ch. 497+370(RHS) on 28.11.2024 Cause- Staging issue & improper supervision	2024-25	Rectified under the risk & cost of the concessionaire	

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