

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

**LOK SABHA
UNSTARRED QUESTION NO. 899
ANSWERED ON 23RD JULY, 2026**

ROAD DEVELOPMENT PROJECTS IN REMOTE AREAS

899. ADV GOWAAL KAGADA PADAVI:

Will the MINISTER OF ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) whether the Government has taken note of recurring road connectivity issues, damaged rural roads and delays in infrastructure projects in tribal and remote districts such as Nandurbar in Maharashtra, if so, the details thereof;**
- (b) whether several villages in the district continue to face difficulties in accessing healthcare, education and markets due to poor all-weather road infrastructure, if so, the details thereof;**
- (c) the details of ongoing and proposed highway, bridge and rural road development projects in Nandurbar district; and**
- (d) the steps being taken to ensure timely execution, proper maintenance and climate-resilient road infrastructure in monsoon-prone and tribal regions?**

ANSWER

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

(a) to (c) The Government in the Ministry of Road Transport and Highways is concerned with the development and maintenance of National Highways (NHs). The development and maintenance of NHs is a continuous process and 102 projects have been sanctioned costing Rs. 45,971 crores for development of various NHs in tribal and remote districts in Maharashtra including 4 projects costing Rs. 2,824 crores in Nandurbar district in the last three years including current year.

In addition to this, Government has also approved 173 works costing Rs. 3198 crores for development of various State roads in tribal and remote districts in Maharashtra including 4 works costing Rs. 48 crores in Nandurbar district under Central Road and Infrastructure Fund (CRIF) prioritised and recommended by the Government of Maharashtra in the last three years including current year.

The works for development of rural roads are sanctioned under Pradhan Mantri Gram Sadak Yojana (PMGSY) by the Ministry of Rural Development. As reported by the State Government of Maharashtra, Central Government has also approved 256 works costing Rs. 886 crores for development of various rural roads in tribal and remote districts in Maharashtra including 2 works costing Rs. 21.51 crores in Nandurbar district under Pradhan Mantri Gram Sadak Yojana (PMGSY) in the last three years including current year.

(d) In order to ensure timely completion of NH projects, the Government has undertaken various initiatives. These include streamlining and expediting land acquisition using “Bhoomirashi” portal and GIS-based Land Acquisition Plan, revamping “Parivesh” Portal to facilitate faster forest and environmental clearances, enabling online approval of General Arrangement Drawings (GAD) of Road Over Bridge/Road Under Bridge (ROB/RUB) from the Railways, and leveraging the mechanism of review and resolution of bottlenecks / hindrances in ongoing projects, in active collaboration with the State Governments and other stakeholders. Railways has also launched a web portal for Railway related clearances with defined timelines for various approvals.

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.

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.
