

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

**LOK SABHA  
UNSTARRED QUESTION NO. 863  
ANSWERED ON 23<sup>RD</sup> JULY, 2026**

**BHANDARA-DEORI SECTION UNDER NH-53**

**863. Dr. PRASHANT YADAORAO PADOLE:**

**Will the Minister of ROAD TRANSPORT AND HIGHWAYS**  
**सड़क परिवहन और राजमार्ग मंत्री**

**be pleased to state:**

- (a) whether the Government is aware that the National Highway (NH)-53 (Old NH-6) Bhandara-Deori section in Maharashtra executed under the BOT model by Ashoka Highways Bhandara Limited allegedly deviated from the original concession agreement by not constructing four Vehicular Underpasses (VUPs) and about eight kilometres of the approved road length, if so, the details thereof;**
- (b) whether as a result of these deficiencies, an amount of nearly 100 crore became recoverable from the concessionaire by the National Highways Authority of India (NHAI), if so, the details thereof;**
- (c) whether the NHAI failed to initiate recovery proceedings for nearly ten years despite the contractual violations, thereby allegedly extending undue financial benefit to the concessionaire; and**
- (d) if so, the details thereof and the reasons for such delay, the officials held accountable and the corrective and punitive measures taken by the Government?**

**ANSWER**

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

- (a) Certain works comprising 4 Vehicular Underpasses (VUPs) and 7.944 km of four-laning in the forest stretch could not be executed during the concession period due to non-availability of forest and wild-life clearance. Accordingly, the scope of the Build-Operate-Transfer (BOT) Concession signed with M/s Ashoka Highways Bhandara Limited was amended in accordance with the provisions of the Concession Agreement. The financial and contractual implications of the de-scoped works were finalized under the Settlement Agreement dated 27.04.2022**

**signed between National Highways Authority of India (NHAI) and the Concessionaire.**

**(b) The financial implications relating to the de-scoped works included Rs. 10.49 crore towards four VUPs/associated structures and an estimated construction cost of Rs. 55.63 crore for four-laning of the 7.944 km forest stretch, was duly adjusted / set off against the settlement amount payable by NHAI.**

**(c) to (d) The issues relating to Change of Scope, toll revenue compensation and other contractual claims / counter-claims of the NHAI have been resolved through Settlement Agreement dated 27.04.2022 in accordance with the provisions of the Concession Agreement and after due legal process.**

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