

**COMMITTEE ON
GOVERNMENT ASSURANCES
(2022-2023)**

(SEVENTEENTH LOK SABHA)

EIGHTY-SIXTH REPORT

**REVIEW OF PENDING ASSURANCES PERTAINING TO THE
MINISTRY OF
ROAD TRANSPORT AND HIGHWAYS**

Presented to Lok Sabha on 27/07/, 2023



**LOK SABHA SECRETARIAT
NEW DELHI**

July, 2023/ Sravana 1945 (Saka)

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**COMPOSITION OF THE COMMITTEE
ON GOVERNMENT ASSURANCES*
(2022 - 2023)**

SHRI RAJENDRA AGRAWAL - Chairperson

MEMBERS

2. Shri Nihal Chand Chauhan
3. Shri Gaurav Gogoi
4. Shri Ramesh Chander Kaushik
5. Shri Kaushlendra Kumar
6. Shri Khagen Murmu
7. Shri Ashok Mahadeorao Nete
8. Shri Santosh Pandey
9. Shri M.K. Raghavan
10. Prof. Sougata Ray
11. Shri Chandra Sekhar Sahu
12. Shri Indra Hang Subba
13. Smt. Supriya Sadanand Sule
14. Vacant
15. Vacant

SECRETARIAT

- | | | |
|--------------------------|---|------------------|
| 1. Shri J.M. Baisakh | - | Joint Secretary |
| 2. Dr. Sagarika Dash | - | Director |
| 3. Shri M.C. Gupta | - | Deputy Secretary |
| 4. Smt. Vineeta Sachdeva | - | Under Secretary |

* The Committee has been constituted w.e.f. 09 October, 2022 *vide* Para No. 5363 of Lok Sabha Bulletin Part-II dated 09 November, 2022

INTRODUCTION

I, the Chairperson of the Committee on Government Assurances (2022-2023), having been authorized by the Committee to submit the Report on their behalf, present this Eighty-Sixth Report (17th Lok Sabha) of the Committee on Government Assurances.

2. The Committee on Government Assurances (2022-2023) at their sitting held on 22nd February, 2023 took oral evidence of the representatives of the Ministry of Road Transport and Highways regarding pending Assurances.

3. At their sitting held on 25th July, 2023, the Committee on Government Assurances (2022-2023) considered and adopted this Report.

4. The Minutes of the aforesaid sittings of the Committee form part of the Report.

5. For facility of reference and convenience, the Observations and Recommendations of the Committee have been printed in bold letters in the Report.

NEW DELHI;
25 July, 2023
03 Sravana, 1945 (Saka)

**RAJENDRA AGRAWAL,
CHAIRPERSON,
COMMITTEE ON GOVERNMENT ASSURANCES**

REPORT

I. Introductory

The Committee on Government Assurances scrutinize the Assurances, promises, undertakings, etc., given by the Ministers from time to time on the floor of the House and report the extent to which such Assurances, promises and undertakings have been implemented. Once an Assurance has been given on the floor of the House, the same is required to be implemented within a period of three months. The Ministries/Departments of the Government of India are under obligation to seek extension of time required beyond the prescribed period for fulfilment of the Assurance. Where a Ministry/Department is unable to implement an Assurance, that Ministry/Department is bound to request the Committee for dropping it. The Committee consider such requests and approve dropping, in case, they are convinced that grounds cited are justified. The Committee also examine whether the implementation of Assurances has taken place within the minimum time necessary for the purpose and the extent to which the Assurances have been implemented.

2. The Extracts from the Manual of Parliamentary Procedures in the Government of India, Ministry of Parliamentary Affairs laying guidelines on the definition of an Assurance, the time limit for its fulfilment, dropping/deletion and extension, the procedure for fulfilment, etc., besides maintenance of Register of Assurances and periodical reviews to minimize delays in implementation of the Assurances are reproduced at Appendix-I.

3. The Committee on Government Assurances (2009-2010) took a policy decision to call the representatives of various Ministries/Departments of the Government of India, in a phased manner, to review the pending Assurances, examine the reasons for pendency and analyze operation of the system prescribed in the Ministries/Departments for dealing with Assurances. The Committee also decided to consider the quality of Assurances implemented by the Government.

4. The Committee on Government Assurances (2014-2015) decided to follow the well established and time tested procedure of calling the representatives of the Ministries/Departments of the Government of India, in a phased manner and review the pending Assurances. The Committee took a step further and decided to call the representatives of the Ministry of Parliamentary Affairs also as all the Assurances are implemented through it.

5. In pursuance of the *ibid* decision, the Committee on Government Assurances (2022-2023) called the representatives of the Ministry of Road Transport and Highways

and the Ministry of Parliamentary Affairs to render clarifications with regard to delay in implementation of the pending Assurances pertaining to the Ministry of Road Transport and Highways at their sitting held on 22nd February, 2023. The Committee examined in detail the following 15 Assurances (Appendices – II to XVI):

Table 1

Sl.No.	SQ/USQ No. dated	Subject
1.	SQ No. 244 dated 05.12.2019 (Supplementary by Shri Jugal Kishore Sharma, M.P)	Conversion of NHs into Four and Six Lanes (Appendix-II)
2.	SQ No. 247 dated 05.08.2021 (Supplementary by Dr. Nishikant Dubey, M.P)	Improvement of NHS in Maharashtra (Appendix-III)
3.	USQ No. 2848 dated 05.08.2021	Monitoring Center for Public Service Vehicles (Appendix-IV)
4.	SQ No. 266 dated 16.12.2021	Accident Sports on NHs (Appendix-V)
5.	USQ No. 314 dated 03.02.2022	Proposal for New NH from Kerala (Appendix-VI)
6.	USQ No. 1476 dated 10.02.2022	Mysore-Malabar NH Project (Appendix-VII)
7.	USQ No. 2586 dated 17.03.2022	Star Rating System for Cars (Appendix-VIII)
8.	USQ No. 2627 dated 17.03.2022	Greenfield Road Project Connecting Calicut Airport (Appendix-IX)
9.	USQ No. 4642 dated 31.03.2022	Highway Projects in Andhra Pradesh (Appendix-X)
10.	USQ No. 4765 dated 31.03.2022	Greenfield and Brownfield Projects (Appendix-XI)
11.	SQ No. 80 dated 21.07.2022	Construction of Bypass on NH in Chhattisgarh (Appendix-XII)

12.	USQ No. 766 dated 21.07.2022	Electric Vehicles (Appendix-XIII)
13.	USQ No. 817 dated 21.07.2022	Bharat New Car Assessment Programme (Appendix-XIV)
14.	USQ No. 827 dated 21.07.2022	Leasing of Government Assets on PPP Mode (Appendix-XV)
15.	USQ No. 829 dated 21.07.2022	NH Projects in Kerala (Appendix-XVI)

6. During the oral evidence, the Committee, while acknowledging that the Ministry of Road Transport and Highways have made sincere efforts to fulfil the Assurances, enquired about the system of reviewing/monitoring for implementation of Assurances in the Ministry and the details of the frequency of meetings held in this regard. The Additional Secretary, Ministry of Road Transport and Highways deposed before the Committee as under:—

"We do monthly review of Assurances in the Ministry in which senior officials concerned remain present. This is the reason that there are only 49 Assurances pending in Lok Sabha and Rajya Sabha together. Out of 15 Assurances taken up for oral evidence, 11 pertain to the year 2022, three are from the year 2021 and one is from 2019"

7. Subsequently, the Ministry of Parliamentary Affairs laid implementation Reports in respect of 04 Assurances mentioned at Sl. Nos. 4, 8, 12 and 14 on 23.03.2023 on the floor of the House. Further, In view of the explanations submitted by the representatives of the Ministry, the Committee acceded to the request of Ministry of Road Transport and highways to drop one Assurance mentioned at Sl. Nos. 2 in the above list at their sitting held on 22.02.2023

Observations/Recommendations

8. The Committee note that out of 15 Assurances of the Ministry of Road Transport and Highways taken up by them, the Ministry have since implemented 04 Assurances mentioned at Sl. Nos. 4, 8, 12 and 14 though after a delay of more than one year. The Committee appreciate the performance of the Ministry in this regard and feel that the same may be attributed to the system of monthly meetings to review the implementation of pending Assurances at multiple levels. However, the Committee further observe that out of the above 15 Assurances, as many as 10 Assurances are still pending for implementation with some of them even after a lapse of time ranging from one to three years which indicates that in some cases the Ministry's review meetings failed to give the desired positive impact. This is indicative of the fact that the monitoring and follow up action taken for implementation of Assurances by the Ministry needs to be further strengthened with a greater sense of alacrity and responsibility and in better coordination with other stakeholders, with a view to finding solutions for fulfilment of pending Assurances. The Committee are of the view that Road

Transport sector plays a crucial role in the overall development of the country. The Committee feel that creation and operation of quality road infrastructure continues to be a major requirement for enabling overall growth and development of the country in a sustained manner. Expeditious implementation of Parliamentary Assurances with proper planning will keep this sector in a better position to achieve this. The Committee are fully aware that implementation of some of the Assurances related to policy matters and involving other Ministries/Departments/stakeholders/State Governments especially pertaining to maintenance aspect of infrastructure may require more time. However, proactive and sustained efforts need to be made to implement the Assurances which are solemn parliamentary obligations. The Committee, therefore, recommend that the present mechanism instituted by the Ministry for implementation/monitoring of Assurances be further streamlined so as to enhance/speed up the requisite efforts and expedite implementation of Assurances. The Committee further desire the Ministry to furnish regularly the minutes of the review meetings held in the Ministry from time to time for monitoring the Assurances as assured by them during the oral evidence.

II. Review of the Pending Assurances of the Ministry of Road Transport and Highways

9. In the succeeding paragraphs, the Committee deal with some of the important pending Assurances pertaining to the Ministry of Road Transport and Highways which have been critically examined / reviewed by them at their sitting held on 22.02.2023.

A. Conversion of National Highways (NHs) in to Four and Six Lanes

SQ No. 244 dated 05.12.2019 (Supplementary by Shri Jugal Kishore Sharma, M.P.) regarding 'Conversion of National Highways in to Four and Six Lanes (Sl. No. 01).

10. In reply to SQ No. 244 dated 05.12.2019 (Supplementary by Shri Jugal Kishore Sharma, M.P.) regarding '**Conversion of National Highways in to Four and Six Lanes**', the Member raised the following issue:

"I would like to ask about the developmental activities being taken up in Jammu and Kashmir. Whether there is any time limit to complete the repairing and widening of National Highway between Jammu to Rajauri and Poonch. if yes, then when would it be completed? what is the progress in this direction? kindly let me know about it"

In reply, the Hon'ble Minister inter-alia stated that he would like to assure them that after solving all the problems they would finish its work within one year."

11. Giving an update on the efforts made to implement the Assurance, Ministry of Road Transport and Highways stated in their Status Note furnished in February, 2023 that information is still awaited from NHIDCL. OM has been sent to NHIDCL on 21.04.2022, 29.11.2022 and 14.02.2023.

12. On being asked the reasons for delay for more than two years, the Additional Secretary, Ministry of Road Transport and Highways during oral evidence stated as under:-

"Starred Question No. 244 was raised by Honorable M.P. Shri Jugal Kishore Sharma wherein he asked about the time limit for widening and completion of the National Highway which passes from Jammu to Rajouri and Poonch and has single access. The Honorable Minister had assured that they would solve all the problems and complete the work within a year. NHA is the authority and a PSU, National Highway Infrastructure Development Corporation (NHIDCL) works in 12 hilly States of the country, from Ladakh to Jammu and Kashmir and works through the main road wing State PWD as per the old method. There is a CENH in every state, work is carried out through it."

13. The Committee observed that according to the status given by the Ministry the delay is from NHIDCL side. The Committee found that information is awaited from NHIDCL despite sending reminders from time to time and the last reminder sent on 14 February, 2023. When the Committee enquired about the reason for this delay, the Additional Secretary, Ministry of Road Transport and Highways replied as under:

"I want to assure you on behalf of NHIDCL. Presently, NHIDCL is working on Jammu Akhnoor stretch. It is a stretch of 35 kilometers and has four packages. The total cost of the four packages is Rs 1345 crore 73 lakh. In this, each package has been awarded separately. The first package was awarded on 24th September, 2022, the second on 7th August, 2018 the third on 12th July 2019 and the fourth on 14th December 2022. Work will start on the latest award. I humbly request that in remaining three packages, in package 2, hundred percent has been done, in package 3, 67.5 percent has been done and Package 1 had appointed date. When the work is started, the pre-construction activities have to be completed before the construction whether it is LA, electricity or forest department permission. After the financial closure, the appointed date was given on 10th January, 2023 and after that this work started. We will complete this work on January 9, 2025. I have informed that package 2 has been completed, package 3 will be done this year and package 4 date is awaited"

14. The Committee emphasized that the Assurance cannot be considered as fulfilled and enquired as to what exactly the Ministry proposes to write in the Status Report. To this, the Additional Secretary, Ministry of Road Transport and Highways replied that the work is under progress.

15. When the Committee enquired about the reasons for non completion of work even after three years despite the fact that the Minister had promised that the work would be

done within a year of giving the Assurance, the Additional Secretary, Ministry of Road Transport and Highways stated as under:-

"The first thing is that now we are making good progress in the works of Jammu and Kashmir. I would also like to bring this fact to the notice of the Committee that we had also taken report from NHAI because there are some projects which they are doing."

Observations/Recommendations

16. The Committee note that the work of repairing and widening of National Highway between Jammu to Rajouri and Poonch has been delayed badly despite the fact that the task involved is only collection/compilation of information from National Highways and Infrastructure Development Corporation (NHIDCL), a Central Public Sector Enterprise (CPSE) under the Ministry of Road Transport and Highways. The Committee have been informed that the reason for delay in implementation of this Assurance is that information is still awaited from NHIDCL despite sending several reminders and pursuance by the Ministry. It is a matter of concern as to why the Ministry should take so much time just for compiling the information from a CPSE under their own charge when they have various linked offices in the States/UTs. The Committee feel that the reason attributed by the Ministry for delay in implementation of this Assurance lacks conviction in today's era of instantaneous data management through software packages. The Ministry should have put in place a system/software package for obtaining/compiling all the requisite information/data from their field/linked offices and implementing agencies in various States/UTs. The Committee feel that Jammu and Kashmir region has strategic importance due to its proximity to the border areas and Line of Control (LoC). The Jammu Poonch National Highway serves as a vital transportation route connecting regions of Jammu and Kashmir including Rajouri and Poonch. Enhancing the infrastructure will contribute to the defence capabilities of the region and facilitate the movement of defence personnel and supplies. Further, the repair and widening of this National Highway will facilitate smoother and faster troop movements and military logistics. Furthermore, a well maintained highway will address safety concerns by providing better road conditions, reducing accidents and ensuring smooth movement of people, goods and services which would further result in shorter travel times, reduced congestion and increased overall efficiency. Besides this, a well upgraded highway will boost trade and commerce in the area by providing efficient transportation of goods. It will also attract more tourists to the scenic destinations in Rajouri and Poonch leading to increased revenue from the tourism sector which would in turn contribute to the overall economic development of the region. The Committee, therefore, recommend that the Ministry must utilize all the modern/latest technologies and software packages including Project Monitoring Information System optimally to monitor/track the implementation of various road/highway projects and collect the requisite

information relating thereto at every stage not only for removing hurdles in timely completion of projects but also for time bound implementation of Assurances.

B. Proposal for New NH from Kerala

USQ No. 314 dated 03.02.2022 regarding '**Proposal for New NH from Kerala**' (Sl. No. 5).

17. In reply to USQ No. 314 dated 03.02.2022 regarding 'Proposal for New NH from Kerala', it was stated that the Government of Kerala has requested to construct 4 lane new National Highway (NH) connecting Thiruvananthapuram-Kottarakkara – Kottayam – Angamali parallel to existing Main Central (MC) road. However, it is to mention that the policy for declaration of new National Highway is in consultation process within Union Government for its finalization. The proposals on declaration of new National Highways (NHs) will be processed, once new guidelines/criteria are finalized.

18. Giving an update on the efforts made by them to implement the Assurance, the Ministry in their Status Note furnished in February, 2023 stated that they had informed vide their O.M dated 31st May, 2022 that the policy for declaration of new National Highways is still in consultation process within the Government for its finalization. As such, the matter does not fall under the purview of Ministry of Road Transport and Highways as of now and the Assurance cannot be fulfilled. Therefore, it was requested to drop the Assurance from the list of pending Assurances.

19. During oral evidence, the Additional Secretary, Ministry of Road Transport and Highways explained the reasons for the delay in implementing the Assurance as under:-

"This question was asked on 3rd February, 2022 by Advocate Adoor Prakash Sahab and Mr. Anto Antony, Hon'ble Members about Kerala. In this, it was asked as to whether any proposal had come from the State Government of Kerala for a new National Highway, which will run parallel to the central road in the State. This information had been sought. We have requested the Committee that at present the policy for declaration of new National Highways is in consultation process with the Union Government for its finalization. Right now we are not announcing any new National Highway. As such the matter does not fall under the purview of the Ministry of Road Transport, National Highways as of now and the Assurance cannot be fulfilled. Therefore, it was requested to drop the assurance."

20. The Committee took strong objection to the Statement made by the Ministry in their Status Note that as such the matter does not fall under the purview of Ministry of Road Transport and Highways just because they were not declaring new National Highways. The Additional Secretary, Ministry of Road Transport and Highways responded as under:-

"Sir, I would like to request that the actual position at present is that the policy regarding the declaration of new National Highways is under consideration at the higher level".

21. The Committee then enquired as to the level at which the Policy is under consideration, the Additional Secretary, Ministry of Road Transport and Highways informed that they have made presentations in Cabinet Secretariat.

22. When the Committee specifically desired to know as to whether new guideline criteria has been finalized or not, whether the department undertakes inter-departmental consultations or intra-departmental consultations and how much time does it take for the Ministry to finalise a policy, the Additional Secretary, Ministry of Road Transport and Highways replied as under:-

"Sir, it is under process. We had submitted an OM dated 31st May, 2022 to this effect. It was informed vide this OM that the policy for declaration of new NH is in consultation process. The Ministry has proposed some criteria and that are under discussion at higher level."

Observations/Recommendations

23. The Committee note that the Assurance given in reply to USQ No. 314 dated 03.02.2022 regarding ' Proposal for New NH from Kerala still remains to be fulfilled even after a lapse of more than one year. The Committee have been informed that the policy for declaration of new National Highways is still in consultation process within Government for its finalization. Citing that as such the matter does not fall under their purview as of now, the Ministry have requested the Committee that the Assurance may be dropped. The Committee take strong objection to the casual statement made by the Ministry in regard to implementation of Assurance given on the floor of the House. Since the National Highways are the primary infrastructure of the country and serve as a backbone for a country's transportation network, the Committee feel that the Government needs to accord priority not only on construction of these Highways but also on expansion of their network and coverage. Finalizing clear policies and guidelines ensures that new National Highways are strategically planned and constructed to enhance connectivity, promote infrastructure, regional development and economic growth. The fulfilment of the Assurance assumes critical importance in this regard and the Committee would like the Ministry and National Highways Authority of India to make concerted efforts in the matter. The Committee, therefore, urge the Ministry to furnish a Part Implementation Report on the Assurance detailing the steps taken by them so far to fulfill the Assurance in the first instance so as to enable them to consider the request of the Ministry for dropping the Assurance and take an informed decision.

III. Implementation Reports

24. As per the Statements of the Ministry of Parliamentary Affairs, Implementation Reports in respect of the following 04 Assurances have since been laid on the Table of the House on 23.03.2023:

Table 2

Sl.No	Sl.No. in the Table 1 (Para No. 4)	SQ/USQ No. and date	Date of Implementation
1.	Sl.No.4	SQ No. 266 dated 16.12.2021 regarding 'Accident Sports on NHs'	23.03.2023
2.	Sl. No. 8	USQ No. 2627 dated 17.03.2022 regarding 'Greenfield Road Project Connecting Calicut Airport'	23.03.2023
3.	Sl. No. 12	USQ No. 766 dated 21.07.2022 regarding 'Electric Vehicles'	23.03.2023
4.	Sl.No.14	USQ No. 827 dated 21.07.2022 regarding 'Leasing of Government Assets on PPP Mode'	23.03.2023

NEW DELHI;
25 July, 2023
03 Sravana, 1945 (Saka)

RAJENDRA AGRAWAL,
CHAIRPERSON,
COMMITTEE ON GOVERNMENT ASSURANCES

Extracts from Manual of Practice & Procedure in the Government of India, Ministry of Parliamentary Affairs, New Delhi.

Chapter 8

Assurances

8.1 During the course of reply given to a question or a discussion, if a Minister gives an undertaking which involves further action on the part of the Government in reporting back to the House, it is called an 'assurance'. Standard list of such expressions which normally constitute assurances as approved by the Committee on Government Assurances (CGA) of the respective House, is given at Annex-3. As assurances are required to be implemented within a specified time limit, care should be taken by all concerned while drafting replies to the questions to restrict the use of these expressions only to those occasions when it is clearly intended to give an assurance on the floor of the House.

Definition

8.2 An assurance given in either House is required to be fulfilled within a period of three months from the date of the assurance. This limit has to be strictly followed.

Time limit for fulfilling an assurance

8.3 To ensure early fulfillment of assurances, entire process beginning from culling out of assurances from the proceedings of the House to the submission of Implementation Report including extension of time, dropping and transfer of assurances have been automated through a Software Application named "Online Assurances Monitoring System" (OAMS). Requests for extension of time, dropping or transfer of assurances and submission of Implementation Report through any other offline mode shall not be entertained under any circumstances.

Online Assurances Monitoring System (OAMS)

Culling out of Assurances

8.4 When an assurance is given by a Minister or when the Presiding Officer, directs the Government to furnish information to the House, it is extracted by the Ministry of Parliamentary Affairs, from the relevant proceedings and communicated to the Department concerned online through 'OAMS' normally within 20 working days of the date on which it is given on the floor of the House.

Deletion from the list of assurances

8.5 If the administrative Ministry/Department has any objection to treating such a statement as an assurance or finds that it would not be in the public interest to fulfill it, it may upload its request at 'OAMS' within a week of treating such statement as assurance for getting it deleted from the list of assurances. Such action will require prior approval of the Minister concerned and this fact should be clearly indicated in their communication containing the request. If such a request is made towards the end of stipulated period of three months, then it should invariably be accompanied with a request of extension of time. The department should continue to seek extension of time till the decision of the Committee on Government Assurances is conveyed through 'OAMS'. Requests received through offline mode shall not be entertained by either Rajya Sabha/Lok Sabha Secretariat or Ministry of Parliamentary Affairs.

Extension of time for fulfilling an assurance

8.6 If the Department finds that it is not possible to fulfill the assurance within the stipulated period of three months or within the period of extension already granted, it may seek further extension of time as soon as the need for such extension becomes apparent, indicating the reasons for delay and the probable additional time required alongwith details of action taken/progress made in the matter. All such request should be submitted at 'OAMS' for decision by CGA thereon with the approval of the concerned Minister.

Registers of Assurances

8.7.1 The particulars of every assurance will be entered by the Parliament Unit of the Ministry/Department concerned in a register as at Annex 4 after which the assurance will be passed on to the concerned section

8.7.2 Even ahead of the receipt of communication from the Ministry of Parliamentary Affairs through 'OAMS' the section concerned should take prompt action to fulfill such assurances and keep a watch thereon in a register as at Annex 5.

8.7.3 The registers referred to in paras 8.7.1 and 8.7.2 will be maintained separately for the Lok Sabha and the Rajya Sabha assurances, entries therein being made session wise.

The Section Officer in charge of the concerned section will:

Role of Section Officer and Branch Officer

- (a) scrutinize the registers once a week;
- (b) ensure that necessary follow-up action is taken without any delay whatsoever;
- (c) submit the registers to the branch officer every fortnight if the House concerned is in session and once a month otherwise, drawing his special attention to assurances which are not likely to be implemented within the period of three months; and
- (d) review of pending assurances should be undertaken periodically at the highest level in order to minimize the delay in implementing the assurances.

8.8 The branch officer will likewise keep his higher officer and Minister informed of the progress made in the implementation of assurances, drawing their special attention to the causes of delay.

8.9.1 Every effort should be made to fulfill the assurance within the prescribed period. In case only part of the information is available and collection of the remaining information would involve considerable time, an Implementation Report(IR) containing the available information should be uploaded at 'OAMS' in part fulfillment of the assurance, within the prescribed time limit. However, efforts should continue to be made for expeditious collection of the remaining information for complete implementation of the assurance at the earliest.

Procedure for fulfillment of an assurance

8.9.2 Information to be furnished in partial or complete fulfillment of an assurance should be approved by the Minister concerned before it is uploaded at 'OAMS' in both English and Hindi versions in the prescribed pro forma as at Annex-6 , together with its enclosures. After online submission of the Report for fulfillment of the assurance partial or complete as the case may be, four hard copies each in Hindi and English version with one copy of each version duly authenticated by the officer concerned should be sent to the Ministry of Parliamentary Affairs for laying until e-laying is adopted by the concerned House.

8.9.3 The Implementation Report should be submitted at 'OAMS' only. Implementation Report sent by any other mode or sent to Rajya Sabha/Lok Sabha Secretariat directly, will not be considered for laying.

Laying of the Implementation Report on the Table of the House

8.10 The Ministry of Parliamentary Affairs, after scrutiny of the Implementation Report, will arrange to lay it on the Table of the House concerned. A copy of the Implementation Report, as laid on the Table, will be forwarded by Ministry of Parliamentary Affairs to the member(s) concerned. Details of laying of Implementation Report submitted by the Ministry/Department concerned would be made available by the Ministry of Parliamentary Affairs at 'OAMS'. The Parliament Unit of the Ministry/Department concerned and the concerned section will, on the basis of information available at 'OAMS', update their records.

Obligation to lay a paper on the Table of the House vis-à-vis assurance on the same subject

8.11 Where there is an obligation to lay any paper (rule/order/notification, etc.) on the Table of the House and for which an assurance has also been given, it will be laid on the Table, in the first instance, in fulfillment of the obligation, independent of the assurance given. After this, a formal report regarding implementation of the assurance indicating the date on which the paper was laid on the Table will be submitted at 'OAMS' in the prescribed pro forma (Annex-6) in the manner already described in para 8.9.2

8.12 Each House of Parliament has a Committee on Government Assurances nominated by the Chairman/Speaker. It scrutinizes the Implementation Reports and the time taken in the fulfillment of Government Assurances and focuses attention on the delays and other significant aspects, if any, pertaining to them. Instructions issued by Ministry of Parliamentary Affairs from time to time as available on 'OAMS' are to be followed strictly.

Committees
on Government
Assurances
RSR 211-A
LSR 323, 324

8.13 The Ministries/Departments will, in consultation with the Ministry of Parliamentary Affairs, scrutinize the reports of these two Committees for remedial action wherever called for.

Reports of the
Committees on
Government
Assurances

8.14 On dissolution of the Lok Sabha, the pending assurances do not lapse. All assurances, promises or undertakings pending implementation are scrutinized by the new Committee on Government Assurances for selection of such of them as are of considerable public importance. The Committee then submits a report to the Lok Sabha with specific recommendations regarding the assurances to be dropped or retained for implementation by the Government.

Effect on assurances
on dissolution of
the Lok Sabha



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

Appendix-II

LOK SABHA
STARRED QUESTION NO. 244
ANSWERED ON 05TH DECEMBER, 2019

CONVERSION OF NHS INTO FOUR AND SIX LANES

*244. SHRI JUGAL KISHORE SHARMA:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) the length of stretches of the National Highways (NHs) targeted to be converted into four lane and six lane during the year 2019-20, State-wise;
- (b) the length of highways converted into four lane and six lane till now, State/stretch-wise;
- (c) the time by which the remaining work thereon is likely to be completed;
- (d) the funds allocated by the Union Government to various States for this purpose and the amount of funds utilized so far, State-wise; and
- (e) the length of stretches of the highways likely to be converted into four lane and six lane in the coming years, State-wise?

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. 244 ON 5TH DECEMBER, 2019 ASKED BY SHRI JUGAL
KISHORE SHARMA REGARDING 'CONVERSION OF NHS INTO FOUR AND SIX
LANES'

- (a) to (c) The target for construction of National Highways in the year 2019-20 is about 11,000 km in the entire country. Out of which, targets for construction of 4-lane and 6/8-lane National Highways in the year 2019-20 are 2990 km and 570 km respectively. The state-wise length of highways converted into 4-lane and 6/8-lane in the year 2019-20 (up to October, 2019), is at **Annexure-I**. The various works for development of National Highways are targeted for scheduled completion from appointed date.
- (d) & (e) The details of fund allocated and amount utilized (i.e. expenditure up to September, 2019) for development of National Highways in the year 2019-20 are provided at **Annexure-II**. Development of road stretches under various schemes is taken up post finalisation of alignment (greenfield/ or brownfield), cost estimates, land acquisition requirement etc. based on outcome of Detailed Project Report (DPR)/ Feasibility Study with due consideration to traffic density, up-gradation requirements, lane configuration (i.e. 2-lane/4-lane/6-lane etc.), Right of Way (ROW) determination, project viability, inter-se-priority and availability of funds.

ANNEXURE-I

ANNEXURE REFERRED TO IN REPLY TO PARTS (a) TO (c) OF LOK SABHA STARRED QUESTION NO. 244 ON 5TH DECEMBER, 2019 ASKED BY SHRI JUGAL KISHORE SHARMA REGARDING 'CONVERSION OF NHS INTO FOUR AND SIX LANES'

The state-wise length of highways converted into 4-lane and 6/8- lane in the year 2019-20 (up to October, 2019):

Sr. No.	State/ UT	4-lane (Length in km)	6/8-lane (Length in km)
1	Andhra Pradesh	30	48.34
2	Arunachal Pradesh	2	0
3	Assam	6	0
4	Bihar	22	2.03
5	Chandigarh	0	0
6	Chhattisgarh	11	0
7	Delhi	0	0
8	Goa	17	0
9	Gujarat	38	3.96
10	Haryana	29	0
11	Himachal Pradesh	10	0
12	Jammu & Kashmir / Ladakh	5	0
13	Jharkhand	23	11
14	Karnataka	74	31
15	Kerala	4	0
16	Madhya Pradesh	179	0.1
17	Maharashtra	286	10.61
18	Manipur	0	0
19	Meghalaya	0	0
20	Mizoram	0	0
21	Nagaland	10	0
22	Odisha	80	8
23	Puducherry	0	0
24	Punjab	45	0
25	Rajasthan	27	76.8
26	Sikkim	0	0
27	Tamil Nadu	54	0
28	Telangana	24	0
29	Tripura	0	0
30	Uttar Pradesh	193	39.57
31	Uttarakhand	21	0
32	West Bengal	42	0
33	A&N Islands	0	0
	Total	1232	231.41

ANNEXURE-II

ANNEXURE REFERRED TO IN REPLY TO PARTS (d) & (e) OF LOK SABHA STARRED QUESTION NO. 244 ON 5TH DECEMBER, 2019 ASKED BY SHRI JUGAL KISHORE SHARMA REGARDING 'CONVERSION OF NHS INTO FOUR AND SIX LANES'

Details of fund allocated and amount utilized (i.e. expenditure up to September, 2019) for development of National Highways in the year 2019-20

Sr. no.	States / UTs / Schemes / Agency	Amount (Rs. in Crores)	
		Allocation	Expenditure
1	Andhra Pradesh	1,739	1,257
2	Arunachal Pradesh	70	37
3	Assam	390	0
4	Bihar	1,795	924
5	Chhattisgarh	700	330
6	Goa	997	578
7	Gujarat	457	289
8	Haryana	103	69
9	Himachal Pradesh	155	41
10	Jammu & Kashmir/ Ladakh	46	8
11	Jharkhand	143	110
12	Karnataka	1,271	778
13	Kerala	263	212
14	Madhya Pradesh	2,185	1,511
15	Maharashtra	9,718	6,885
16	Manipur	300	0
17	Meghalaya	55	10
18	Mizoram	120	48
19	Nagaland	405	194
20	Odisha	410	281
21	Punjab	798	482
22	Rajasthan	887	548
23	Sikkim	0	0
24	Tamil Nadu	478	248
25	Telangana	1,398	935
26	Tripura	65	32
27	Uttar Pradesh	1,695	1,126
28	Uttarakhand	878	606
29	West Bengal	748	553
30	Andaman & Nicobar Islands	0	0
31	Chandigarh	5	0
32	Delhi	3	0
33	Puducherry	2	1
34	Other projects under NH(O)	4	5
35	National Highways Authority of India (NHAI)- Cess	11,091	5,782
36	NHAI- Toll	10,600	7,950
37	NHAI- NH(O)	1,000	1,000

S. no.	States / UTs / Schemes / Agency	Amount (Rs. in Crores)	
		Allocation	Expenditure
38	NHAI-TOT	10,000	0
39	National Highways & Infrastructure Development Corporation Ltd. (NHIDCL) under NH(O)	1,650	1,650
40	Border Roads Organization (BRO)	350	180
41	Special Accelerated Road Development Programme for North-East Region (SARDP-NE) including Arunachal Package	5,370	538
42	Special Programme for development of Roads In Left Wing Extremism affected Area (LWE) including Development of Vijayawada-Ranchi Road	950	191
43	Externally Aided Projects - Head Quarters, NHAI, NHIDCL	900	607
	Total (Budget)	70,194	35,994
44	IEBR / Borrowings by NHAI	75,000	26,185
	Total (Budget + IEBR)	1,45,194	62,179



(Q. 244)

*SHRI JUGAL KISHORE SHARMA: Sir, I would like to ask Hon'ble Minister for Road Transport and Highways about the developmental activities being taken up in Jammu and Kashmir. Whether there is any time limit to complete the repairing and widening of national highway between Jammu to Rajauri and Punch. If yes, then when would it be completed? What is the progress in this direction? Kindly let me know about it.

श्री नितिन जयराम गडकरी: आदरणीय स्पीकर महोदय, जम्मू-कश्मीर में प्रधान मंत्री मोदी जी के मार्गदर्शन में हमने रोड डेवलपमेंट के लिए हाइएस्ट प्राइऑरिटी दी है। जो सबसे हॉट लाइन है, वह श्रीनगर से जम्मू है। इस काम में बड़े-बड़े टनल्स का भी निर्माण हो रहा है। सम्मानीय सदस्य ने पुंछ के हाइवे के बारे में जो सवाल पूछा है, उसका काम शुरू है। उसमें लैंड एक्विजिशन की दिक्कत है और कुछ जगह फॉरेस्ट के कारण प्रश्न आए हुए हैं। फिर भी मैं उनको आश्चस्त करना चाहता हूँ कि सभी समस्याओं को सुलझाकर आने वाले एक साल के अंदर हम उसका काम पूरा करेंगे।

*SHRI JUGAL KISHORE SHARMA :Thank you for allowing me to speak. Through you, I would like to ask Hon'ble Minister whether there is any plan to make National Highway connecting Jammu to Udhampur via Lakhampur, Kathua and Sabma six lane? If yes, then what is the time line for this?

श्री नितिन जयराम गडकरी: सम्मानीय स्पीकर महोदय, पूरे देश में ट्रैफिक डेन्सिटी हर साल 9 से 12 परसेंट तक बढ़ती है। हमारे यहां जब 10,000 पी.सी.यू. का ट्रैफिक होता है तो फोर लेन में जाता है। जब 20,000 पी.सी.यू. का ट्रैफिक होता है तो सिक्स लेन में जाता है और कुछ जगह

आठ लेन में भी कनवर्ट किया जा रहा है। इसके बाद 22 नए ग्रीन फील्ड एक्सप्रेस हाइवे का निर्माण हो रहा है। यह इसलिए हो रहा है कि जो ट्रैफिक है, वह डाइवर्सिफाई हो। इस बीच में जब चुनाव के वक्त कोड ऑफ कंडक्ट लग गया था, तब अधिकारियों के स्तर पर फेज-1 और फेज-2 की बात करने के कारण एक कंप्यूजन क्रिएट हुआ था कि क्या एनएचआई के पास पैसे की कमी है, क्या एनएचआई इस काम को करने में कमी कर रही है। इस प्रकार की बातें अखबारों में भी आई थीं। उसके बाद इन सभी का रिव्यू करने के पश्चात हमने यह निर्णय किया है कि जो प्रोजेक्ट इकोनॉमिकली वायेबल है, जैसे उदाहरण के लिए टू-टु-फोर लेन, फोर-टु-सिक्स लेन, सिक्स-टु-एट लेन है। उसमें लैंड एक्विजिशन कॉस्ट पकड़कर हमारे देश में इंफ्रास्ट्रक्चर प्रोजेक्ट के लिए 20 साल के लिए लोन मिलता है, परंतु वर्ल्ड में 30 साल के लिए मिलता है।

महोदय, जब मैंने माननीय प्रधान मंत्री जी के साथ मिलकर यह बात कैबिनेट में रखी थी तो उन्होंने मुझे रिजर्व बैंक के गवर्नर से भी यह बात कहने के लिए कही थी। कल मुझसे रिजर्व बैंक के गवर्नर मिलने वाले हैं। इस विषय पर उनके साथ चर्चा होगी। फिर भी जो 20 साल के लिए कनवर्ट हो सकते हैं, उसमें से लगभग 75 से 80 परसेंट प्रोजेक्ट ऐसे हैं, जो इकोनॉमिकली वायेबल हैं। फिर इसके लिए प्रश्न आया कि पैसा कहां से आया। हमने एक नया मॉडल निकाला है, जैसा आपको विदित है कि पीपीपी, बीओटी, हाइब्रिड एनूडिट है। अब हमने जो नया मॉडल निकाला है, वह ऐसा है कि हम बैंक को टोल 20 साल के लिए मॉर्गेंज कर देंगे और उससे प्रोजेक्ट टू प्रोजेक्ट कर्जा लेंगे। कर्जा लेने के बाद उस प्रोजेक्ट को पूरा करेंगे। मुझे बताते हुए खुश हो रही है कि स्टेट बैंक ने इस मॉडल को अक्सेप्ट करके पहली बार 50,000 करोड़ रुपये की अनुमति दी है और बाकी बैंक वाले भी इसके लिए तैयार हैं। हमारा जो प्रोजेक्ट इकोनॉमिकली वायेबल है, 20 साल में हम लोग जो टोल रिटर्न कर सकते हैं, उसके ऊपर काम हो जाएगा। हमने इसके ऊपर योजना बनाई है। मुझे लगता है कि 75 परसेंट प्रोजेक्ट्स क्लीयर हो जाएंगे, इसके लिए प्रोजेक्ट टू प्रोजेक्ट फाइनेंस लेंगे, टॉल एस्क्रो अकाउंट में डालकर उनको पैसा वापस कर जाएंगे। ग्रीनफील्ड एक्सप्रेस हाइवे व, उसमें लैंड एक्विजिशन कॉस्ट एकदम इई कर्गेकि वहां एलाइनमेंट नहीं है। यह रोड

नए हैं, उदाहरण के लिए, मुंबई-दिल्ली हाईवे एक लाख छह हजार करोड़ रुपये का एक ही हाईवे है। हम यह भी कोशिश कर रहे हैं कि हाईवे के बाजू के लैंड की वैल्यू को कैच कर सकें, लॉजिस्टिक पार्क हो, ट्रांसपोर्ट प्लाजा हो, इस प्रकार से हम कुछ वैल्यू एड कर सकते हैं। हम इसकी भी कोशिश कर रहे हैं।

दूसरी ओर केरल जैसे राज्य में लैंड एक्विजिशन कॉस्ट बहुत ज्यादा हो गई है, जिसे हम बीयर नहीं कर पाते हैं। मैंने मुख्य मंत्री जी से अनुरोध किया और मैं उनको धन्यवाद देता हूँ कि उन्होंने एक्सेप्ट किया कि 25 टके लैंड एक्विजिशन के लिए राज्य की तरफ से सहयोग करेंगे, जहां-जहां हमको लैंड एक्विजिशन की प्रोब्लम है। मैं आपके माध्यम से राज्य सरकार से अनुरोध करूंगा कि जो प्रोजेक्ट इकोनॉमिकली वायबल नहीं है, उसमें अगर पचास परसेंट लैंड कॉस्ट राज्य सरकार करेगी तो उसमें से हम निकाल लेंगे। उसके साथ-साथ मैंने एक सुझाव दिया है। जब भी कोई प्रोजेक्ट राज्य में आता है तो उसमें चालीस परसेंट स्टील और सीमेंट लगता है। स्टील और सीमेंट पर जीएसटी लगता है, उसके बाद सैंड और मिट्टी लगती है। उसके ऊपर स्टेट गवर्नमेंट्स से रॉयल्टी लगती है। क्यों नहीं, स्टेट गवर्नमेंट एनएचआई प्रोजेक्ट के लिए हमें रॉयल्टी फ्री कर दे? जो टैक्स मिलता है, That will be treated as equity given by the state government for that project. उसे हम लोग एग्जैम्प्ट कर दें, कैसे भी करके सौ प्रतिशत प्रोजेक्ट हो और राज्य को अच्छी और कंक्रीट का रोड मिले, यही हमारा प्रयास है।

मुझे लगता है कि बाय एंड लार्ज मैं सदन को जिम्मेदारी से बताना चाहता हूँ कि बजट का सपोर्ट अच्छा है। बजट सपोर्ट के साथ-साथ साढ़े नौ लाख करोड़ रुपये के हमने भारत माला प्रोजेक्ट्स भी लिए हुए हैं। ये बैंकबल प्रोजेक्ट्स हैं, एनएचआई की क्रेडिबिलिटी ट्रिपल ए रेटिंग है। पैसा खड़ा करने में कोई अड़चन नहीं है। बैंकों का भी सहकार बहुत अच्छा है। आने वाले समय में टू लेन को फोर लेन, फोर लेन को सिक्स लेन और सिक्स लेन को एट लेन बनाना है। उसके साथ-साथ ग्रीन हाईवे एक्सप्रेस की इकोनॉमिक वाइबेलिटी स्टडी करके सौ प्रतिशत करेंगे और बजट से दस-बीस परसेंट एडिशनल सपोर्ट भी देंगे और इसे करने का प्रयास करेंगे।

माननीय अध्यक्ष: माननीय सदस्यगण, आप निश्चित रहें। मैं मूल प्रश्नकर्ता के बाद सप्लीमेंटरी भी एलाऊ करूंगा क्योंकि सुरेश जी का आज अंतिम क्वेश्चन था। उनका आग्रह था कि सप्लीमेंटरी क्लब कर दिया जाए, इसलिए सभी को क्लब कर दिया। मूल प्रश्नकर्ता के बाद सप्लीमेंटरी क्वेश्चन पूछने की इजाजत निश्चित रूप से मिलेगी।

प्रश्न संख्या 247 - श्री सुधीर गुप्ता - उपस्थित नहीं।

श्री गजानन कीर्तिकर - उपस्थित नहीं।

माननीय मंत्री जी।

प्रश्न संख्या 249 - श्री दीपक बैज - उपस्थित नहीं।

माननीय मंत्री जी।

माननीय अध्यक्ष: आप दीपक बैज हैं क्या? मैंने क्या कहा था ... (व्यवधान) कान पर ईयरफोन लगा लो कि मूल प्रश्नकर्ता के बाद सप्लीमेंटरी भी एलाऊ करेंगे।

प्रश्न संख्या 250 - श्रीमती रमा देवी

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

**LOK SABHA
STARRED QUESTION NO. 247
ANSWERED ON 5TH AUGUST, 2021**

IMPROVEMENT OF NHS IN MAHARASHTRA

***247. SHRI DHAIRYASHEEL SAMBAJIRAO MANE:
DR. SUJAY RADHAKRISHNA VIKHE PATIL:**

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) the details of road stretches in Maharashtra entrusted to the National Highways Authority of India (NHAI) for improvement under different programmes;**
- (b) whether the Government is contemplating any alternate method for improvement of National Highways (NHs) in the State where this work is yet to be taken up, if so, the details thereof and if not, the reasons therefor;**
- (c) whether the Government is aware of the alarming condition of the NHs in the State which are entrusted to NHAI due to lack of proper maintenance and if so, the steps being taken by the Government in this regard;**
- (d) whether there is any policy for upgradation of State Highways and NHs along with a plan for maintenance of excessively damaged roads; and**
- (e) if so, the details thereof?**

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. 247 ON 5TH AUGUST, 2021 ASKED BY SHRI
DHAIRYASHEEL SAMBHAJIRAO MANE AND DR. SUJAY RADHAKRISHNA
VIKHE PATIL REGARDING 'IMPROVEMENT OF NHS IN MAHARASHTRA'**

(a) A length of 6,273 km has been entrusted to National Highways Authority of India (NHAI) for improvement under different phases of NHDP Programme and Bharatmaia Pariyojana in the State of Maharashtra. Out of which, about 3,338 km length has been constructed and construction works have been taken up in 1,316 km. Remaining length is balance for award.

(b) & (c) Upon entrustment, NHAI conducts surveys and accordingly, urgent improvement / maintenance works of stretches are taken up as per extant guidelines / circulars of NHAI. NHAI's field units are in place and the field officers visit the stretches on regular basis in order to keep these stretches in traffic worthy condition. Funds to the tune of Rs. 57.73 crore & Rs. 101.06 crore have been allocated for maintenance works in the year 2020-21 & 2021-22 respectively by NHAI in the State of Maharashtra.

The Ministry had issued guidelines regarding cost effective new / alternative Material and Technology such as use of Cement Treated Base (CTB), Cement Treated Sub-base (CTSB), Waste Plastic, Geo-Synthetics, Recycling of bitumen and asphalt, Fly-ash in Embankment, modified Bitumen (CRMB, Polymer modified, Natural Rubber), use of Jute & Coir in slope stabilization, Fibre Reinforced Concrete in Road Crust & Structures etc. in construction and maintenance of National Highways for harnessing potential time and cost savings to increase the life of the pavement.

(d) & (e) Ministry is primarily responsible for maintenance and development of National Highways. After entrustment, NHAI carries out maintenance work till 4/6 laning work is awarded. After award of road works, maintenance of the road is done by Concessionaire/ Contractor as per provisions of Concession/ Contract Agreement.

HON. SPEAKER : Q.No. 247, Shri Dhairyasheel Sambhajirao Mane.

... (*Interruptions*)

(Q.247)

DR. SUJAY VIKHE PATIL : Thank you Speaker, Sir, for giving me an opportunity to ask a supplementary question. First, I would like to thank the hon. Minister Gadkari Ji for leading the Ministry, building the highways at a record speed, and also allotting major highway projects to my constituency.... (*Interruptions*)

My question pertains to a very important National Highway, that is, Ahmednagar to Karmala which falls in my Ahmednagar Lok Sabha constituency. I have already referred this matter to the hon. Secretary. The entrustment notification, saying that this National Highway has been entrusted to the National Highways Authority of India, is yet to be published. That is the first thing....

(*Interruptions*)

Secondly, this Highway was mentioned in the first notification as 516A. It was corrected in the second notification and was mentioned as 561A.

Hon. Speaker, Sir, through you, I would like to request the hon. Minister to amend the notification and to issue a two-line notice that NH-516A should be read as 561A as far as project is concerned.

श्री नितिन जयराम गडकरी : आदरणीय अध्यक्ष महोदय, जो सुझाव और जो बातें माननीय सदस्य ने बताई हैं उनको वेरिफाई करके उस पर तुरंत कार्रवाई की जाएगी। ... (व्यवधान)

✓ डॉ. निशिकांत दुबे : धन्यवाद अध्यक्ष महोदय, हमारे सांसदों की जो सबसे बड़ी समस्या है, उसके लिए सारे सांसद माननीय मंत्री जी से मिले थे। ... (व्यवधान) जो सीआरएफ फंड है वह राज्य सरकार के जिम्मे हम लोगों ने छोड़ रखा है। ... (व्यवधान) सांसदों के रिकमेंडेशनस सीआरएफ फंड में नहीं आते हैं, इस वजह से सरकार उसको क्लीयर नहीं करती है। ... (व्यवधान) हम सभी सांसद बार-बार माननीय मंत्री जी से यह रिक्वेस्ट कर चुके हैं कि कम से कम भारत सरकार को यह अधिकार देना चाहिए कि सांसदों का एक कोटा निर्धारित हो या सांसदों के जो रिकमेंडेशनस हैं, उनके आधार पर सीआरएफ फंड के रोड लिए जाएं, क्योंकि यह केंद्र सरकार का फंड है। ... (व्यवधान) क्या इस प्रकार की कोई योजना केंद्र सरकार ने बनाई है? ... (व्यवधान)

श्री नितिन जयराम गडकरी : माननीय अध्यक्ष महोदय, यह बात सच है कि राज्य सरकार की सिफारिश के बिना हम कोई भी सिफारिश मंजूर नहीं कर सकते हैं। ... (व्यवधान) अतः माननीय सांसद को भी अपने काम के लिए राज्य सरकार से अनुमति की आवश्यकता है और उनसे सिफारिश होने के बाद ही उसे मंजूरी मिलती है। ... (व्यवधान) माननीय सदस्य ने जो बात रखी है, वह निश्चित रूप से महत्वपूर्ण है कि हमारे देश की संसद सर्वोच्च होने के बाद भी हमारे सांसदों को इसमें किसी प्रकार का अधिकार नहीं दिया गया है। ... (व्यवधान) उनकी भावना और सदन के सभी सदस्यों की भावना को ध्यान में रखते हुए इस निधि में से कुछ निधि सांसदों के रिकमेंडेशन के लिए भी उनके आधार पर डायरेक्ट दी जाए, इस प्रकार की सिफारिश मैं माननीय वित्त मंत्री जी को भेजूंगा। ... (व्यवधान) उनकी अनुमति के बाद ही इस कानून में सुधार होगा। उसके बाद ही यह हो पाएगा। ... (व्यवधान)

~~संख्या~~

माननीय अध्यक्ष: प्रश्न संख्या-248, श्रीमती सजदा अहमद ।

... (व्यवधान)

(Q. 248)

नागर विमानन मंत्री (श्री ज्योतिरादित्य एम. सिंधिया): महोदय, विवरण सदन के पटल पर रख दिया गया है । ... (व्यवधान)



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

**LOK SABHA
UNSTARRED QUESTION NO. 2848
ANSWERED ON 5th AUGUST, 2021**

MONITORING CENTER FOR PUBLIC SERVICE VEHICLES

2848. SHRI DILIP SAIKIA :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) whether the Government has issued guidelines to all States/UTs to submit their proposal to set up monitoring centres with central assistance to track all the public service vehicles like cabs, buses and taxis;
- (b) if so, the details and objectives thereof ;
- (c) the funds sanctioned by the Government for the purpose and its share in implementing the said scheme;
- (d) the response of the States/UTs in this regard so far; and
- (e) the time by which the said scheme is likely to be implemented?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (e) Ministry of Road Transport & Highways has approved a scheme in January, 2020 for development, customization, deployment and management of State-wise vehicle tracking platform for Safety & Enforcement as per AIS 140 Specifications in States / UTs under Nirbhaya Framework with a total estimated cost of Rs. 463.90 Crores. Proposals in this regard have been received from 29 States/UTs and implementation is under process.

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

**LOK SABHA
STARRED QUESTION NO.266
ANSWERED ON 16TH December, 2021**

ACCIDENT SPOTS ON NHs

***266. SHRI RAMDAS C. TADAS:**

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

(a) whether the Ministry has issued any letter dated 9th September, 2021 for taking advance action for removal of accident spots on National Highways (NHs) in the country;

(b) if so, the details thereof?

(c) whether any representation has been received by the Ministry/National Highways Authority of India (NHAI) from public representative from Wardha Lok Sabha Parliamentary Constituency for taking advance action for removal of accident spots on NHs as per the aforesaid letter; and

(d) if so, the details of action taken by the Ministry/ NHAI thereon?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) to (d) OF LOK SABHA STARRED QUESTION No. 266 FOR ANSWER ON 16.12.2021 ASKED BY SHRI RAMDAS C. TADAS REGARDING ACCIDENT SPOTS ON NHs

(a) & (b) Yes Sir. Ministry vide letter dated 9th September 2021 has issued the letter for taking advance action to Chief Secretaries of all the States, Principal Secretaries/Secretaries/ All engineers-In Chief and Chief Engineers of (Public Works Department) of all the States, Director General (Border Roads), Chairman (NHAI), Managing Director (NHIDCL), All CE-ROs/SE-ROs and ELOs of the Ministry and all Project Directors of Ministry for removal of accident spots on National highways as per police reports without waiting for converting them into black spots after accidents/fatalities. There are many road accidents spots on NHs observed by State Police Departments every year which are although not qualified to be declared as Road Accident Black spots as the number of fatal accidents / casualties at these locations are less, but these accident spots may be in the process of becoming vulnerable to Black Spots. In order to prevent such accident spots becoming vulnerable Black Spots by causing more accidents, the Ministry has decided to take proactive action by studying the reasons of accident/fatality for all such locations and to take up necessary engineering measures as detailed safety audit may be taken up based on such outcome of analysis. Immediate cautionary measures for alerting Road users at such spots undertaken based on site inspections and conducting Road Safety Audit as per Ministry's circular. In case there are non-engineering reasons for the accidents/fatalities needing social attention/efforts, the analysis sent to concerned District Magistrate and State Head of Traffic police for necessary action.

(c) Yes sir, Representation dated 16.09.2021 from Hon'ble Member of Parliament Shri. Ramdas Tadas, Lok Sabha, Wardha Constituency has been received.

(d) Hon'ble MP has requested for taking necessary action for construction of new VUPs, junction improvement, service road on NH-361, NH-753C for removal of accident spots. The request of Hon'be MP is under examination for necessity and feasibility as per site Requirement.

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA
UNSTARRED QUESTION NO. 314
ANSWERED ON 3RD FEBRUARY, 2022

PROPOSAL FOR NEW NH FROM KERALA

314. ADV. ADOOR PRAKASH:
SHRI ANTO ANTONY:

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

be pleased to state:

- whether the Union Government has received a proposal from the State of Kerala for construction of new National Highway (NH) parallel to the Main Central (MC) road in the State;
- if so, the details and the present status thereof;
- whether the Government has any statistics regarding total length of NHs constructed in the State under Bharatmala Pariyojana; and
- if so, the details thereof?

ANSWER

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

(a) & (b) Yes, Government of Kerala has requested to construct 4 lane new National Highway (NH) connecting Thiruvananthapuram - Kottarakkara - Kottayam - Angamali parallel to existing Main Central (MC) road. However, it is to mention that the policy for declaration of new NH is in consultation process within Union Government for its finalization. The proposals on declaration of new National Highways (NHs) will be processed, once new guidelines/criteria are finalized.

(c) & (d) Total 25 Nos. of Projects covering a length of 676 Km are in progress under Bharatmala Pariyojna in the State of Kerala out of which 83.78 Km roads has been constructed during the last 5 years.

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA
UNSTARRED QUESTION NO. 1476
ANSWERED ON 10TH FEBRUARY, 2022

MYSORE-MALABAR NH PROJECT

1476. DR. M.P. ABDUSSAMAD SAMADANI:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

(a) whether it has come to the notice of the Government that the entire district of Malappuram is not included in the proposed Mysore-Malabar National Highway (NH) project which is a part of the Bharatmala Pariyojana; and

(b) If so, whether the Government proposes to include the said district which consists of an international airport and some railway stations in the proposed NH project?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (b) Mysore - Malappuram stretch has been identified under Bharatmala Pariyojana. Detailed Project Report (DPR) for road construction of the same has been initiated for finalizing project features, alignment, cost, viability etc. Projects are taken up for construction on the basis of inter-se priority, traffic, availability of funds, connectivity requirement etc.

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

**LOK SABHA
UNSTARRED QUESTION NO. 2586
ANSWERED ON 17TH MARCH, 2022**

STAR RATING SYSTEM FOR CARS

2586. SHRI VIJAYAKUMAR (ALIAS) VIJAY VASANTH:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) whether any proposal is under consideration of the Government to introduce star rating system for cars and if so, the details thereof;
- (b) the extent to which the star rating system is likely to improve the safety level of occupants, pedestrians and other vulnerable road users;
- (c) the time by which the said proposal is likely to be implemented; and
- (d) whether it is also proposed to introduce Bharat New Vehicle Safety Assessment Programme and if so, the details thereof?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (d) At present, the Ministry of Road Transport and Highways is working on a proposal of Bharat New Car Assessment Programme.

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA
UNSTARRED QUESTION NO. 2627
ANSWERED ON 17th MARCH, 2022

GREENFIELD ROAD PROJECT CONNECTING CALICUT AIRPORT

2627. DR. M.P. ABDUSSAMAD SAMADANI:

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

be pleased to state:

- (a) whether the Government proposes to connect the proposed Greenfield Road Project with Calicut International Airport;
- (b) if so, the details thereof;
- (c) whether any suggestion has been received from the State Government in this regard and if so, the details thereof; and
- (d) the steps taken by the Government in this regard?

ANSWER

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

(a) to (d) Mysore-Mallapuram stretch for enhancing connectivity to Calicut International Airport has been identified under Bharatmala Pariyojana. Detailed Project Report (DPR) for the same has been initiated for finalizing project features, alignment, cost, viability etc. Projects are taken up for construction on the basis of inter-se priority, traffic, availability of funds, connectivity requirement etc. Alignment of the projects are finalised in consultation with the respective State Governments.

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

**LOK SABHA
UNSTARRED QUESTION NO. 4642
ANSWERED ON 31ST MARCH, 2022**

HIGHWAY PROJECTS IN ANDHRA PRADESH

**4642. DR. BEESETTI VENKATA SATYAVATHI:
SHRI SRIDHAR KOTAGIRI:**

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

be pleased to state:

- (a) whether the Government has received requests for construction of a bypass road on eastern side of Vijayawada in the State of Andhra Pradesh;
- (b) if so, the details and the present status thereof;
- (c) whether any steps have been taken by the Government for preparation of a Detailed Project Report (DPR) for six-lane National Highway from Visakhapatnam Port to Bhogapuram via Rushikonda and Bheemili; and
- (c) if so, the details thereof and if not, the reasons therefor?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) & (b) Yes Sir. Earlier, the feasibility study was conducted for 180 km Road with 100m ROW as Outer Ring Road connecting Vijayawada - Guntur - Tenali Urban Agglomeration subject to the condition that State Government of Andhra Pradesh agrees to provide entire land free of cost. Subsequently, Government of Andhra Pradesh requested for developing only 78 km Eastern Bypass to Vijayawada and it was decided that State Government of Andhra Pradesh may hand over the entire land free from encumbrance without any cost to this Ministry for taking up the project. Subsequently, Government of Andhra Pradesh during meeting held on 17.02.22 agreed for exemption of State GST on construction material

such as Cement, Steel and Bitumen etc., for waiver of Royalty on Earth, Sand and Aggregates/Stones etc., for waiver of applicable local taxes and to give preferential mining rights to National Highways Authority of India (NHAI)/ Concessionaire (s) to make the project viable. On receipt of the proposal on these lines from State Government, the feasibility of the project will be determined and appropriate action will be taken.

(c) & (c) The Detailed Project Report (DPR) preparation for the said stretch has been initiated for analysing the viability of the project and finalising the alignment, project cost, features, bidding documents etc. keeping in view the tourism potential of the area.

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

**LOK SABHA
UNSTARRED QUESTION NO. 4765
ANSWERED ON 31ST MARCH, 2022**

GREENFIELD AND BROWNFIELD PROJECTS

4765. SHRI RAJIV PRATAP RUDY:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) whether a greenfield project has some distinct advantageous features as compared to a brownfield project and if so, the details thereof with their benefits;
- (b) the criteria adopted for classification of a project as a brownfield or a greenfield;
- (c) whether there is a proposal for development of a greenfield project near Patna; and
- (d) if so, the details and the present status thereof?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) & (b) The widening/development of existing road is categorised as Brownfield, whereas construction of project on a new alignment is categorised as Greenfield project. The Greenfield project generally passes through new area, wherein the per unit cost of land acquisition is generally less considering less development in these areas. Construction of Greenfield alignment generates new areas for development besides several other advantages.

(c) & (d) The project of Amas to Darbhanga, a Greenfield Project, passes through areas near Patna. The details of the project are as under:

Name of project	Length (km)	Status
Amas to Shivrampur	52.002	Approved
Shivrampur to Ramnagar	54.322	Approved
Ramnagar to Kachhi Dargha	13	DPR stage
Kachhi Dargha to Kalyanpur including bridge across Ganga	19.6	Construction stage
Kalyanpur to Balbhadarapur	47.00	Approved
Balbhadarapur to Bela Nawada	42.21	Approved

In addition, Detailed Project Report (DPR) preparation work for greenfield connectivity from Purvanchal Expressway to Patna has also been initiated.

Appendix-XII

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

**LOK SABHA
STARRED QUESTION NO. 80
ANSWER ON 21ST JULY, 2022**

CONSTRUCTION OF BYPASS ON NH IN CHHATTISGARH

***80. SHRI CHUNNI LAL SAHU:**

Will the Minister of Road Transport and Highways

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

(a) Whether the Union Government has received any proposal from the State Government of Chhattisgarh for construction of a bypass at National Highway (NH) numbers 30 and 353 in the state;

(b) if so, the details and present status thereof;

(c) whether the land required for this purpose has been acquired by the Government and if so, the details thereof; and

(d) the cost estimated for the construction of said bypass and the time by which the work thereon is to be completed?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (d) A statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF LOK SABHA STARRED QUESTION NO. 80 ANSWERED ON 21.07.2022 ASKED BY SHRI CHUNNI LAL SAHU REGARDING CONSTRUCTION OF BYPASS ON NH IN CHHATTISGARH

(a) & (b) Construction of Bemetara bypass on National Highway No. 30 has been included in Annual Plan 2022-23 for the State of Chhattisgarh. Provision for engagement of consultant for preparation of detailed project report for Kawardha bypass on National Highway No. 30 and Mahasamund bypass & Bagbahara bypass on National Highway No. 353 have also been included in Annual Plan 2022-23 for the State of Chhattisgarh. Detailed proposal and estimate for construction of Bemetara bypass and engagement of consultant for project preparation for the other 3 bypasses are under preparation by State PWD of Chhattisgarh and will be considered for sanction after proposals are received from State PWD.

(c) & (d) Acquisition of land for Bemetara bypass is in process. Land acquisition process for other 3 bypasses will be taken up after preparation of detailed project report. Cost and estimated time of completion of the projects will be firmed up in the project preparation stage.

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA
UNSTARRED QUESTION NO. 766
ANSWERED ON 21ST JULY, 2022

ELECTRIC VEHICLES

766. SHRI N. REDDEPPA:
SHRIMATI CHINTA ANURADHA:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) whether the Government has taken any steps to ensure extensive testing of Electric Vehicles (EVs) by the manufacturers under stringent conditions;
- (b) if so, the details thereof and if not, the reasons therefor;
- (c) whether the Government has levied fines on the EV manufacturers for the accidents caused due to electric vehicles catching fire; and
- (d) if so, the details thereof and if not, the reasons therefor?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) and (b) Safety standards notified by this Ministry from time to time are required to be complied with by vehicle manufacturers. Compliance to these Standards is verified through a testing process by the test agencies notified under Rule 126 of Central Motor Vehicles Rules, 1989, and thereafter Type Approval Certificate is issued to only those vehicle prototypes / components which meet the specified standards.

The Ministry of Road Transport and Highways has constituted a committee of experts to suggest formulation of safety standards for the battery and its components, BMS and related systems in electric vehicles, in the wake of recent incidents of fire in electric two wheelers.

(c) and (d) The Ministry has issued a show-cause notice to the CEOs and MDs of the concerned two wheeler electric scooter manufacturers, to explain the reasons as to why the relevant Sections of the Motor Vehicles Act should not be invoked against them. Further processing will be done on receipt of their replies.



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

**LOK SABHA
UNSTARRED QUESTION NO. 817
ANSWERED ON 21ST JULY, 2022**

BHARAT NEW CAR ASSESSMENT PROGRAMME

**817. SHRI RAHUL RAMESH SHEWALE:
SHRI GIRISH BHALCHANDRA BAPAT:
SHRI CHANDRA SEKHAR SAHU:**

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) whether the Government has approved/issued a notification to introduce Bharat New Car Assessment Programme to enable automobile industry to accord star ratings to vehicles;**
- (b) if so, the details and the salient features thereof;**
- (c) whether manufactures of small segment of cars have been facing difficulties in providing low-cost vehicles in the country as a result thereof;**
- (d) if so, the number of car manufacturers who have represented against the said new policy; and**
- (e) the extent to which the said new policy is likely to increase road safety in the country?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) and (b) The Ministry of Road Transport and Highways has issued G.S.R. 472(E) dated 24th June 2022, whereby it has been proposed to insert a new rule 126E in CMVR (Central Motor Vehicles Rules), 1989 regarding the Bharat New Car Assessment Program (BNCAP). The following has been proposed:-

(i) It is applicable on Type Approved motor vehicles of category M1 [motor vehicles used for the carriage of passengers, comprising not more than

eight seats, in addition to driver's seat] with gross vehicle weight less than 3.5 Tonnes, manufactured or imported in the country, in accordance with the Automotive Industry Standard (AIS)-197. The standard is aligned with global benchmarks: it is beyond minimum regulatory requirements.

(ii) Bharat NCAP rating provides star rating to motor vehicles, which will enable consumers to evaluate the level of protection offered to occupants in motor vehicles in the fields of (a) Adult Occupant Protection (AOP) (b) Child Occupant Protection (COP) and (c) Safety Assist Technologies (SAT). The vehicle shall be assigned a star rating from one to five stars, based on scoring against various tests undertaken as per AIS 197.

It introduces the concept of safety rating of passenger cars and empowers consumers to take informed decisions. It will promote export worthiness of the cars produced by OEMs in the country and increase the domestic customer's confidence in these vehicles. Additionally the program will encourage manufacturers to provide advanced safety technologies to earn higher ratings.

(iii) The testing of vehicles for this program will be carried out at Testing Agencies, with the necessary infrastructure, referred to in Rule 126 of CMVR 1989.

(iv) It will be implemented from the 1st day of April, 2023. Comments and suggestions on the draft notification have been solicited from all stakeholders within a period of thirty days.

(c) and (d) No. There will not be any impact on Cost of small/big automobiles due to BNCAP.

(e) If consumers buy automobiles of higher rating, number of deaths in road accidents are likely to reduce significantly. A study conducted by the National Highway Traffic Safety Administration (NHTSA), USA, indicates that frontal airbags alone can save upto 34% of lives lost due to frontal collisions. Use of side airbags alone can save upto 31% of lives lost due to side collisions.

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

**LOK SABHA
UNSTARRED QUESTION NO. 827
ANSWERED ON 21ST JULY, 2022**

LEASING OF GOVERNMENT ASSETS ON PPP MODE

827. SHRI DIBYENDU ADHIKARI:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) the details of Government assets along the National Highways (NHs) which are given under Public Private Partnership (PPP) mode and the present status of leasing and privatising thereof;**
- (b) the plan of the Government for leasing of Government assets along NHs in next three years; and**
- (c) the other steps taken by the Government in liberalising road transport policy under PPP mode?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

a) & b) I. Wayside Amenities

Ministry has issued the policy circular no. RW/NH-33044/14/2003-S&R(R)-Pt. dated 11th February 2021 towards development of Wayside Amenities along National Highways.

Total 14 Nos of WSA sites have been operationalized under Public-Private Partnership model.

In addition to the above, total 118 sites have been awarded on PPP mode. As per the requirement and availability of land parcels more sites will be leased out on upcoming Highways/ Expressways.

II. Warehouses

Warehouse policy on surplus acquired land along NHs is approved by the Ministry. The feasibility study for setting up for the Warehouse facilities along NH is under progress by NHLML. Upon the completion of the feasibility studies, the initiative shall be taken forward.

c) MoRTH has issued a Notification vide GSR 652 (E) dt 23rd September 2021 which provides for recognition, regulation and control of Automated Testing Stations. As per the provisions in the rule "the owner or operator, as the case may be, of an automated testing station shall be the State Government or any company or association or body of individuals or individual or special purpose vehicle either directly or through public- private partnership".

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

**LOK SABHA
UNSTARRED QUESTION NO. 829
ANSWERED ON 21st JULY, 2022**

NH PROJECTS IN KERALA

829. SHRI KODIKUNNIL SURESH:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) whether certain highway projects in the State of Kerala are pending for approval with the Union Government and if so, the details thereof;
- (b) the details of roads/State Highways declared as National Highways (NHs) in the State during the last three years and the current year;
- (c) whether the Government has sanctioned a Green Highway connecting Kollam with Tamil Nadu to be executed by National Highways Authority of India (NHAI) and if so, the details along with its alignment and estimated cost;
- (d) whether the Government has undertaken various surveys for the development of NH-744 (old NH-208) from Kollam in Kerala to Thirumangalam in Tamil Nadu; and
- (e) if so, the details and present status thereof and the steps taken by the Government in this regard?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) No National Highway projects are pending in Ministry.

(b) No road/State Highways has been declared as National Highways (NHs) in the State of Kerala during last three years and current year.

(c) to (e) NHAI has proposed to develop a new Greenfield Highway from Kadambattukonam-Pathady-Thenmala-Aryankavu covering length of 59.360 km as the existing stretch of NH-744 is passes through heavily built up. Preparation of DPR is in final stage.

MINUTES

COMMITTEE ON GOVERNMENT ASSURANCES
(2022-2023)
(SEVENTEENTH LOK SABHA)
FIFTH SITTING
(22.02.2023)

The Committee sat from 1100 hours to 1215 hours in Committee Room No. 'B', Parliament House Annexe, New Delhi.

PRESENT

Shri Rajendra Agrawal - Chairperson

MEMBERS

2. Shri Ramesh Chander Kaushik
3. Shri Khagen Murmu
4. Prof. Sougata Ray
5. Shri Chandra Sekhar Sahu

SECRETARIAT

1. Shri J.M. Baisakh - Joint Secretary
2. Dr. Sagarika Dash - Director
3. Smt. Vineeta Sachdeva - Under Secretary

WITNESSES

Ministry of Road Transport and Highways

1. Shri Amit Kumar Ghosh, Additional Secretary
2. Shri Kamlesh Chaturvedi, Joint Secretary
3. Shri Suman Prasad Singh, Joint Secretary
4. Shri V.K. Rajawat, Chief Engineer
5. Shri P.K. Shakya, Chief Engineer
6. Dr. Piyush Jain, Director

National Highways Authority of India (NHAI)

1. Shri Santosh Kumar Yadav, Chairman, NHAI
2. Shri R.K. Pandey, Member, NHAI
3. Shri Manoj Kumar, Member, NHAI
4. Shri K. Venkata Raman, NHAI

Ministry of Parliamentary Affairs

1. Shri P.K. Tripathy - Under Secretary

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3. Thereafter, the representatives of the Ministry of Road Transport and Highways and the Ministry of Parliamentary Affairs were ushered in. Welcoming the witnesses to the sitting of the Committee, the Chairperson impressed upon them not to disclose the deliberations of the Committee to any outsider. The Committee then took oral evidence of the representatives of the Ministry of Road Transport and Highways regarding pending Assurances (Annexure-III). Considering the long pendency of a large number of Assurances of the Ministry, the Chairperson asked the representatives to give an overview of the pending Assurances and brief the Committee about the internal mechanism in place for monitoring and review of the Committee pending Assurances in the Ministry.

4. The Joint Secretary, Ministry of Road Transport and Highways, briefed the Committee about the review meetings being held for implementation of pending Assurances. The Chairperson asked the representatives of the Ministry to furnish the Minutes of their review meetings for monitoring of pending Assurances.

5. The Members then raised queries and sought clarifications on the pending Assurances which were responded to and classified by the witnesses. In view of the explanations submitted by the representatives of the Ministry during the course of oral evidence, the Committee acceded to the request of the Ministry to drop the Assurance mentioned at Sl.No. 2 of the Annexure. As some queries required detailed replies and inputs from various quarters, the Chairperson asked the witnesses to furnish written replies on the same in due course.

6. The Committee observed that there have been inordinate delays in laying of Implementation Reports in the House even though the action has been completed on various Assurances by the Ministry of Road Transport and Highways. The Committee directed the representatives of the Ministry to furnish Implementation Reports in respect of all such Assurances to the Ministry of Parliamentary Affairs at the earliest.

7. The Chairperson thanked the witnesses for deposing before the Committee and furnishing the valuable information on the queries raised and clarifications sought by them.

The witnesses, then, withdrew.

A verbatim record of the proceedings has been kept.

The Committee then adjourned.

COMMITTEE ON GOVERNMENT ASSURANCES (2022-2023), LOK SABHA

Statement of Pending Assurances pertaining to the Ministry of Road Transport and Highways to be discussed during Oral Evidence held on 22.02.2023

Sl.No.	SQ/USQ No. dated	Subject
1.	SQ No. 244 dated 05.12.2019 (Supplementary by Shri Jugal Kishore Sharma, M.P)	Conversion of NHS in to Four and Six Lanes
2.	SQ No. 247 dated 05.08.2021 (Supplementary by Dr. Nishikant Dubey, M.P)	Improvement of NHS in Maharashtra
3.	USQ No. 2848 dated 05.08.2021	Monitoring Center for Public Service Vehicles
4.	SQ No. 266 dated 16.12.2021	Accident Sports on NHs
5.	USQ No. 314 dated 03.02.2022	Proposal for New NH from Kerala
6.	USQ No. 1476 dated 10.02.2022	Mysore-Malabar NH Project
7.	USQ No. 2586 dated 17.03.2022	Star Rating System for Cars
8.	USQ No. 2627 dated 17.03.2022	Greenfield Road Project Connecting Calicut Airport
9.	USQ No. 4642 dated 31.03.2022	Highway Projects in Andhra Pradesh
10.	USQ No. 4765 dated 31.03.2022	Greenfield and Brownfield Projects
11.	SQ No. 80 dated 21.07.2022	Construction of Bypass on NH in Chhattisgarh
12.	USQ No. 766 dated 21.07.2022	Electric Vehicles
13.	USQ No. 817 dated 21.07.2022	Bharat New Car Assessment Programme
14.	USQ No. 827 dated 21.07.2022	Leasing of Government Assets on PPP Mode
15.	USQ No. 829 dated 21.07.2022	NH Projects in Kerala

MINUTES
COMMITTEE ON GOVERNMENT ASSURANCES
(2022-2023)
(SEVENTEENTH LOK SABHA)
SEVENTH SITTING
(25.07.2023)

The Committee sat from 1500 hours to 1530 hours in Room No. 216 (Chamber of Hon'ble Chairperson), 'B' Block, Extension to Parliament House Annexe, New Delhi.

PRESENT

Shri Rajendra Agrawal - Chairperson

Members

2. Shri Nihal Chand Chauhan
3. Shri Ramesh Chander Kaushik
4. Shri Kaushlendra Kumar
5. Shri Khagen Murmu
6. Shri Chandra Sekhar Sahu

Secretariat

- | | |
|-----------------------------|--------------------|
| 1. Shri J.M. Baisakh | - Joint Secretary |
| 2. Dr. (Smt.) Sagarika Dash | - Director |
| 3. Shri Mahesh Chand Gupta | - Deputy Secretary |
| 4. Smt. Vineeta Sachdeva | - Under Secretary |

At the outset, the Chairperson welcomed the Members to the sitting of the Committee and apprised them regarding the day's agenda. Thereafter, the Committee considered and adopted the following eight (08) draft Reports without any amendments:-

- (i) Draft Eighty-Third Report (17th Lok Sabha) regarding 'Review of Pending Assurances Pertaining to the Ministry of Health and Family Welfare (Department of Health and Family Welfare)';
- (ii) Draft Eighty-Fourth Report (17th Lok Sabha) regarding 'Review of Pending Assurances Pertaining to the Ministry of Railways';
- (iii) Draft Eighty-Fifth Report (17th Lok Sabha) regarding 'Review of Pending Assurances Pertaining to the Ministry of Law and Justice (Legislative Department)';

- (iv) Draft Eighty-Sixth Report (17th Lok Sabha) regarding 'Review of Pending Assurances Pertaining to the Ministry of Road Transport and Highways'.
- (v) Draft Eighty-Seventh Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Acceded to)';
- (vi) Draft Eighty-Eighth Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Not Acceded to)';
- (vii) Draft Eighty-Ninth Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Acceded to)'; and
- (viii) Draft Ninetieth Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Not Acceded to)'.

2. The Committee authorized the Chairperson to present the Reports during the ongoing session.

The Committee then adjourned.