

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

**LOK SABHA
UNSTARRED QUESTION NO. 4566
ANSWERED ON 19TH MARCH, 2026**

MAINTENANCE AND REPAIR OF NHs IN NASHIK

4566. SHRI RAJABHAU PARAG PRAKASH WAJE:

Will the MINISTER OF ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

(a) whether the Government has implemented any policy to ensure systematic Maintenance and Repair (M&R) of National Highways (NHs) in Nashik Lok Sabha Constituency and if so, the details thereof;

(b) the role and responsibility of concessionaires or contractors in highway maintenance under Operation, Maintenance and Transfer (OMT) and Operation and Maintenance (O&M) contracts in Nashik Lok Sabha Constituency;

(c) whether highway stretches in Nashik Lok Sabha Constituency developed under Toll Operate and Transfer (TOT) and Infrastructure Investment Trust (InvIT) models also follow a similar maintenance responsibility framework and if so, the details thereof;

(d) whether the Government has adopted Performance Based Maintenance Contracts (PBMC) or Short Term Maintenance Contracts (STMC) for National Highway stretches in Nashik Lok Sabha Constituency and if so, the details thereof; and

(e) the manner in which these contractual models help in ensuring timely and quality upkeep of National Highways in Nashik Lok Sabha Constituency?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (e) The Government has prioritized the maintenance of existing National Highway (NHs) network and inter-alia evolved a mechanism to ensure Maintenance and Repair (M&R) of all NHs sections including NHs in Nashik Parliamentary Constituency through accountable maintenance agency.

NHs development projects are executed mainly on three modes i.e. (i) Build Operate and Transfer (BOT), (ii) Hybrid Annuity Model (HAM) and (iii) Engineering Procurement and Construction (EPC). Concession period including maintenance for projects on Build Operate and Transfer (BOT) is 20 to 25 years and on Hybrid Annuity Model (HAM) is generally 15 years. Concessionaire is responsible for maintenance of the respective NHs stretches within the concession period of the project. Only in case of EPC projects, Defect Liability Period (DLP) is 5 years for the bituminous pavement works and 10 years for concrete pavement works.

For Toll-Operate-Transfer (TOT) and InvIT (Infrastructure Investment Trust) projects, concession period including maintenance is 20 to 30 years. Concession period for Projects on Operate, Maintain and Transfer (OMT) is generally 9 years.

For all remaining sections of NHs stretches, where DLP has ended or is not under any concession period of BOT/HAM/TOT/InvIT project, Government has taken a policy decision to undertake maintenance works through Performance Based Maintenance Contract (PBMC) or Short-Term Maintenance Contract (STMC). While STMC works are generally undertaken for a contract period of 1-2 years, PBMC works are undertaken for a contract period of about 5-7 years.

The Government has sanctioned two works at an estimated cost Rs. 14.73 Crores under STMC for maintenance of Ghoti – Pegalwadi Phata – Nashik district border section of NH – 160A and Pimpalgaon – Nashik – Gonde section of NH – 848 and NH – 60 presently not covered under DLP.
