

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

**LOK SABHA
UNSTARRED QUESTION NO - 3096
ANSWERED ON 06TH AUGUST 2026**

SHORTAGE OF BITUMEN

3096. SHRI KARTI P CHIDAMBARAM:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) whether the ongoing shortage of bitumen has affected the pace of National Highway (NH) construction during Financial Year 2025-26, if so, the details thereof;**
- (b) the extent of delays reported in ongoing NH projects due to bitumen supply constraints;**
- (c) the steps being taken by the Government to ensure alternative procurement of bitumen and stabilization of its prices; and**
- (d) whether the Ministry has explored the use of substitute materials or recycling technologies to reduce dependence on imported bitumen, if so, the details thereof?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (c) No shortage of bitumen was reported during the Financial Year (FY) 2025-26, accordingly, the pace of construction of National Highways (NHs) was not affected for any such causes.

However, during the current FY 2026-27, pace of construction of NHs has been marginally affected due to short supply of bitumen arising out of West Asia crisis.

NH contracts generally contain provisions for price adjustment to address fluctuations in price rise of materials including Bitumen during the implementation period. Moreover, in order to mitigate the impact of significant increase in price of bitumen and as a special relief measure to ensure uninterrupted construction and maintenance of NH projects, the Government has issued Cost Escalation Compensation Mechanism for bitumen effective upto 30.09.2026.

For addressing the supply constraints, a Joint Core Committee was established including representatives of all stakeholders including Oil Manufacturing Companies (OMCs) for day-to-day monitoring of bitumen supply. OMCs were also requested to arrange the import of bitumen to avoid supply constraints.

(d) The Government has established a framework to reduce the demand for bitumen in the construction and maintenance of NH projects. The strategy adopted inter-alia includes use of high-strength stabilized materials in the underlying pavement layers, which reduces the design thickness of bituminous layers and consequently the requirement of fresh bitumen. The Government also promotes reuse of reclaimed bitumen recovered from existing bituminous pavements through recycling techniques.

Further, the Government has issued guidelines from time to time for the use of substitute materials and recycling technologies to reduce dependence on imported bitumen by way of:

- i. Use of Reclaimed Asphalt Pavement (RAP) with Foamed Bitumen or Bitumen Emulsion in pavement construction and rehabilitation; and**
- ii. Implementation of Hot In-place Recycling Technology for Periodic Renewal (PR) works.**
- iii. Promoting use of modified bitumen e.g. Crumb Rubber Modified Bitumen (CRMB), Polymer Modified Bitumen (PMB)**
- iv. Focus on promoting bio-bitumen**

These measures help in reducing consumption of fresh bitumen, conserving natural resources and promoting sustainable construction and maintenance of NHs.
