

**GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
LOK SABHA
STARRED QUESTION NO *236
ANSWERED ON 22nd DECEMBER, 2022**

SAFETY OF BRIDGES ON NATIONAL HIGHWAYS

***236. SHRI BENNY BEHANAN
SHRI MANISH TEWARI**

Will the Minister of Road Transport and Highways

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) whether the Government has implemented stringent measures to ensure the maintenance and upkeep of old road infrastructure as the bridges on NHs in the country have a twenty-five per cent mortality rate and if so, the details thereof;**
- (b) whether the Government proposes to introduce safeguards to prevent untrained/unskilled bidders from obtaining public sector contracts and if so, the details thereof and if not, the reasons therefor;**
- (c) whether the Government proposes to devise a framework/policy to evaluate the status and the age of every bridge in the country and if so, the details thereof and if not, the reasons therefor;**
- (d) whether the Government proposes to introduce a monitoring mechanism to ensure structural integrity of road infrastructure, especially old bridges; and**
- (e) if so, the details thereof and if not, the reasons therefor?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (e) A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF LOK SABHA STARRED QUESTION NO. *236 ANSWERED ON 22.12.2022 ASKED BY SHRI BENNY BEHANAN AND SHRI MANISH TEWARI REGARDING SAFETY OF BRIDGES ON NATIONAL HIGHWAYS

(a) Maintenance and development of National Highways (NHs) including bridges thereon is a continuous process. Accordingly, repair / rehabilitation / reconstruction of existing NHs including old/ distressed bridges thereon are taken up on annual basis. Repair / rehabilitation / reconstruction of old / distressed bridges are taken up either on standalone basis or as part of improvement/ upgradation of sections of NHs. The repair / rehabilitation treatment are decided based on nature and extent of different distresses, functional requirement, present loading vis-à-vis loading for which a particular bridge was designed, etc.

(b) The bidding documents for procurement of contractor/concessionaire for NH projects under different modes of implementation (EPC/HAM/BOT) clearly specify the technical and financial qualification requirements of the bidders. Such qualification requirements are decided based on cost and size of NH projects including specific project components like bridges / tunnels. Further, to ensure construction of roads as per standards and specifications laid down in contract/concession agreement and to avoid project delays, Ministry vide circular dated 06.10.2021 and dated 04.01.2022 has issued SOP to debar/penalize/declare as Non-Performer the contractor/concessionaire in NHs and other centrally sponsored road projects.

(c) to (e) Year of construction/approximate age of a bridge is generally known except some old bridges. Ministry follow a well-established system of inspection/maintenance protocol for periodical assessment of physical condition of bridges. Indian Roads Congress(IRC) has published manual / detailed guidelines for inspection and condition survey of bridges. MoRT&H has also issued guidelines for this purpose. MoRT&H has collected inventory and condition data of all bridges on NHs through consultants between 2015 to 2019. Bridge inspection was principally carried out using Mobile Bridge Inspection Unit for close access to different critical components of the bridges. Recently, MoRT&H has engaged a consultant for development of Bridge Management System (BMS) for NHs, which will provide an online platform for monitoring health of all bridges on NHs in the country.
