

**GOVERNMENT OF INDIA
ROAD TRANSPORT AND HIGHWAYS
LOK SABHA**

UNSTARRED QUESTION NO:2148

ANSWERED ON:23.11.2010

TWO LANING OF SINGLE INTERMEDIATE LANES

Das Shri Ram Sundar;Shankar Alias Kushal Tiwari Shri Bhisma;Singh Shri Radhey Mohan

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the number of single lane/intermediate lane roads alongwith their length targeted for two laning under the National Highway Development Programme, Phase-IV(A);
- (b) the amount of funds likely to be spent thereon;
- (c) whether the Government proposes to seek private sector cooperation under this project;
- (d) if so, the amount of funds likely to be mobilised from the private sector and the amount likely to be spent by the Government/NHAI out of the total estimated cost;
- (e) whether the Government is likely to monitor the quality and the cost of this project alongwith other associated works; and
- (f) if so, the details in this regard?

Answer

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH)

- (a): The Government has targeted 35 number of single/intermediate/two lane roads covering a length of 4596 km for two laning with paved shoulder under National Highway Development Project, Phase-IVA.
- (b): The amount of funds likely to be spent was estimated as Rs.6950 crore at the time of its approval in 2008. Based on current prices (2010), the same has been estimated as Rs.13,500 crore (approx).
- (c): Yes, Sir.
- (d): Out of the total estimated requirement of funds of Rs.13,500 crore (approx.), the private sector is likely to mobilize a fund of Rs.9000 crore (approx.) and the amount likely to be spent by the Government is Rs.4500 crore (approx.).
- (e) & (f): The Government would be monitoring the quality of construction through an Independent Consultant, to be appointed under the provisions of the concession agreements, who will be responsible for all required quality checks during construction as well as operation and maintenance period. Under Build Operate and Transfer (BoT) mode, the main cost of construction, operation and maintenance is to be borne by the private sector and Government will provide the viability gap funding. All project execution expenses will be maintained through an Escrow Agreement. Escrow Account is monitored by lenders, Concessionaire and the Government under the provisions of Escrow Agreement. The other cost to the Government towards pre-construction activities would be monitored by the Government from time to time.