

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

**LOK SABHA  
UNSTARRED QUESTION NO. 999  
ANSWERED ON 5<sup>TH</sup> FEBRUARY, 2026**

**ACCIDENTS ON MAJOR NATIONAL HIGHWAYS IN MAHARASHTRA**

**999. SHRI MOHITE PATIL DHAIRYASHEEL RAJSINH:  
SMT. SUPRIYA SULE:  
SHRI BHASKAR MURLIDHAR BHAGARE:  
DR. AMOL RAMSING KOLHE:  
SHRI SANJAY DINA PATIL:**

**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 rising incidence of potholes and related accidents on major National Highways in Maharashtra, including NH-48, NH-61 and NH-160, particularly during the monsoon months;**
- (b) the number of accidents, fatalities and injuries reported on these highways during the last three years, highway-wise;**
- (c) whether any technical or safety audits have been conducted to assess the quality of maintenance and performance of NHAI contractors and concessionaires and if so, the details thereof;**
- (d) whether accountability has been fixed in cases of substandard maintenance and the number of instances where penalties or blacklisting have been initiated;**
- (e) the funds allocated, sanctioned and utilised for National Highway maintenance in Maharashtra during the last three years; and**

**(f) the concrete steps taken to ensure timely repairs of potholes, adoption of modern maintenance technologies and prevention of recurring road damage and accidents in the State?**

**ANSWER**

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

**(a) to (b) Accidents have been reported on NH-48, NH-61 and NH-160 for the reasons attributed to over-speeding, rash driving, non-wearing of helmets, drinking and driving, etc. The number of accidents, fatalities and injuries reported on these NHs during the last three years including current year are as under:**

<b>NH No.</b>	<b>Number of accidents reported</b>	<b>No of fatalities reported</b>	<b>No of injuries reported</b>
<b>48</b>	<b>3287</b>	<b>1589</b>	<b>2499</b>
<b>61</b>	<b>668</b>	<b>338</b>	<b>586</b>
<b>160</b>	<b>200</b>	<b>184</b>	<b>132</b>

**(c) to (d) Quality of maintenance work is assessed through NSV surveys carried out periodically. Also, periodic safety audits are conducted by the Road Safety Auditor appointed by NHAI. Safety measures, if any, suggested by them are implemented in projects. The details of cases of substandard maintenance and penalties imposed by NHAI are as under:**

<b>S. No.</b>	<b>Name of Project</b>	<b>Name of Contractor</b>	<b>Penalty Imposed / Action taken</b>
<b>1</b>	<b>6-laning of Pune-Satara section of NH-48</b>	<b>M/s Pune Satara Toll Road Private Limited</b>	<b>Penalties of Rs. 76.10 Cr for period from 03/10/2022 to 31/03/2025 has been levied on the Concessionaire</b>
<b>2</b>	<b>6-Laning of Satara-Kagal section of NH-48, Pkg-II</b>	<b>M/s Kagal Satara Road Private Limited</b>	<b>Penalty imposed to Concessionaire, M/s. Kagal Satara Road Private Limited amounting to Rs. 8.72 Cr in FY 2024-25.</b>

<b>3</b>	<b>White Topping on the existing bituminous carriageway and service road from km.381 to km.502 on Surat - Dahisar of NH-48 on EPC</b>	<b>M/s Nirmal Build Infra Private Limited</b>	<b>The Contractor was debarred for 8 months from 22.04.2025 to 23.11.2025.</b>
<b>4</b>	<b>4-laning of Ratnagiri Kolhapur, Pkg-I section of NH-166</b>	<b>M/s Ratnagiri Ambaghat Highway Private Limited</b>	<b>Rs.3.18 Cr (damages towards (i) non-maintenance of existing highway in traffic worthy condition, Non-submission of Drone Video as per Cl.13.6 of CA and Post completion of PQC works)</b>
<b>5</b>	<b>4-laning of Ratnagiri Kolhapur, Pkg-II section of NH-166</b>	<b>M/s Kolhapur Ratnagiri Highways Private Limited</b>	<b>Rs.3.07 Cr (damages towards non-maintenance of existing highway in traffic worthy condition)</b>
<b>6</b>	<b>4-laning of Ratnagiri Kolhapur, Pkg-III section of NH-166</b>	<b>M/s Megha Engineering &amp; Infrastructures Limited</b>	<b>Rs.3.61 Cr (damages towards non-maintenance of existing highway in traffic worthy condition)</b>
<b>7</b>	<b>4-laning of Vadape-Gonde section of NH-848</b>	<b>M/s. Igatpuri Highways Private Limited</b>	<b>Rs.7.6 Cr (Damages for O&amp;M and PR default)</b>
<b>8</b>	<b>4-laning of Dhule to Pimpalgaon section of NH-60</b>	<b>M/s. Ircon Soma Tollways Private Limited</b>	<b>Rs.1.47 Cr (Damages for O&amp;M and PR default)</b>

**(e) The details of funds allocated and expenditure incurred towards Maintenance and Repair (M&R) of NHs during each of the last three years and the current year in the state of Maharashtra are as under:**

<b>Year</b>	<b>Allocation</b>	<b>Expenditure</b>
<b>2022-23</b>	<b>Rs. 387 Crore</b>	<b>Rs. 387 Crore</b>
<b>2023-24</b>	<b>Rs. 365 Crore</b>	<b>Rs. 365 Crore</b>
<b>2024-25</b>	<b>Rs. 595 Crore</b>	<b>Rs. 410 Crore</b>

<b>2025-26 (Till 31.12.2025)</b>	<b>Rs. 400 Crore</b>	<b>Rs. 289 Crore</b>
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**(f) The Government has prioritized the maintenance of existing NH network and inter-alia evolved a mechanism to ensure Maintenance and Repair (M&R) of all NHs sections through accountable maintenance agency.**

**NHs development projects are executed on mainly 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 15 to 20 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.**

**No separate maintenance expenditure is recorded in respect of above NHs stretches. Expenditure done in the above contracts during DLP and concession period is not being accounted at present.**

**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 year, PBMC works are undertaken for a contract period of about 5-7 years.**

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