

KILLER ROAD: NH-163 A TICKING TIME BOMB

HARISH ANGADI
HYDERABAD

FOR years, the Chevella-Moinabad stretch of NH 163 has been a ticking time bomb. A horrific accident that claimed 19 lives near Mirzaguda has once again underscored its deadly reputation. The highway, notorious for fatal crashes, has earned the grim label “Death Trap Lane” among terrified commuters and locals alike.

This stretch of NH-163 is plagued by narrow lanes, sharp curves and poor road conditions aggravated by halted road widening works. Despite being one of the busiest highways connecting Hyderabad to outlying regions, expansion from two to four lanes has been stuck for years.

The recent National Green Tribunal (NGT) nod to resume construction only came after multiple delays due to environmental litigation focused on safeguarding over 900 century-old banyan trees lining the route.

Investigations reveal a deadly combination behind the increasing death toll:



Photo: Adula Krishna

reckless driving on a highway unsuitable for soaring traffic, deteriorating road surfaces and confusing diversions amid halted construction. Between 2018 and 2025, over 180 fatalities and hundreds of injuries have been reported along NH-163, with the Chevella-Moinabad section bearing a disproportionate share.

Several high-profile accidents have punctuated this

timeline, underscoring the dangers. The most recent calamity, a head-on collision between a gravel-laden tipper and an RTC bus near Mirzaguda, reignited local outrage over the lack of swift action despite repeated warnings. Eyewitnesses cited hazardous curves and construction debris as contributing factors.

NGT's delay in approving the widening project

stemmed from environmental concerns raised by activists who campaigned to preserve the century-old banyan trees. Though a fresh environmental impact assessment was ordered, critics argue that saving trees was prioritised at the human cost of continued peril on this narrow highway. The road widening work, which began partially near Manneguda, still awaits full completion

amid ongoing legal challenges.

Traffic congestion on NH-163 has surged exponentially with Hyderabad's urban sprawl, further compounding risks. Thousands of vehicles, including heavy trucks, daily navigate this hazardous corridor with no adequate safety measures like signage or barriers to warn of imminent danger, exacerbating accident frequency.

The state government has announced compensation and relief for recent accident victims, while officials pledge to expedite completion of the stalled expansion. Yet, the grim reality remains that residents of Chevella and Moinabad inhabit a lethal transit zone where human lives hang in the balance between bureaucratic inertia and ecological debates.

With every new tragedy, the question intensifies: Who will take responsibility for this death trap lane, an infrastructure failure, environmental hesitancy, or sheer neglect? For now, the people of Telangana endure and fear the perilous passage of NH-163.



Bloodbath continues on Moinabad-Aloor stretch

- The 45-km of stretch on NH-163 filled with potholes, cracks and uneven surface
- Caused three ghastly accidents in five years

ESA BIN ABDUL REHMAN
RANGAREDDY

THE ghastly accident on the Hyderabad-Bijapur highway on Monday morning that left 19 people dead and dozens wounded and soaked the State into grief, raised many eye-brows. Experts are questioning safety of passengers who chose to take a journey through a narrow, rough and bumpy road from Moinabad to Aloor in Chevella mandal of Ranga Reddy district.

The tragic incident gives a deep insight into the alleged blind-eye towards development of the 45-km stretch on the National Highway 163 from Moinabad to Aloor which often turns a death trap always chasing commuters. The ill-maintained highway in a pathetic state continue to hunt commuters on this otherwise calm passage that covers areas such as Aziznagar, Moinabad, Chevella, Damargidda, Aloor and Mirzapur villages in Ranga Reddy and moves to Manneguda in Vikarabad.

The moment one enters the Moinabad area from Hyderabad, the poorly maintained pothole-filled, cracked and uneven highway welcomes to utter shock. Uneven patches, some even overpowered half of the highway every few meters poses a grave threat to travelers on the stretch.

"Accidents, some as ghastly as Monday's, that make



headlines on several occasions, are common on this stretch," rued M Balaiah, a local resident.

In December 2020, a car collided with a bore-well drilling truck that left seven members of the same family belonging to Kalapathar (Hyderabad). The accident occurred on December 3 near Malkapur Gate in Chevella mandal on the Hyderabad-Bijapur Highway. The victims were heading to Karnataka following the same stretch that unleashed a mayhem on Monday.

Four years later, another ghastly accident took place in the same area on December 2, in which at least four people killed and six injured when a speeding tipper rammed road-side vegetable

vendors. Mohd Ghouse, a passenger regular to this road, said, "Lack of proper supervision of this part of the highway over the years led to such ghastly accidents frequently. Despite loss of precious lives, no serious measures were taken at least to maintain the Moinabad-Aloor road"

"Officials from National Highway Authority of India (NHAI) frequently travel through the stretch when they are on their mission to carry out new projects. However, none gives a hoot about the pathetic state of this road that serves as a main passage that links at least three neighbouring States-Karnataka, Maharashtra and Chhattisgarh," said Malleth Goud, a construction material trader.

Chevella MP pins blame on BRS govt for bad condition of roads

HANS NEWS SERVICE
HYDERABAD

IN the wake of a tragic road accident in Chevella that claimed 19 lives, BJP MP Konda Vishweshwar Reddy has launched a sharp critique of the previous BRS government, blaming administrative apathy and delayed infrastructure development for the deteriorating road safety in the region.

Addressing the media on Tuesday, Reddy expressed deep anguish over the loss of lives and underscored the urgent need for comprehensive road upgrades. He attributed the rising number of accidents to a combination of poor road conditions and high-speed vehicular movement, warning that even improved roads could become hazardous without proper planning and enforcement.



The MP specifically pointed to the Hyderabad-Bijapur Highway, which was granted national highway status in 2016. Despite this designation, he said, progress has been sluggish due to bureaucratic hurdles, particularly in land acquisition. "The previous government's inefficiency in acquiring land

has stalled critical stretches, leaving commuters vulnerable," Reddy stated.

He criticised the earlier BRS regime responsible for the present situation and expressed disbelief that BRS was trying to target him for the accident, besides announcing to hold protests. Reddy asked if he was the

one who got the road sanctioned. How he could be responsible, he asked.

Expressing serious reservations towards the casual attitude of the Congress government, he urged carrying out land acquisition properly to ensure the road is laid properly to prevent further accidents.

He further advocated for the full conversion of regional roads into national highways, arguing that such a move would bring in better engineering standards, central funding, and enhanced safety mechanisms.

On environmental concerns, Reddy assured that the ongoing road works would be sensitive to ecological preservation. He noted that the National Green Tribunal had cleared the project and efforts were underway to translocate banyan trees along the route to minimise environmental disruption.

With infrastructure work now underway, Reddy expressed hope that the region would soon witness safer and more reliable road networks. He called for coordinated efforts between state and central agencies to expedite the process and prevent further tragedies.

The Chevella accident has reignited debate over road safety and governance, placing renewed focus on the need for timely infrastructure execution and accountability.

Chevella bus accident: Most injured to be discharged

HANS NEWS SERVICE
HYDERABAD

POLICE confirmed that 30 of the 38 injured in the Chevella bus accident on November 3 are set to be discharged after their condition stabilised in hospitals. The tragic collision between a gravel-laden tipper truck and a Telangana State Road Transport Corporation (TSRTC) bus near Mirzaguda in Rangareddy district claimed 19 lives, including women and infants, police said.

Funerals for most victims have been completed in their native villages, attended by family members and local officials. Medical teams at Vikarabad Government Hospital and other facilities continue treating the remaining injured passengers.

Chevella police have intensified their probe. Inspector K Srinivas said the investigation includes checking the truck owner's compliance with permits and vehicle fitness. The truck owner, who fled the city, is being traced using mobile tracking. Meanwhile, the Road Transport Authority (RTA) has launched a safety audit of the operator's entire fleet. Authorities assured measures to prevent such accidents, including stricter regulation of contract vehicles on busy routes and enhanced night patrolling between Chevella and Shankarpally.



India's agri strength key to self-reliance: Kishan Reddy at Agri Business Awards

HANS NEWS SERVICE
HYDERABAD

UNION Minister G Kishan Reddy stressed the central role of agriculture in India's journey toward self-reliance while addressing the Agri Business Awards ceremony on Tuesday, which honoured farmers, innovators and agripreneurs for their contributions to the sector.

"Agriculture is not just an occupation—it's a way of life for millions," he said, noting that 54% of India's population depends on agriculture and the sector contributes 18% to the national GDP. He credited Prime Minister Narendra Modi's leadership for launching transformative schemes aimed at farmer welfare.

Highlighting India's glob-

al achievements, the minister announced that India has overtaken China in grain production, reaching 149 million tonnes this year. Milk production has surged by 63% since 2014-15, making India the world's largest milk producer. The country also leads in pulse production, with 26 million tonnes annually.

Despite global supply challenges during the COVID-19 pandemic, India ensured food grain availability and even exported to other nations. Under PM Modi's leadership, five kg of rice is being provided free to 80 crore citizens, and schemes like PM Kisan and PM Kriishi Sinchai Yojana are being implemented effectively.

Since 2019, Rs 4 lakh crore has been deposited

directly into the accounts of 11.8 crore farmers under the PM Samman Nidhi Yojana, eliminating middlemen and empowering small and medium farmers. The minimum support price for paddy has also seen significant hikes since 2014.

Reddy highlighted GST 2.0 reforms, which reduced taxes on tractors and farm machinery, lowering cultivation costs and boosting farmer incomes.

He stressed the need to embrace agri-tech innovations such as artificial intelligence, IoT, and drones to further modernize the sector.

"The prosperity of farmers is the foundation of a prosperous India," he urged, and continued support and innovation in agriculture.

Patel's legacy: Laxman urges youth to join nationwide 'Sardar @150 Unity March'

HANS NEWS SERVICE
HYDERABAD

Dr K Laxman, the BJP OBC Morcha National President and Rajya Sabha MP, has called for widespread public participation in the upcoming 'Sardar @150 Unity March', a nationwide initiative dedicated to commemorating the 150th birth anniversary of Sardar Vallabhbhai Patel. Addressing the media on Tuesday, Dr Laxman underscored the critical importance of remembering Patel's immense contributions to national integration and fostering unity among all citizens.

The campaign, which was launched by the Ministry of Youth Affairs and Sports under the leadership of Prime Minister Narendra Modi, aims to instil patriotic values and a deep sense of national pride, particularly among the youth. Union Minister Dr Mansukh Mandaviya inaugurated the digital segment of the campaign in New Delhi on October 6.

Dr Laxman specifically highlighted Sardar Patel's historic role in integrating the erstwhile Hyderabad State into the Indian Union on September 17, 1948,



Rajya Sabha MP highlights Sardar Patel's role in Hyderabad State's integration, calls for patriotic participation

which brought an end to the oppressive rule of the Nizam and the Razakars. "The people of Telangana owe a deep debt of gratitude to Sardar Patel," he said, while simultaneously paying tribute to regional freedom fighters such as Chakali Ailamma, Doddi Komarayya, and Kumaram Bheem.

He urged young citizens to actively engage in the campaign's activities, including essay writing, quizzes, and social media contests, and to formally register on the official

portal mybharat.gov.in. The main event, the Unity March (Pada Yatra), will commence on November 26, marking Constitution Day, from Karamsad in Gujarat to Sardar Patel's birthplace and will conclude on December 5 at the iconic Statue of Unity.

The march will include various community-focused activities such as yoga sessions, health camps, anti-drug awareness drives, cleanliness initiatives, and educational lectures focusing on Patel's life and ideals. "Sardar Patel

stood for unity beyond caste, creed, and language. That spirit must be carried forward by today's youth," Dr Laxman emphasised.

He also noted that the entire campaign aligns closely with Prime Minister Modi's vision of a developed India by 2047, a vision rooted in Swadeshi values and inclusive progress. Dr Laxman appealed to citizens from all backgrounds to join the district and state-level events and ensure the Unity March is a resounding success.

The press conference was attended by Khushbu Gupta, District Youth Officer, My Bharat Kendra, Hyderabad; Madhvi Kohli, State Convenor; and Saida Nayak, NSS District Youth Officer.