

**MINISTRY OF ROAD TRANSPORT & HIGHWAYS**

**NATIONAL HIGHWAYS DEVELOPMENT PROJECT  
INCLUDING IMPLEMENTATION OF GOLDEN  
QUADRILATERAL**

**COMMITTEE ON ESTIMATES  
(2010-2011)**

**ELEVENTH REPORT**

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**FIFTEENTH LOK SABHA**



**LOK SABHA SECRETARIAT  
NEW DELHI**

**ELEVENTH REPORT**

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(2010-2011)**

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**MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**

**(NATIONAL HIGHWAYS DEVELOPMENT PROJECT INCLUDING  
IMPLEMENTATION OF GOLDEN QUADRILATERAL)**

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**Presented to Hon'ble Speaker on 27.04.2011**

**Presented to Lok Sabha on .....2011**



**LOK SABHA SECRETARIAT  
NEW DELHI**

**April, 2010/ Vaisakha, 1933(S)**

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## **COMPOSITION OF THE COMMITTEE ON ESTIMATES (2010-11)**

Shri Francisco Sardinha – Chairman

### **Members**

2. Smt. Harsimrat Kaur Badal
3. Shri Adhir Ranjan Chowdhury
4. Shri Bhakta Charan Das
5. Shri Milind Deora
6. Shri T.K.S. Elangovan
7. Dr. Sanjay Jaiswal
8. Shri Ramesh Jigajinagi
9. Shri P. Karunakaran
10. Shri Chandrakant Khaire
11. Shri M. Krishnaswamy
12. Shri Vikrambhai Arjanbhai Madam
13. Dr. Sanjeev Ganesh Naik
14. Smt. Raneer Narah
15. Shri Prabodh Panda
16. Shri Ravindra Kumar Pandey
17. Shri Kabindra Purkayastha
18. Shri Jagdish Singh Rana
19. Shri K. Jaya Surya Prakash Reddy
20. Shri M. Sreenivasulu Reddy
21. Smt. Yashodhara Raje Scindia
22. Shri S. Semmalai
23. Shri Arjun Charan Sethi
24. Shri Madan Lal Sharma
25. Shri Brij Bhushan Sharan Singh
26. Dr. Raghuvansh Prasad Singh
27. Shri Sushil Kumar Singh
28. Shri Lalji Tandon
29. Shri Manish Tewari
30. Shri K.C. Venugopal \*

\* ceased to be Member of Committee w.e.f. 19.01.2011.

## **SECRETARIAT**

1. Shri P. K. Grover - Joint Secretary
2. Smt. Anita B. Panda - Additional Director
3. Smt. Juby Amar - Deputy Secretary
4. Shri Amit Ankit - Executive Assistant

## **COMPOSITION OF THE COMMITTEE ON ESTIMATES (2009-10)**

Shri Francisco Sardinha – Chairman

### **Members**

2. Smt. Harsimrat Kaur Badal
3. Shri Adhir Ranjan Chowdhury
4. Shri Bhakta Charan Das
5. Shri Milind Deora
6. Shri T.K.S. Elangovan
7. Dr. Sanjay Jaiswal
8. Shri Ramesh Jigajinagi
9. Shri P. Karunakaran
10. Shri Chandrakant Khaire
11. Shri M. Krishnaswamy
12. Shri Vikrambhai Arjanbhai Madam
13. Shri Mohinder Singh Kaypee
14. Smt. Ranee Narah
15. Shri Prabodh Panda
16. Shri Ravindra Kumar Pandey
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23. Shri Sanjay Singh Chauhan
24. Shri Madan Lal Sharma
25. Shri Brij Bhushan Sharan Singh
26. Dr. Raghuvansh Prasad Singh
27. Shri Sushil Kumar Singh
28. Shri Lalji Tandon
29. Shri Manish Tewari
30. Shri K.C. Venugopal

## **INTRODUCTION**

I, the Chairman of Committee on Estimates (2010-2011) having been authorized by the Committee to submit the Report on their behalf, present this Eleventh Report (Fifteenth Lok Sabha) on 'National Highways Development Project including implementation of Golden Quadrilateral' pertaining to Ministry of Road Transport & Highways.

2. The subject was selected for detailed examination by the Committee on Estimates (2009-2010), taking into account the urgent need to develop a functional, efficient and well knit network of National Highways, not only to meet infrastructural requirements but also to provide a boost to the economic development. The subject National Highways Development Project including implementation of Golden Quadrilateral' was carried forward for examination & report during the year 2010-2011.

3. The Committee held five sittings on the subject. The representatives of the Ministry of Road Transport & Highways briefed the Committee on 22.09.2009 on the subject. The Committee took their oral evidence on 30.03.2010, 7.04.2010, 24.09.2010 and again on 10.03.2011.

4. The Report was considered & adopted by the Committee at the sitting held on 26.04.2011.

5. The Committee would like to express their deep appreciation of the valuable work done by the Committee on Estimates (2009-2010) in connection with the examination of the subject.

6. The Committee wish to express their thanks to the representatives of the Ministry of Road Transport & Highways and National Highways Authority of India (NHAI), who appeared before them and placed their considered views on the subject. The Committee also wish to thank them for furnishing the information required in connection with examination of the subject during the briefing and oral evidences.

7. The Committee would also like to place on record their deep sense of appreciation for the invaluable assistance rendered to them by the officials of the Lok Sabha Secretariat attached to the Committee.

8. For facility of reference and convenience, the observations and recommendations of the Committee have been printed in bold letters at the end of the Report.

**NEW DELHI;**  
**26 April, 2011**  
**Vaisakha 6,1933(S)**

**FRANCISCO SARDINHA,**  
**CHAIRMAN,**  
**COMMITTEE ON ESTIMATES**

## CHAPTER I

### INTRODUCTORY

The state of economy of a country is aptly manifested by the condition of its transport system, which plays a pivotal role in the country's sustained & inclusive growth. In this transport system, Roads in general and National Highways in particular are the most potent instrument of reducing economic isolation, bringing social cohesion and strengthening political integration. Moreover, in a diverse and vast country like India, National Highways also act as the backbone for cultural exchange and national unity & integrity.

1.2 India has one of the largest road networks of 3.62 million kms, consisting of National Highways, Expressways, State Highways, major District Roads, other District Roads and village Roads. These road networks cater to 60 percent of the freight traffic and 87.4 percent of passenger traffic. Although National Highways constitute only about 2 percent of the road network, it carries 40 percent of total road traffic. National Highways have witnessed large expansion in recent years, still, to cater to the unprecedented growth of road traffic, to provide for the future traffic needs and to improve accessibility to the hinterland in order to bring them into economic mainstream, it is imperative that development of wellknit network of National Highways are accorded highest priority.

1.3 In order to take up the improvement and development of National Highways, National Highways Development Project (NHDP) – the largest highways project ever undertaken by the country, has been initiated in a phased manner. The National Highways Authority of India (NHAI) – an autonomous body under the Ministry of Road Transport and Highways has been entrusted with the implementation of this project. The NHDP programme began in the late 90s with the Phase I & Phase II, which envisaged 4/6 lanning of about 14,000 Km of National Highways, at an estimated cost of about ₹65,000 Cr. at 2004 prices. These two phases comprise ambitious projects of Golden Quadrilateral (GQ) – that consists of 5,846 Km and connects four metro cities viz. Delhi, Mumbai, Chennai and Kolkata and North–South & East–West corridors (NSEW) which consists of 7,142 Km and connects Srinagar in North to KanyaKumari in the South including a spur from Salem to Kochi and Silchar in the East to Porbandar in

the West. The NHDP also includes Port Connectivity Project comprising a length of 380 Km for improvement of roads connecting 12 major ports in the country. NHDP programme, at present is being implemented in 7 phases viz. Phase I, II, III, IV, V, VI & VII throughout the country.

1.4 It is, however, being observed for the last few years that certain critical issues have plagued the NHDP and created impediments in establishing the envisaged transport infrastructure. The Economic Survey (2010-11), presented in the Parliament recently, has categorically stated that achievement has been lower than the target in NHDP during 2007-2008 to 2009-10. In fact, a negative growth of -32.2% for 2010-11 (April - November) has been observed for NHAI projects. Delay in completion of projects is foremost among the problems confronting National Highways Development Project (NHDP). Absence of a Comprehensive Toll Policy, inordinate delays in land acquisitions and Environmental Clearances, non-performing contractors and Maintenance of existing Highways are other critical issues which need immediate attention. Alongwith these, issues such as balanced regional development of National Highways and Road Safety measures (engineering and technical aspect of Road Safety) also need to be addressed, if a functional and efficient network of National Highways is to be created. All this necessitates a concerted, coordinated and coherent effort made through all channels possible.

1.5 In this backdrop, the Committee took up the subject for detailed examination and report.

## **CHAPTER II**

### **ORGANIZATIONAL SET UP AND FUNCTIONS**

2.1 The Ministry of Road Transport & Highways, an apex organisation under the Central Government, is entrusted with the task of formulating and administering, in consultation with other Central Ministries/Departments, State Governments/UT Administrations, organisations and individuals, policies for Road Transport, National Highways and Transport Research with a view to increasing the mobility and efficiency of the road transport system in the country.

2.2 In the background material submitted by the Ministry, the Committee were informed that the Ministry has three wings: Roads Wing, Transport Wing and Highways Wing – each entrusted with the following specific functions and responsibilities.

2.3 Roads wing of the Ministry of Road Transport and Highways deals with development and maintenance of National Highways in the country. The Main responsibilities of Road Wing are as follows:

- Planning, development and maintenance of National Highways in the country.
- Extends technical and financial support to State Governments for the development of State roads and the roads of inter-State connectivity and economic importance.
- Evolves standard specifications for roads and bridges in the country.
- Serves as a repository of technical knowledge on roads and bridges.

2.4 Transport Wing of the Ministry deals with matters relating to Road Transport. The Main responsibilities of Transport Wing are as follows:

- Motor Vehicle legislation,
- Administration of the Motor Vehicles Act, 1988
- Taxation of motor vehicles, compulsory insurance of motor vehicles, administration of the Road Transport Corporations Act, 1950.
- Promotion of Transport co-operatives in the field of motor transport.
- Evolves road safety standards in the form of a National Policy on Road Safety and by preparing and implementing the Annual Road Safety Plan.

- Collects, compiles and analyses road accident statistics and takes steps for developing a Road Safety Culture in the country by involving the members of public and organizing various awareness campaigns.
- Provides grants-in-aid to Non-Governmental Organisations in accordance with the laid down guidelines.

2.5 Highways Wing of the Ministry deals with following:

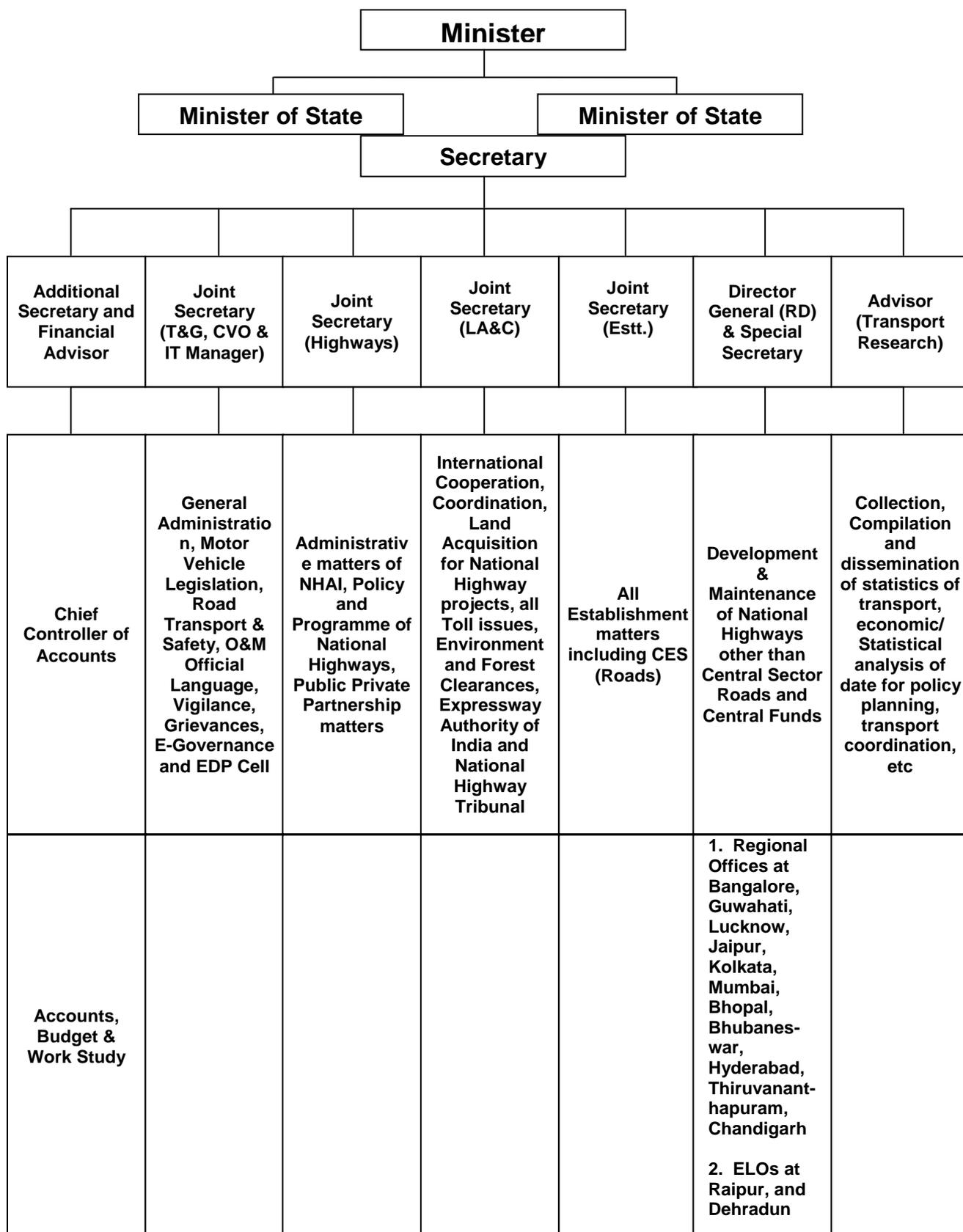
- All policy issues relating to Public-Private-Partnership (PPP) Project in Roads and Highways sector.
- Policy matters, relating to toll (user fee).
- Policy matters & programme management for National Highways Development Project (NHDP).
- Central Engineering Service (Roads) – cadre management.
- Processing proposals relating to PPP projects of M/RT&H.

2.6 National Highways Development Project (NHDP) is being implemented by National Highways Authority of India (NHAI) – an autonomous body under the Ministry of Road Transport & Highways and constituted by an Act of Parliament to develop, maintain and manage the National Highways vested in or entrusted to, it by the Central Government.

2.7 The Annual Report (2009-2010) of the Ministry provides the administrative set up of NHAI. According to it, NHAI, which became operational in February, 1995 is headed by a Chairman under whom there are five full time Members namely Member (Administration), Member (Finance), two Members (Projects) and Member (Technical). There are four part time (ex-officio) Members of the Authority namely Secretaries of the Ministry of Road Transport and Highways, Department of Expenditure, Planning Commission and the Director General (Road Development) from the Ministry of Road Transport & Highways. The Members are assisted by officers at the level of Chief General Managers, General Managers, Deputy General Managers and Managers. The Authority has its field offices in the form of Project Implementation Units (PIUs) and Corridor Management Units (CMU) spread all over the country. These units are headed by Project Directors who are responsible for the implementation of various NHDP projects and Operation & Maintenance of completed stretches. All procurements related

to civil contractors, supervision of consultants etc. are done by the Head Office. Project Directors are responsible for pre-construction activities including land acquisition, utility shifting and liaison with State Governments/Central Government organizations for successful implementation of the projects.

2.8 In the background material furnished to the Committee, the Ministry of Road Transport and Highways provided the organizational structures of Ministry of Road Transport and Highways and its attached/ subordinate offices as follows:



2.9. A perusal of organizational structure by the Committee revealed that planning, development and maintenance of National Highways in the country is the mandate of the Roads Wing of the Ministry whereas programme management of National

Highways Development Project has been entrusted to Highways Wing of the Ministry. When asked about the merit of allotting work related to National Highways to two different wings and the level of coordination between those, the Ministry of Road Transport and Highways, in a written reply stated:

“The allocation of work between the two wings has been done in such a manner that there is no conflict or duplication. Roads wing is responsible for monitoring the ongoing NHDP projects while the Highways wing is responsible for policy matter, appraisal by Public Private Partnership Appraisal Committee (PPPAC) and approval by Governments.”

**CHAPTER III**  
**FINANCIAL ASPECTS IN DEVELOPMENT OF PROJECTS**

(i) **BUDGETARY ALLOCATION**

3.1 According to the Ministry of Road Transport and Highways, the details of Budget Estimates for plan and Non-plan for 2009-10 are as follows:

**Budget Estimates for 2009-10 (Plan & Non-Plan)**

<b>Numeric Code</b>	<b>Description</b>	<b>BE 2009-2010</b>
	<b>REVENUE SECTION (Non-Plan)</b>	₹ in crs
3054	There is no separate head for NHAI for the requirements of funds against Maintenance & Repair (M&R) of National Highways entrusted to it and on which civil construction is yet to start. The MoRT&H releases funds to NHAI out of its overall allocation under M&R head.	340.00
	<b>Total Major Head – 3054</b>	<b>340.00</b>
	<b>CAPITAL SECTION (Plan)</b>	
5054	Capital Outlay on Roads and Bridges (NH)	
1	National Highways Authority of India	
01.00.54	Investment (Cess)	8578.45
1.03	Capital Grants for Externally Aided Works	
01.03.53	Major Works	272.00
7075	Loans for other Transport Services (Plan)	
2	NHAI (Externally Aided Schemes)	
02.00.55	Loans and Advances	68.00
	<b>Total</b>	<b>8918.45</b>

As stated by the Ministry, the following Budget Heads for Estimates are not specifically mentioned in the prescribed format-

Additional Budgetary Support	200.00
IEBR (Borrowings by NHAI)	5000.00
Total Major Head	5200.00

3.2 As desired by the Committee, the Ministry further furnished the following statements for Budget Estimates (2010-2011) and Expenditure (upto 28<sup>th</sup> February 2011) under Plan and Non-Plan Head:

### PLAN HEAD

#### Allocation and expenditure of important schemes (included in the Annual Plan) of the Ministry of Road Transport & Highways during the financial year 2010-11

(₹ in crores)				
SI No	Name of the scheme	Budget Estimates	Revised Estimates	Expenditure upto 28/02/11
1	<b>EAP NHAI</b>			
	a) Externally Aided (NHAI)	320.00	320.00	240.00
	b) Loan to NHAI	80.00	80.00	60.00
	c) EAP under Road Wing	100.00	1.00	0.00
	<b>Sub-total – EAP NHAI</b>	<b>500.00</b>	<b>401.00</b>	<b>300.00</b>
2	a) National Highways (Original Works) (Rs. 200 crore for NE states from MH 4552)	3958.10	4656.10	3120.46
	b) Travel Expenses (Rs. 2.00 crore)	2.00	2.00	0.91
	c) Machinery & equipment (Rs.15.00 crore)	15.00	5.00	0.01
	<b>Sub-total - Other Schemes</b>	<b>3975.10</b>	<b>4663.10</b>	<b>3121.38</b>
3	Funds for National Highways in Naxalite affected area	1000.00	750.00	578.21
4	Rail-cum-Road bridge, Munger, Bihar	100.00	100.00	0.00
5	Development of Vijayawada-Ranchi Road	100.00	20.00	0.00
6	<b>*Works under BRDB (Rs.650.00 cr +Rs.50.00 cr from MH 4552) RE (Rs.785.00 cr+Rs.65.00 cr from MH 4552</b>	700.00	760.00	523.13
7	Other charges	0.50	0.50	0.01
8	Development of information technology	3.50	3.50	1.10
9	(i)* BRDB - Strategic Roads	100.00	95.00	48.07
	(ii) Strategic Roads under Roads Wing	5.00	1.00	0.00

10	R&D Planning studies	6.00	6.00	0.57
11	Professional Organisation (Rs. 1.00 crore)/ Training (Rs. 0.50 crore)	1.50	1.50	0.00
12	Charged expenditure	6.00	6.00	0.21
13	NHAI (investment)	7848.98	8440.94	5886.25
14	a) E&I for States from CRF	195.75	208.27	101.42
	b) E&I - POSCO	20.00	20.00	0.00
	e) E&I for UTs from CRF	14.67	15.61	0.00
	<b>Sub-total - E&amp;I</b>	<b>230.42</b>	<b>243.88</b>	<b>101.42</b>
15	a) *SARDP-NE(*) to BRDB	433.00	433.00	231.77
	b) SARDP-NE to RPAO, Guwhati	1057.00	1057.00	320.96
	c) SARDP - Other Admn. Expenses	10.00	10.00	0.63
	<b>SARDP-NE</b>	<b>1500.00</b>	<b>1500.00</b>	<b>553.36</b>
16	<b>NHAI (Remittance of toll receipts)</b>	1623.00	1623.00	969.64
	<b>Grand Total</b>	<b>17700.00</b>	<b>18615.42</b>	<b>12083.35</b>

(\*) Special Accelerated Road Development Program in the North-Eastern Region

## NON-PLAN

### Allocation and expenditure of important schemes (not included in the Annual Plan) of the Ministry of Road Transport & Highways during the year 2010-11

(Rs in crores)				
SI No	Name of the scheme	Budget Estimates	Revised Estimates	Expenditure upto 28/02/11
1	CRF(*) for States	1819.17	2635.52	1862.36
	CRF for Delhi	54.89	58.40	54.89
	CRF for Pondicherry	8.60	9.15	3.14
	CRF for A&N Islands	3.70	3.94	1.09
	CRF for Chandigarh	3.98	4.23	0.00
	CRF for Dadra & Nagar Haveli	1.86	1.98	0.00
	CRF for Daman & Diu	1.41	1.50	0.00
	CRF for Lakshadweep	0.14	0.15	0.00
	<b>Sub-total - CRF</b>	<b>1893.75</b>	<b>2714.87</b>	<b>1921.48</b>
2	Maintenance and repairs of National Highways - Roads Wing	1022.86	1989.46	659.99
3	*Maintenance and repairs of National Highways entrusted to Border Roads Wing	34.00	65.00	21.19
4	NH Tribunals	1.77	1.75	0.28
5	NH Administration - other	2.00	1.00	

	charges			
6	Equipment & Machinery (Non-Plan)	0.50	3.00	0.00
7	Permanent International Association of Road Congress, Paris (PIARC)	0.06	0.06	0.00
8	Works financed from Permanent Bridge Fee Fund	120.00	120.00	92.30
9	Cost of collection of fee payable to States	0.50	0.50	0.02
<b>Total</b>		<b>3075.44</b>	<b>4895.64</b>	<b>2695.26</b>
* Expenditure upto 31/01/11				

(\*) Central Road Fund

3.3 Responding to a query from the Committee on the broad details on which estimates are based, the Ministry of Road Transport and Highways submitted the following in its written reply:-

“Head	Broad details on which estimates are based
Maintenance & Repairs (M&R)	For maintenance of the NH stretches entrusted to NHAI and on which civil construction is yet to start, M&R funds are spent. Besides this, a onetime expenditure on maintenance of NH stretches not forming part of any phasing of NHDP and funds for OR & PR of National Highways entrusted to NHAI.
Investment (Cess)	The investment relates to the allocation of cess funds out of CRF as per the distribution formula given in CRF Act. These funds are utilized by NHAI to meet the expenditure on construction of the projects, Annuity payments and servicing of debt.
External Assistance	The estimate of External Assistance is based on the likely expenditure to be incurred on the Externally Aided Projects.
Additional Budgetary Support (ABS)	ABS for specific Projects in Tamil Nadu and West Bengal.
IEBR (Borrowings by NHAI)	To meet the shortfall of likely expenditure over the resources, NHAI has to borrow from market through an instrument of 54 EC

	Capital Gains Exemption Bonds and direct loan from the multilateral agencies (ADB).”
--	--

3.4 The Committee had sought the original estimates, revised estimates and actual expenditure under each sub-head during each of preceding three years together with reasons for variations. In this regard, the Ministry of Road Transport and Highways, in a written reply, furnished detailed statements to the Committee, which are enclosed at **Annexure I, II & III.**

3.5 The Secretary, Ministry of Road Transport and Highways also added during briefing:

“...our expenditure under other heads is extremely high. In fact, last year, for the national highways development, which is done under a planned scheme NH(O) by the Department through the State Governments, our expenditure has been far more than what was provided in the Budget Estimates for 2008-2009. This year also, progress is extremely satisfactory. In fact, under that particular scheme, which is the major scheme, we have already released about 50 per cent. Overall our expenditure is about 40 per cent as of now. So, this reflects that the sector has the potential of absorbing more funds and we have constraint of resources particularly with regard to maintenance of National Highways. We are receiving only ₹1000 crore, that too with the additional allocation of about ₹200 to ₹250 crore after the supplementaries...”.

(ii) **RESOURCE MOBILIZATION**

3.6 A part of the fuel cess is allocated to the NHAI to fund the implementation of the NHDP. The fund allocated from the cess is leveraged to borrow additional funds from the domestic market. The Government of India has also taken loans for financing various projects under the NHDP from the World Bank (US\$ 1,965 million), Asian Development Bank(ADB) (US\$ 1,605 million) and Japan Bank for International Cooperation (32,060 million yen), which are passed on to the NHAI partly in the form of grant and partly as loan. The NHAI has also availed a direct loan of US \$149.78 million from the ADB for the Surat-Manor Expressway Project.

**Financial Structure of NHAI**

**Amounts in ₹ Crore**

Year	Cess fund	External grant	Assistance loan	Borrowings	Ploughing back of Funds deposited by NHAI in CFI against toll collection, Negative Grant & Revenue Sharing
2005-06	3269.70	2400.00	500.00	1289.00	
2006-07	6407.50	1582.50	395.50	1500.00	
2007-08	6541.50	1788.80	447.20	305.20	
2008-09	6972.50	1515.00	379.00	1096.30	
2009-10	7404.70	272.00	68.00	1148.05	
2010-11 (BE)	7848.98 (8440.94) RE	320.00	80.00	7455.00	1623.00

3.7 Total cost of NHDP has been estimated to be ₹54,000 Crore or US\$ 13.2 billions whose components are as below:-

<b>Total Cost</b>	<b>₹54,000 Crores</b>	<b>US\$ 13.2 Billion</b>
<b>Likely sources</b>	<b>₹Cr. (On 1999 prices)</b>	<b>US\$ Billions (On 1999 prices )</b>
Cess on Petrol and Diesel	20,000	4.90
External assistance	20,000	4.90
Market borrowings	10,000	2.40
Private Sector Participation	4,000	1.00

3.8 From the website of the Ministry, the Committee gathered that the National Highways Authority of India (NHAI) proposes to finance its projects by a host of financing mechanisms. Some of them are explained as follows :

**(i) Through budgetary allocations from the Government of India i.e. Cess:**

In a historic decision, the Government of India introduced a Cess on both Petrol and Diesel. This amount at that time (at 1999 prices) came to a total of approximately ₹2,000 crores per annum. Further, Parliament decreed that the fund so collected were to be put aside in a Central Road Fund (CRF) for exclusive utilization for the development of a modern road network. The developmental work that it could be tapped to fund, and the agencies to whom it was available were clearly defined as :

1. Construction and Maintenance of State Highways by State Governments.
2. Development of Rural Roads by State Governments
3. Construction of Rail over- bridges by Indian Railways
4. Construction and Maintenance of National Highways by NHDP and Ministry of Road Transport & Highways

At present, the Cess contributes between ₹ 5 to 6 Thousand crore per annum towards NHDP.

**(ii) Loan assistance from international funding agencies:**

Loan assistance is available from multilateral development agencies like Asian Development Bank and World Bank or Other overseas lending agencies like Japanese Bank of International Co - Operation.

**(iii) Market borrowing:**

NHAI proposes to tap the market by securities cess receipts.

**(iv) Private sector participation:**

Major policy initiatives have been taken by the Government to attract foreign as well as domestic private investments. To promote involvement of the private sector in construction and maintenance of National Highways, some Projects are offered on Build Operate and Transfer (BOT) basis to private agencies. After the concession period ,which can range up to 30 years, this road is to be transferred back to NHAI by the Concessionaries. NHAI funds are also leveraged by the setting up of Special Purpose Vehicles (SPVs).The SPVs will be borrowing funds and repaying these through toll revenues in the future. This model will also be tried in some other projects. Some more models may emerge

in the near future for better leveraging of funds available with NHAI such as Annuity, which is a variant of BOT model.

3.9 Highway projects are characterized by back-ended cash flows and require term loans of longer period (10 to 20 years) with back-ended repayment structure. However, there is dearth of long-term structured sources of funds. When asked about the steps taken by the Ministry to assist private investors in taking long-term structured loans, the Ministry of Road Transport and Highways has stated in a written reply as under:

“It is true that highway projects awarded on PPP mode have back ended cash flows which require term loans of longer maturity. Highway concessions have tenures extending up to 30 years and they need loan facilities extending for up to 75-80% of such tenure. Unfortunately both capital market as well as institutional mechanisms appear to have constraints in providing such credit to infrastructure. Availability of pure project finance for funding the debt requirement has remained an issue for road SPVs, which are formed to execute these projects. In the absence of project finance, SPVs have to look at commercial banks for debt. More than 80% of the road sector projects are funded by commercial banks. In view of the Assets Liability Mismatch (ALM) of Banks, they are not able to provide long-term debt (generally taken as average maturity of more than or equal 10 years). Further, due to the structure of the concession agreement, debt provided by the lenders is classified as unsecured debt, which comes along with its own set of issues like maturity profile and exposure norms.

NHAI had made the following suggestions before the B.K. Chaturvedi Committee in the context of availability of long-term finance for highway projects:

- (i) Creation of a Road Finance Corporation;
- (ii) Encouragement of takeout financing;
- (iii) Banks should be allowed to treat bonds or loans at par where it involves infrastructure financing and invest also in unrated and unlisted bonds;
- (iv) Long term infrastructure bonds issued by SPVs (with maturity more than 5 years) held by banks and insurance companies should be allowed to be classified under Held-to-Maturity (HTM) category; and
- (v) Ministry of Finance may ask RBI about the validity of the Escrow and Substitution agreement as a valid security for secured loan.”

3.10 Asked to state whether any advice has been sought from the Ministry of Finance/ Planning Commission on this matter, the Ministry submitted in the affirmative and their response was as under:

a) MoF observed that most financing related issues, such as availability of long term debt, have already been raised before MoF in other fora. High Level Committees such as the Deepak Parekh Committee, Patil Committee, Percy S. Mistry Committee and Raghuram Rajan Committee have also made several recommendations on the subject. These are structural issues which cannot be tackled with institution specific solutions. These recommendations are already being pursued by MoF and several of them are at various stages of implementation.

b) It has been the general view of MoF that issues involving financial regulation and Regulatory bodies should be resolved, as far as possible, through consensus. In fact, in order to discuss and evolve consensus on issues relating to infrastructure financing, a High Level Standing Committee on Infrastructure Finance has also been set up under the Chair of the Finance Secretary, with representation from various stakeholder groups.

c) Besides these overarching observations, MoF also made the following comments in respect of the specific issues raised:

(i) *Creation of a Road Finance Corporation:* A new financial intermediary would not necessarily augment the availability of finance. Moreover, there are already several existing financial institutions for this purpose;

(ii) *Take-out financing:* FM has already made an announcement in Budget 2009-10 on this subject. A Scheme of Takeout financing has already been formulated by IIFCL and approved by the Empowered Committee;

(iii) *Banks' investment in unrated and unlisted infrastructure bonds:* This issue may be of particular relevance to the small to mid-sized developers who seek to bid for larger projects. Banks are exposed to risks of non-recourse financing of the infrastructure SPVs. At present, 10% of non-SLR investments of banks are already allowed in unrated instruments and entire 10% is now allowed to be invested in unrated infrastructure bonds. Unrated claims on corporate in excess of Rs 10 crore attract a risk weight of only 100% at present (150% prior to November 2008);

(iv) *Classification of infrastructure bonds of SPVs under HTM category:* Adoption of Accounting Standard 13 (AS 13), which is mandatory from 2011, may solve this problem;

(v) *Validity of escrow and substitution agreements as valid security:* This issue could be taken up with RBI for consideration.

**(iii) PUBLIC-PRIVATE PARTNERSHIP**

3.11 Traditionally, the road projects were fully financed and controlled/ supervised by the Government. The implementation of road projects was purely dependent on the availability/ allocation of funds out of the budget of the Government. It was assessed, at the time of the preparation of the Tenth Plan that for National Highways alone, ₹1,65,000 crore was required for removal of the deficiencies. It is in this context that alternative innovative means of financing have gained importance for providing an adequate and sustained support for financing the road projects.

3.12 The galloping resource requirements and the concern for efficiency coupled with various associated externalities have led, in recent times, to an active involvement of private sectors in Highways projects. With a view to attract private investment in road development, maintenance and operation, National Highways Act (NH Act) 1956 was amended in June, 1995. In terms of these amendments, the private persons can invest in the NH projects, levy, collect and retain fee from users and is empowered to regulate traffic on such highways in terms of provisions of Motor Vehicle Act, 1988.

3.13 During briefing, the Committee inquired about the rationale behind the shift towards Public-Private Partnership for implementation of National Highways projects. In this regard, the Secretary stated as below:-

“I would like to mention that in 2005, the Government decided to have a major policy shift from implementing the project by and large through construction contract to implementing the project through PPP. This was done primarily to expand the programme. Since, the Government resources were limited, it was decided that private sector resources should be utilized wherever possible and that is how the programme was restructured in 2005-2006.”

3.14 The Chairman, NHAI also added the following during evidence:

“.....we began by giving small patches and at that time thinking was that we could do contracts for even 20 kms and the funding from the cess would be sufficient for doing the road programme. The original conception was, the NHAI would be able to undertake NHDP and NHDP was itself conceived as a small programme. It began only with phase I and Golden Quadrilateral and it was

estimated that even if we did 20 kms stretches, tolling would not be so important; it would be there, but it was not a primary source of funding. NHAI would be fully funded by the cess collected on diesel. However, in view of the growing expectations of the people, on which the hon. MPs are themselves responding, it was felt that the Golden Quadrilateral would not be enough – East – West, North-South and other important Corridors were taken up, and NHDP phase III was taken up, to connect places of economic importance. And, there was a switch in methodology in two ways. One was, it was realized that Government would not be able to deploy the massive budgetary resources necessary for doing these EPC projects. Therefore, if our target is 20 kms a day and if we have to cover more roads, which is something which we would also like to do, why not possible get good high speed roads. The cost in today's prices would be something between ₹9 to ₹10 crore per km. – varying according to terrain, number of bridges, structures. In a dry State like Rajasthan we have fewer bridges and the cost would be lower, and in a State like Bengal or Kerala, Orissa, the cost would be much higher. So, it would vary. But it would be the rough cost, Sir. The expenditure would be like ₹ 200 crore per day and for that to be budgeted by the budget, everything to be done in the EPC project, I am certain that the Chairman and the hon. Members of the Estimates Committee are well aware that this would be a very large financial burden for the entire budget to sustain. Therefore, the current approach has been adopted.....”

3.15 The Committee were further informed through a written note from the Ministry that the Government has chalked out a massive investment plan in the road sector, under the National Highways Development Programme (NHDP). During the period 2009-2015 an investment of around ₹3,31,000/- crore has been planned for extensive upgradation of National Highways network, predominantly in the PPP mode. PPP in highway development seeks to tap the resources, expertise and professionalism of private sector for public development under a framework attractive to both parties. The framework enables a private entrepreneur to secure reasonable returns at manageable risk and assures the user adequate service quality at an affordable cost and facilitates the Government in procuring value for public money. Characteristics of infrastructure projects such as long gestation periods vest it with higher than normal risks. In a PPP framework the project risks are allocated to the party that is best equipped to manage them.

3.16 The material further informed as under:

“Initially NHDP Projects under Phase-I and II were mostly public funded with share of PPP not more than 10% cost of the programme. However, with the experience of positive response from private sectors, it is decided that henceforth all the NHDP Programmes shall be undertaken through Public Private Partnership (PPP). However, attracting private investment into road development programme is dependent on such ventures qualifying to be commercially viable projects. Private investment may not be forthcoming into highway projects which carry higher than normal risks or where profitability parameters have large uncertainty attached to them or where project execution is rendered difficult due to associated risk factors such as land acquisition problems etc. For example projects in North-East and other backward areas may not be attractive to investors. However, it become imperative to leverage the capacity of Government to manage such risks so as to attract private entrepreneurs. Higher growth of national economies in recent years have led to unprecedented demand for infrastructure services in producing goods and services and in maintaining supply and distribution chains efficient, reliable and cost-effective. PPPs have also become important to meet the growing demand for infrastructure services in view of the fact that available funding from traditional sources in most countries falls far short of the financing needs of their infrastructure sectors. A typical PPP structure can be quite complex involving contractual arrangements between a number of parties including the Government, project sponsor, project operator, financiers, suppliers, contractors, engineers, third parties (such as in escrow agent), and users. The creation of a separate commercial venture called a Special Purpose/Project Vehicle (SPV) is a key feature of most PPPs. The SPV is a legal entity that undertakes a project and all contractual agreements between various parties are negotiated between themselves and the SPV. SPVs are also a preferred mode of PPP project implementation in limited or non-resource situations, where the lenders rely on the project’s cash flow and security over its assets as the only means to repay debts”.

3.17 It was further stated as under:

In order to provide an appropriate regulatory and administrative framework as well as to attract private sector participation and foreign direct investment, Government of India has initiated a number of innovative steps which involve:-

- (a) Amendment of the National Highways Act, 1956 allowing private agencies to build maintain, manage and operate National Highways for specified duration. Importantly, the Act provided for tolling by private agencies to recover costs.
- (b) Creation of NHAI as a statutory body under NHAI Act, 1988 to manage the NH network on business principles.
- (c) Duty free import of high capacity and modern construction equipment.
- (d) FDI upto 100% in road sector.
- (e) Easier external commercial borrowing norms.
- (f) 100% tax exemption in any consecutive 10 years out of 20 years of operation.
- (g) Provision of subsidy upto 40% of project cost to make projects viable. The quantum of subsidy to be decided on a case to case basis.
- (h) Provision of encumbrance free site for work.
- (i) Government to bear the cost and responsibility of
  - (i) Project Feasibility Study
  - (ii) Land for the right of way and way side amenities
  - (iii) Shifting of utilities
  - (iv) Environment clearance, cutting of trees etc.

3.18 According to the Ministry's website, Implementation of projects under Public Private Partnership (PPP) has the following advantages:

- (i) Involving private sector leads to greater efficiency.
- (ii) The private sector has more flexible procurement and decision making procedures and therefore, it can speed up implementation efforts
- (iii) Better quality since the concessionaire (private sector) is to maintain the road for the period of concession.

- (iv) Early completion of the project, since the concessionaire could save interest and earn early toll (in the case of BOT project) / additional annuity installments (in the case of Annuity project).
- (v) No cost overrun (price escalation).
- (vi) The Client (Government/NHAI) does not have the burden of maintaining the highways.

3.19 While there are a number of forms of Public Private Partnership, the common forms that are popular in India and have been used for development of National Highways are -

- Build Operate and Transfer (BOT) Toll basis.
- Build Operate and Transfer (BOT) Annuity basis.
- Special Purpose Vehicle (SPV) basis

3.20 In a BOT (Toll) Model, the concessionaire (private sector) is required to meet the upfront/construction cost and the expenditure on annual maintenance. The Concessionaire recovers the entire upfront/construction cost along with the interest and a return on investment out of the future toll collection. The viability of the project greatly depends on the traffic (i.e., toll). However, with a view to bridge the gap between the investment required and the gains arising out of it, i.e., to increase the viability of the projects, capital grant is also provided (up to a maximum of 40% of the project cost has been provided under NHDP).

3.21 In an BOT (Annuity) Model, the Concessionaire (private sector) is required to meet the entire upfront/construction cost (no grant is paid by the client) and the expenditure on annual maintenance. The Concessionaire recovers the entire investment and a pre-determined cost of return out of the annuities payable by the client every year. The selection is made based on the least annuity quoted by the bidders (the concession period being fixed). The client (Government/NHAI) retains the risk with respect to traffic (toll), since the client collects the toll.

3.22 The NHAI has also formed Special Purpose Vehicle (SPV) for funding road projects. SPVs are separate legal entities formed under the Companies Act, 1956. It involves very less cash support from the NHAI in the form of equity/debt; rest of the funds comes from Ports/Financial Institutions/beneficiary organisations in the form of

equities/debt. The amount spent on developments of roads/highways is to be recovered in prescribed concession period by way of collection of toll fee by SPV.

3.23 On this issue, the Secretary, Ministry of Road Transport and Highways added the following during briefing:

“BOT toll, the concessionaire collects the toll, build the road and the Government gives what is called VGF (Viability Gap Funding), up to 40 per cent. Any road where VGF is within 40 per cent will be bid out on BOT toll. But the roads that are not viable will go to annuity. The annuity means the concessionaire builds the road, he does not take any risk of the toll/traffic. He builds at his cost and every six months, he collects the money in the form of annuity which is the cost of construction of the road and the Government will toll. There will be a separate OMT contract for tolling. EPC is a normal construction contract where it is fully funded by the Government and it is bid out; the lowest rate is given; there is also escalation based on certain formula. This is broadly the case.”

3.24 The Chairman, NHAI further added during briefing:

“When we are going on to the PPP mode essentially the NHAI is doing the feasibility report. We are doing the land acquisition; we are shifting the pipelines, electric poles and utilities but we may be paying from the Government’s kitty only about 10 per cent of the cost of the road and 90 per cent of the money is brought in by the private concessionaires and in return he is getting concession for 15 to 20 years on which he is collecting the toll. The toll therefore for the private constructed roads is paying firstly his interest, his debt, then his profit on his capital what he is bringing in by way of equity also for the SPV and it is also paying for the maintenance of the road during that period when it is with him. So, it is paying both for the cost of the road and cost is recovered within first ten years or so and then it is paying for the maintenance.”

3.25 As Public-Private Partnership (PPP) has emerged as the primary instrument for implementation of NHDP, the outlay for project under NHDP Phase III to Phase VII during the period 2005-2015 revealing a radical shift in the financing pattern was submitted to the Committee as shown below:

Outlays under different modes of delivery of NHDP 2005-2015					
NHDP Phase	Length in Kms	Cost in the Crores			Total Cost (₹ in crores)
		EPC	BOT (Toll)	BOT (Annuity)	
NHDP III	12,109	-	76,546	-	76,546
NHDP IV	20,000	-	6,950	20,850	27,800
NHDP V	6,500	-	41,210	-	41,210
NHDP VI	1,000	-	16,680	-	16,680
NHDP VII	-	2,594	9,638	4,448	16,680

**Source: Report of Core Gp: Financing of NHDP**

BOT (Toll) and BOT (Annuity) that form PPP projects, account for 98.6% of the expenditure envisaged on work to be undertaken between 2005-2015 under NHDP Phase III to NHDP Phase VII. This indicates the emergence of PPP as the preferred instrument for implementation of NHDP.

3.26 The Ministry of Road Transport and Highways was asked to furnish the status of BOT projects undertaken so far. The following tabulated statement has accordingly been furnished:-

### **SUMMARY OF BOT TOLL PROJECTS**

Status as on 31<sup>st</sup> January, 2011

Category	Awarded		Total Project Cost (Rs Crs)	Completed	
	No. of Contracts	Length in km		No. of Contracts	Length in km
NHDP Phase I	9	454.1	3598	9	454.1
GQ	6	373.4	2679.35	6	373.4
Others	3	80.7	918.65	3	80.7
NHDP Phase II	19	992.66	8109.77	14	713.83
NS - EW	16	787.44	6849.77	11	508.63
Others	3	205.217	1260	3	205.217
NHDP Phase III	78	6625.17	54009.14	12	666.48
NHDP Phase IV	4	589	1639.01	-	-
NHDP Phase V	19	2300.35	21390.28	3	152.7
NHDP Phase VII	2	41	2335	-	-
<b>Total</b>	<b>131</b>	<b>11002.40</b>	<b>91081.20</b>	<b>38</b>	<b>1987.11</b>
DoRTH	3	83.4	-	2	30

## SUMMARY OF BOT ANNUITY PROJECTS

Status as on 31<sup>st</sup> January, 2011

Category	Awarded		Total Project Cost (Rs Crs)	Completed	
	No. of Contracts	Length in km		No. of Contracts	Length in km
NHDP Phase I	8	475.57	2353.57	8	476
GQ	7	382.57	1979	7	383
Others	1	93	375	1	93
NHDP Phase II NS-EW	20	1029.65	13912.37	7	436
NHDP Phase III	11	740.9	4559.88	1	36
NHDP Phase IV	1	176.3	2498.76	-	-
SARDP-NE	2	111.80	762.00	-	-
<b>Total</b>	<b>42</b>	<b>2534.22</b>	<b>24086.58</b>	<b>16</b>	<b>948</b>

As stated by the Ministry, the BOT projects undertaken so far are too few to make any impact assessment of these projects. However, it has been generally experienced that BOT projects report more satisfactory progress than traditional EPC Projects.

3.27 During the meetings, the Committee had expressed their concern over the slow progress of awarding projects as well as non-participation of investors in the bidding process. In this regard, through the post-briefing communication, the Ministry of Road Transport and Highways has submitted the following reasons for the same:

"The global melt down during year 2008 affected NHAI's bid process substantially and projects put out for bidding received very lukewarm response from the market. This was primarily due to the inability of developers to raise necessary finance from the banks and the apprehension that equity market may also not be positive. The PPP process adopted by NHAI also had teething problems which set back the award process. These include the following:

a) Upto year 2005 when majority of NHDP Phase I and Phase II were awarded NHAI Board was empowered to approve individual project for award. Pursuant to a decision of the Cabinet Committee on Economic Affairs in its meeting on 27<sup>th</sup> October 2005, a Public Private Partnership Appraisal Committee (PPPAC) was set up and system of project wise approval through PPPAC for

NHDP projects was brought in. Ultimately this process only delayed the award of NHDP projects.

b) Changes in project documentation such as Model Concession Agreement (MCA), Request for Qualification (RFQ) and Request for Proposal (RFP) caused severe disruption of the award process.

c) From May'06 the water fall mechanism was introduced for award of projects i.e. first, the project is to be procured on BOT basis, if it is not successful, then the project is to be procured on BOT (Annuity) basis; in case both the above mechanisms fail, then the project is considered for procurement on EPC basis. Many of the projects identified were unviable for 4 laning under BOT (Toll) furthering the delays.

d) Implementation of some PPP projects was affected by land acquisition issues and obtaining clearances for tree cutting, shifting of utilities etc.

These issues are now being addressed and some recommendations have been proposed in the B K Chaturvedi Committee report regarding changes in MCA, RFQ/RFP clauses. Regarding land acquisition, NHAI is setting up special land acquisition units and Regional Offices have been set up by NHAI to closely monitor land acquisition issues.

3.28 The Secretary, Ministry of Road Transport and Highways further clarified during the briefing:-

“There are also changes in the standard documents which are being used for awarding these projects to the potential bidders. Model Construction Agreement (MCA) which is the basic document was revised and the whole new provisions were introduced. Rather I would say the new MCA itself was introduced in place of the old MCA, which was being followed by NHAI. With this new MCA projects are being awarded after February, 2008. Besides, the MCA, the bidding process was made completely transparent and the bidding documents – RFQ and RFP – were standardized. The Planning Commission and the Finance Ministry are primarily responsible for these documents. They have done it very carefully after taking into consideration the best practices in the relevant areas all over the world. Therefore, this process took little time because it was a complete switch over from the old system to the new. Therefore, the progress in awarding projects in 2007, may be 2006 was bit slow but in 2008 we had awarded the

projects very smoothly. However, I would like to mention that in the second part of 2008 there was a credit crisis.”

3.29 In response to a query about the salient features of New Model Concession Agreement (MCA) and its comparative advantage with the old MCA, the Ministry of Road Transport and Highways stated the following in a written communication:

**Salient features of New MCA:**

Sl. No.	MCA Clause	Article	Salient features of New MCA	Advantage
1.			A concept of additional curly parenthesis and blank space has been brought in. The contents under curly parenthesis and blank space have to be retained. These provisions can be modified at the time of signing the agreement.	Earlier there was provision of only square bracket and there was no clarity as to which provisions are to be retained and which to be modified for bidding purpose and agreement signing purpose.
2.	3	Grant of Concession.	The concession period is proposed to be determined on a project-specific basis depending on the volume of present and projected traffic.	The economic viability of the project has been greatly improved.
2.	26.2	Concession Fee/Premium	The Concessionaire is required to spell upfront negative grant/premium in place of Revenue Sharing as in old MCA.	The negative grant has the advantage of being simple, definite and being amenable to be made part of the capital cost and consequently of the project cost for obtaining finance from lenders. The revenue sharing model, on the contrary, is more sophisticated, complex, subjective and not amenable to be brought under the project cost for obtaining finance.  From NHAI's point of view, an upfront definite flow adding to the investible corpus will be far more desirable than an indefinite flow of an uncertain value inflowing at a future date.
3	29.2.3	Effect of	When traffic exceeds the design capacity of the	In old MCA, on exceeding the traffic, the Concessionaire had

		Traffic Variations	project highway, the Authority would prepare a DPR for augmentation and assess the cost. The Concession period would be extended to such period which would yield a return of 16% on the augmentation cost. <i>Such extension of Concession period shall be however limited to 5 (five) years.</i> In the event of refusal of the Concessionaire to undertake the augmentation, an indirect political event will be deemed to occur and the Authority may terminate the Concession making a termination payment in accordance with cl. 34.9.2.	to augment the capacity, without any increase in Concession period, and on its refusal on doing so, the project would be terminated on payment of termination payment.  The new provision compensates the Concessionaire on required augmentation. In the bidding stage, therefore, the bidder is to consider only the cost of 4-laning and not any eventual augmentation also.
4.	48 & 7.1(k)	Change in ownership	Change in ownership is now allowed after 2 years of COD.	The provision is likely to ensure that the construction companies hands over the job to more proficient firms in O&M and also have sufficient cash flow to take up further assignment.
5.	40.2(b)	Assignments and Charges	A charge on the Escrow Account has been permitted.	Highways are public goods and no charge can ever be created on these. It has no characteristics of an acceptable security for lenders. Without there being a tangible security, as per RBI norms, lenders have to classify loans to highway projects as unsecured.  For overcoming handicap the provision is made permitting lenders to create a charge on the Escrow Account to the extent permissible as per their priority in the 'waterfall'.

3.30 When asked to comment on the reports that bidding process failed to attract investors due to severe cash crunch, high cost of borrowing, lack of realistic data in detailed project reports (DPR) and faulty traffic estimates prepared by NHAI, the Ministry of Road Transport and Highways stated the following in a written reply:-

a) The phenomena of severe cash crunch, high cost of borrowing and falling traffic growth was the immediate fall out of the financial market meltdown which occurred during mid 2009. The world then had to brave one of the harshest recessions of our times, which has slowed down the global economy. The crisis has hit India too, though the effect has not been as severe as in many developed countries. India faced the crisis better because our growth is driven by domestic demand – both consumption and investment. Consumption and saving are well balanced. In India, the share of private final consumption expenditure in GDP is around 55 per cent. The Government announced a slew of measures which moderated the impact of this recession. Currently no trace of such difficulties remains and there are a large number of entrants eager to enter the road sector. In fact, NHAI had to put certain measures in place to ensure that non-serious entrants do not enter the field.

b) The issue of flawed DPR preparation containing faulty traffic estimates, though a serious issue, addressed through administrative measures by NHAI, has not been found to impact the bid response in any way. The developers do have their own survey processes which effectively counters the ill effects of NHAI's DPR. Nevertheless, in as much this imposes an unrealistic cap to VGF outlay by NHAI, this negatively affects the acceptability of marginal projects by the private sector.

3.31 The Ministry, in their latest reply, has further stated the following:

“.....With the experience gained over the last few years and following the acceptance of B. K. Chaturvedi Committee report, The Government has introduced structural changes in policy, removed irritants in the model agreements and other documents which has had the affect of revamping the entire award process of NHDP. Consequently, the award of projects has been accelerated over 2009-10 and 2010-11 and bids received were highly competitive and about 77% of the awards have been on BOT (Toll) basis. During the last nearly 2 years the bidders have submitted positive and aggressive bids for both BOT (Toll) and BOT (Annuity).....”.

3.32 One of the fundamental problems faced by the private investors is experiments of Government policy with many formats with varying degree of success. Since, the Committee argued that the private investment flow into any sector purely depends on the consistent, long term policy adopted by the Government, the Ministry of Road Transport and Highways was asked to furnish its response on this issue, and steps initiated to address the same. The following reply was accordingly furnished by the Ministry of Road Transport and Highways :-

“Consistency in policy is desirable and infrastructure policy guidelines have been subjected to many experiments, often seriously disrupting the award process. A few can be cited for ready reference;

a) The decision of Committee on Infrastructure (CoI) in 2006 that all projects, including those in balance for award in Phase II of NHDP, shall in future be awarded on BOT Toll basis was a paradigm shift in the award process. Prioritisation in execution of projects thus became dependent on their attractiveness as commercial ventures. This was conceptually a sea change since till then construction of road network were primarily driven by the intention to connect the whole country through a chain of roads, primarily to the network of GQ and the Corridors. Admittedly the Planning Commission’s objective in revising the design template was perhaps with the intent of bridging the gap between actual and potential resources. But the fact remains that world over PPP mode road infrastructure development is only a fraction of the whole, as against the Indian experiment which places the same as the predominant mode. Public acceptance of toll payment would be a critical issue, given that the public already pays a fuel cess and while some stretches are toll free, the rest are subjected to toll.

b) Initially, the Government’s direction was that all projects are first to be bid out as BOT(Toll) and upon failure to attract an acceptable bid to be then bid out as BOT (Annuity) and failing that to taken up on EPC mode with specific approval of CCEA. For the market this posed a huge challenge, since estimating the cost of a project involves considerable expense and each such stage needed that at least part of these expenses be repeated. Perhaps as a reaction to this, the market reacted by non-participation to NHAI bids. During 2008 end, bid

invitation for 60 projects by NHAI resulted in only 12 projects receiving acceptable bids. Fortunately, policy changes brought out under B.K. Chaturvedi Committee recommendations brought order to this process.

c) By 2005, NHAI had already awarded/ was in the process of awarding nearly 50 BOT projects, when Planning Commission sought to introduce a new Model Concession Agreement. It was felt that at the execution level, this MCA introduced provisions which had a high level of subjectivity. Many rounds of discussion were held with all stakeholders by NHAI to evince their response. Once a cogent response coalesced, interaction with Planning Commission was held, wherein difficulties with regard to legal, financial and technical parameters specified in the said MCA was opened up for discussion. Some critical observations were also given by the World Bank. These were not agreed to by Planning Commission. Similarly model RFQ/ RFP were issued by Ministry of Finance. Many of the provisions were severely restrictive and after substantial dislocation was seen to have been caused, at NHAI's instance, policy changes were once again sought and were brought out under BKC Committee recommendations which brought the required order to these processes.”

3.33 When asked to state the steps taken to attract private investors in the bidding process, the Ministry of Road Transport and Highways informed the Committee as follows:

“India today is a leading destination for infrastructure spend and, underscored by the aspirations laid out in the Eleventh Five Year Plan, this sector offers tremendous growth potential. Highways have a large shelf of projects which can be readily offered to the market including those which had a serious setback last year due to the global financial meltdown. Given our historical underinvestment in highway infrastructure and the role this sector can play in stimulating economic growth, we believe it imperative that adequate investment flows are attracted to this segment. It is also felt that, in this discontinuous time, players looking to finance highway infrastructure spend would benefit from a fresh assessment of the opportunity. They have to be convinced that notwithstanding the structural challenges, the profit pool remains large and attractive, with potential for players to enlarge exposures. For the investment levels the highway sector requires, domestic sources would need to be supplemented with

overseas. To achieve this objective, in the domestic front investment business conclaves was held in association with CII which generated huge interest in the industry. After deliberations with knowledgeable players in the market, a series of investment business conclaves through road shows in major overseas investment centres were also held. So far such road shows have been held in Singapore, Zurich, London & New York. The response we have received is highly encouraging and we have had a number of enquiries and clarificatory mails, from PE funds, sectoral funds investing in infrastructure and other large investors. NHAI is receiving a series of enquiries from participants. Discussion at Singapore with representatives from Malaysia has resulted in negotiations for signing an MOU with Government of Malaysia for cooperation in the road sector.”

3.34 The Secretary, Ministry of Road Transport and Highways further added the following during the latest evidence:

“Certain changes have been already brought about the certain changes are going to be brought about in order to bring in greater transparency and to ensure that awards of projects are beyond question. There had been complaints that for qualifications, certain companies were being disqualified on small grounds, procedural grounds. NHAI worked over the last few months and has now come out with a system for having annual pre-qualifications so that for individual projects, the companies which are already pre-qualified need not apply for pre-qualification and need not submit complete documentation, based on which some procedural error could be there and they may not be pre-qualified .....The annual pre-qualification, it is hoped, will be completed over the period of next two months. Thereafter, it will be applicable till December of next year and from October, the new pre-qualification for the whole of one year would again start. The initial response from the concessionaire has been good in that regard”.

3.35 The Economic Survey (2010-11) document provided the following latest facts acts on the financing pattern of the NHDP:

“The EGoM has since given the in-principle approval for Work Plan II for 2010-11 for award of projects covering a length of about 12,000 km and also has

approved additional budgetary support for the SARDP-NE and J&K projects. The EGoM has also approved the Work Plan for 2010-11 onwards with the stipulation that of the total NH length to be developed, broadly 60 per cent would be taken up on build, operate, and transfer (BOT) (Toll) basis, 25 per cent on BOT (Annuity) basis, and the remaining 15 per cent on engineering procurement contract (EPC) basis”.

“The Government of India has also taken loans for financing various projects under the NHDP from the World Bank (US\$ 1965 million), Asian Development Bank (ADB) (US\$ 1605 million), and Japan Bank for International Cooperation (32,060 million yen) which are passed on to the NHAI partly in the form of grants and partly as loan. The NHAI had also availed a direct loan of US \$ 149.78 million from the ADB for the Surat Manor Expressway Project.”

3.36 While examining the issue concerning financing infrastructure, the Committee made a detailed study of a Report entitled “Financing Infrastructure – Addressing Constraints and Challenges” prepared by the World Bank in June 2006, which *inter alia* stated the following:

“There exists an urgent need for specialized infrastructure financing institutions such as Infrastructure Leasing and Financial Services (IL&FS) and Infrastructure Development Finance Corporation (IDFC) to participate at the design stage of a project. The backing of such institutions at an early stage would carry at least two advantages. First, it would make it easier for project developers to obtain finance from other sources. Second, it would provide the developer with the opportunity to use the expertise of such institutions in project designing and financial structuring”.

3.37 It added further as under:

“In addition, each Ministry substantively dealing with infrastructure should adopt the practice introduced by the Ministry of Power by setting up Inter-Institutional Groups (IIG). These would consist of the infrastructure developers and senior representatives from banks and FIs. Under the leadership of the Secretary of the concerned Ministry, the IIGs would meet once a month to discuss the progress of specific infrastructure projects and to resolve any outstanding issues or

disputes between the developers and various funding agencies. This experiment has been very successful in the case of Power and should be replicated in other key Ministries.”

**CHAPTER IV**  
**ISSUES IN IMPLEMENTATION OF NATIONAL HIGHWAYS DEVELOPMENT**  
**PROJECT**

(i) **NHDP (NATIONAL HIGHWAYS DEVELOPMENT PROJECT)**

4.1 The National Highways have a total length of 70,934 km to serve as the arterial network of the country. As per the Economic Survey (2010-11) document, about 25 percent of the total length of National Highways is single lane/intermediate lane, about 52 percent is two lane standard and the balance 23 per cent is four lane standard or more. The development of National Highways is the responsibility of the Government of India, which in turn, has launched major initiatives to upgrade and strengthen National Highways through various phases of National Highways Development Project (NHDP), which are briefly as under:

**National Highways Development Project (NHDP) Phases-I & II:**

4.2 NHDP Phase I and II comprises of the development of National Highways to 4/6 lane standards of the following routes:

- (a) Golden Quadrilateral (GQ) connecting 4 major metropolitan cities viz. Delhi-Mumbai-Chennai-Kolkata-Delhi.
- (b) North South & East West Corridors (NS-EW) connecting Srinagar to Kanyakumari and Silchar to Porbandar with a spur from Salem to Cochin.
- (c) Road connectivity of major ports of the country to National Highways.
- (d) Other National Highway stretches.

4.3 NHDP Phase I, which was approved by CCEA in December, 2000 at an estimated cost of ₹30,300 crore (1999 prices) comprises 5,846 km of Golden Quadrilateral, 981 km of NS-EW corridors, 356 km of Port connectivity and 315 km of other National Highway, a total of 7,498 km.

4.4 Phase II, which was approved in December, 2003 at an estimated cost of ₹34,339 crore (2002 prices) comprises mostly NS-EW Corridor (6,161 km) and other National Highways of 486 km length, the total length being 6,647 km.

### **NHDP Phase-III:**

4.5 The Government has approved 4/6 laning of 12,109 km of National Highways on Build, Operate and Transfer (BOT) basis at an estimated cost of ₹80,626 crore under NHDP Phase III. The phase has been approved in two parts i.e. Phase III - A consisting total length of 4,815 km at an approved cost of ₹33,069 crore and Phase III - B, consisting total length of 7,294 km at an approved cost of ₹47,557 crore. The scheduled date of completion of NHDP Phase III is December, 2013. Under this phase, the stretches have been identified as per the following criteria:

- (i) High density traffic corridors not included in Phase I & II
- (ii) Providing connectivity of State capitals with NHDP (Phase I & II)
- (iii) Connectivity of centres of tourism and places of economic importance.

Against 12,109 km, a length of 1190 km has already been four laned up to 31.12.2009 and a length of 3170 km is under implementation.

### **NHDP Phase - IV**

4.6 This Phase envisages upgradation of about 20,000 km of National Highways to 2-lane with paved shoulders under NHDP. This phase was approved by the Government in July, 2008. Out of approved length of 20,000 kms which is to be implemented in a phased manner in stretches of 5000 kms each, the Ministry of Road Transport and Highways is implementing the first Phase i.e. NHDP Phase IV A, upgradation/strengthening of 5,000 km of single/intermediate/two lane National Highways to two lane with paved shoulders on BOT (Toll) and BOT (Annuity) basis.

### **NHDP Phase - V**

4.7 Six laning of 6,500 km of existing 4 lane National Highways under NHDP Phase V (on Design Build Finance Operate (DBFO) basis was approved in October, 2006. Six laning of 6,500 km includes 5,700 km of GQ and 800 km of other stretches. Against 6500 km, a length of 148 km has already been six laned up to 31<sup>st</sup> December, 2009 and a length of 886 km is under implementation.

### **NHDP Phase - VI**

4.8 NHDP Phase VI envisages development of 1,000 km fully access controlled expressways under Public Private Partnership (PPP) model following DBFO approach. Phase VI of NHDP was approved at an estimated cost of ₹16,680 crore in November, 2006. NHA has appointed a consultant for carrying out feasibility study for Vadodara –

Mumbai, Delhi – Meerut, Bangalore – Chennai and Kolkata – Dhanbad Expressways. The study will be completed by May, 2010 for two stretches, namely Bangalore – Chennai & Kolkata – Dhanbad. Vadodara – Mumbai & Delhi – Meerut Expressways will be completed by March, 2010. The total fund required for this phase is ₹16,680 crore, out of which ₹9,000 crore will come from private sector and the balance ₹7680 crore will be Government funding for bridging the viability gap as well as meeting the cost of land acquisition, utility shifting, consultancy, etc. The entire project is targeted to be completed by December, 2015.

### NHDP Phase - VII

4.9 Government approved construction of standalone Ring Roads, Bypass, Grade Separators, Flyovers, elevated roads, tunnels, road over bridges, underpasses, service roads etc on BOT (Toll) mode under NHDP Phase VII in December, 2007 at an estimated cost of ₹16,680 crore. 36 stretches in different States have been proposed to be taken up. Proposal for 4 lane elevated road from Chennai port to Maduravoyal in Tamil Nadu costing ₹1485 crore approved by PPPAC in August, 2008. RFQ proposals received in October, 2008. Project was awarded in January, 2009. Proposal for upgradation of NH-7 between Hebbal flyover to New Airport (22 km.) in Bangalore costing ₹680 crore was awarded on 8.2.2010.

4.10 Overall status of NHDP, including length completed as on 31<sup>st</sup> January, 2011 of different Phases of NHDP is shown in table below:

#### Overall status of NHDP

Status as on 31.01.2011

Phases	Total Length in km	Date of Approval	Approved Cost (Expenditure till 31.12.10) in Rs Crore	Length Completed in km	Length under Imp.	To be awarded
<b>I</b> GQ,EW-NS corridors, Port connectivity & others	7,522*	12.12.2000	30,300 (37739.71)	7398	124	-
<b>II</b> 4/6-laning North South- East West Corridor, Others	6,647	18.12.2003	34,339 (45722.63)	4983	1220	444
<b>Total phase III (phase III A + III B)</b>	<b>12,109</b>	05.03.2005, 27.10.2006 & 12.4.2007	<b>80,626</b> (21938.01)	<b>2048</b>	<b>5293</b>	<b>4699</b>

<b>IV</b> 2 - laning with paved shoulders	20,000	July -2008 for 5000 km	27,800	-	765	19235
<b>V</b> 6-laning of GQ and High density corridor	6,500	05.10.2006	41,210 (7485.53)	<b>467</b>	<b>1833</b>	<b>4200</b>
<b>VI</b> Expressways	1000	02.11.2006	16,680 (3.49)	NIL	NIL	<b>1000</b>
<b>VII</b> Ring Roads, Bypasses and flyovers and other structures	700 km of ring roads/ bypass + flyovers	06.12.2007	16,680 (0.18)	-	<b>41</b>	<b>659</b>

4.11 At present, National Highway Development Project is being implemented in 7 phases. The present phases under Phase I, II & III envisages improving more than 25,255 km of arterial routes of NH network to international standards. The project wise details of NHDP phase I, II, III & V are as follows: (status 28<sup>th</sup> February, 2011)

	NHDP									Port Conne ctivity	Others	Total by NHA I
	GQ	NS - EW Ph. I & II	NHDP Phase III	NHDP Phase V	NHDP Phase VI	NHDP Phase VII	SARD P -NE	NHDP Phase IV	NHDP Total			
Total Length (Km.)	5,846	7,300	12,109	6,500	1000	700	388	14799	48,254	380	1383	50,017
Already 4-Laned (Km.)	5,821	5,560	2,135	490	-	-	-	-	14,006	306	932	15,244
Under Implementation (Km.)	25	1,161	5,669	1,992	-	41	112	765	9,695	74	431	10,220
Contracts Under Implementation (No.)	8	96	80	17	-	2	2	5	210	4	6	220
Balance length for award (Km.)	-	421	4,305	4,088	1000	659	276	14,034	23,783	0	20	23,803

4.12 The Committee desired to be apprised about the details of awarded NHDP projects (Underimplementation). In this regard, the Ministry furnished a statement, given at **Annexure IV**.

4.13 The East West & North South corridor project (NHDP Phase II) was earlier scheduled to complete in December, 2009. However, the likely date of completion of project has now been extended to December, 2010. In the material furnished by the Ministry of Road Transport & Highways in September, 2010, it has been stated that December 2010 is the likely date of completion of project, inspite of the fact that 514 km is yet to be awarded. When asked to respond the feasibility of this deadline, the Ministry of Road Transport and Highways stated that it may not be possible to meet the deadline fixed for completion of North-South-East-West corridor project as few stretches are yet to be awarded. Overall current status of NS-EW corridor is as under:

Total Length	:	7142 km
Completed length	:	5258 km (74 %)
Under Implementation	:	1457 km
Balance for award	:	427 km

NHAI had targeted substantial completion of NS-EW Corridor by December 2010. The actual date of completion can be estimated only after all projects of NS-EW corridor are awarded. The target date will be revised after further review of the status. Projects have been delayed due to various reasons like poor performance of contractors, problems in land acquisition, non availability of forest/environment/railway clearances, law & order problems in some States etc. Award of projects was also delayed during 2007-08/ 2008-09 due to overall economic slowdown.

4.14 The Ministry of Road Transport and Highways was asked to furnish details of awarded NS – EW corridor projects (Underimplementation and Completed), which has accordingly been submitted to the Committee and enclosed at **Annexure V**

4.15 The Committee also observed that in respect of NHDP phase III B (upgradation, 4/6 laning), which was approved in 12.4.2007 out of total length of 7,294 km, only 10 km has been completed as on 31.8.2010, yet December, 2013 has been kept as the likely date of project completion.

4.16 The length of Highways awarded by NHAI during the year 2010-11 (up to January 2011) is 4345 Kms. Briefing the Committee on the targets of NHDP fixed for the years 2011 and 2012 as well as the progress on the same, the Secretary, Ministry of Road Transport and Highways stated the following in March, 2011:

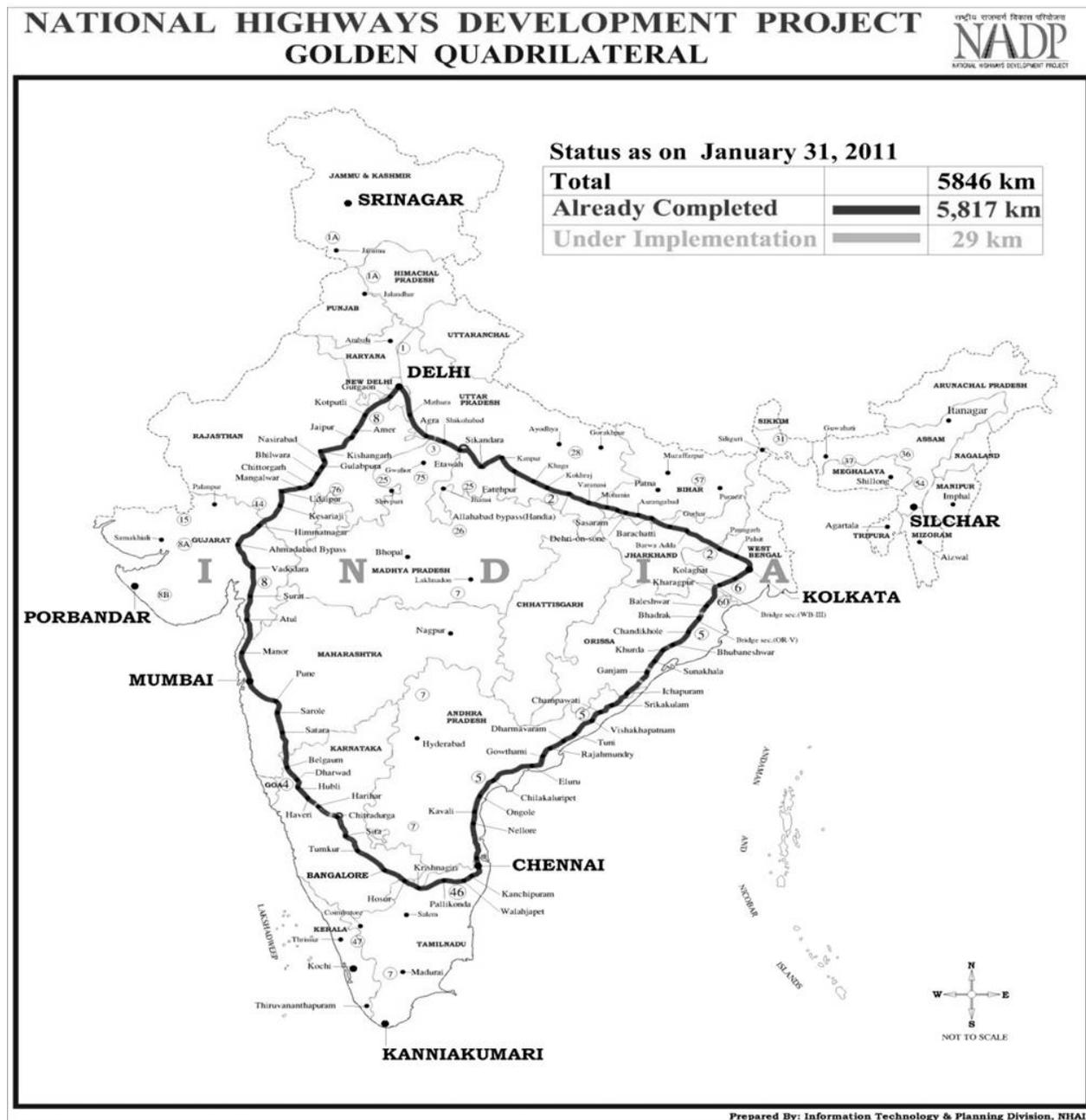
“ .... I would say that during the current year, 2010-11, as against the targets which had been put for NHA for completion in NHDP, there was a slow down. I must concede that there were a couple of CBI cases and raids and that did bring in a slow down for four to five months, but after that, the organisation is again geared up and in the last few months, again momentum is there.”

4.17 He added further as under:

“For the next year, the target which has been put is around 7,300 kilometres of award, which needs to be done. In the current year, so far the awards have been close to about 4,900 kilometres and we do hope that by 31<sup>st</sup> March 2011, we should be able to do at least 5,500 kilometres and possibly touch 5,800 kilometres. Seen in the context of what has been done in the past years, this is way beyond. The previous highest was about 4,700 kilometres. It was 3,600 kms before that, and in certain years it had been close to 900 kms. So, in that context, it is the highest ever award, which has been there so far. But that is not to say that we are satisfied. The next year’s target we have put as 7,300 kms.”

(ii) **GOLDEN QUADRILATERAL**

4.18 The Golden Quadrilateral constitutes an integral component of National Highways Development project Phase-I connecting four metro cities of Delhi, Mumbai, Chennai, Kolkata (Figure 1).



**Figure: 1**

4.19 The Committee were informed by the Ministry of Road Transport and Highways that as per original mandate of task force, the Golden Quadrilateral Project was to be completed by March '04. However, the CCEA approved the project on 18.12.2000 in which the date of completion of GQ was mentioned as December'03. The date of completion was further extended to December'05 in view of compelling circumstances

like delay on account of pre construction activities which includes delay in land acquisition due to procedural formalities, litigation and court cases, forest clearance, environment clearance, clearance/ approval from railways. This delay was justified as the programme of this magnitude was unprecedented and also the construction industry in road sector was not developed enough to take up the works of such magnitude.

4.20 The Secretary, Ministry of Road Transport and Highways also added during the briefing:

“So far as the Golden Quadrilateral is concerned, it is going on smoothly in respect of projects in other phases. Since the Committee has specifically decided to pay attention to the Golden Quadrilateral, I would like to mention that it is almost complete – out of 5,846 km., only 115 km. is incomplete. These stretches were incomplete primarily because of contractual problems. The contracts which were awarded originally have become sour. As a result they had to be terminated. I am sorry to report that they had to be terminated. I am happy to report that in all the cases, the new contracts have already been awarded and so, the work is going on smoothly.”

4.21 The Committee are further informed that to complete GQ a total number of 128 contracts were awarded, out of which all are completed except 15 projects. The total length of GQ was 5846 km., out of which 5799 km. length has already been completed. Targeted date of completion for balance length has been extended to December 2010 due to non-performance by some of the contractors. Their performance during the currency of original contract was poor and therefore NHAI was compelled to terminate the contracts. Their contracts were terminated and balance work has been re- awarded. These contracts are scheduled to be completed from May, 2010 to December, 2010.

4.22 Completed length of Golden Quadrilateral during different years alongwith corresponding percentage figures are as follows:

YEAR	LENGTH COMPLETED	PERCENTAGE
DEC-2000	648	11.08%
MAR-2004	3100	53.03%
DEC-2007	5501	94.10%
MAR-2009	5721	97.86%
AUG-2010	5799	99.20%

4.23 The details of awarded Golden Quadrilateral projects (Underimplementation & Completed) are given at **Annexure VI & VII**.

4.24 When enquired about the steps taken to expedite the project completion, the Ministry of Road Transport and Highways stated, in a written reply that NHAI has taken several steps to expedite project completion. To strengthen monitoring of the projects, NHAI has formulated a revised strategy for implementation of projects. As per this strategy, 10 Regional Offices headed by Chief General Manager (CGM) have been opened. The Chief General Managers have been delegated financial as well as administrative powers for execution of works. Further co-ordination between various state level agencies has also been assigned to the Regional Office. For land acquisition, special land acquisition cell has been created in HQ and special land acquisition units involving the State level Officers, who are well-conversant with land acquisition process, have been engaged for expeditious completion of land acquisition. Special training is also being imparted to these officers.

4.25 As per the material furnished to the Committee during September, 2010, 6 km road under Golden Quadrilateral was yet to be given on contract, whereas this project was scheduled to be completed in September itself. When asked to state the position in this regard, the Ministry of Road Transport and Highways submitted the following in its written reply:

“All stretches under Golden Quadrilateral were awarded. The 6 km stretch yet to be awarded is the Ennore Expressway project which is part of port connectivity projects under NHDP Phase I. This stretch could not be awarded so far due to delay in Land Acquisition and R&R of Project Affected Families (PAFs). The latest status is as below:

(i) Land Acquisition: Total 7.94 Ha land required to be acquired. The award has been published and compensation is yet to be paid.

(ii) R&R: Total 1824 PAFs were to be shifted. So far 1628 PAFs have been shifted. The balanced are yet to be shifted.

This stretch was later combined with the other stretches of the Chennai-Ennore Port Connectivity Project i.e. 9 km Thiruvottiyur Ponneri-Panchetti (TPP) road, 8.1 km Inner Ring Road (IRR), 5.4 km Manali Oil Refinery Road (MORR) and 1.6 km Ennore Expressway within Port. The bids for the above combined stretch were cancelled due to non availability of firm financial commitment from Chennai Port Trust. Bids will now be invited on receipt of equity/loan commitment from Chennai Port Trust.”

4.26 When asked to state whether any system is in place to monitor quality/standards of the projects completed under Golden Quadrilateral, the Ministry responded in the written reply that Quality Assurance is an integral part of each project and Supervision Consultants are being engaged through international bidding process to supervise quality of work on day to day basis. Regular and mandatory testing of material used in construction as well as quality of construction is closely monitored. Besides, inspections are also carried out by NHAI officers, both from field and HQ, from time to time.

4.27 Building ‘Spokes’ from each of the ‘hub’ cities of Golden Quadrilateral, commensurate with the ‘hubs and spokes’ pattern of transport system considered essential for the balanced regional development. In this regard, Ministry of Road Transport and Highways responded that work Plan is under consideration to cover about top 300 towns in terms of population around ‘hub’ cities.

**(iii) TOLL POLICY**

4.28 As informed by the Ministry of Road Transport & Highways, Section 7(1) of NHAI Act 1956 as amended in 1993 (Act 1 of 1993) empowers the Government to levy fees for use of sections of National Highways at such rates as laid down in rule made in this behalf. In 1997 the rules were framed for public funded projects. Section 11 of the rules provided for collection of fees in perpetuity. The rates provided in the rules for conversion of projects from 2 lane to 4 lane sections of National Highways were decided considering the following principles:

- a) Fee should be as a percentage of savings in vehicle operating cost
- b) Fee should be related to damage caused by vehicles
- c) Fee should be as perceived to be acceptable to the users

4.29 The Secretary, Ministry of Road Transport and Highways also added the following during briefing:

“Firstly, I would like to cover the toll policy. The rules for toll policy were laid in 1998 and the basis was this. The Government came out with toll policy in 1997 and the rules were framed in 1998. What was done was that as a result of the four-laning, there is a saving in the vehicle operating cost of the vehicles, toll, time, etc. It was worked out. 50 per cent of the saving was put as a toll rate. That was at that time, 40 paise per KM per passenger car. Every year, there used to be an increase linked with the WPI for private-funded roads and once in five years for the Government funded roads. Then in 2008, we have come out with a new policy and it has been amended. While the basic toll rate continues to be what it was, the increase has been increased – 3 per cent plus 40 per cent of the WPI for the private funded roads and plus every year increase for the Government funded roads also, which used to be earlier five years and it used to be sharp like 40-50 per cent; people used to naturally agitate. So, we said, here also, we will do every year.”

4.30 The Secretary, Ministry of Road Transport and Highways further added:

“In this policy, somebody has said that we collect cess and toll also, and that it is a double burden on the people. While in some respects it is true that it has been

raised, but this is the users' fee and since the amount is inadequate because the cess goes even for the rural roads, which are not tolled, this is in addition to the cess but both are independent of each other. Every road is not subjected to toll; only those roads that are through-traffic and that carry commercial traffic, they are tolled; most of the roads still remain untolled.”

4.31 The Committee wanted to know about the changes, which have taken place in Toll Policy in recent times. In this regard, Ministry submitted the following in a written reply:-

- i) In the year 2008, when the new fee rules of 2008 were published in supersession of fee rules of 1997, the base rate of 1997 was considered after indexation. Further, two separate category of vehicles i.e. Multi Axle Vehicles (3 to 6 axles) and oversized vehicles (more than 6 axles) were introduced.
- ii) The fee is to be collected in Perpetuity, as per rules. (Refer rule 6 (6) of new fee rules, 2008)
- iii) As per new fee rules, 2008, the distance between two fee plazas should be 60 Kms. Other conditions for setting up the fee plazas are provided in rule 8 of the new fee rules, 2008.
- iv) In the new fee rules of 2008, it is provided that fee shall be revised every year effective from 1<sup>st</sup> April based on, a) 3% fixed increase and b) 40% of the change in Whole Sale Price Index (WPI).
- v) Before publication of fee rules of 2008, in case of Public Funded projects, fee shall be revised after every five years based on change in WPI and in case of BOT projects as per the provisions of the concession agreement.
- vi) On the basis of the feedback received from the stakeholders as well as the experience gained during implementation, some proposals are under consideration of the Government.

4.32 In respect of New fee rules, 2008, the Secretary, Ministry of Road Transport and Highways also elaborated:

“...In the old policy, there are certain ambiguities. But the new toll policy clearly says that first of all the toll gates would not be allowed generally within 10 KMs of the municipal limits; so, there will be no toll gate, but in any case, it cannot be

within less than 5 KMs; then, between two toll plaza, there will be no toll at all; one can move freely so that the local people are not put to any inconvenience. Generally the distance between one toll plaza and another will be 80-100 KM. This is what the new toll policy says. In fact the new toll policy tries to rationalize many problems which were existing, in the old policy. That is one of the reasons. In the earlier policy, the toll gates were there between 15-20 KMs, unfortunately what happens whatever has been done under the old toll policy, we are governed by the agreement; it is very difficult for us to do anything because it was an agreement with the private party and the Government; and that has to be honoured.

4.33 When asked to comment on the complaints regarding pilferage of revenue as well as non-compliance of contract condition in respect of Toll collection, the Ministry of Road Transport and Highways stated that presently, the toll collection work in NHAI is being carried out through DGR sponsored Ex. Servicemen on EPC projects. Several complaints regarding pilferage of revenue and non compliance of contract conditions have been received and after investigations some of them have been found correct, due to which NHAI had to either impose penalty or prematurely terminate the contract or both. Therefore, the Ministry has come up with 'New Policy for engagement of Fee Collecting Agencies', according to which the user fee collection, henceforth on all the sections of National Highways, except BOT projects, will be undertaken on the following modes:

- (a) Operation, Maintenance & Transfer (OMT)
- (b) By Open Competitive bids.
- (c) By engaging DGR Sponsored Agency in case of selected plazas, in Jammu & Kashmir, North East States or disturbed areas.

In open competitive bidding mode engagement of 50% Ex-Servicemen is mandatory to successful bidders. The procedure for engaging agency through DGR for (c) above has been modified and made more transparent.

Procurement of user fee collection agency through open bidding is in force with immediate effect. The bids are to be invited at Regional Office (RO) level and will be submitted at two places, (i) NHAI HQ. Dwarka and (ii) the office of RO concerned. The bids are to be opened in the office of RO after collecting the documents submitted at both the places in order to ensure fair and competitive bidding. The duration of the contract would be 1 year.

The following entities only are eligible for bidding:

- i) Companies registered under the Indian Companies Act, 1956.
- ii) Partnership Firms registered under the Indian Partnership Act, 1932.
- iii) Partnership Firms registered under the Limited Liability Partnership Act, 2008.
- iv) Cooperative Societies registered under any Cooperative Societies Act (of any state in India) or under Multi State Cooperative Societies Act, 2002. Ex-servicemen societies registered under Cooperative Societies Act (of any state in India) or under Mutually Added Cooperative Societies Act (of any state in India).

The entities/ partners ( in case of partnership firm which were removed / debarred by NHAI based on their performance in toll collection or any other assignment are not eligible for bidding.

4.34 The Ministry has further stated that steps taken to address problems associated with Toll collection are as follows:

- i) To address the malfunctioning in the collection of user fee, NHAI had request MoRT&H to permit it to engage the fee collecting agencies through competitive bidding.
- ii) Ministry vide letter No. RW/NH-37013/03/2009/PPP dated 16.03.2010 allowed NHAI to go for competitive bidding. Accordingly, NHAI has already called bids for engagement of fee collecting agencies through competitive bidding for 93 toll plazas and process of opening of Financial bids are going on.
- iii) It is understood that once the successful bidders are handed over the toll collection work, the recurrence of revenue pilferage in future will be stopped.
- iv) Ministry of Road Transport & Highways had constituted a Committee under the Chairmanship of Shri Nandan Nilekani, Chairman, Unique Identification Authority of India (UIDAI) and representatives of NHAI, Ministry of Road Transport & Highways as also professional experts from IIT Delhi, to examine all technologies available for Electronic Toll Collection and to recommend the most suitable one for implementation throughout India. The Committee submitted its report on 02.07.2010 which has been accepted by the Ministry. Electronic Toll collection (ETC) envisages use of Radio Frequency

Identification (RFID) technology complying to ISO 18000 6-C for use in all toll plazas of National Highways in India. The system should meet the following requirement with high degree of reliability:

- a) Vehicles should be uniquely identified and classified through On Board Unit (OBU), say Tag and the Road Side Unit, say Reader, once it passes through the toll gate;
- b) Toll should be immediately charged from the vehicle once it passes through the toll gate by debiting the user tag-card;
- c) Different toll operators should be able to realize their respective toll and should have access to the toll collection data;
- d) Violation in toll collection should be detected;
- e) The cost to users should be low for acceptability by road users to achieve penetration.

4.35 The Ministry, in their latest reply, has now stated the following:

“.....based on the Report submitted by the expert committee headed by Shri. Nandan Nilekani, Chairman, UIDAI, MoRTH/NHAI is in the process of implementing Electronic Toll Collection (ETC) at toll plazas on NHs. In Electronic Toll Collection, by sticking Radio Frequency Identification (RFID) Tags on the windshield of the vehicles, the road users can travel seamlessly across National Highways in India. Nationwide inter-operable Electronic Toll Collection (ETC) is being proposed by interconnection of all toll plazas with Central Clearing House. For implementation of Electronic Toll Collection (ETC), an Apex Committee has been constituted by MoRTH on 08.03.2011. The TOR of the Committee is to develop strategy, process design, operational methodology, finalization of Standards for various components of ETC system, evolve an institutional framework for implementation and operation of ETC. The Apex Committee is expected to finalise its recommendations within a period of 4 months”.

4.36 The Committee have also been apprised by the Ministry about the review of Toll Policy. The Ministry has stated that The National Highways Fee (Determination of Rates and Collection) Rules, 2008 were notified on 5<sup>th</sup> December, 2008. After the notification and coming into effect of the Highways Fee rules, Ministry has received

request/representations and suggestions regarding the tolling of two-lane highways, discount for local users, toll levied on use of bypass and certain categories of vehicles etc. During the discussion on the working of this Ministry held in Rajya Sabha on 28<sup>th</sup> July, many Hon'ble Members raised, inter alia, the afore-mentioned issues again, including the categories left out from the list of exempted categories from levying of user fees for use of such section of national highways, permanent project, bypass or tunnel, four-lane of part of section of national highways under the National Highways Fee Rules, 2008. Hon'ble Minister as assured in the House, has directed for review of Toll Policy. The same was undertaken in consultation with all concerned. While the Government was considering the outcome of the review, All India Motor Transport Congress (AIMTC) in July/August, 2010 raised certain issues, which are being further examined.

4.37 The Secretary, Ministry of Road Transport and Highways added during the evidence held on 30<sup>th</sup> March 2010:

“We have taken, of course, steps to review the toll policy. The Hon'ble Members are aware that our Minister had given assurance on the floor of the House when the discussion on the Toll policy in Rajya Sabha was taken up during last session. It is being reviewed, and now under consideration of the empowered group of Ministers headed by the Finance Minister.”

4.38 The Ministry in a written reply further stated

“Ministry submitted a note for amendment in the Rules for consideration in the 3<sup>rd</sup> meeting of the Empowered Group of Ministers (EGOM) held on 10.02.2010. EGOM in its meeting decided that proposal should be first considered by the Inter Ministerial Group (IMG). The matter was discussed in the IMG in its meeting dated 05.03.2010. As per the recommendation of the IMG, a note was submitted for consideration in the fourth meeting of the EGOM held on 17.03.2010. EGOM in its fifth meeting held on 19.05.2010, approved the following amendments in the National Highways Fee (Determination of rates & Collection) Rules, 2008;

a) The threshold of capital investment is increased to Rs 2.50 crore per km for levy of user fee on **Two lane** NHs. (earlier it was Rs 1.00 crore per km)

- b) MPs/ MLAs, Govt Vehicles, Chairman of Legislative Councils etc are included in the list of exempted vehicles.
- c) Bypass will be treated as part of NH section and not a structure like Bridge/ Tunnel with user fee of Bypass section to be at the rate 1.5 times of the prescribed rates for the section.
- d) Creation of separate category of Multi Axle Vehicle (MAV) (three axle) with base fee of Rs 3.00 per km.
- e) Action plan for managing transition of application of National Highways fee rules, 1997 to New Fee Rules, 2008 in respect of public funded project is approved so the effect of change may not be more than 25% in a year including the normal increase for the year.”

(iv) **LAND ACQUISITION POLICY**

4.39 The land acquisition for development, maintenance and management or operation of National Highways is done under Section 3 of the National Highways Act, 1956.

**3(a) Notification:** The process of land acquisition begins with publication of Notification under section 3(a) of the NH Act, 1956 appointing Competent Authority for Land Acquisition (CALA).

**3(A) Notification:** 3(A) Notification declares the Governments intention to acquire land. This Notification also empowers the Central Government to conduct survey in the land so notified. Any person interested in the land may file objection within 21 days of the Notification to the Competent Authority for the land acquisition. The Competent Authority after hearing all such objections may either allow or disallow the objections.

**3(D) Notification:** After finalization of the objections on publications of 3(A) Notification. The Competent Authority submits report to the Central Government and on receipt of the report the Central Govt. publishes the 3(D) Notification. On Notification under 3(D) all land mentioned therein shall vest with the Central Govt. absolutely free from encumbrances.

4.40 The NH Act further provide that where land is acquired under the Act *ibid*, the Competent Authority shall by an order, determine the amount to be paid as compensation for the land. Generally, officers of local Revenue Departments are appointed CALAs (due to their familiarity with local conditions/land-rates/land-use patterns/ Revenue Records etc), and they normally rely on (i) local sales-statistics, (ii) circle-rates/guideline value, or (iii) directions issued by local State Government, for determination of compensation. The procedure for issue of Notifications is as detailed below:

DPR Consultants are responsible for preparing LA plans. These plans are then submitted to the field units of NHA (PIU) for further vetting and publication. PIUs have to verify the LA plans submitted by the DPR Consultants. The same are then submitted to the Competent Authority for forwarding to the Central

Government for publication. NHAI, HQs is responsible for legal vetting of all the Notifications of 3(a), 3A and 3D, and for submission for approval of the Hon'ble Minister. After approval by the Central Government, Notifications are published in the Gazette of India and later on in the local newspapers. The process of completion of LA activities is taking on an average about 18 months starting from publication of 3(a) notification.

4.41 The Secretary, Ministry of Road Transport and Highways also added the following during briefing:

“In land acquisition, first of all, under the National Highways Act, which is used for the acquisition of the land for the national highways, we appoint a competent authority and the competent authority prepares notification, sends it to us, fixes compensation, etc. The competent authority generally is the officer of the State Government who is competent to acquire the land under the normal Land Acquisition Act. So, the respective Additional Collectors or Deputy Collectors are the competent authority and they do everything. To say that the State Governments are not involved will really be called into question because the Deputy Collector or the Additional Collector, who is the competent authority, prepares the notification. Consultants may have given the report but he sends the draft notification which we approve. That determines the alignment, where the road will pass, that kind of land will be acquired. It is he who scrutinizes every aspect and then sends it to us. Secondly, it is he who fixes the compensation. We do not put any limit. It says any value which he fixes as the market value. In the Act the word used is ‘compensation’.”

4.42 When the Committee enquired about any limit given for compensation, the Secretary stated the following during briefing:-

“We have not imposed any limit. It is for the local officer to fix the award and send it. In fact he approves the award. We do not approve it. If someone is aggrieved by that, there is a provision of an arbitrator who generally is Collector or a Commissioner of the local area. So, it is not true to say that we do not give market value or we are doing this or that. It is left to them.”

4.43 When asked to elaborate the provisions of arbitrator, the Secretary clarified during the briefing:

“Let me clarify it, Sir. In the National Highways Act there is a provision. You are referring to the Land Acquisition Act 1894 under which there is no provision but here is a provision. The competent authority passes an award. Straightaway when an award is passed, the National Highway Authority deposits the entire amount with him. Suppose, land owners are aggrieved that the amount is not reasonable, they can go to the arbitrator who is either a Collector or a Commissioner. If NHA feel that the award is high they can also go. Under the National Highway Act, which is the Act passed by the Parliament and under which we acquire land for the national highway, there are adequate provisions. We are following the present national policy on rehabilitation. We give money for the rehabilitation of the people who are affected by the acquisition of land. So, I would submit that under the National Highway Act and under the instructions from the Land Acquisition Officer and NHA we are more than fair as far as land acquisition goes. Secondly, land acquisition for road is slightly different.”

4.44 The Secretary further added:

“As part of our instructions, we have appointed nodal officers in each of the State. These nodal officers are PWD Principal Secretaries who deal with the Highways. Every month they are supposed to call the consultants, project Directors and see what is happening on ground. Therefore, from the Ministry side we are very keen that the State Governments or the local officers are fully involved. While preparing the report the consultants are supposed to give publicity to the local people so that they know that this type of a road is coming. All these provision are there. NHA does not approve the feasibility report or the DPR unless it has been passed through the nodal officers appointed by the State Government. In fact our present Minister has issued instructions that the nodal officer should be the Chief Secretary so that he can coordinate between land, PWD, law and order. So, some States have appointed Chief Secretaries as the nodal officers. This is about the land acquisition.”

4.45 The Committee wanted to know the difficulties being encountered in the extant procedure of Land acquisition. In this regard, the Ministry submitted that delay in acquisition of land has been one of the major problems in the execution of projects. The main reasons for delay in the acquisition of land are as follows:

- (i) **Delay in nomination of competent authority:** When the land is acquired under the National Highways Act 1956, the NHAI requests the district administration to nominate a Revenue Officer to be appointed as the Competent Authority under the Act. There is generally delay in the appointment of competent authority by the State Government. Delay in nomination of the competent authority by the State Governments invariably leads to delay in the land acquisition process.
- (ii) **Frequent transfers of CALAs:** Land acquisition gets delayed due to frequent transfers of CALA, and CALAs assign low priority to land acquisition for NHAI (which is their secondary task).
- (iii) **Institutional Capacity:** Existing capacity amongst the implementing partners is considerably weak. NHAI is dependent on the District Administration to acquire land, an external agency over which NHAI has no control. The District Administration has other pressing duties and is often unable to implement the land acquisition as a priority for the project, which affects the capacity of the implementing agency to deliver, results on time and efficiently.
- (iv) **Valuation of the structures and other assets** like trees on land requires coordination with other departments and this process takes time.
- (v) **Land administration and records:** Outdated and inaccessible revenue records and unclear titles of the land being acquired results in preparation of poor land acquisition plans; this also excludes at times the legitimate rights of the affected persons for compensation and increases litigation. The settlement of claims during land acquisition and duplication of procedures and processes to acquire land under the revised land acquisition plans delays the process. The revenue records are not updated and in some cases joint verification is not done in time, which causes delay in the process of acquisition.

(vi) **Time lost in arbitration:** The NH Act does not provide for any time-limit for making an application by the aggrieved party to the arbitrator. NHA's experience has been that the land owner/person interested in the land approaches the arbitrator even after 2-3 years from the date of determination of the award and these cases remain unsettled till that time. As a result there is considerable loss of time in arbitration.

(vii) **Problems arising from NH Act:** There is a provision in the LA Act to provide for payment of an interest amount calculated at the rate of twelve per cent, over and above the market value of the land for the period commencing on and from the date of publication of the notification under sub-section (1) of section 4 in respect of such land to the date of award of the competent authority or the date of taking possession of the land, whichever is earlier, subject however to the condition that in computing such period, any period or periods during which the proceedings for the acquisition of the land were held up on account of any stay or injunction by the order of any court shall be excluded. In addition, a provision also exists for awarding a sum of 30% as solatium amount over and above the market value of the land in consideration of the compulsory nature of the acquisition. The land owner/person interested in the land whose land is acquired under the NH Act expects to be compensated at similar rates as provided for in the LA Act. Accordingly, the Government has frequently encountered resistance and agitations by affected land owners/person interested in the land under the NH Act due to absence of provisions enabling payment of solatium and interest. The land owner/person interested in the land whose land is acquired under the NH Act is in a disadvantageous position as compared to the one whose land is acquired under the LA Act.

(viii) **Delays due to changes in alignment:** Sometimes the alignment of the Highway has to be altered due to local/political pressures. It is pertinent to mention that land acquisition once initiated have to be started all over again due to changes in alignment.

(ix) **Delays caused by issue of incomplete Notifications (caused by erroneous Revenue Records):** Erroneous/un-updated Revenue Records frequently lead to issue of incomplete Notifications, in that various plots required

to be acquired are omitted from the Notification. Consequently, the omitted plots have to be purchased because initiation of processes for issue of Notifications afresh causes loss of time, and also loss of money because compensation for land is to be computed as per market-rates prevalent on date of issue of 3A Notification.

(x) **Problems in acquisition of land from other Departments:** NHAI projects frequently require acquisition of land belonging to other Govt. Deptts., most notably, the Ministry of Defense. Delays/refusal by these Deptts. to transfer their land to NHAI very often results in delay in transfer of land to Concessionaires, leading to delay in implementation/completion of projects.

**[Replies to questions raised during Briefing/Q-3/Page-3]**

4.46 When asked to state the initiatives taken by the Ministry to remove the bottlenecks in Land acquisition, the Ministry submitted the following in a written reply:

**(a) Steps initiated to streamline land acquisition procedures:** Several measures have been taken to streamline land acquisition procedures, as follows:

(i) Utilization of State Govt. machinery for land acquisition: Under the current system of land acquisition State Govt. Revenue Department officers are appointed as CALAs. Appointment of State Govt. Revenue Department officers as CALAs is advantageous to NHAI due to their familiarity with local conditions/land-rates/land-use patterns, and because they/their Departments are custodians of local Revenue Records on basis of which Notifications under NH Act are issued for acquisition of land.

(ii) Strengthening CALAs infrastructure for speeding up land acquisition: Primarily, it is the responsibility of concerned State Government to provide adequate staff and infrastructure to CALAs. However, as a measure for providing assistance to CALAs for speeding up land acquisition, NHAI always provide additional support to CALAs in the shape of additional staff/infrastructure (i.e. vehicles/computers/fax/ photocopy machine etc). Provisions for sanction of additional resources to CALAs are contained in Policy Circular dated 03 Oct. 2006. NHAI HQ is more than liberal in sanctioning resources to

CALAs; In fact, initial installment of resources sanctioned by NHAI are mostly more than sufficient for timely acquisition of land.

(iii) Strengthening PIU's infrastructure for land acquisition: In order to strengthen PIU level mechanisms for expediting timely land acquisition (which primarily comprises pursuit of land acquisition processes with CALA), aforementioned Circular also provides for engagement of 01 retired State Govt. Revenue officer and 01 Surveyor/Amin by each PIU for each District. In cases where PIUs need additional manpower due to large volume of work or time constraints, additional manpower over and above that provided for in Circular ibid is frequently sanctioned. Recently, remuneration for personnel engaged by PIUs for land acquisition was increased by the Executive Committee (37<sup>th</sup> Meeting on 23 Dec. 2008) to a consolidated Rs 20,000 and Rs 15,000 for Revenue Officers and Surveyors/Amins respectively. Further, provision was also made for engagement of (i.e. non-Govt. retired) private Surveyors/Amins @ consolidated monthly remuneration of Rs 10,000.

(iv) Interaction with the State Govts. : As brought out above, NHAI is entirely dependent on State Govts. for obtaining possession over encumbrance free land. Accordingly, instead of being assigned responsibilities over individual stretches of Highway (e.g. arms of GQ, halves of NS or EW Corridors, or BOT projects), CGMs have been assigned responsibilities for implementation of projects in individual States. The level at which NHAI coordinates/interacts with State Govts for problem-solving is at the level of NHAI's State CGM-State Govt's Nodal Officer for NHDP. Recently, in order to further streamline interaction with State Govts for smooth implementation NHDP, CGMs in charge of individual States have been posted to the respective State Capitals.

(v) Chief Secretaries as Nodal Officers: State Govts. have been requested to nominate their Chief Secretaries as Nodal Officers for monitoring NHAI projects. The Govts. of J&K, Punjab and Andhra Pradesh have constituted committees under the Chief Secretaries for monitoring NHAI projects.

(vi) Meetings with State Chief Ministers/Chief Secretaries: Meetings have been held with State Chief Ministers/Chief Secretaries for resolving land acquisition and related problems/issues.

(vii) Land acquisition as performance yardstick: Progress in land acquisition has been made the main yardstick for assessing the performance of NHAI's Project Directors in the field.

(viii) Simplification of Procedure for issuing Notifications for acquisition of land: Notifications for acquisition of land under Section 3 of NH Act were previously vetted from legal angle by Ministry of Law. This contributed to delay in issuing/publishing Notifications. Procedure for issue of such Notifications has been simplified, and they are now issued/published after being legally vetted internally by NHAI.

(ix) Constitution of Special Land Acquisition Units (SLAUs): In order to tide over the problem of land acquisition getting delayed due to delay in appointment of CALA, frequent transfers of CALA, and because CALAs assign low priority to land acquisition for NHAI (which is their secondary task), Chairman has recently requested Chief Secretaries of all State Govts. wherein NHDP projects are being implemented, to constitute dedicated Special Land Acquisition Units (SLAUs), for acquisition of land for NHAI.

The composition proposed for Special Land Acquisition Units are as follows;

(i) ADM/SDM	-	01
(ii) Tehsildar	-	02
(iii) Land Revenue Inspector or Equivalent	-	02
(iv) Patwari	-	02
(v) Surveyor/Amin	-	06
(vi) Chainman	-	06
(vii) Clerk, Computer Operator	-	06

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All the administrative and establishment charges of these units will be borne by NHAI. The infrastructure like hiring of accommodation, vehicles, telephone

services etc. will be provided by NHAI. The activities of the Special Land Acquisition Units will include the following;

- (i) Preparation of notification under section 3A.
- (ii) Preparation of notification under section 3D(1)
- (iii) Preparation of award
- (iv) Disbursement of compensation to land owners
- (v) Dispute matters relating to Arbitration cases to be referred to Arbitrator, mutation of land acquired under the Act.

State Govts. have also been requested to consider a senior Revenue Officer (ADM level) for deputation to NHAI to coordinate with Special Land Acquisition Units in the State. Till date 90 SLAUs have been constituted.

**(b) Steps taken to address issues such as delay in nomination of Competent Authority for Land Acquisition (CALA), frequent transfer of CALA:-**

As mentioned above, in order to tide over the problem of land acquisition getting delayed due to delay in appointment of CALA, frequent transfers of CALA, and because CALAs assign low priority to land acquisition for NHAI (which is their secondary task), Chairman has recently requested Chief Secretaries of all State Govts wherein NHDP projects are being implemented, to constitute dedicated Special Land Acquisition Units (SLAUs), for acquisition of land for NHAI

**(c) Steps taken to address issues such as time lost in arbitration:-**

A proposal has been submitted by NHAI for making amendments to the NH Act for provision of timeframes for initiation/completion of Arbitration.

4.47 The Secretary, Ministry of Road Transport and Highways also added:

“Further, to see that the land acquisition is expedited we have asked the NHAI to set up 150 land acquisition units all over the country. Our present Minister has personally reviewed the land acquisition matter with most of the Chief Ministers and I am happy to say that the Chief Ministers have assured all assistance in the land acquisition..... I must say that the road construction is slow in the

States where land acquisition is not taking place. The hon. Members can themselves appreciate the progress in the Western and Southern parts of the country. Progress in UP, Bihar, Assam and West Bengal is poor. We do not hesitate to accept it and the main reason is land acquisition. I have gone to Assam four or five times. The present Chief Secretary is of course taking interest but six packages are in North-Cachar district. Right up to the Cabinet Secretary, everybody is making attempt but still condition on the ground have not improved and the contractors have run away. They do not want to do the work unless there is basic assurance about the law and order. So, the position is, unless the State Government cooperate with regard to land acquisition, providing protection to the contractors and with regard to collection toll, things cannot move. For example, State like Orissa, Goa are not cooperating in toll collection. The result will be the NHAI will be left with no alternative but either to abandon the programme or to continue in a slow manner...”

4.48 The Secretary, Ministry of Road Transport & Highways further added the following during the evidence:

“.....in the past....., the condition which was there in the concession agreements was that on the appointed date 50 per cent of the land should be available with NHAI to be handed over to the concessionaire. Clearly, it was inadequate. This is one of the main reasons, which lead to delays in execution of those projects. The present provision, which has been provided, is that there should be at least 80 per cent availability of land on the appointed date. In that context, this is now being sought to be very scrupulously followed. So, when a case comes up for final approval, first at the PPPAC stage and then at the stage of the Cabinet Committee on Infrastructure itself we are seeking to ensure that at least 70-75 per cent land is available for the project so that by the appointed date 80 per cent would be available. If not, at least, notification under section 3 (d) should have been done for at least 75 per cent of the land”.

4.49 The Committee are also informed by the Ministry about the proposals to amend current Land acquisition policy. The Ministry of Road Transport and Highways, in a written reply, has submitted that measures to compress the timeline of completion of land acquisition have been conceptualized/proposed, which are as follows:

(i) Preparation of accurate Land Acquisition Plan by the DPR Consultant; In order to facilitate preparation of accurate and correct Land Acquisition Plans by DPR Consultants, it is proposed to establish PIUs for the stretches for which DPRs are being prepared. Primarily, these PIUs shall liaison with local authorities and the DPR Consultants' personnel for facilitating preparation of accurate and correct Land Acquisition Plans.

(ii) The ROW of the proposed should be demarcated by boundary-stones, and its centre-line should also be marked by such boundary-stones so as to eliminate the scope for holdups arising out of unclear/incorrect Land Acquisition Plans. TOR of contracts for preparation of DPRs ought to be revised to this effect.

(iii) Amendment to the NH Act: Various difficulties are being faced in acquisition of land for NHDP and payment of compensation thereof under NH Act, 1956. Some of these difficulties have arisen due to differences between NH Act 1956 and Land Acquisition Act, 1894. It is therefore felt that certain amendments are necessary to NH Act 1956 in order to facilitate smoother acquisition of land. A proposal has accordingly been submitted for making amendments to the NH Act for facilitating following issues:

- (a) Return of surplus land to landowners.
- (b) Payment of compensation as per provisions of LA Act, 1894.
- (c) Provision of timeframes for declaration Award by CALA/disbursement of compensation, and for initiation/completion of Arbitration.

4.50 During evidence, the Committee, express concern over the land acquisition status in States like Kerala and Goa, where the highways projects have been severely affected because of the problems associated with land acquisition. It was pointed out that in these States, several stretches of NH are hemmed in by dense population of homes and commercial structures. The huge numbers of residential and commercial structures along these highways are under fear of demolition in view of Highways projects.

4.51 In respect of Goa, where NH-17 & NH-4A were facing the Land acquisition problems and people were asking for 45 metre Road instead of 60 metre standard four lane Road, the representative of Ministry of Road Transport and Highways/NHAI stated:

“About the NH-17 Project, I would submit that we have already decided to restrict the land acquisition to 45 metres. About NH-4A, we have received some representations from the State and the local people. We are in the process of taking a decision in that matter also.”

4.52 When inquired about the land acquisition problems in Kerala, where vast stretches of National Highways are dotted with houses and shops that are the only source of livelihood of people, Secretary, Ministry of Road Transport & Highways responded by saying:

“Unfortunately, in Kerala, Sir, but the problems are very very complex. As the hon. Member is saying, all along the National Highways people are living and the National Highways are narrow. If you want to widen them we have to uproot those people. It is a big problem. That has to be solved by all of us with a human angle in mind. If the road has to be built, land has to be given. This is precisely the reason why in Kerala award has been very slow. In fact, we were about to drop this North-South corridor. In 2007 there was a stalemate. The Kerala Cabinet agreed to give 45 metres. We wanted 60 metres. They were first not prepared to give anything beyond 30 metres. The Cabinet took the decision. We said we would suspend the project and we did. Then the Kerala Cabinet decided to give 45 metres and the work moved. Even if this 45 metres is not given, there is no alternative for the NHAI but to terminate the project irrespective of the consequences. This is the view of the Ministry and the Minister has made it abundantly clear.”

4.53 The Ministry, in their written reply, has further stated:

“.....Though there was agitation against land acquisition in the State of Kerala, consensus have been arrived to develop National Highways with 45 m width during the all party meeting held in the month of December 2010 under the chairmanship of the Chief Minister of Kerala. However, the State Government

has decided to with hold the land acquisition action till the assembly elections to be held in April 2011. During the meeting with the State Government officials it has also been agreed in principle to consider minor changes in the alignments, wherever possible, to ensure minimum demolition of residential and commercial structures.

In the State of Goa all the demands raised by public, institutions and State Government have been taken into consideration and only bare minimum demolition is involved. While planning re-alignment in such areas, local administration/public has been actively involved”.

4.54 Secretary, also added as under:

“Sir, in States like Kerala, the ideal solution is to have Expressways. You avoid these existing roads altogether and take a new alignment avoiding all human habitations. They should be absolutely green field projects. That is the answer. That is what we should do. But that will cost huge amount of money.”

4.55 When asked to explain reasons as to why for the four-lanning of road, land has been acquired from only one side, the representative of Ministry of Road Transport & Highways commented the following during evidence:

“Sir, there are two ways that a four-lane road can be constructed. One way is the two-lane road is already existing; you make another by the side of it leaving some gap for the median which is 4.5 metres. This is one way which is called eccentric widening. From the centreline it is eccentric. The second way is concentric widening. There is a seven metre road and then add on both sides. These are the two ways. If we do the concentric widening what happens is this. Then, four-and-a-half metres of the existing road will be rendered useless because at that portion the median will come. The divider will come at four-and-a-half metres. Even if we put the dividers last, the road is already existing and that will be rendered useless because that will come within the median. It is preferred to have a new road so that we can utilise the existing one. The other advantage is that if we are concentric widening, at least there is one road on which the traffic moves during construction. If you start doing this and then you

also construct the median then there is some problem of traffic diversion. Even that can be managed. But then it is a cleaner arrangement to have a new one.”

4.56 The representative of Ministry also stated:

“As per the urban development rules being followed by the State Government, there is no construction zone in 40 metres from the central line on either side. From 40 metres to 75 metres, there is a 35-metre band on either side where very restricted construction like godowns and agricultural sheds are allowed. But, unfortunately, in our country, urban development is taking place rapidly and there is no proper enforcement by the State agencies on the urban development activities which ultimately results in the restriction of land acquisition. Now, traffic is growing at 12-13 per cent every year. It will necessitate further widening of roads. As you know, for the GQ, we converted it into four-lane. By the time we completed the four-laning, it has required further widening into six-laning. So, this is a major issue upon which a lot of deliberation is required.”

4.57 When asked to comment on the complaints of inadequate compensation, Secretary, Ministry of Road Transport & Highways stated during the evidence:

“.....If the State Government authority and the land owner or the shop owner or house owner, they amicably settle and come out with a package, we are approving it. In some cases if the land acquisition officer is not doing, it is entirely the job of the arbitrator who is provided in the Act. Who is the arbitrator? It is the Collector. If the Collector says that this is an amicable settlement, it is okay. Let me give an example. In Baghpat district, Ghaziabad, NOIDA etc. the Collectors fixed some price. It was around end of 2008. But the landlords did not agree. Then the Commissioners intervened and finally they have fixed an amount which is very high. We said – okay, whatever you say we will accept. As far as the Central Government is concerned and the National Highway Act is concerned, there is no impediment. It is entirely for the State Government to fix the price and come out with a package.”

## **(V) DELAYED PROJECTS**

4.58 The Ministry of Road Transport & Highways furnished detailed list of awarded NHDP Projects (Underimplementation), Golden Quadrilateral Projects and North South-East West Corridor Projects (Fully completed as well as Underimplementation). These lists are given at **Annexure IV, V, VI & VII**. These lists/statement shows that almost all works of highway projects had been delayed or were likely to be delayed. The Committee also noted that in several cases, duration of these delays as well as corresponding cost escalations are substantial.

4.59 According to the Ministry, the major reasons for delays in implementation of NHDP are as follows:

### **Land Acquisition:**

There has been inordinate delay in acquisition of land in some States mostly due to procedural formalities, court cases and low level cooperation from the State Government Officials. There have been delays in disbursement of compensation by the Competent Authority to the affected land owners, although NHA deposits the compensation amount determined by the competent authority well in advance. The procedure of Land Acquisition has now been simplified. Earlier all the notification under NH Act were vetted by the Ministry of Law. Recently, an amendment has been made to the allocation of business rules by which these notifications are not required to be sent to the Ministry of Law. The Ministry of Law has approved the standard formats of various notifications keeping in view the similar nature of the notifications of Land Acquisition.

### **Environment and Forest clearances**

There have been considerable delays in getting the forest clearance. Besides the conditions stipulated by the Central Government (MOEF) in the first stage clearance (in-principle approval), the State forest departments impose additional conditions which are, at times, unreasonable and difficult to meet. Demands have been made for staff quarters, wireless systems, vehicles etc. without apparent justification. The demand for compensatory afforestation also varies greatly from state to state from two times to as much as twelve times. The Government of U.P. imposes an additional condition for providing a dedicated

strip of 10 m for plantation of all along the highway. Such a condition is very difficult to meet and creates problems in the implementation of works. The Net Present Value (NPV) of the diverted 'forest land' is demanded even for the road side lands belonging to PWD/NHAI (notified as protected forest for management purposes). Demand of NPV alone will have a financial implication of about ₹1100 crores for the North-South and East-West Corridor taking the lowest NPV rate of ₹5.80 lakhs per ha. In a few projects widening involves diversion of small strip of land in the wildlife areas (National Park/sanctuary). The application for forest clearance in such cases is to be first submitted to the National Board of Wildlife. Approval of the Board is required at various states, including the very first step of undertaking survey and investigation for preparation of Detailed Project Report. The process of approval at each stage takes a long time as the Board meets only once in three months. Moreover, there remains an uncertainty with regard to whether the projects on such alignments would receive final approval. Environmental clearance is required even for a highway widening projects involving land acquisition of more than 20 m put together on either side; and for a new alignments exceeding ₹100 crore in cost, even though the alignment may not be falling in an eco-sensitive area. As a result, projects are delayed and progress of the works is affected. Obtaining these clearances involves coordination with various State forest department, MOEF, and State Pollution Control Boards.

### **Clearance of Railways for ROB designs**

Under NHDP Phases-I&II and other projects about 229 (84 on GQ alone) Rail Over Bridges (ROB)/ Rail Under Bridges (RUB) have to be constructed. Approvals have to be obtained from Railways for the following:

- (i) General Agreement Drawing (GAD) submitted by NHAI.
- (ii) Permission of the Commissioner of Railway Safety (CRS) for shifting of level crossing.
- (iii) Approval of detailed designs and drawings of sub structures and super structures submitted by NHAI after proof checking by consultants.
- (iv) Approval of drawings for temporary arrangement.
- (v) CRS sanction for super structures.

Obtaining the above clearances/approval from the Railways involves coordination with several departments within Railways and it takes a long time to get the necessary approvals. Also, in the packages where ROB's are being constructed by the Railways themselves, progress has not been satisfactory. An officer of Ministry of Railways has since been appointed on deputation basis for coordinating with the Railway Department.

### **Shifting of Utilities**

Utilities of different types e.g. electric lines, water pipelines, sewer lines, telecommunication lines have to be relocated with the assistance of concerned utilities owning agencies. Shifting of utilities, especially water-pipelines, takes considerable time. Moreover, relocation of utilities can only be taken up after acquisition of land.

### **Local Law and Order Problems**

In many States works have been affected because of adverse Law and Order conditions and activities of anti-social groups. Law and Order is a serious issue in the State of Assam. Stoppage of work by the local population demanding additional underpasses/bypasses, flyover etc. is also frequent.

### **Poor Performance by Some Contractors**

Performance of some of the contractors has been very poor. Cash flow problems have been one of the major reasons for poor performance. Termination of such contracts often results in long drawn litigation and further delays in the works.

4.60 When the Committee enquired about the procedural delays and asked the Ministry to comment on the reports that there was a time lag of three years between a project being sanctioned and the work starting on it, the Ministry, in a written reply, stated the following:

“Once the projects are approved by the Government, NHAI is required to complete Detailed Project Report/Feasibility Report of the project by appointing a Consultant. The process of appointment of Consultants usually takes four to six months time and the Detailed Project Report requires another 1 to 1 1/2 year time depending upon the project length and number of structures involved. After finalization of cost through DPR, the project is awarded for

procurement of contractor. As approved by the cabinet during May'06 the water fall mechanism is to be considered for award of projects i.e. first, the project is to be procured on BOT basis, if it is not successful, then the project is to be procured on BOT (Annuity) basis; in case both the above mechanisms fail, then the project is considered for procurement on EPC basis. Recently, NHAI received single bid/no bid for number of projects which are financially less viable/non-viable. It was therefore, decided that the process of award of contracts in these projects may be initiated afresh, after re-structuring of the project. If the project, still does not receive the proper response from the bidder on BOT, the projects are again to be invited on annuity basis. There is a definite time frame for invitation of bid which cannot be compromised and therefore some times there is a delay in procurement for some of the projects. Considering these procedural delays now there is a proposal under process for approval of the Government that the projects after preparation of DPR will be decided in the first instance itself, whether it is to be considered for procurement on BOT /BOT (Annuity) or EPC. A proposal is also under consideration of the B K Chaturvedi Committee for exemption to NHAI from obtaining PPPAC clearance for its projects.”

4.61 Secretary, Ministry of Road Transport & Highways also, during the evidence held on 30.3.2010, added as under:

“If you take the blacktopping of the road, you would have noticed that today the NHAI is operating with automatic pavers..... So, in order to maintain the quality of standard and in order to achieve the speed of construction, it was done like that. Previously, we were constructing roads where there were delays; the delays are before you. We have taken 4-6 years to construct roads; but the fact remains that once we switched to the BOT project, the two cannot be confused – the delays which occurred in the EPC type of projects have not occurred in the BOT projects. The BOT projects were by and large finished in time. In the case of the BOT project, the cost is irrelevant because the Government does not pay for the cost. If that man goes over-budget, it is between him and the bankers who are giving him the loans. So, the two projects were not on the same footing at all.”

4.62 The Committee wanted to know about the status of NHDP Phase III A, which was earlier scheduled to be completed by December 2009. In this regard, the Ministry of Road Transport & Highways informed the Committee as follows:

“Government of India approved 4/6 laning of 4000 km of NH under NHDP Phase-III A on BOT basis at an estimated cost of ₹22,000.00 crores (at 2004 prices) on 05.03.2005. Against the 4000 km, Ministry identified 80 projects of total length of 6139 km scheduled for completion by December 2009. So far 41 projects of length 2755 km have been, awarded under NHDP Phase-III A. Bids for another 3 projects have been received and are under process. During 2007-08 NHA initiated bidding for 44 projects under NHDP-III. The economic slow down in 2008 affected the bidding of these projects which resulted in little or no response to the bidding. Most of the projects remaining to be awarded are commercially non-viable on BOT (Toll) for 4-laning. The projects are being re-structured to reduce the cost consistent with road safety to make them viable. These projects are proposed for bidding during the current year. Upto September 2009 the total length completed under NHDP-III A is 982 km”.

The Committee was subsequently informed by the Ministry that likely date of completion of project has been revised to December, 2013.

4.63 In the background material furnished to the Committee, Ministry had stated that Phase-IV, VI and VII have been approved in the month of July 2008, November 2006 & December 2007 respectively. In spite of that “NIL progress” (as Length completed) has been indicated in their status as on 31 August 2009. When asked about the reason for the same, the Ministry responded the following in a written communication:

“NHDP Phase IV, VI and VII are targeted for completion by December, 2015, December, 2015 and December, 2014 respectively. Presently feasibility studies are being prepared for most of the projects under above mentioned NHDP Phases. After completion of feasibility studies process of land acquisition will be initiated followed by bidding process for award of concession and financial closer. Generally, highway projects have a gestation period of 4-5 years (including the DPR phase). Hence, if physical progress be achieved in the initial phase of construction, the completion of actual length will be achieved towards the end of the target date of completion of project.”

4.64 Responding to a query from the Committee about the steps taken by the Ministry of Road Transport & Highways to expedite the projects, the Ministry stated the following:

(a) The Contracts are regularly monitored at various levels such as by Supervision Consultant, Project Directors, Senior officers of NHAI. Progress reviews are also held at the level of Chairman, NHAI, Secretary, Department of Road Transport & Highways and Minister, Shipping Road Transport & Highways.

(b) State Governments have appointed Senior officers as nodal officers for resolving problems associated with implementation of the NHDP such as land acquisition, removal of utilities, forest/ pollution /environment clearance etc. These nodal officers hold periodic meetings to review the projects and take action to resolve the problems.

(c) A Committee of Secretaries has been constituted Cabinet Secretary to address inter-ministerial and Centre –State issues such as land acquisition, utility shifting, environment approvals, clearance of ROBs.

(d) The procedure of issue of Land Acquisition notifications has now been simplified. Earlier all the notification under NH Act were vetted by the Ministry of Law. Recently, an amendment has been made in the Allocation of Business Rules by which these notifications are not required to be sent to the Ministry of Law. The Ministry of Law has approved the standard formats of various notifications keeping in view the similar nature of the notifications of Land Acquisition.

(e) To expedite the construction of ROBs an officer of the Railways has been posted to NHAI to coordinate the Ministry of Railways. MOU has also been signed with M/s. IRCON for construction of some of the ROBs.

(f) Action has been taken against non performing contractors and they are not allowed to bid for future projects unless they improve the performance in existing contracts.

(g) Steps have been taken to improve cash flow problems of contractors by granting interest bearing discretionary advance at the request of contractor, release of retention money against bank guarantee of equal amount, deferment

of recovery of advances (on interest basis) and relaxation in minimum IPC amount.

(h) NHAI has recently opened Regional Offices at 10 locations each headed by a Chief General Manager for decentralization of decision making for expeditious implementation of projects.

4.65 The Ministry, in a written reply, further submitted:

“NHAI has formulated a revised strategy for implementation of projects. As per this strategy, 10 Regional Offices<sup>1</sup> headed by Chief General Manager (CGM) have been opened. The Chief General Managers have been delegated financial as well as administrative powers for execution of works. Further co-ordination between various state level agencies has also been assigned to the Regional Office. For land acquisition, special land acquisition cell has been created in HQ and special land acquisition units involving the State level Officers, who are well-conversant with land acquisition process, have been engaged for expeditious completion of land acquisition<sup>2</sup>. Special training is also being imparted to these officers.”

4.66 Annual Report (2009-2010) of Ministry of Road Transport and Highways comprehensively elaborate the ‘Revised Strategy for Implementation of National Highways Development Project (NHDP)’, which is as follows:

A new direction has been given to expedite the implementation of the National Highways Development Project (NHDP) with the objective to achieve construction of 20 km road per day. The issues of critical concern to various stakeholders in regard to policy framework and planning and implementation have been addressed. The Ministry has targeted the procedural issues, acting as roadblocks and major bottlenecks in achieving the desired progress of the Infrastructure. A Committee under Shri B.K. Chaturvedi, Member, Planning Commission was constituted to recommend framework and strategy to resolve procedural impediments to the programme objective as well as to take a holistic look at the financing need and arrive at a financing plan that balances the needs of the road sector and other priority areas of the Government. The recommendations of the Committee for expeditious implementation of the NHDP have

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<sup>1</sup> As per Economic Survey (2010-11), 14 Regional Offices have been set up as on date.

<sup>2</sup> 192 Special Land Acquisition Units have been set up in various States.

been approved by the Government. The main features of the revised policy framework are:

(i) An Inter-Ministerial Group (IMG) has been set up under the Chairmanship of Secretary, MORTH with representatives of DEA, Department of Expenditure, Planning Commission and Ministry of Law and Justice to consider issues relating to MCA. Where there is unanimity in the decision, the same will be then put up to the Minister, Road Transport & Highways for approval. Where there is no unanimity in the decision, the matter will be placed before the Empowered Group of Ministers (EGoM) comprising the Finance Minister, Minister of Road Transport & Highways and Deputy Chairman, Planning Commission. The EGoM will also consider and take decision on all issues where there is no unanimity in committees at the level of officers and which do not require approval of the Cabinet/ Cabinet Committee on Infrastructure (CCI).

(ii) Carrying out implementation of road projects on all the three modes of delivery viz. BOT (Toll), BOT (Annuity) and EPC (Item Rate Contract) concurrently rather than sequentially. Roads below a certain threshold in terms of traffic do not merit testing on BOT (Toll) as the process only leads to delays in implementation and award. Hence, a road not found prima facie suitable for BOT (Toll) can be implemented directly on BOT (Annuity) subject to the overall cap as envisaged in the Work Plan. The decision of shifting a project from BOT (Toll) to BOT (Annuity) would be taken by the IMG chaired by Secretary, MORTH and approved by Minister, Road Transport & Highways.

(iii) Before implementing a project on EPC basis, it will be compulsorily tested for BOT (Annuity) and only if unacceptable bids are received then only the project will be awarded on EPC basis. Normally, an Annuity bid working out to an Equity IRR of up to 18% will be acceptable as per these norms. However, in the event of bids exceeding the Equity IRR of 18 %, the same will be bid out on EPC. In case of difficult areas having law & order problems, security, inhospitable terrain etc, a bid working out to an Equity IRR of up to 21% will be acceptable considering the risk premium of 3 %, on case to case basis. PPPAC will be empowered to give approval for projects to be moved from Annuity to EPC where acceptable bids have not been received.

(iv) Raising of overall VGF cap of 5% to 10% for the entire six-laning programme, and consideration of individual projects in low traffic GQ stretches with VGF up to 20% within an overall cap of 500 Km out of the 5080 Km of the Phase-V programme yet to be awarded.

(v) Necessary changes in the Model Documents, the Request for Qualification (RFQ), Request for Proposal (RFP) and the Model Concession Agreements (MCA) have been carried out in accordance with the approved recommendations of the B.K. Chaturvedi Committee for bids being invited for various projects.

(vi) Funding of the NHDP Projects under SARDP-NE and in Jammu & Kashmir with Additional Budgetary Support (ABS) over and above the cess that the Government provides to NHAI on a yearly basis.

Apart from it, a Joint Task Force of Confederation of Indian Industry (CII) and the Ministry of Road Transport and Highways has also been constituted to serve as an institutionalized framework for a constant Industry – Government dialogue and interaction on the issues related to the development of National Highways under the Chairmanship of the Secretary (RT&H). The support of State Governments has been institutionalized with the signing of State Support Agreement (SSA) by 19 States so far. Other States have also been requested to expedite the signing of the Agreement. Chief Ministers of all the States have been requested to set up High Level Coordination Committees under Chief Secretaries to sort out issues involving coordination with various Departments.

4.67 When asked about any professional study conducted by the Ministry of Road Transport & Highways on the delayed projects, the Ministry responded that projects implemented by NHAI are regularly reviewed in the ministry at highest level and NHAI is advised to take actions as per provisions of contract where the projects are delayed.

4.68 Concerned with the requirement to strengthen the instrument and mechanism of supervision available with the Ministry of Road Transport & Highways; more so, since presently most of the highways projects are carried out on BOT model, the Committee

asked the Ministry to state the steps (other than the opening of 10 regional offices) being taken by them. The Ministry responded:

“NHAI appoints independent/supervision consultants who monitor the progress of projects. Further, the projects are also monitored on daily basis by the project directors posted in the field offices. Measures have been initiated to provide adequate staff to the Regional Offices which will enhance the capacity of regional offices to closely monitor the implementation of projects. Apart from these measures projects are also monitored regularly at the Head Quarter with routine/regular reviews of targets/milestones fixed”.

(vi) **NON-PERFORMING CONTRACTORS**

4.69 Non-performing contractors are one of the major reasons for the inordinate delays of highway projects as acknowledged by the Secretary, Ministry of Road Transport & Highways during the briefing. The Committee enquired that since almost 95% of the NHDP projects have gone past the target time of completion, whether any review of the performances of contractors had been done. The Ministry responded as under:

“The projects were delayed due to different reasons i.e. non-acquisition of land, delay in shifting of utilities, delay in clearance from forest/environment, delay due to non approval of ROBs by Railways etc. The delay on account of reasons stated cannot be attributed to the contractor and therefore the extension of time was considered by the Competent Authority. However there were some of the projects, which were delayed due to non-performance of the contractor in spite of all the clearances and handing over of encumbrance free site to the contractor. These contracts were terminated and the work was re-awarded”.

The details of the projects which were terminated and re-awarded is enclosed as **Annexure VIII.**”

4.70 About monitoring of contractors, the Ministry further informed in a written communication as follows:

“The performance of contractor is constantly reviewed while reviewing the progress of projects and if consistent poor performance is observed the contractor is placed in the list of non performing contractors. In some cases due to lack of progress the contracts have been terminated. Contractors placed in the list of non-performing contractors are barred from bidding for NHAI projects. In order to expedite the process of award certain changes have been made in the documentation and process of award consequent to the acceptance of Shri B. K. Chaturvedi Committee Report by the Government”.

4.71 The C&AG Report, submitted to Parliament in 2008 had categorically mentioned that project irregularities in the highways project are expected to cost the Government

revenue about ₹ 384 crore from projects. In this regard, Ministry of Road Transport & Highways stated that regarding project irregularities in the Highways Projects, the C&AG in its Audit Report No. PA 16 of 2008 – UG (Commercial) have pointed out revenue loss of ₹ 384 crores in following projects:

Para No. of the Report	Name of the Project	Observations	Amount ₹ Crores
2.3	Delhi- Gurgaon Project	The concession period should have been fixed as 14 years instead of 20 years	121.63
2.3	Jaipur-Kishangarh Project	The concession period should have been fixed as 12 years instead of 20 years	187.77
4.2.1	Satara-Kagal project	Penalty for delay in completion of project	2.11
4.2.1	Panagarh-Palsit	- DO -	8.75
4.2.2	Satara-Kagal project	Penalty for non completion of punch list	1.89
4.2.3	Jaipur-Kishangarh Project	Penalty for non achieving mile stones	3.77
4.2.3	Satara-Kagal Project	-DO-	12.05
4.5.1	Tambaram-Tindivanam, Tuni Anakapalli, Palsit dankuni, Panagarh Palsit	Delay in Commencement of toll collection	23.89
4.5.2	Tambaram-Tindivanam, Tuni Anakapalli, Palsit Dankuni	Non fixation of toll rate as per latest WPI	22.73
			384.59

Actions taken Note of the C&AG report have already been submitted to Ministry on 20.05.2009 which has been forwarded by Ministry to C&AG for their vetting.

4.72 When asked to state whether any punitive measure had been taken against these non-performing/errant contractors, the Ministry of Road Transport & Highways stated the following:

“The punitive action against non-performing contractors were taken by NHAI vide policy Circular 40/2004, Technical dated 10.08.04 (enclosed at **Annexure IX** ) vide which it was declared that these contractors are not to be pre-qualified for award of any future projects in NHAI until such time their performance improves. Also the contracts of contractors who were non-performers even after periodical reviews were terminated and the bank guarantee for performance security was en-cashed. Also, the machinery and material lying on the project sites was confiscated and utilized by the new contractor. The balance works are being executed with the limited liability / risk and cost of the terminated contractor”.

4.73 The Ministry further elaborated that in all cases of terminated contracts, the Bank Guarantee for performance security is en-cashed and materials on the project site are confiscated and utilized by new contractors.

4.74 When the Committee enquired whether there is any provision for financial penalty in case of non-performing contractors, the Ministry in a written reply stated:

“As per existing policy there is no particular clause for imposing a financial penalty on the non-performing/black listed contractors. The penalty may be imposed as per the contract agreement for a particular work. However, as per policy followed by NHAI, non-performing contractors are not pre-qualified for award of any future contract in NHAI until such time their performance improves in course of subsequent periodic reviews.”

4.75 Asked to comment on a report, according to which Highway contractors and developers have been barred from bidding for new projects if they did not achieve financial closure for three or more projects they were working on, the Ministry submitted the following in a written reply:

“The Authority has felt that many new entrants in the road sector do not have the necessary resources to successfully manage execution of road projects and hence would be exposing itself to project risk if suitable remedial measures are not provided for. One of the most effective methods to assess the developers’ level of comfort would be the lenders response to project financing. Hence a criteria linked to this has been recently approved by the Authority as per which for projects of total project cost (TPC) less than ₹3000 crore, a developer should not have more than 3 outstanding projects pending for financial close and for projects of TPC more than ₹3000 crores not more than 2 outstanding financial close, and, both put together not more than 3 outstanding financial close. With the same intent, certain restrictions have been placed with regard to selection of EPC contractors by the developers, minimum net worth requirement linked to project size, restrictions on non-performers from seeking pre-qualifications etc.”

4.76 Providing an overview of the steps taken to expedite the progress of NHDP, the Economic Survey document for the year 2010-11, stated as under:

“.....regular monitoring of contracts and progress reviews, appointment of senior officials by State Governments as nodal officers for resolving problems associated with implementation of the NHDP, setting up of a Committee of Secretaries under the Cabinet Secretary to address interministerial and Centre-State issues such as land acquisition, utility shifting, environment approvals and clearances of railway over-bridges (ROBs), simplification of the procedure of issue of land acquisition (LA) notifications, and posting of a Railways officer to the (NHAI) to coordinate with the Ministry of Railways in expediting the construction of ROBs. The NHAI has also set up Regional Offices headed by Chief General Managers for close monitoring of projects. So far 14 Regional Offices have been set up.”

**(vii) MAINTENANCE**

4.77 According to the written replies of the Ministry, the maintenance of National Highways is of paramount importance for an state-of-the-art, efficient as well as functional network of National Highways. National Highways Authority of India (NHAI) has been mandated to carry out development of civil works on entrusted NHDP/Non-NHDP stretches. Such stretches are required to be maintained prior to award of civil contracts by NHAI. After completion of construction, contractors/concessionaires are required to maintain the stretches during the construction/concession period and O&M contractors/OMT Concessionaires after the contract/concession period. Since, prior to entrustment of National Highway stretches, MoRT&H is solely responsible for maintenance & repair of these stretches, the same is being carried out through State PWDs and MoRT&H releases the funds for this purpose. In similar lines, prior to award of civil works for development, NHAI is carrying out the maintenance & repair works through State PWDs from the fund allocated/released by MoRT&H out of its overall allocation under maintenance & repair head.

4.78 The Secretary, Ministry of Road Transport & Highways further added the following during briefing:

“Now, most of the roads are under PPP..... ‘Concessionaire’ is required to maintain the road for the whole period of concession which varies from 12 to it goes up to 30 years. That is the case with regard to the PPP roads and that is why there is a great advantage in road construction of PPP programme from that angle. But the roads which are constructed under the EPC or under the traditional construction contracts,.....DLP (defect liability period) is one year. So, any defect within one year, he would rectify and thereafter, he will not. But at the same time, in certain projects, we put longer period for maintenance where the defect liability period is restricted to one year from the date of completion of the contract.”

4.79 On a query from the Committee about official mechanism available with the Ministry or NHAI for the maintenance of national highways in different parts of the country, particularly in the wake of complaints regarding the dilapidated condition of

several stretches of national highway, the Ministry of Road Transport and Highways, in a written statement, submitted as under:

“Wherever 4/6 laning works under NHDP are under implementation, to keep the existing roads in traffic worthy condition, the maintenance of existing roads are carried out by the Contractor/Concessionaire as part of their obligations under contract/concession agreement. In case of sections entrusted to NHAI where 4/6 laning have not yet started, the maintenance of existing roads are being carried out by NHAI directly or through State PWDs with funds provided by NHAI. After completion of 4/6 laning works, comprehensive maintenance are regularly carried out. For projects constructed by NHAI on EPC basis i.e. through budgetary sources, the maintenance of completed highways is carried out by engaging Operation and Maintenance contractors selected through competitive bidding. Under this, apart from routine and periodic operation and maintenance of highways, engineering improvement as required for better road safety are also taken up as and when necessary. For BOT projects, the responsibility for maintenance is with the concessionaire”.

4.80 The Ministry of Road Transport and Highways further added as under:

The scope of work O&M contracts broadly includes routine maintenance, road property management, incident management, engineering improvement and incident management. The various activities undertaken under these aspects are as under:

#### Routine Maintenance

- Pothole treatment-timely repair to prevent further damage
- Crack sealing - to prevent pothole occurrence
- Median plantation - to improve the highway ambience
- Shoulder/slope maintenance-to protect the highway from weather effects
- Cleaning of drains etc-to ensure efficient drainage

#### Road Property Management

- Repair of damaged road signs-Timely repair to ensure road safety
- Road markings-to ensure night and bad weather visibility

- Crash barriers –to prevent accident and mitigate its impact
- Median railings-to ensure safety of pedestrians
- Kerb maintenance –to prevent unauthorized median cuts and enhance road safety

#### Engineering improvement

- Service-road- to segregate slow traffic from fast traffic for safe and fast movement on the highway
- Junction improvement-to reduce the traffic conflict on the highway
- Truck/Bus lay byes-to prevent unauthorized parking on highway
- New Road furniture-to enhance road safety
- New drains –to improve drainage system

#### Incident Management

- Route patrolling-to watch and ward highway assets and help road user
- Tow away crane –to tow away broken down vehicle from the carriage way
- Ambulance service- to briskly provide first aid to accident victim and carry him to nearest hospital, if required.

4.81 On this issue, the Chairman, National Highways Authority of India further elaborated during briefing as under:

“We asked the private companies to come in and operate what is called on OMT type of concession. They operate, they toll and they do the maintenance. So, it becomes maintenance free. What is not commonly appreciated..... is the fact that in the life cycle cost of a road the initial cost is about only 20 per cent. If we say that we are budgeting for ₹3,30,000 crore over the entire cycle of NHDP as the initial cost of building the road, the full cost of maintenance would be four times that amount. So, it will come to more that ₹13,00,000 crore which will have to be spent on maintenance. Since these sort of figures cannot be provided for out of the Government Budget in the foreseeable future, hence tolling of the roads is perhaps inevitable so that we can generate enough funds to do the maintenance otherwise these complaints.....that maintenance is not adequate will multiply.”

4.82 The Chairman, National Highways Authority of India further added:

“The hon. Member might appreciate that maintenance of a road is very different from that of a maintenance of a house where you have to just a bit of painting and little re-wiring. But here the road is subjected to a dynamic load. Underneath the asphalt which you are seeing, there is an entire layer of heavy stones which is the rock aggregate and the major load is taken by those stones which you are not seeing. They are very thick layers. Below that there have to be supporting layers of soil. Over the years as stresses keep up building up on the loading of the road, these layers get disturbed and as hon. Members are themselves aware, when we have taken over the old roads we have had to reconstruct them from the base. I mean there is no question of maintenance of the old roads, you have to start right from the bottom and you have to ensure that proper drainage is provided. At many places we have to put in Geotextiles particularly where we have got clayey soils which is in many of the coastal areas and Eastern India where the soil is clayey and it just cannot take the load, so we have to put in Geotextiles and we have to pack it with sand and we have other techniques to see that the soil takes the load.”

4.83 The Committee referred to some reports that when some of the roads were handed over to NHAI from State Highways for four-laning, immediately after handing over, the State Government stopped taking care of those roads and even NHAI was not maintaining them. The representative of Ministry of Road Transport & Highways responded as follows:

“It was happening earlier. But now we have decided that we do not hand over the highways to the NHAI until the work is awarded. So, prior to the awarding of the work, we are continuing the maintenance through the State Public Works Department. We handover the highways only when they award the work to the concessionaire. So, the problem which was there earlier now is no longer there.

4.84 The Committee wanted to know that in the EPC (Engineering, Procurement, Construction) contracts, whether there is any provision about contractors maintaining the roads for a stipulated number of years after its construction, the representative of the Ministry of Road Transport and Highways responded as follows:

“In these contracts, maintenance is not part of the contract, however, one year defects liability period is there wherein we retain his performance guarantee and within one year if there is any defect noticed that he has to repair or rectify.”

4.85 The Committee further referred to the successful PMGSY (Pradhan Mantri Gram Sadak Yojana), which has an inbuilt maintenance clause of 5 or 7 years. In this regard, the Ministry of Road Transport and Highways submitted that a policy decision regarding inclusion of 3-5 years post construction maintenance in construction contracts would be taken in consultation with Ministry of Finance, as commitment of funds was to be made.

4.86 The Secretary, Ministry of Road Transport and Highways further updated during the evidence as under:

“On the recommendations of the Committee, we had put up this to the Minister and we have already amended it, based on the recommendations of the Committee, to three years”.

4.87 When the Committee enquired about the instrument of supervision available with the Ministry of Road Transport and Highways to supervise/monitor the quality of roads and maintenance undertaken, the Ministry, in a written statement, stated the following:

“As far as the National Highways implemented by state Governments on behalf of Ministry is concerned, the programme of periodic maintenance is finalized on the advice of Ministry’s regional officers (RO’s) in charge of the respective states. The works once awarded are directly monitored by RO’s. Similar procedure is followed for a flood damage repairs (FDR) and Special Repairs (SR). As regards to routine maintenance, funds are subjected to availability and paced at the disposal of State Governments who carry out their operations. In the case of projects funded by NHAI where maintenance is being undertaken by NHAI through O&M contractor, the maintenance of national highways is carried out under the direct supervision of NHAI. Stretches under NHDP are maintained under traffic worthy condition. In the case of BOT projects, NHAI has appointed independent engineers to administer the contract. These independent engineers supervise the quality of roads and maintenance undertaken.”

4.88 The Ministry also informed the Committee of the following:

“As part of improving the maintenance and repair of highways, NHAI decided to formulate a Standard Maintenance Manual for ensuring uniformity in the approach to carry out requisite maintenance of 4-laned/6-laned National Highways through EPC and O&M contracts. Accordingly, M/s. Consulting Engineering Services (India) Pvt. Ltd. was assigned the task of preparing the said Standard Maintenance Manual which would comprise the following:

Maintenance Manual Part No. I	Operation and Maintenance Methodology to carry out various maintenance activities
Maintenance Manual Part No. II	Standard bidding document along with BOQ, Item rate analysis, specifications, drawings, performance standards for Short term Operation and Maintenance including monitoring mechanism for item based contracts
Maintenance Manual Part No. III	Standard bidding document along with BOQ, Item rate analysis, specifications, drawings, performance standards for Short term Operation and Maintenance including monitoring mechanism for Performance based contracts

M/s. Consulting Engineering Services (India) Pvt. Ltd. submitted a draft for all the above mentioned 3 parts of the maintenance manual which is under examination. The document on finalization is expected to not only ensure cost optimization but also generate satisfaction among the road users due to timely and visible maintenance operations.”

4.89 The Ministry of Road Transport and Highways further added that the manual aims to ensure uniformity in maintenance approach for completed highways in addition to adoption of performance based maintenance with emphasis on preventive maintenance instead of the conventional reactive maintenance. This approach would reduce the cost of maintenance.

4.90 On the critical issue of inadequacy of funds for the maintenance of National Highways, the Committee were informed by the Ministry of Road Transport and Highways that the financial resources made available to the Ministry under Maintenance & Repairs Head (Non-Plan) had been only about 40% of the requirement based on approved norms and projected by this Ministry, as evident from the following table:

Year	Requirement as per norms (₹ Crore)	Amount provided (₹ Crore)	Shortfall (₹ Crore)	% Shortfall	Expenditure (₹ Crore)
2002 – 2003	2,200.00	800.00	1,400.00	63.64	629.54
2003 – 2004	2,200.00	731.74	1,468.26	66.74	731.62
2004 – 2005	2,480.00	745.56	1,734.44	69.94	679.03
2005 – 2006	2,480.00	868.10	1,611.90	65.00	838.31
2006 – 2007	2,480.00	814.38	1,665.62	67.16	784.30
2007 – 2008	2,280.00	1,001.70	1,278.30	56.07	981.35
2008 – 2009	2,500.00	973.97	1,526.03	61.04	969.45
2009 – 2010	2,500.00	1,059.10	1,439.56	57.58	981.49 <sup>\$</sup>
2010 – 2011	2,500.00	1,056.86	1,443.14	57.73	330.83 <sup>©</sup>

<sup>\$</sup> Provisional <sup>©</sup> As on August'10

The issue of inadequate allocation for Maintenance & Repair of NHs needs to be urgently addressed to prevent premature failure of sections of NHs developed at large capital investments on account of self-accumulation of deficiencies due to thin spreading of available resources for M&R on large NH network.

4.91 The representative of the Ministry of Road Transport & Highways further added the following during the briefing:

“.....So, we are getting 35 to 40 per cent of our requirement for maintenance. That is why we are not able to provide the maintenance to the required extent because we are not having adequate funds for maintenance. There is no increase in the non-plan funding. This matter is pending with the Planning Commission and the Ministry of Finance.

4.92 When asked whether the matter of inadequate allocation for maintenance has been taken up with the Ministry of Finance, the Ministry stated in a written reply that against the demand of ₹2121.20 crore for Maintenance and Repair of National Highways (M&R) for the year 2009-10, fund of ₹1036.44 crore were allocated at BE stage. At RE stage, it was again requested to enhance the provision to ₹2000.00 crore from ₹1036.44 crore for the purpose but no additional fund was provided by Ministry of Finance for the year 2009-10. For the year 2010-11, fund amounting to ₹1032.86 crore has been provided for M&R against the demand of ₹ 2000 crore at BE level. Ministry of Finance has now been requested to provide additional fund of ₹1000 crore under M&R raising the total allocation for the year to as ₹2032.86 crore.

4.93 Emphasising the fact that tolling is required for meeting maintenance costs, the Secretary, Ministry of Road Transport and Highways added during the evidence held on 30<sup>th</sup> March, 2010:

“What we would emphasize for the hon. Member’s benefit is that in road construction, only 20% of the life cycle cost is initial construction. 80% is meant for the maintenance over the life of the road. That is why this issue which was raised about tolling, that you collect the initial cost and then, do not do any tolling. We would be very happy to do that, provided the EC can recommend that sufficient funds are placed at the disposal of the Ministry for Maintenance. At the moment the budgetary provision is so tight that we do not feel that roads could be adequately maintained without tolling.”

**(viii) ROAD SAFETY**

4.94 India is witnessing swift upward movement of urbanization processes accompanied by rapid motorization. A negative externality associated with expansion in road network, motorization and urbanization in the country is the increase in the road related accidents and deaths. All this makes road safety a vital issue to deal with.

4.95 As per the Ministry's Annual Report, road safety is a multi-sectoral and multi-dimensional issue, which incorporates mainly three aspects, namely – Engineering, Enforcement and Education. The Engineering related aspects are being taken care of at the design stage of the NH itself. The Enforcement aspect of the Road Safety is vested with the respective States/Union Territories. The Education aspect of Road Safety is taken care of through campaigns in print and electronic media, with the involvement on Non-Government Organisations (NGOs).

4.96 The Ministry of Road Transport and Highways has been mandated to formulate policies for road safety so as to minimize road accidents. The important schemes formulated and managed by the Road Safety Cell include publicity programmes, National Highways Accident Relief Service Scheme (NHARSS), refresher training to heavy vehicle drivers in unorganized sector etc. The Committee on Road Safety & Traffic Management set up under the chairmanship of Shri S. Sunder, former Secretary, MoST also formulated and recommended a National Road Safety Policy for consideration of the Government. The National Road Safety Policy envisages greater emphasis on awareness on road safety issues, establishment of road safety information database, strengthening of driving licence system and training, better enforcement of road safety laws etc. The policy also envisages setting up of a dedicated agency namely National Road Safety & Traffic Management Board to oversee the road safety activities in the country.

4.97 The Secretary, Ministry of Road Transport and Highways also added the following during the evidence held on 30<sup>th</sup> March 2010:

“We are aware that with development of national highway under NHDP and with availability of better vehicles, the number of accidents has gone up and the number of people killed in India is the largest. Recently, the Cabinet has approved the recommendations made by the Sundar Committee on revamping

the Road Safety Organisation and the measures to be taken for improving the road safety. We are now in the process of finalizing the Bill. It is expected that the Bill will be introduced in the Session which will start after the recess. That Bill comprehensively deal with all the aspects of road safety management.”

4.98 The Committee are further informed that Road Safety Bill has been introduced in the Lok Sabha in May, 2010, which proposes the creation of a “Board for Road Safety and Traffic Management”. When the Committee enquired about the rationale behind the creation of a separate body, keeping in mind that multiplicity of bodies will only lead to procedural delays, the Ministry of Road Transport and Highways elaborated in a written statement as under:

“Road safety is a multi-dimensional issue. In the existing scenario, various road safety aspects are handled in a fragmented manner. There is no mechanism to look into all these issues in a comprehensive manner. The agencies such as the automotive testing institutions, the State Governments, the Highway administration authorities, trauma care management authorities such as Ministry of Health are not single-handedly accountable for road safety issues. Moreover, these institutions have limited role within their periphery of work and cannot be considered as independent policy framing institutions for road safety issues. Their role would remain same for the governance of regulation of vehicular traffic on roads and peripheral work relating thereto. In this scenario, unless a mechanism is put in place to have a dedicated agency to exclusively deal with road safety issues authorizing it to have intensive coordination amongst all these concerned agencies, it would not be possible to achieve the desired objective with regard to various road safety issues. Most of the developed countries have dedicated road safety institutions. Keeping in view the rising number of road accidents in India, it is imperative to take pro-active measures to counter this menace. The National Road Safety and Traffic Management Bill proposed by the Ministry with a view to create National Road Safety and Traffic Management Board with statutory backing is a step in the right direction and is as per the international best practices. Once the Board is set up, it will be empowered to oversee entire road safety activities in the country in consultation with all these stakeholders including the existing agencies. None of the other agencies existing today have the kind of statutory backing as proposed for the Board and hence,

the question of overlapping of functions would not arise. Moreover, the Board will consult all these agencies before framing up its recommendations and would thus carry considerable weightage for implementation by the Government. An expert committee constituted by the Ministry under the Chairmanship of Shri S. Sundar, Former Secretary (MoST) and Distinguished Fellow, TERI has deliberated all the aspects in detail and has recommended creation of the Board as an effective mechanism to take care of road safety issues in the country. It is further stated that the Ministry has examined the recommendations of the Department related Parliamentary Standing Committee on the Bill introduced in Lok Sabha on 04.05.2010. The Ministry is examining various options to make the Bill more comprehensive and objective oriented.”

4.99 When asked to comment on the issue of service roads and safety, the Secretary, Ministry stated the following during briefing:

“....The fact is that NHAI is required to follow the Indian Road Congress manual which prescribes where service road or the under pass should come. That takes into consideration the issues relating to safety. Naturally, where traffic crosses a particular level there should be a service road and of course, wherever the local roads cross there has to be a proper underpass or some different way to see that the local people are not put to any inconvenience.”

4.100 On the issue of Trauma Centres for road accidents, the Secretary added:

“I must say that the Cabinet has approved setting up of 140 such centres by the Health Ministry and not by us. We are required to provide 140 ambulances which we are doing. Cabinet has approved the scheme at the cost of ₹600 crore. We are very keen that these road safety issues are properly handled.”

4.101 The Secretary, Ministry of Road Transport and Highways further added following technical requirements ensuring road safety during evidence:

“.....on the four-lane roads, we insisted that there has to be certain width of median in the four-laning. This is to ensure that if there are any accidents, vehicles from one carriageway does not come to the other and cause blockage

of the road and cause stopping of the carriageway. In certain States like Kerala, we do have acute problem of land acquisition; we tried to do four-lane; we are trying to do in 45 metres width, where normally we require 60 metres width. The result of doing it in less width is that service lanes which we would provide on the sides for local traffic, in 30 metre width or 45 metre width, we simply cannot provide that, which means that between the habitation and the highway, we do not get a shoulder, that is, if somebody goes off the road, there is nothing to sustain him. The roads are not just blacktopped portion; on both sides, we have shoulder; if you go off the road at high speed, you do not immediately overturn. You should be able to go on for some time. In areas where we do not get sufficient width because of land acquisition problem, shoulder provision is not possible, service lane provision is not possible. Also, the median provision on the middle of the road becomes a problem. So, the two are interrelated – getting sufficient width is a technical requirement and it is there to ensure safety; it is there to ensure safe movement of slow moving traffic; it is essential that if we have to provide foot over-bridge, or some underpass, we have some sufficient width so that the slope is not very steep – whether you are going over or under the road. So, these are technical requirements and we cannot waive them easily. These are some of the issues which we would like to place before you.”

4.102 Engineering/technical aspects of “Road Safety” are being taken care of at the design stage of the National Highway (NH) itself. Unfortunately, there are certain sections of National Highways in different parts of the country, where there are recurrence of fatal accidents. One such section referred to by the Committee is near Kooteripattu on NH-45 (140 kilometers from Chennai). 260 people have already died within three years since the opening of this section of highway. When the Committee enquired whether the Ministry was aware about such incidents and actions initiated by the Ministry of Road Transport and Highways, to address problems of this kind, in a written reply responded that Kooteripattu is grade intersection with vehicular traffic towards Chennai on North, Trichy on South, Pondicherry on East and Gingee on West. This junction is part of project for four laning of Tindivanam-Ulundurpet Section of NH-45 on BOT basis which has already been widened to four lane and the junction improvement as envisaged in the project has been completed. To prevent accidents at this junction, the concessionaire has provided service roads on both sides of the main carriageway and rumble strips on the cross roads. In addition to the above, blinkers,

speed limit boards, pedestrian crossing boards, median opening boards, etc have been provided by the concessionaire. Studs have also been placed across the road to indicate the pedestrian crossing and lighting arrangements have also been provided along the road. As frequent accidents are occurring at this junction, the district administration has placed temporary barricades across the road to reduce the speed of the vehicles.

4.103 The Committee again raised the issue of Kooteripattu during the evidence held on 24<sup>th</sup> September, 2010, stating that in 2009 also, 44 people died at the same place. The Committee asked as to why a foot-over-bridge or a similar structure has not been constructed there, the Chairman, NHAI stated:

“We have no problem doing a pedestrian over-bridge..... But the State Government has asked for a complete grade interchange with a flyover, which is quite expensive. We are preparing a report on it. A pedestrian over-bridge at Kooteripattu is no problem, and we can sanction it.”

**(ix) SUB-CONTRACTING OF PROJECTS**

4.104 Many concessionaires of highway projects have been appointing sub-contractors on engineering, procurement and construction (EPC) basis irrespective of lack of experience and technical qualifications on their part. This not only affects the quality and safety aspects of National Highways but also jeopardizes the timely completion of projects. In this regard, the Ministry of Road Transport and Highways informed the Committee as under:

“The intense competition among bidders and consequent reduced margin has had one undesirable fallout. Many concessionaires are attempting to reduce cost by employing sub contractors / EPC contractors on least cost basis. This often results in very small companies taking up such work which has been seen to affect the overall pace of work. To avoid such an eventuality, recently certain changes were introduced in RFQ & RFP documents. A provision reading as follows has been introduced in RFQ.

“Applicant/ Consortium would provide an undertaking to NHAI that the EPC works of the project would be executed only by such EPC contractors who have completed at least a single package of more than 20% of the TPC or ₹ 500 cr. whichever is less.”

Further, it is also now mandated that in RFP the bidders have to specifically name the EPC contractors whom they intend to appoint for carrying out the works.

The above steps have been taken to ensure that work does not suffer due to appointment of substandard EPC contractors.”

4.105 The Chairman, NHAI also added during evidence:

“.....there is this problem of subcontracting to smaller contractors. We have therefore suggested an amendment stating that it was quite right that in the EPC mode, only 30 per cent was permitted to be subcontracted with the permission of the NHAI. I had the power to give permission, NHAI had the power to give permission to subcontract up to 30 per cent of the work. It could be a smaller and a medium man. Now, we try to regularize that by saying that if they are going to subcontract, you need our permission and we also need to assure ourselves that

the subcontractor has got certain quality and he has got certain records. The need to have people with higher degree of capital equipment is very clear.”

4.106 The Committee wanted to know about the comparative advantages-disadvantages of small contractors over large contractors. The Committee also wanted the Ministry of Road Transport and Highways to comment on the reports/allegations that policies followed by the Ministry of Road Transport and Highways tend to favour large contractors, who eventually sub-contracts the project. On this issue, the Chairman, NHAI stated the following during evidence:

“Our experience with small contractors was, somewhere a question has been put in Parliament, in Lok Sabha also, we have pointed out that we have had two experiences. One is EPC contract, they have typically undergone time and cost overrun; there have been relatively very few small contractors who have shown the ability to finish the projects.....”

4.107 The Ministry of Road Transport and Highways further submitted a written statement, as follows:

a) During 2008-09 response of the market for highway projects was lukewarm and the number of Applicants seeking pre-qualification and actual bidders had dropped considerably and many projects did not have any bidders at all. Since certain features of bid documents, viz., RFQ/ RFP/ MCA was perceived by the market as unnecessarily restrictive and taking away the legitimate upside of business without really securing the downside, certain relaxations in RFQ/ RFP and MCA were sought under the aegis of B.K. Chaturvedi Committee. The effect of these relaxations introduced in November 2009 on the market response was spectacular and there was overwhelming response to NHDP projects and the number of Applicants seeking pre-qualification had shown an increasing trend. For illustration, the following projects for which RFQ's were recently invited can be cited.

<b>Name of Stretch</b>	<b>No. of applications received</b>
Rohtak-Jind	51

Seekur-Reengus	49
Jorhat -Shillong	14
Jorhat -Demow	9
Trichy -Karaikudi	36
Karaikudi - Ramanathapuram	35
Tindivanam- Krishnagiri	34
Dindigul - Theni	34
Palwal- Indapur	52
Bhopal- Sanchi	54
Jhansi-Khajuraho	43
Jabalpur-Rajmarg crossing	47

b) An analysis of the net-worth of Applicants/ members of Applicant Consortium's was hence done to assess the financial strength of such Applicants. Of the 88 Applicants/ Members whose net-worth position was assessed on a standalone basis, it was found that the net-worth varies between a very wide band of ₹14,023 Cr. to ₹0.005 Cr. These were put in value based buckets and the range has been found to be as below:

Net-worth (in ₹ Cr)	0-100	100-250	250-1000	1000-3000	3000 and above
No of applicants	20	18	35	10	5

Hence, it was apparent that many applicants did not have the required means to successfully execute road projects. It was also learnt that many such applicants were forming synthetic associations with consortium partners who were merely indulging in name lending, without actively participating in execution of projects.

c) Given the large number of applicants participating at the prequalification stage, there is a high probability of sub optimal bids being tendered. Market conditions are dynamic and it is felt that these need to be responded to in an appropriate manner, to ensure optimal bids. When relaxation to various provisions in MCA/ RFQ/ RFP were sought in 2009 under the aegis of B.K. Chaturvedi Committee, the situation was drastically different, when RFQ response was very minimal and such a situation had to be responded to. Since then, a need was felt to tighten certain norms. Hence it is incorrect to allege that these were made to favor large contractors. On the contrary these changes

would lead to proper segmenting of the market and encourage formation of viable and responsible coalitions.

(x) **ENVIRONMENTAL CLEARANCE**

4.108 A negative eventuality associated with the development of roads and national highways is the destruction of trees and diversion of forest areas. A clearance is, therefore, to be obtained from the Ministry of Environment and Forests, wherever such a situation arises. However, many a times, this has led to inordinate delays in highways projects.

4.109 The Committee were informed by the Ministry of Road Transport & Highways that the Highway projects require the following clearances from Ministry of Environment & Forests (MoEF):

1. Environment clearance if the project length is more than 30 km and land acquisition is more than 20 m put together;
2. Forest clearance in case project involves diversion of forest land;
3. Wildlife clearance in case the highway project passes through National Park/Wildlife sanctuary.

**Environment Clearance:**

As far as environment clearance is concerned, no project is held up on account of this. The projects submitted to MoEF for environment clearance are getting cleared by the MoEF during its regular monthly meetings. One of the pre-requisites of environment clearance is to have public hearing which is conducted by the State Pollution Control Board (SPCB). It has been observed that there are delays by the SPCB in convening such public hearings, which results in delay in submission of final proposal to the MoEF.

**Forest Clearance:**

The forest clearance is a time consuming process as it is granted in two stages. In the first stage in-principle approval is granted with certain conditions. After fulfilment of the conditions, final clearance is granted by MoEF. At times, the State Government imposes some additional conditions which are unreasonable and difficult to meet. These issues are to be resolved first for obtaining final clearance. At times considerable time is lost in resolving these issues which eventually results

in delays in getting final clearance. In order to speed up the forest clearance NHAI is holding regular meetings with the MoEF and the state forest departments. At present only 6 proposals are pending with MOEF. For resolving these issues, meetings have been held at the highest level.

**Wild life Clearance:**

The wildlife clearance is long drawn process. The project is first required to be cleared by the Chief Wild Life Warden and thereafter it is cleared by State Wild Life Board, National Board of Wildlife, Central Empowered Committee and Hon'ble Supreme Court. The proponent authorities are required to seek clearance at two stages, first at the time of surveying the area and thereafter for obtaining the final clearance. There always remains an uncertainty with regard to whether the projects on such alignments would receive final approval. All such projects require prior approval of the Hon'ble Supreme Court. It has been observed that all cases related to wildlife clearance are listed and heard in the Hon'ble Supreme Court dealing with the cases of T. N. Godavarman. The Godavarman case has more than 100 Interlocutory Applications and issues related to forest in general. Therefore, these cases do not get priority and the listing of such cases gets delayed. NHAI finds it difficult to compress the time frame as all the proposals related to wildlife invariably go through extensive deliberations at various levels i.e. State Wildlife Advisory Board, National Board of Wildlife and Hon'ble Supreme Court. In spite of all these difficulties NHAI has been able to get clearance in most of the projects. The proposals where MoEF has divergent views from NHAI and where MoEF is not agreeing to widening through National Parks/Sanctuaries, remain pending with MOEF for a long. However, NHAI is holding regular meetings with MoEF on these pending proposals. Presently, only 3 proposals are pending due to wildlife clearance.

4.110 The Ministry further stated in a written reply that NHAI is to take permission under Forest Conservation Act, 1980 and local laws for cutting of trees and diversion of forest areas. In order to compensate the loss of trees, NHAI has to deposit the amount for Compensatory Afforestation with the Forest Department. As per policy, the forest department is to plant the trees in place of trees felled for which they are charging NHAI. These charges are levied for twice the number of trees planted or more, depending on the density and level status of the forest land along the national highway

where the trees are felled. The compensatory afforestation in lieu of cutting of old trees or newly planted trees within 60m ROW for widening of 4-lane to 6-lane is carried out along the highways (single row or double row as per the availability of land) and also on the degraded forest. In this regard, sometimes revenue area is also taken for plantation as per special conditions imposed by the State Government.

4.111 The Chairman, NHAI elaborated during evidence:

“The policy is that for every tree we are cutting, we are depositing money with the State Forest Corporation equivalent to three trees, which have to be planted. But because only limited trees we can plant in the right of the way, we are doing that after the project is fully completed. The trees are not planted right near the blacktopping. They are planted 15 to 20 metres away where we are having sufficient width. This is the first point. The Ministry of Environment and Forests has been suggesting that they want trees planted right next to the highway. They are not permitted under the court’s order. They cause drainage and other problems. These shady roads are intended really for bullock carts and for traditional modes of travel. ....In general, when we are widening the four lanes, we are designing them for a speed of 80 kilometre. Now, with 80 kilometre of speed, we do not want to plant any tree within 14 to 15 metres of the highway because if there is any accident, if any vehicle leaves the highway running at 80 kilometre speed, it would go and hit the tree if the tree is next to the highway..... When you are travelling with 80 kilometre speed, trees planted too close to the highways are a traffic hazard. So, we have got our own norms for doing that. Because we do not have sufficient land to plant three trees for every tree cut, we are depositing funds with the Forest Department of the State. They are planting three trees in other areas, which are there. The Ministry of Environment and Forests is well aware of this. The statements may be made in the press; they may not be reliable. But all the figures stating as to how many trees we have planted, where they have been planted, are available with the State Forest Department. We have only limited space. We cannot create forest just next to the road. They are a big traffic hazard. They are not permitted.

4.112 The Chairman, NHAI further added:

“As regards environment, the proposal, clearances and everything is prepared by the State Government and then it goes all the way to various bodies including local Chief Conservator of Forests, Government of India and the empowered body..... The Committee on Environment headed by the Prime Minister had directed to constitute a Committee headed by the Cabinet Secretary. There is an empowered Committee headed by the Cabinet Secretary to resolve inter-Ministerial issues with regard to the implementation of the NHDP. So, it is our attempt that body becomes strong. In fact, we have suggested to the Ministry of Forest and Environment that there should be a comprehensive system in which environment clearance for roads can be given faster. But the fact remains that it is subject to the same clearance and norms as other projects are. So, we have tried to make out a case that projects like power and all that are different and roads are different. We have not yet succeeded but we will continue to try.”

4.113 While explaining the massive delays of highway projects due to lack of environmental clearances, the representative of the Ministry of Road Transport and Highways informed the Committee about a particular project of NH-24 i.e. Hapur to Garmukteshwar, having total length of 35 kilometres. The representative stated as under:

“Only the four-lane of 15 kilometres has been completed. The work relating to the majority portion of the length is going on. It is delayed due to primarily two reasons. One is that the clearance is to be made by the Ministry of Environment and Forests. Here, there is a very peculiar problem. The Ministry of Environment and Forests is not able to give clearance because they are looking forward for the recommendations of the State Wildlife Board. But as there is no State Wildlife Board constituted, there is no question of any recommendations of the State Wildlife Board. Whenever we are approaching the Central Ministry that the project had come up for clearance, they say, “it should come with the recommendations of the State Wildlife Board.” In the State, where there is a statutory requirement to constitute the State Wildlife Board, they have not constituted it. We have been pursuing with the Environment and Forests Ministry. But it is now for them to find a solution to this because in this process, we do not get any clearance and our project will not be able to proceed further”.

**(xi) PORT-CONNECTIVITY PROJECTS**

4.114 Port Connectivity projects are the integral component of phase-I of National Highways Development Project (NHDP), comprising a length of 380 Kms for improvement of roads connecting 12 major Ports of the country to National Highways. These projects envisage better connectivity and integration of ports with hinterland.

4.115 The status of Port Connectivity Projects is given in **Annexure X**.

4.116 During their interactions with the Ministry as well as in their study visit discussions, the Committee had expressed concern over the Mormugao Port connectivity project and Chennai-Ennore Port connectivity project, which have hit severe roadblocks and are yet to be completed.

4.117 In respect of Mormugao Port connectivity project under NHDP Phase I, out of 18.3 km length, 13.1 km was completed way back in 2004, but the balance work was awarded in June 2009 only. When the Committee enquired for the reason of this delay and asked for the likely date of completion of this project, the Ministry of Road Transport and Highways, in a written reply stated.

“The work beyond 13.10 km. could not be taken up because of non-completion of rehabilitation and land acquisition work by the State Government. As per the direction of Hon’ble High Court, the State Government was ordered to hand over the balance stretch of 5.2 km. by 30 Sept. 2009. So far 4.18 km. stretch has been handed over. Keeping in view the Court order, the balance work has already been awarded and agreement signed on 23<sup>rd</sup> Sept. 2009 with a completion period of 2 years from date of start. The work is likely to commence shortly.”

4.118 On this issue, the Ministry subsequently informed the Committee about the following:

“As per the directives of the Hon’ble High Court of Bombay at Goa, PWD, Govt. of Goa has handed over 4.02 km to NHAI out of the balance 5.20 km. The remaining 1.18 km which is still occupied by encroachers and the same was to

be made available to NHAI by 30.09.2009 as per the directives of the Hon'ble High Court dated 21.08.2008. The Govt. of Goa has submitted Miscellaneous Civil Application before the Hon'ble High Court of Bombay at Goa on 23.09.2009 for modification of the earlier orders dated 16.04.2007 & 28.11.2007 issued by the Hon'ble High Court and for extension of time for another 6 months. The matter is yet to be heard by the court and the last date of hearing was 13.08.2010. The next date of hearing has not been finalized till date. The work for 4-laning of 5.2 km including flyover near Gate No. 9 has been awarded to M/s KMC Constructions Ltd. on 23.09.2009 and at present work is under progress in the available stretches.”

4.119 Regarding Port-Connectivity project between Chennai port and Ennore port - two extremely busy ports that cater very high volume of work, the Ministry of Road Transport and Highways in a written reply, stated the following:

“Chennai and Ennore Port Connectivity includes 9 km Tiruvottiyur Ponneri Panchetti Road (TPP Road) and 15 km - (Manali Oil Refinery Road(MORR) + Inner Ring Road (IRR) + 1.6 km EE + 3 groynes) road. In TPP road of 9 km, LA process was delayed by Govt. of Tamil Nadu and due to this Contract was terminated with mutual consent on 24.06.2008. In the second road of 15 km - (MoRR + IRR + 1.6 km EE + 3 groynes), the contractor did not mobilize the work and the contract was terminated due to this. After combining the above two road works and adding a service road in TPP Road, bids was invited & received on 10.11.08 for the combined project and proposal was submitted to NHAI Board on 17.11.08 in this regard. As the project cost increased from ₹309 crore to ₹600 crore, NHAI Board directed to obtain confirmation of enhanced equity/debt contribution from SPV partners. But no clear commitment from all the stakeholders (SPV partners) was made available. Due to this, the Bid for the above work received on 10.11.2008 has been cancelled in December, 2009. Invitation of fresh bid for the project will be taken up after receiving clear commitment from all stakeholders for equity/debt contribution as per direction of NHAI Board and shifting of 1800 project affected families from Ennore Expressway.”

**(xii) BALANCED REGIONAL DEVELOPMENT**

**(a) HIGHWAYS PROJECTS IN NORTH-EAST**

4.120 The transport sector has been marred by the imbalanced development of roads & highways in certain regions of country, particularly the North-East region. The condition of road transport and highways are dismal in these regions, nevertheless, no substantial progress has been achieved in respect of awarded NHDP.

4.121 The Committee are informed that the Ministry of Road Transport and Highways has been paying special attention to the development of the National Highways in the North-Eastern region. A “Special Accelerated Road Development Programme for North Eastern region” (SARDP-NE) has been envisaged, which aims at improving road connectivity of State capitals with District headquarters and remote places of NE region.

4.122 According to the background material furnished to the Committee, out of 9 highways projects related to Assam, “Zero” progress were achieved in 8 projects (as on 30<sup>th</sup> August, 2009). The situation is more alarming because most of these projects have already crossed the date of completion (as per contracts). When asked to state the position in this regard, the Ministry, in a written reply, submitted:

“Total Length of EW Corridor under NHDP PHASE- II in Assam from WB Border to Silchar is 678 km. Four Laning of 18Km of Guwahati Bypass is completed. Out of 26 packages under implementation, the work of 4-laning in 513 km length on 21 packages are under various stages of progress with an average of 32%. The work on 5 packages namely AS-21, AS-22, AS-24, AS-25 & AS-26 in aggregate length of 116 km in NC Hills District of Assam is at standstill for over one and half years since the Contractors namely M/s Continental Engineering Corp.(AS-21 & AS-22); M/s Gammon India Ltd. (AS-24 & AS-26) and M/s Valecha-TBL (JV) (AS-25) have refused to take up the projects due to reasons of adverse Law & Order and non availability of land. An effort is being made for the foreclosure of 5 projects of NC<sup>3</sup> Hills amicably. Two projects have already been foreclosed on 15.12.2009. A stretch Balachera to Herangajo of 31Km length

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<sup>3</sup> North Kachar Hills

could not be awarded on account of non availability of clearance from MOEF, so far, due to Borail Wildlife Sanctuary.”

**Progress on Projects was given as under:**

- The average progress for the contract packages is 32%, except for 5 projects in NC hills area where the progress is less than 10%
- There are 5 projects where progress is 50 to 85%
- There are 13 projects where the progress is 20 to 50%.
- There are 3 projects where the progress is 10 to 20%.
- The updated status of projects of EW corridors under NHDP Phase II in Assam is given in **Annexure XI**.

4.123 When the Committee further asked the Ministry to explain the reasons for slow progress and steps taken to address this issue, the Ministry in a written statement stated that some of the reasons for slow progress and action taken in this regard are as follows:

(i) Land Acquisition :

The matters pending with the Government of Assam regarding balance 3D notifications and 3G estimates are required to be expedited. Further, the process of disbursement of compensation to the land owners, removal of encroachments and handing over of land to NHAI is required to be expedited for timely completion of 4-laning projects. The matter has been discussed with the Assam Govt. to expedite the pending land acquisition issues.

(ii) Cutting of trees :

Only 62% trees have been cut so far. There are a number of trees in the Reserve Forest land which are yet to be cut. These can be cut only after issue of Reserve Forest clearance from Ministry of Environment and Forest (MoEF) Govt. of Assam has been requested to expedite the submission of clarifications to MoEF so that final clearance can be obtained at the earliest.

(iii) Shifting of Electrical poles & lines :

There are few stretches where the electrical poles have been erected by the NHAI and the electrical lines have to be shifted by Assam State Electricity

Board (ASEB). In this regard ASEB has been requested to expedite the balance work.

(iv) Reserve Forest Clearance :

In Principle approval has been obtained and funds for diversion of 363Ha Reserve Forest land and compensatory afforestation have been deposited by NHAI more than one year back. Final clearance from MoEF is awaited. MoEF has been requested to expedite the clearance of Reserve Forest.

(v) Law & Order situation :

The law & order situation in NC Hills district has not been good. There were a number of militant attacks during Oct 2006 to July 2008. Two employees of M/s Gammon India Ltd were killed in Dec-2006 & Jan-2008. Five employees of M/s Valecha –TBL (JV) were abducted in February 2008 and released after 45 days. Three employees of M/s ICT were abducted in May 2009.

The Contractors in NC Hills District have stopped the works in March 2008 and the works have not been resumed till date. The contractors have stated that their employees are not willing to work in that area and have requested for amicable settlement of the five civil contracts. NHAI has agreed to foreclose these contracts and further action is being taken accordingly. Two projects have been already foreclosed on 15.12.2009.

4.124 The Ministry of Road Transport and Highways also added the following:

“Keeping in view the adverse Law & Order situation in NC Hills District, NHAI has agreed for foreclosure of five Civil Packages No AS-21, AS-22, AS-24, AS-25 & AS-26 under East West Corridor in Assam. Out of above, foreclosure of 2 civil packages AS-21 & AS-22 has been accomplished and process for remaining 3 packages (AS-24, AS-25 & AS-26) is underway. However, the general Law & Order situation in the State appears to have improved and all out efforts are being made in consultation with State Government to expedite the progress of works. As regards delay in land acquisition, after due cooperation from State Government, the progress of land acquisition has improved. Regional office/ Project Directors of NHAI are making concentrated efforts to

accomplish the balance acquisition of land. Moreover, the forest clearance issues which were pending since last 4-5 years have been obtained from MoEF recently. This will definitely expedite the progress of projects under East West Corridor in Assam.”

4.125 The Secretary, Ministry of Road Transport and Highways also added the following during the evidence:

“.....law and order is a State subject. NHAI, of course, learnt it in the process through interactions with the State Governments. For example, the State Government of Assam came forward and said that we need to provide for payment of some of the forces which are provided as security for contractors. Now, this was not envisaged earlier. But then, as we went along, NHAI learnt it and it had agreed to pay for some of the extra security services which have been provided”.

4.126 On this issue, the Secretary, Ministry further commented as under:

“I must say that the road construction is slow in the States where land acquisition is not taking place. The hon. Members can themselves appreciate the progress in the Western and Southern parts of the country. Progress in UP, Bihar, Assam and West Bengal is poor. We do not hesitate to accept it and the main reason is land acquisition. I have gone to Assam four or five times. The present Chief Secretary is of course taking interest but six packages are in North-Cachar district. Right up to the Cabinet Secretary, everybody is making attempt but still condition on the ground have not improved and the contractors have run away. They do not want to do the work unless there is basic assurance about the law and order. So, the position is, unless the State Government cooperate with regard to land acquisition, providing protection to the contractors and with regard to collection toll, things cannot move. For example, State like Orissa, Goa are not cooperating in toll collection. The result will be the NHAI will be left with no alternative but either to abandon the programme or to continue in a slow manner. So, we have to be very clear that unless the State Governments cooperate, NHAI programmes cannot be implemented with the speed it needs to be implemented.”

4.127 When the Ministry of Road Transport and Highways was asked to comment on the report that NHAI has decided to pursue project implementation by bypassing the States where land acquisition is slow and leave those States out of the road building loop, the Secretary, responded the following during evidence:

“I think, we did not say ‘by-pass’. I think, it has appeared in the Press, though I must share with you that there is no formal decision as of now. Perhaps I saw it in the Press, and the hon. Member has referred to it, that the Minister told this. The idea is like this. I do not want to name the State. Suppose a State does not want to cooperate in land acquisition, what is the solution? You have to either drop the project or even close the ongoing project because we do not have any alternative. This is what it means.”

4.128 On the issue of imbalanced regional development of national highways, the Ministry also stated in a written communication:

“Being a market oriented delivery mechanism, BOT should be adapted to market requirements. However BOT tends to localize development to areas which are already developed. There is a serious risk of undeveloped areas remaining undeveloped and differences getting further accentuated. Undeveloped areas are getting very low bid response. The number of bids received for projects falling in such areas vis-à-vis other developed areas provide sufficient evidence to this factor. This has already been brought to the Central Government’s notice by NHAI. Hence there has to be a balanced approach in adopting of the correct mode which will help in preventing unbalanced development. For commercially non-viable projects and for undeveloped areas alternate strategies would need to be evolved urgently”.

**(b) IMPROVEMENT OF ROAD CONNECTIVITY IN LEFT WING EXTREMISM (LWE) AFFECTED AREAS:-**

4.129 In order to improve the road connectivity in the Left Wing Extremism (LWE) affected areas, the Government has come up with a scheme for development of National Highways and State roads in the area of 33 districts in eight States at an estimate cost of ₹7300 cr. Under the scheme, development of identified stretches of NHs (1202 kms) and State roads (4362 kms) to two lane standards are planned to be taken up in a phased manner in the next three years, subject to adequate security arrangements being provided by the respective State Governments / Central Agencies. An allocation of ₹500 cr. was made for the year 2009-10 (BE). This has been modified to ₹125 cr. at a RE stage for 2009-10. For the year 2010-11, the budgetary outlay for LWE areas is ₹1000 cr.

4.130 When the Committee enquired why the funds utilization for current year is very low, the Secretary, during the evidence, held on 24<sup>th</sup> September, 2010, stated the following:

“.....of course, the utilization has been less because the awards have been only recent. Current year, it is ₹1,057 crore, but award has been there significant in the last about six months. But I take your point on record. We will try and see how best we can try and coordinate, even though the award of projects is by State Governments.”

4.131 Left Wing Extremism in the country is to a large extent, funded out of the extortion/concession, which the naxals get from every Government contractors. All this make the entire development strategy counter-productive & self-defeating. When the Committee asked whether any physical vetting of contractors is carried out, before awarding the contracts in naxalism/LWE – affected areas, the Secretary during evidence stated:

“For the construction, we leave it entirely to the State Governments. So, it is the State PWD which does the contracting or the construction. So, the straight answer to your question is, no; we do not get the contractors verified with the Home Ministry or we ourselves verify – so, the answer is, no”

4.132 When the Committee emphasized upon the need to get verification of contractors in LWE areas, the Secretary said as under:

“The point made by the hon. Members is a very valid point. I would agree with you. ...we will try to address this issue.”

4.133 The Ministry of Road Transport and Highways in a written reply further added that the matter regarding checking credentials of contractors of LWE roads to avoid diversion of funds to LWE groups would be examined in consultation with State Governments and Union Ministry of Legal Affairs.

## OBSERVATIONS/RECOMMENDATIONS

1. Physical infrastructure has a direct bearing on sustainability of growth and overall development of a nation. Thus, roads in general and National Highways in particular can be termed as a fundamental plank for the sustained and inclusive growth of a country. In order to meet infrastructural requirements as well as to provide a boost to the economic development, the Government of India embarked upon an ambitious highway programme i.e. the National Highways Development Project (NHDP) in the late 90s in a phased manner. The project envisaged rapid construction of highways across the country to improve connectivity between hitherto unconnected regions for trade, investment and employment generation, for which targets were fixed. However, the Committee are constrained to note that several impediments have plagued the project leading to inordinate delays in completion of projects as per target. Absence of comprehensive Toll Policy, delays in Land acquisition and obtaining of clearances from the Environment and Railway Ministries, law and order problems, non-performing contractors and poor maintenance of existing highways are some of the most critical issues, which need immediate attention. The Committee also feel that alongwith these, other issues such as balanced regional development of National Highways and road safety measures need to be addressed to create a world class network of National Highways. As the situation warranted a concerted, coordinated and coherent effort to expedite the progress of NHDP, the Committee had selected the subject 'National Highways Development Project including implementation of Golden

**Quadrilateral' for examination. The observations and recommendations of the Committee on the subject after a detailed study and scrutiny of the same are given in the subsequent paragraphs.**

2. The Committee, while reviewing the financial plan of NHDP, note that the quantum of financial resources required for implementation of Highway projects is significantly high. An estimated expenditure of ₹ 200 crore is required everyday for these projects for a period of 15-20 years. As the Government resources are not enough for such capital intensive activity, an efficient financing plan mobilizing all sources needs to be worked out to ensure steady flow of funds for the various highway projects. Moreover, Highway projects awarded on Public-Private Partnership (PPP) mode, which has now emerged as the primary mode of Highway construction in the present scenario are characterized by back-ended cash flows and require term loans for longer periods i.e. 10 to 20 years with back-ended repayment structure. In other words, Highway concessions have tenures extending upto 30 years and they need loan facilities for upto 75-80% of such tenure. Since both the capital market and institutional mechanisms appear to have constraints in providing long term structured sources of funds, private investors pick the project selectively as they find it difficult to access capital. The Committee observe that Ministry of Finance is already pursuing the recommendation of several High level Committees such as the Deepak Parekh Committee, Patil Committee, Percy S. Mistry Committee and Raghuram Rajan Committee on the subject of “Availability of long term debt”. The Committee also appreciate that in order to discuss and evolve consensus on issues relating to infrastructure financing, a High level Standing Committee on Infrastructure Finance has also been set up under the chairmanship of the Finance Secretary, with representation from various stakeholder groups.

In this regard, the Committee are of the firm opinion that the Government intervention is not only desired but also indispensable to enable faster capital inflows and resource mobilization in this infrastructure sector. The Committee, therefore, suggest that in the current environment, when the economy is coming out of recession, it is none but imperative that the issue of availability of long term debt with back-ended repayment structure is pursued at the highest level in order to provide an institutional mechanism for specialized infrastructure financing. The Committee further desire that the creation of this institutional mechanism should be done within a stipulated time frame to avoid any project delay due to financial crunch. The Committee also agree with the suggestions made in the World Bank Report on Financing Infrastructure, which stress upon the need for specialized infrastructure institutions such as Infrastructure Leasing and Financial Services (IL & FS) and Infrastructure Development Finance Corporation (IDFC) to participate at the design stage/ DPR stage of a project in order to make it easier for project developers to obtain finances as well as to provide the developer with the opportunity to use the expertise of such institutions in project designing & financial structuring. The Committee also note that the Ministry of Power have reportedly set up an 'Inter-Institutional Group (IIG)', consisting of infrastructure developers and senior representatives from banks and financial institutions, which has proved to be of substantive help in resolving any outstanding issues or disputes between the developers and various funding agencies. The Committee suggest that the Ministry of Road Transport and Highways should emulate such models with a view to removing

**bottlenecks and increasing investment in NHDP, while taking adequate care of conflicts of interests, if any, arising between the institutions and the Government.**

3. The initial phases of NHDP were public funded. However, later the Public-Private Partnership (PPP) emerged as a viable financing option for Highway projects from Phase-III onwards as funds from traditional sources were insufficient to meet increased investment needs. The Committee note that the Government has now planned an investment of ₹ 3,31,000 crore in the period 2009-2015 for upgradation of NH network, predominantly in the PPP mode. Experience of Public-Private Partnership (PPP) model shows that involvement of private player and management augur well for the efficiency and quality of Road sector. However, the progress of awarding projects has been rather slow. The Committee have been informed by the Ministry that “Waterfall mechanism” of awarding project, which was one of the major impediments in the award process, has since been abandoned and now road projects will be carried out on all the three modes of delivering viz. BOT (Toll), BOT (Annuity) and EPC (Engineering Procurement Construction contract) concurrently rather than sequentially. From the latest Economic Survey (2010-11) document, the Committee observe that the Work Plan for 2010-11 stipulates that of the total NH length to be developed, broadly 60 per cent would be taken up on BOT (Toll) basis, 25 per cent on BOT (Annuity) basis and the remaining 15 per cent on EPC basis. The Committee have also been informed in this regard that now a road project not found prima facie suitable for BOT (Toll) can be implemented directly on BOT (Annuity) and decision regarding the same will be taken by an IMG (Inter-Ministerial Group). However, still before implementing a project on EPC basis, it will be compulsorily tested for BOT (Annuity) and only if unacceptable bids are received, then the

project will be awarded on EPC basis. The Committee are of the view that there is urgent need to streamline the system to cut delays caused by lengthy procedures. They would like to be apprised of the status of projects post the “waterfall mechanism” and hope that at least now the long delays in completion of NH projects would be avoided.

4. The Committee observe that Highway sector has a large shelf of projects, which can be readily offered to private players, including those which had a serious setback in the year 2009-2010 due to global financial meltdown. Since the financial crisis is now over, the Committee suggest the Ministry to take concerted efforts to attract private players in this sector. Apart from an enabling fiscal environment, development of mutual trust is the fundamental pre-requisite to encourage entry of private investors. Organization of 'Business conclaves' periodically with active cooperation of FICCI, CII and other corporate bodies may also lead to a positive response. In respect of pending Highway projects due to non-response/low response of private investors, the Committee urge the Ministry to explore various possibilities to attract bidders by way of revising the project cost, providing funds on concessional interest rates and providing updated & authentic traffic data flexibility in the Concessional Agreement too.

From the deposition of the Ministry made before them, the Committee also note that one of the fundamental problems faced by the private investor is experiments of Government policy with many formats with varying degrees of success. Changes in the policy guidelines as well as project documents such as MCA (Model Concession Agreement), RFQ (Request for Qualification) and RFP (Request for proposal) have caused severe disruption of the award process in the past. The Committee feel that private investment flow into the Highway sector will purely depend on the consistent, adoption of long term policies and their adherence by the Government and therefore, there is an urgent need to standardize project documents and streamline policy guidelines vis-à-vis Public-

**Private Partnership (PPP). The Committee also suggest that a comprehensive review of project documents and policy guidelines keeping in mind the needs of foreseeable future should be undertaken urgently. In this context, the Ministry may involve experts/ specialized institutions and study best practices so as to facilitate an investor-friendly environment for NHDP. It has come to the notice of the Committee that there have been instances where collection of toll was stated to have been started even before the construction of road commenced/was completed. The Committee, therefore, desire that a financial and technical review of all Model Concession Agreements (MCA) should be carried out by an independent Committee of outside experts and their findings submitted to this Committee at the earliest.**

5. From the perusal of 'outlays under different modes of delivery of NHDP 2005-2015, the Committee note that 98.6% of expenditure envisaged is accounted by BOT (Toll) and BOT (Annuity) – Modes of PPP projects. The Committee are distressed to note that there is hardly any role for Engineering Procurement Construction Contract (EPC) mode. As there are various highway projects in different parts of the country, which may not be commercially viable and thus attract very slow/non-response from the market, there is a need for introspection. The Committee also observe that, the Built Operate Transfer (BOT) mode of delivery, being a market driven delivery mechanism, tends to localize development to areas, which are already developed, leading to a serious risk of underdeveloped areas being ignored and differences getting further accentuated. Also some sections of Highways will not be attractive for bidders due to serious law and order problems, complex land acquisition issues etc. The Committee are of the view that in these areas, the Government has to play a more significant role, acting not only as a facilitator but also as an active instrument of inclusive growth and balanced regional development. The Committee, therefore, recommend that those projects, which have not been able to attract private investors so far, should not be left to be doomed and that the Ministry should evolve alternate strategies for such projects on priority basis. Resorting to EPC mode of delivery could be one of them.

6. **National Highways Development Project (NHDP) – the largest highways project ever undertaken by the country, was initiated in the late 90s to create, develop and improve network of 70,934 km of National Highways throughout the country. However, the Committee are pained to note that the progress of most of the projects has not been satisfactory due to procedural delays, land acquisition issues, contractual problems and other factors. Even the Secretary, Ministry of Road Transport & Highways has conceded slow down in NHDP projects. The Committee would like to cite a few examples of the delays like phases 3A & 3B involving 12,109 kms, in which only 2048 kms has been completed and the non-completion of Golden Quadrilateral connecting the four metro cities, even on the revised date of December, 2010. The Ministry have now assured the Committee that by 31<sup>st</sup> March, 2011, around 5,500-5,800 kms of roads under NHDP would be awarded, which would be the highest ever award. The Ministry also appears to be confident about the next year’s target of 7,300 kms. The Committee would like to be apprised of the actual length awarded out of the present year’s target. However, in view of the poor performance so far, they fail to understand the rationale behind expanding NHDP, without even completing Phases I & II and the Golden Quadrilateral. As regards certain impediments in the Highways projects, with the setting up of an Empowered Group of Ministries, those bottlenecks are expected to be tackled effectively. The Committee are of the opinion that absence of coordination among different Ministries/agencies and State Governments is the root cause of delay at every stage. The Committee, therefore, recommend that Ministry must utilize the revised mechanism effectively and strive hard to develop**

**coordination among different agencies at different levels so that various stages of Highway construction could be completed as per the workplans.**

7. The Committee are distressed to note that flagship project of NHDP i.e. North-South – East-West (NS-EW) corridor has been crippled with inordinate delays. All NS-EW corridor projects, which are under-implementation, have well passed the date of completion as per the contracts, which reveals a sorry state of affairs. The project was earlier scheduled to be completed by December, 2009 after several extensions, but later on the Committee were informed about yet another extension as December, 2010. The project is still incomplete as 444 km of the same is yet to be awarded as on date. The deposition of the Ministry that “actual date of completion can be estimated only after all projects of NS-EW corridor are awarded”, is in fact fallacious. The Committee are also not convinced with the reasons submitted by Ministry for such enormous delays. The Committee, therefore, recommend that all earnest efforts should be made for expeditious completion of NS-EW corridor project, balance work should be awarded without any further delay and a High level group, such as the NHAI Board, should be entrusted with the responsibility to supervise/monitor the progress of this project fortnightly, so that appropriate action could be taken to avert any further delay. The Committee are convinced that setting unrealistic targets due to poor planning is the reason for repeated extensions of the target date for completion of this project. Constant delays not only projects the Ministry in a bad light but also leads to cost overruns, hence the Committee suggest that Ministry should adopt a realistic approach in respect of fixing targets for the NS-EW corridor project and adhere to it.

8. As regards the Golden Quadrilateral, an integral component of NHDP phase-I, the Committee are dismayed to note an unprecedented delay in completion of the same. The project was originally scheduled to be completed by March, 2004 as per original mandate of Task Force. However, by that time, hardly 53.03% of project could be completed, which raises serious doubts about the inception, planning, implementation and monitoring of programme. Even after seven years, the Golden Quadrilateral is still not complete. What the Committee find more disturbing is the attempt of the Ministry justify the delay on the ground that programme of this magnitude was unprecedented and also the construction industry in road sector was not adequately developed to take the work of this scale. With the decision of the Government to allow import of heavy road construction equipment, the delay should have been minimized, which is not the case. The Committee deplore such attitude on part of the Ministry. NHAI has reportedly now formulated a revised strategy for implementation of projects as 14 Regional Offices have been opened and for land acquisition 192 special land acquisition units have been created at State Level. In view of the long duration of the projects, the Committee are of the view that this strategy should have been planned much earlier. The Committee now exhort the Ministry to monitor the implementation of Golden Quadrilateral project vigorously and complete it without any further delay. The Committee further recommend that as the Golden Quadrilateral project connects the four mega cities, the upkeep and maintenance of Highways developed under this ambitious project should be accorded highest priority. In addition, the Committee also feel that without the proper development

of Highways network around 'hub' cities of the Golden Quadrilateral, Highways cannot act effectively as instruments of balanced regional development and inclusive growth. They, therefore, recommend that Ministry should make tangible efforts to build 'spokes' from each of the 'hub' cities of Golden Quadrilateral, commensurate with the "hubs and spokes" pattern of transport system. During the examination of the subject, the Ministry had informed the Committee that the work plan to cover about top 300 towns in terms of population around hub cities was under consideration. The Committee would like to be apprised of the decision taken by the Ministry in this regard, alongwith the latest status of the Golden Quadrilateral project.

9. The Committee feel that provisions of collection of fee/toll in perpetuity is fundamentally wrong and thus needs to be reviewed in the light of gained experiences. During the examination of the subject, the Committee also came across some disturbing instances such as toll collection from the areas, where condition of roads are very poor, exorbitant increase/hike in toll rates, toll plazas being set up in close proximity with each other etc. The Committee are also not satisfied with the financial model of NHAI to indicate the benchmark Internal Rate of Return (IRR), which determines the optimum concession period within which the concessionaire would recover the capital cost of the project and other project related expenditure besides earning a reasonable return. The Committee, therefore, would suggest the Ministry to review and revisit the Rules and Regulations regarding collection of toll, so that it does not become an instrument of malpractice and unjust profiteering by unscrupulous elements to harass the general public. The Committee further recommend that a just and comprehensive methodology should be evolved for computing the concession period based on sound financial evaluations.

The Committee also note that the Highway projects are highly dependent on the traffic volume/assessment Report not only for the fixation of toll rates but also for fixation of concession period. Unavailability of updated and accurate traffic volume data/Report often leads to incorrect forecasts and wrong estimation of concession period. The Committee, therefore, emphasize that there is an urgent need to strengthen instrument of traffic volume data/Report in order to address the problems of current system. In this connection, the Committee are

aware that of late the Government, particularly the Ministry of Urban Development, has been encouraging projects to introduce the 'Intelligent Transport System' (ITS) for collecting real time data for effective traffic management. An Inter-Ministerial Core Group on ITS has also been set up by the Government to establish a National framework for ITS. The Committee therefore recommend that the Ministry of Road Transport & Highways may coordinate with their counterparts in relevant sectors so that the positive benefits of the accurate traffic data could be utilized to work out standard provisions for toll collection on the National Highways.

10. Toll collection work of EPC projects is being carried out through DGR (Directorate General Resettlement, Ministry of Defence) sponsored Ex-servicemen. However, Ministry of Road Transport and Highways has been candid before the Committee to acknowledge that several complaints regarding pilferage of revenue and non-compliance of contract conditions have been received, some of which have been proved too. In this connection, the Committee have been informed that the Ministry has come up with 'New Policy for engagement of Fee collecting Agencies' to address these issues. While the impact of the new policy remains to be seen, the Committee are of the view that the instrument of supervision needs to be further strengthened and streamlined. They, therefore, recommend that Ministry of Road Transport and Highways should develop an effective mechanism in coordination with NHAI to monitor toll collection not only in EPC projects but also in PPP projects (BOT – Toll & Annuity) with a view to obviate unnecessary harassment of the highway users by way of an illegal and unscrupulous method of toll collection. The Committee also desire that the recommendations of the Committee under the Chairmanship of Shri Nandan Nilekani on Electronic Toll Collection should be implemented at the earliest.

11. Land acquisition for development, maintenance, management and Operation of National Highways is a complex process, which is administered by section 3 of the National Highways Act, 1956. However, the Committee have observed certain differences between National Highways Act, 1956 and the Land acquisition Act, 1894, due to which the Government has frequently encountered resistance and agitation by the PAPs (Project Affected Parties). There is a provision in the LA Act to provide for payment of an interest amount calculated at the rate of twelve per cent, over and above the market value of the land for the period commencing on and from the date of publication of the notification under sub-section (1) of section 4, in respect of such land to the date of award of the competent authority or the date of taking possession of the land, whichever is earlier, subject however to the condition that in computing such period, any period or periods during which the proceedings for the acquisition of the land were held up on account of any stay or injunction by the order of any court shall be excluded. In addition, a provision also exists for awarding a sum of 30% as solatium amount, over and above the market value of the land in consideration of the compulsory nature of the acquisition. Consequently, the land owner, from whom land is acquired under the National Highways Act, is in a disadvantageous position as compared to the one whose land is acquired under the Land Acquisition Act. From the deposition of the Ministry, the Committee further observe that the National Highways Act does not provide for any time-limit for making an application by the aggrieved party to the arbitrator. As a result, the land owners approach the arbitrator even after 2-3 years from the date of

determination of award and these cases remain unsettled for long, leading to inordinate delay in complete procedure.

Although Ministry has submitted a proposal for the necessary amendments to NH Act, the Committee fail to understand as to why the Ministry took so long to propose amendments to NH Act 1956 despite more than 15 years of experiencing hurdles under NHDP. Besides, such a proposal is not being pursued vigorously in order to facilitate smoother acquisition of land for future projects under various phases of NHDP. The Committee feel that there is an urgent need to streamline the Land Acquisition process and, therefore, recommend that Ministry should take necessary steps to amend the existing NH Act, 1956 in order to incorporate firstly, provision of compensation as per provisions of Land Acquisition Act, 1894 and second, provision of timeframes for declaration of awards by Competent Authority for Land Acquisition (CALA), disbursement of compensation and initiation/completion of arbitration. The Committee desire to be apprised of the status of the proposal submitted for making amendment in the NH Act.

12. The Committee observe that the issue of land acquisition in general and compensation in particular is extremely sensitive. The Competent Authority for Land Acquisition (CALA), who are generally officers of Local Revenue Departments, are empowered to fix the compensation. However, the Committee came across innumerable complaints of inadequate compensation from PAPs (Project Affected Parties) and consequent long drawn arbitrations, which seriously affect the progress of NHDP. The Committee would like to particularly mention States like Kerala and Goa. In these States, several stretches of National Highways are hemmed in by dense residential and commercial structures, which are under constant fear of demolition owing to Highway Projects. As a result in these States, the process of land acquisition has been severely affected. The Committee feel that land acquisition and displacement/rehabilitation of people for NHDP needs a very careful and proactive role of the nodal Ministry. Before commencement of the project, the concerned State Government as well as Local Administration/ representatives should be effectively consulted to ensure smooth acquisition of land or rehabilitation of displaced persons. Association with the local people's representatives, MPs and MLAs, can also prove to be quite effective. All rehabilitation processes should be in place before undertaking any such project. The Committee concur with the views of the Ministry that the Chief Secretaries should be made Nodal Officers by the State Governments for land acquisition, as they are in a better position to coordinate with various agencies involved in the process in their States. Though only few States have done so, the

**Committee desire the Ministry to pursue this with other State Governments, vigorously.**

**The Committee further observe that the State Governments/District Collectors have been extremely conservative in awarding compensation and it is the sole reason for landowners to keep litigating for decades in the hope of better compensation and therefore, suggest that there is an urgent need to sensitize State Governments/CALAs/Arbitrators to take into account future development potential of the land for its owner, while awarding the compensation. The Committee are of the firm view that the Ministry of Road Transport and Highways, being the nodal Ministry for Highway construction, development & maintenance, can play a pivotal role in this regard.**

**The Committee further observe that in respect of Kerala and Goa, the Ministry/NHAI and respective State Governments have been stuck with the issue of 35 metres/ 45 metres/ 60 metres of highway width and unprecedented delay encountered in the completion of projects are likely to make those redundant in the light of ever increasing vehicular traffic. The Committee note the Ministry's suggestion that in these cases, "expressways" with completely new alignment and avoiding all human habitation, can provide the ideal solution. The Committee do understand that the quantum of investment required for these green-field projects would be very high, but considering the benefits, not only at present but in future as well, the Government should give a serious thought to it without further delay. The Committee also recommend that the Expressway Authority of India., as envisaged and prioritized in the Eleventh Five Year Plan document**

should be constituted as early as possible. The Committee are also of the view that in cases similar to Kerala & Goa, where widening of Highways can lead to displacement of local people or have an adverse effect on their livelihoods, the construction of 'expressways' should be considered from the initial stage itself. They hope that these suggestions would be suitably incorporated in the XII Five Year Plan, otherwise certain crucial National Highway Projects may not see the light of the day at all.

13. The Committee are extremely concerned to note that almost all works of highway projects had been delayed or were likely to be delayed. In several cases, period of these delays as well as corresponding cost escalations are substantial. While agreeing that certain complex issues and impediments may come up in the implementation of Highway projects, the Committee wish to emphasise that issues such as Land acquisition, Railway clearance for Rail Over Bridge (ROB) design, environmental clearance, shifting of utilities and poor performance of contractors are of routine nature in a Highway construction and can be addressed with effective coordination, supervision and pursuance with concerned organization/agencies.

Although few corrective measures have been taken by the Ministry, for instance, posting of a Railways officer in NHAI to expedite clearances of ROBs, changes in the process of awarding contracts, increase in the number of State Level Land Acquisition Units etc, the Committee are of view that the Ministry and NHAI have a major responsibility in this regard. The Committee are anguished to note NIL progress (as length completed) in respect of NHDP, Phase IV, VI and VII project, which were approved way back in the month of July, 2008, November, 2006 and December, 2007 respectively. The submission of the Ministry that “presently feasibility studies are being prepared for most of these projects”, is not convincing. The Committee desire that timelines should be set realistically while announcing a new project, after taking into consideration the time required on account of land acquisition, environment & forest clearance etc. The Committee also note that though in respect of BOT projects, delay does not have

a direct bearing on cost overrun, as the same is being incurred by concessionaire, however in NHAI funded projects, delays in completion of project undoubtedly compound the problem of cost overrun. Besides, the amount of inconvenience suffered by general public due to pendency of projects, though cannot be measured in monetary terms, remains huge. The Committee, therefore, stress that what is required is a paradigm shift. In this new paradigm, procedures need to be tightened and streamlined and the approach should be proactive and preemptive. The Committee agree with the proposal of the Ministry that a project, after preparation of DPR, should be decided in the first instance itself, whether it is to be considered for procurement on BOT(Toll)/BOT (Annuity) or EPC. This will save the invaluable time lost due to the trial and error method being followed presently. The Committee urge the Ministry to strive hard in this regard. The Committee further note that recommendations of the B.K. Chaturvedi Committee have been implemented and a revised strategy for NHDP have been formulated. As for now, the Committee understand that according to the revised strategy for speedier implementation of projects, the Chief General Managers (CGMs) of 14 Regional Offices have been delegated financial as well as administrative powers for execution of works. In this regard, the Committee desire that the CGMs should also be made accountable for delays in implementation of projects. It is high time that responsibility for delays be fixed. The Committee also recommend that the mechanism/instrument of supervision of targets needs to be strict. They would like to know the impact of the revised strategy on NHDP, supported by facts, in the action taken stage.

14. The Committee observe that non-performance of contractors is one of the major reasons for long delays in completion of Highway projects. Also, the possibility of a nexus between middlemen, non-performing contractors and corrupt officials siphoning off project funds cannot be ruled out. The Committee have been given to understand that the contracts of such contractors, who do not perform even after periodical review, are terminated and the bank guarantee for performance security are encashed. As per stipulations, these contractors are also not being 'pre-qualified' for award of any future project in NHAI until their performance improves. The Committee feel that in an atmosphere, where delays have become a regular affair, blacklisting alone may not be effective and thus there should be a provision to impose substantial cash penalty on the non-performing contractors. The Committee, therefore, recommend that Ministry should either incorporate a provision of financial penalty or raise the amount of bank guarantee in the contract agreement. It will serve two purposes, firstly it will be an effective instrument of penalty and will act as a deterrent for non-performing contractors and secondly, it will keep away non-serious contractors or the contractors, who do not have the requisite capabilities to undertake major National Highway Project. The Committee also recommend that the Ministry should ensure that bank guarantee of a non-performing contractor is encashed and a project is not re-awarded to a black-listed contractor. Further, the Committee would like to emphasize upon the fact that construction of Highways through contracting and bidding requires a sharp and effective evaluation and supervision of contractors. Without this ability, poor contracting jobs will

**jeopardize the projects. Thus, the Committee recommend that senior managers in NHAI should be made to adopt an effective approach to hire capable contractors and supervise them sincerely and efficiently. Equally important is the need to be aware of the pitfalls of making inappropriate decisions in this direction for which responsibility should be fixed and the erring officials penalized.**

**15. Regular and planned maintenance and upkeep of National Highways are of paramount importance in view of the overload they bear. Poor maintenance and potholes on most of the Highways have turned them into an increased safety hazard to the users. For instance, NH6, NH13 and NH34 are in bad condition. Other glaring examples of the same are Mahatma Gandhi Bridge and Rajendra Bridge in Bihar and Roopnarayan Bridge in West Bengal. The Panvel-Goa Highway and the Shivpuri by-pass are some other examples of certain spots being severely accident-prone on National Highways. The Committee are constrained to note that financial resources made available to the Ministry under Maintenance and Repairs Head (Non-Plan) have been only about 40% of the requirement during the last four years. The Committee are of the firm opinion that if due maintenance cannot be provided to existing network of highways, all efforts to expand its reach are meaningless and hence, recommend that maintenance should be accorded highest priority and the issue of inadequate allocation for maintenance and repairs of National Highways should be taken up with Ministry of Finance and Planning Commission at the highest level. The Committee also suggest that controlled entry of trucks, conducting of awareness programs among road users and night patrolling on the Highways should be undertaken for enhancing safety. Specific observations on the maintenance and safety aspects have been covered in the next two recommendations.**

16. The Committee observe that an undesirable consequence of the expansion in road network and accompanying motorization in the country is the increase in the road related accidents and fatalities. From its examination of the matter, the Committee get the impression that issue of safety is not being given the attention it deserves. The Government is yet to come up with a “National Road Safety Policy”. In spite of the fact that “National Road Safety and Traffic Management Bill, 2010” has already been introduced in Lok Sabha and examined by a Parliamentary Committee, it is learnt that such a policy is still under consideration. The Committee firmly believe that the policy representing Government’s commitment as it does, should take precedence over any other measures, legal or executive, and therefore call upon the Government to expedite the formulation of National Road Safety Policy. The Committee further desire the Road safety should be accorded utmost priority with adequate budgetary provisions and uncluttered decisive commitment towards the cause. The Committee also note that Ministry has proposed to create a ‘Board for Road Safety and Traffic Management’ through Road Safety Bill, 2010. In this connection, the Committee are aware that the Parliamentary Committee on Transport, in their 160<sup>th</sup> Report presented in July, 2010, has recommended for withdrawal of the said bill. The Committee also agree with their view that the major problem in the existing framework vis-à-vis Road Safety, is the existence of a large number of agencies both at the Centre and State level and lack of coordination amongst them. The Committee also feel that the proposed Board is not going to do away with any of the existing agencies and in the name of having

**an integrated mechanism, the proposal of the Ministry is, in fact, creating yet another institution adding to the existing ones. Furthermore, the Committee learn that the proposed Board is merely advisory in nature and it has not been provided with any explicit statutory role of effecting coordination amongst the different agencies. The Committee, therefore, emphasize that what is required first is a National Road Safety Policy to bring about synergy and better coordination among the already existing Government agencies/ research organizations and making the system effective, rather than creating another one. The Committee therefore feel that the Government needs to assess the present situation in a holistic manner.**

**As regards road safety, the Committee also observe that availability of suitable width of land is required to make a highway safe for commuters and that some States Governments are not cooperating on the issue. In the opinion of the Committee, holistic perspective that addresses the entire gamut of road safety is the need of the hour. In their view, convening of regular meetings between the Chairman, NHAI and the Chief Ministers/Chief Secretaries of the States concerned, on the significance of requisite land for highways to avoid loss of lives, could remove bottlenecks and hurdles in the implementation of NHDP.**

17. The Committee have been informed that engineering/technical aspects of 'Road Safety' are being taken care of at the design stage of the National Highway itself. However, the Committee are pained to note that there are certain sections of National Highways in different parts of the country, from where recurrence of fatal accidents has been regularly reported due to their faulty design or such shortcomings. One such section is near 'Kooteripattu' on NH-45. Since the inception of this section of highway in 2005, about 700 accidents have already taken place, killing more than 132 people. The Committee have been raising his issue for the last one year. Though some tentative action has been reportedly taken on the matter, yet the Committee are shocked to know that the Ministry of Road Transport and Highways is still preparing a report on the same. This state of affairs raises serious doubts about how the sufferings of a common man are dealt with in the existing set up. The Committee express their profound anguish over the scant regard that has been shown towards the lives of the people and strongly deprecate the callous approach of concerned agencies. They also recommend that road safety issue of Kooteripattu alongwith the complaints of similar nature from any other section in the entire NH network should be addressed with utmost urgency. The Committee also recommend that the Ministry should compulsorily carry out "road safety audit" for all future projects either at the planning stage or at the Detailed Project Reports stage. The needs of the local population living on both sides of such Highways should also be given due attention in the form of subways, foot overbridges, pedestrian crossings, service road, underpasses or even realignment of the road, if needed, because no

**venture, whatever be its utility or commercial viability, should ever compromise on safety of road users.**

18. During their on-the-spot visits to various NH projects in some States, the Committee observed that in several cases, once a stretch of road was being taken up for development, there was a sufficient time gap between the handing over of the road and the actual commencement of the project, and thus, the road remained neglected in the interregnum. They feel that the issue requires serious attention. Further, the Committee note that prior to entrustment of National Highway stretches, Ministry of Road Transport and Highways is solely responsible for the maintenance and repair of these stretches. Same is being carried out through State PWDs and Ministry releases the funds for this purpose. On similar lines, prior to award of civil works for development, NHAI is carrying out the maintenance & repair work through State PWDs from the funds allocated/released by Ministry of Road Transport and Highways. However, the financial position of State PWDs is weak in several States and shortage of funds leaves no room for road maintenance, hence incessant complaints have been received about the poor condition of National Highways. The Committee, therefore, feel that the situation warrants a direct role and intervention on the part of Ministry. The Committee note that NHAI has now decided to formulate a “Standard Maintenance Manual” for improving the maintenance & repair of highways, which is currently under examination. The Committee feel that such a manual should have been in place much earlier. They would emphasize that earnest effort should be made for preventive maintenance rather than conventional reactive maintenance of roads and highways.

The Committee further feel that the Ministry should tighten its supervisory/ monitoring mechanism vis-à-vis not only PPP projects but also EPC projects. The Committee are also of the view that provision of the “Damages for breach of maintenance obligation”, as recommended by B.K. Chaturvedi Committee, wherein the authority shall be entitled to recover damages, until the breach is repaired, should be adhered to religiously. The Committee are of the view that in respect of EPC contracts, DLP(Defect Liability Period), which was just one year till recent times, was utterly insufficient. Though, the Ministry has amended it to three years, still the Committee feel that incorporation of 5 years inbuilt maintenance clause in all construction contracts, on the lines of Pradhan Mantri Gram Sadak Yojna (PMGSY), is essential for the efficiency of Highway projects. The Committee, therefore, recommend that the Ministry should now initiate efforts in this regard at the earliest after consulting the Ministry of Finance, for the projects due to be undertaken in the 12<sup>th</sup> Plan period. The Committee are also of the opinion that since the responsibility of maintenance under PPP is that of the concessionaire and the period can vary from 12 to 30 years, more projects under PPP should be encouraged as this will not only reduce the financial burden on the Government but will also be in public interest.

19. The Committee note that many concessionaires of highway projects have been appointing sub-contractors on Engineering, Procurement and Construction (EPC) basis despite lack of experience and technical qualifications on their part, which not only affects the quality and safety aspects of National Highways but also jeopardizes timely completion of projects. The Committee also note certain complaints that policies followed by the Ministry of Road Transport and Highways tend to favour large contractors, who eventually sub-contract the project. The Committee, even while acknowledging the fact that experience of Ministry has not been very good with small/medium level contractors, are not convinced with the merit of Ministry's approach and feel that promotion and encouragement of "Medium level" contractors will not only strengthen our capacity vis-à-vis road construction but also provide much needed exposure to our nascent construction industry. Moreover, the present contractors are, anyway, sub-contracting the major portion either with or without the consent of Ministry. Hence an initiative to involve medium level contractors will bring them under direct control of Ministry and NHAI and make them more accountable. The Committee are aware of certain changes introduced in the RFQ & RFP documents to curtail subcontracting, but feel that complete procedure need to be further streamlined and regularized with the provision of strict supervision, so that the project works do not suffer due to the appointment of substandard EPC contractors.

The Committee further observe that during 2008-09, when low response of market was witnessed, certain changes were introduced in the RFQ/RFP and MCA

on the recommendations of B.K. Chaturvedi Committee. However, now when market is buoyant and giving good responses to the bidding process, the Ministry has been arguing about probability of suboptimal bids being tendered. The Committee find such an approach completely confusing. The Committee strongly urge the Ministry to desist from such knee-jerk reactions and seek expert opinion so as to adopt a long-term consistent policy.

20. An important reason, which the Committee note for causing delays in several Highway projects is the delay in obtaining necessary clearance under the Forest Conservation Act, 1980 and local laws for cutting of trees and diversion of forest areas as well as the wildlife clearance – all being time consuming processes. The Committee have been informed by Ministry that as regards environmental clearance, they are depositing the compensatory afforestation amount for trees being cut for a highway with the Ministry of Environment. The Committee also take note of the argument put forth by the Ministry that planting trees close to the road is no longer relevant in the absence of bullock carts now and thus is only a major traffic hazard and that on this point there is a difference in viewpoints of both the Ministries. The Committee are of the view that central nodal institutions like Ministry of Road Transport and Highways and NHAI, being mandated to construct, develop and maintain the National Highways throughout the country can certainly play a more proactive role and therefore, strongly recommend that the Ministry, in coordination with Ministry of Environment and Forest, should devise a mutually agreed formula for time-bound clearances of the highway projects. The Committee also desire that Ministry should pursue with the Ministry of Environment and Forest vigorously to get preferential treatment for the National highways, similar to certain coal-mining projects, keeping in mind their significance for the progress of the nation. The Committee further counsel the Ministry that the process of obtaining environmental clearances should be initiated at the earliest possible stage and clearances should be obtained before finalizing the cost or awarding the project and not vice-versa.

The Committee also came across a peculiar case concerning the highway project of NH-24 i.e. Hapur to Garmukteshwar (total length 35 km), where the Ministry of Environment and Forest has not been able to give environmental clearances because they are looking forward for the recommendation of State Wildlife Board. And since, State Wildlife Board has not yet been constituted, the project is lying in doldrums. Similarly, a project in Gwalior is being held-up for the last eight years due to non-cooperation of the Army to hand-over one acre of land. The Committee strongly believe that procedures entangled in the bureaucratic cow-web are not going to help the issue and therefore, recommend that all concerned parties should follow a pragmatic approach towards solving issues of these nature. They suggest that the Ministry should take up the matter with the Ministry of Defence, the concerned State Governments as well as the Ministry of Environment & Forest urgently to ensure clearance and timely completion of this highway project.

21. The Committee note with distress that development and completion of some of the Port Connectivity Projects are not getting due attention. Mormugao Port Connectivity project, Chennai-Ennore Port Connectivity project as well as Haldia Port Connectivity project have been getting delayed on one account or the other. In respect of Mormugao Port Connectivity project, the Committee are constrained to note that due to certain issues such as acquisition of Government land (presently 1.18 km stretch of road is still to be acquired) and due to encroachment problems, Mormugao Port Trust (MPT) and Government of Goa are at loggerheads and project is suffering. The Committee, during their visit to Goa, were pained to note that several areas of disagreement existed between MPT and Government of Goa. The matter is sub-judice currently. The Committee hope that the matter would be resolved soon. With regard to connectivity project involving the Chennai & Ennore Ports, the Committee are disturbed to note that bidding for the same is being held up due to lack of clear commitment from all stakeholders for equity/debt-contribution as well as shifting of 1800 PAPs (Project Affected Parties) from Ennore Expressway. The Committee, therefore, suggest that Ministry should make concerted efforts through all channels possible and ensure cooperation among all stakeholders in order to expedite implementation of these Port Connectivity Projects.

22. The Committee note that the development of roads and highways in the North-Eastern region is not at par with the rest of the country, because progress achieved in respect of awarded NHDP projects in the region is rather dismal. For instance, in respect of the projects in Assam under East-West corridor (NHDP phase-II), “zero” progress has been shown in 8 projects as on 31.08.2010. The Committee find that the situation is more alarming because most of these projects have already crossed the date of completion as per original contracts. Even the inception of new programme viz. Special Accelerated Road Development Programme for North-Eastern Region (SARDP-NE) has not led to any substantial progress. The examination of Budget Estimates and Expenditure for the year 2008-2009, 2009-2010, 2010-2011 furnished by the Ministry, revealed a sorry picture of actual expenditure too. To cite an example, in the current year i.e. 2010-11, out of the Budget Estimates of Rs. 1500 cr. for SARDP-NE, only Rs. 553.36 cr. have been utilized upto 28<sup>th</sup> February, 2011. Apart from the adverse law and order situation, the Committee also note that in certain States, where the process of land acquisition is rather slow, the Ministry of Road Transport and Highways is mulling over a proposal to leave those States out of the ‘road-building loop’. The Committee feel that such an approach will only add to the already imbalanced development of roads and highways in NE States. The Committee are of view that special situations/circumstances require special effort and endeavour, which is completely lacking on part of the Ministry and NHAI. The Committee, therefore, urge the Ministry to give due attention to Highway projects in NE region, as these National Highways play a vital role in providing

**connectivity to these regions in the absence of proper rail and air connectivity and act as the lifeline of the people. The Committee also suggest that Ministry and NHAI should undertake a coherent and coordinated effort with active and effective cooperation of the Ministry of Home Affairs and the State Governments of NE region to remove bottlenecks in their Highway projects.**

23. The Committee note that Government has formulated a scheme to improve the road connectivity in the Left Wing Extremism (LWE) affected areas covering 33 districts in eight States. However, the Committee are dismayed to find that funds allocated for this purpose are grossly underutilized. During the year 2009-2010, out of Budget Estimates of ₹ 500 cr and Revised Estimates for ₹ 125 cr, only ₹ 5 cr could be utilized. Even for the year 2010-11, out of Budget Estimates of ₹ 1000 cr; only ₹ 578.21 cr have been utilized upto 28<sup>th</sup> February, 2011, which is quite unsatisfactory. The Ministry has attributed such underutilization to late awarding of projects. Considering the importance of this scheme for economic development of LWE affected areas, reducing economic isolation and strengthening political cohesion, the Committee desire that a high level group comprising of representatives of Ministries of Home, Urban Development, Development of North Eastern Region (DONER) and the Ministry of Road Transport & Highways (MORTH) and National Highways Authority of India (NHAI) should be formed, who should be entrusted with the responsibility to supervise/monitor the programme on a regular basis to ensure that funds are utilized prudently and required infrastructure is created for the common good. The Committee would particularly emphasize upon the fact that the Ministry needs to coordinate effectively with the Ministry of Home Affairs and concerned State Governments to tackle the disruption of works by extremists and for successful implementation of this project.

The Committee further note that Left Wing Extremism is, to a large extent, funded out of the extortion/concession, which the extremists get from many

**Government contractors. All this make the entire development strategy counter-productive and self-defeating. The Committee, therefore, recommend that credentials of contractors of LWE affected areas should be verified with help from Ministry of Home Affairs and concerned State Governments in order to stop the diversion of funds in the hands of unscrupulous elements.**

**NEW DELHI;  
26 April, 2011  
Vaisakha 6 ,1933(S)**

**FRANCISCO SARDINHA,  
CHAIRMAN,  
COMMITTEE ON ESTIMATES**

## Allocation and expenditure under of important schemes of the Department of Road Transport &amp; Highways during the year 2007-08

(Rs in crores)

SI No	Name of the scheme	Budget (Original) Estimates	Revised Estimates	Actual Expenditure as on 31.03.09	Variations between Col. 3 & 4 Excess (+) Savings (-)	Variations between Col. 4 & 5 Excess (+) Savings (-)	Reasons for variations under Col. 6	Reasons for variations under Col. 7
I	2	3	4	5	6	7	8	9
1	<b>EAP NHAI</b>							
	a) Externally Aided (NHAI)	1788.8	1776	1776	-12.8	0	As per actual	-
	b) Loan to NHAI	447.2	444	444	-3.2	0	As per actual	-
	<b>Sub-total – EAP NHAI</b>	<b>2236</b>	<b>2220</b>	<b>2220</b>	<b>-16</b>	<b>0</b>		
2	a) National Highways (original) - including Rs 200.24 crore re-appropriated from MH 4552 for NE States b) Travel Expenses (Rs. 1.39 crore) c) Machinery & equipment (Rs. 38.25 crores) (including Rs 5.00 crore for NE States)	2079.25	2028.64	2011.07	-50.61	-17.57	As allocated	As per actual
3	a) Works under BRDB - Other than NER	349.76	449.76	423.93	100	-25.83	As allocated	As per actual
	b) Works under BRDB - NER	150	200	200	50	0	As allocated	-
	<b>Sub-total - BRDB</b>	<b>499.76</b>	<b>649.76</b>	<b>623.93</b>	<b>150</b>	<b>-25.83</b>		
4	Other charges	0.5	0.5	0.5	0	0	-	-
5	Development of information technology	9.5	2.75	0.32	-6.75	-2.43	As per actual	As per actual
6	a) Strategic roads under BRDB NER	7	7	6.35	0	-0.65	-	As per actual
	b) Strategic roads – Other than NER	67	67	61.45	0	-5.55	-	As per actual
	<b>Sub-total – Strategic roads</b>	<b>74</b>	<b>74</b>	<b>67.8</b>	<b>0</b>	<b>-6.2</b>		
7	R&D Planning studies	8.5	1.86	0.2	-6.64	-1.66	As per actual	As per actual
8	Professional Organisation (Rs. 1.00 crore)/ Training (Rs. 0.50 crore)	1.5	1.5	0.35	0	-1.15	-	As per actual
9	Charged expenditure	6	6	5.93	0	-0.07	-	As per actual
10	NHAI (investment)	6541.06	6541.06	6541.06	0	0	-	-
11	E&I for States from CRF (including Rs.41.00 crore for POSCO, Orissa and Mughal Road in J&K.	264.93	205.93	169.7	-59	-36.23	As allocated	As per actual
12	E&I for UTs from CRF	9	9	1.6	0	-7.4	-	As per actual
13	a) SARDP-NE - BRDB	250	270	270	20	0	As per demand	-
	b) SARDP-NE - RPAO, Guwahati	150	146	134.02	-4	-11.98	As allocated	As per actual
	c) SARDP-NE – NHAI	0	294	294	294	0	As per demand	-
	<b>Sub-total – SARDP</b>	<b>710</b>	<b>710</b>	<b>698.02</b>	<b>0</b>	<b>-11.98</b>		
	<b>Total</b>	<b>12440</b>	<b>12451</b>	<b>12339.92</b>	<b>11</b>	<b>-111.08</b>		

\*NOTE : Does not include Rs.60.00 crore (RE Rs.49.00 crore) for Road Transport &amp; Rs.2090.00 crore as IEBR.

**Allocation and expenditure of important schemes (not included in the Annual Plan) of the Department of Road Transport & Highways (Roads Wing) during the year 2007-08**

(Rs in crores)								
<i>SI No</i>	<i>Name of the scheme</i>	<i>Budget (Original) Estimates</i>	<i>Revised Estimates</i>	<i>Actual Expenditure as on 31.03.09</i>	<i>Variations between Col. 3 &amp; 4 Excess (+) Savings (-)</i>	<i>Variations between Col. 4 &amp; 5 Excess (+) Savings (-)</i>	<i>Reasons for variations under Col. 6</i>	<i>Reasons for variations under Col. 7</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>	<i>9</i>
1	CRF for States	1511.45	1511.45	1312.19	0	-199.26	-	As per actual
	CRF for Delhi	44.69	44.69	9.5	0	-35.19	-	As per actual
	CRF for Pondicherry	3.67	3.67	0	0	-3.67	-	As per actual
	CRF for A&N Islands	1.9	1.9	0.5	0	-1.4	-	As per actual
	CRF for Chandigarh	2.28	2.28	0	0	-2.28	-	As per actual
	CRF for Dadra & Nagar Haveli	1.1	1.1	0	0	-1.1	-	As per actual
	CRF for Daman & Diu	0.79	0.79	0	0	-0.79	-	As per actual
	CRF for Lakshadweep	0.12	0.12	0	0	-0.12	-	As per actual
	<b>Sub-total - CRF</b>	<b>1566</b>	<b>1566</b>	<b>1322.19</b>	<b>0</b>	<b>-243.81</b>		
2	Maintenance and repairs of National Highways - Roads Wing	794.32	971.62	952.64	177.3	-18.98	As per demand	As per actual
3	Maintenance and repairs of National Highways entrusted to Border Roads Wing	20.06	30.06	28.71	10	-1.35	As per demand	As per actual
4	NH Tribunals	1.9	1.9	0.2	0	-1.7	-	As per actual
5	NH Administration - other charges	1	1	0.07	0	-0.93	-	As per actual
6	Equipment & Machinery (Non-Plan)	1.54	1.54	0.2	0	-1.34	-	As per actual
7	Permanent International Association of Road Congress, Paris (PIARC)	0.05	0.05	0.04	0	-0.01	-	As per actual
8	Works financed from Permanent Bridge Fee Fund	90	90	61.57	0	-28.43	-	As per actual
9	Cost of collection of fee payable to States	0.5	0.5	0	0	-0.5	-	As per actual
10	Grants for development of State roads from GBS	0.68	0.68	0.52	0	-0.16	-	As per actual
	<b>Total</b>	<b>2476.05</b>	<b>2663.35</b>	<b>2366.14</b>	<b>187.3</b>	<b>-297.21</b>		

## Annexure II

## Allocation and expenditure under of important schemes of the Department of Road Transport &amp; Highways during the year 2008-09

(Rs in crores)

SI No	Name of the scheme	Budget (Original) Estimates	Revised Estimates	Actual Expenditure as on 31.03.09	Variations between Col. 3 & 4 Excess (+) Savings (-)	Variations between Col. 4 & 5 Excess (+) Savings (-)	Reasons for variations under Col. 6	Reasons for variations under Col. 7
1	2	3	4	5	6	7	8	9
1	<b>EAP NHAI</b>							
	a) Externally Aided (NHAI)	1515.00	1515.00	1515.00	0.00	0.00	-	-
	b) Loan to NHAI	379.00	379.00	379.00	0.00	0.00	-	-
	<b>Sub-total – EAP NHAI</b>	<b>1894.00</b>	<b>1894.00</b>	<b>1894.00</b>	<b>0.00</b>	<b>0.00</b>	-	-
2	a) National Highways (original) including	2142.79	2853.74	2852.70	710.95	-1.04	As per demand	As per actual
	b) Travel Expenses (Rs. 2.00 crore)	2.00	2.00	1.24	0.00	-0.76	-	As per actual
	c) Machinery & equipment (Rs.10.00 crore)	10.00	4.05	3.07	-5.95	-0.98	As allocated	As per actual
	<b>Sub-total - NH(O)</b>	<b>2154.79</b>	<b>2859.79</b>	<b>2857.01</b>	<b>705.00</b>	<b>-2.78</b>		
3	Rail-cum-Road bridge, Munger, Bihar	40.00	40.00	40.00	0.00	0.00	-	-
4	<b>Works under BRDB</b>	650.00	650.00	645.80	0.00	-4.20	-	As per actual
5	Other charges	0.50	0.50	0.13	0.00	-0.37	-	As per actual
6	Development of information technology	3.50	3.50	0.71	0.00	-2.79	-	As per actual
7	<b>BRDB - Strategic Roads</b>	78.00	78.00	76.96	0.00	-1.04	-	As per actual
8	R&D Planning studies	8.50	3.50	0.71	-5.00	-2.79	As allocated	As per actual
9	Professional Organisation (Rs. 1.00 crore)/ Training (Rs. 0.50 crore)	1.50	1.50	0.16	0.00	-1.34	-	As per actual
10	Charged expenditure	6.00	6.00	2.07	0.00	-3.93	-	As per actual
11	NHAI (investment)	6972.47	6972.47	6972.47	0.00	0.00	-	-
12	a) E&I for States from CRF	175.74	175.74	175.65	0.00	-0.09	-	As per actual
	b) E&I - POSCO	40.00	40.00	40.00	0.00	0.00	-	-
	c) E&I - Mughal Road	30.00	30.00	0.00	0.00	-30.00	-	As per actual
	d) E&I - Sansari Nulla Killer	5.00	5.00	0.00	0.00	-5.00	-	As per actual
13	e) E&I for UTs from CRF	10.00	10.00	0.00	0.00	-10.00	-	As per actual
	<b>Sub-total - E&amp;I</b>	<b>260.74</b>	<b>260.74</b>	<b>215.65</b>	<b>0.00</b>	<b>-45.09</b>	-	As per actual
14	a) SARDP-NE - BRDB	700.00	500.00	398.11	-200.00	-101.89	As allocated	As per actual
	b) SARDP-NE - RPAO, Guwahati	400.00	400.00	245.61	0.00	-154.39	-	As per actual
	c) SARDP-NE – Not allocated	100.00	100.00	0.00	0.00	-100.00	-	As per actual
	<b>SARDP-NE</b>	<b>1200.00</b>	<b>1000.00</b>	<b>643.72</b>	<b>-200.00</b>	<b>-356.28</b>		
	<b>Grand Total</b>	<b>13270.00</b>	<b>13770.00</b>	<b>13349.39</b>	<b>500.00</b>	<b>-420.61</b>		

\*Rs.500.00 crore additional fund provided under NH(O) through 2nd Batch of supplementary.

**Allocation and expenditure under of important schemes (not included in the Annual Plan) of the Department of Road Transport & Highways during the year 2008-09**

<i>SI No</i>	<i>Name of the scheme</i>	<i>Budget (Original) Estimates</i>	<i>Revised Estimates</i>	<i>Actual Expenditure as on 31.03.09</i>	<i>Variations between Col. 3 &amp; 4 Excess (+) Savings (-)</i>	<i>Variations between Col. 4 &amp; 5 Excess (+) Savings (-)</i>	<i>Reasons for variations under Col. 6</i>	<i>Reasons for variations under Col. 7</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>	<i>9</i>
1	CRF for States*	1605.82	2105.82	2072.98	500.00	-32.84	As per demand	As per actual
	CRF for Delhi	48.45	48.45	41.29	0.00	-7.16	-	As per actual
	CRF for Pondicherry	7.59	7.59	6.56	0.00	-1.03	-	As per actual
	CRF for A&N Islands	3.27	3.27	0.00	0.00	-3.27	-	As per actual
	CRF for Chandigarh	3.51	3.51	1.17	0.00	-2.34	-	As per actual
	CRF for Dadra & Nagar Haveli	1.64	1.64	0.00	0.00	-1.64	-	As per actual
	CRF for Daman & Diu	1.24	1.24	0.00	0.00	-1.24	-	As per actual
	CRF for Lakshadweep	0.12	0.12	0.00	0.00	-0.12	-	As per actual
	<b>Sub-total - CRF</b>	<b>1671.64</b>	<b>2171.64</b>	<b>2122.00</b>	500.00	-49.64		
2	Maintenance and repairs of National Highways - Roads Wing** &	792.03	947.97	947.77	155.94	-0.20	As per demand	As per actual
3	Maintenance and repairs of National Highways entrusted to Border Roads Wing	26.35	26.00	21.68	-0.35	-4.32	As allocated	As per actual
4	NH Tribunals	2.40	2.40	0.44	0.00	-1.96	-	As per actual
5	NH Administration - other charges	2.50	2.50	0.02	0.00	-2.48	-	As per actual
6	Equipment & Machinery (Non-Plan)	2.00	2.00	0.14	0.00	-1.86	-	As per actual
7	Permanent International Association of Road Congress, Paris (PIARC)	0.05	0.05	0.05	0.00	0.00	-	-
8	Works financed from Permanent Bridge Fee Fund	90.00	90.00	68.71	0.00	-21.29	-	As per actual
9	Cost of collection of fee payable to States	0.50	0.50	0.00	0.00	-0.50	-	As per actual
	<b>Total=</b>	<b>2587.47</b>	<b>3243.06</b>	<b>3160.81</b>	655.59	-82.25		

\* Rs.500.00 crore provided under CRF for States under 2nd Batch of supplementary

\*\*Rs.155.94 crore provided under M&R for Road Wing through at RE stage.

& Expenditure provisional subject to final adjustment with States

## Annexure III

## Allocation and expenditure of important schemes (included in the Annual Plan) of the Ministry of Road Transport &amp; Highways during the financial year 2009-10

(Rs in crores)

SI No	Name of the scheme	Budget (Original) Estimates	Revised Estimates	Actual Expenditure as on 31.03.10	Variations between Col. 3 & 4 Excess (+) Savings (-)	Variations between Col. 4 & 5 Excess (+) Savings (-)	Reasons for variations under Col. 6	Reasons for variations under Col. 7
1	2	3	4	5	6	7	8	9
1	<b>EAP NHAI</b>							
	a) Externally Aided (NHAI)	272.00	272.00	272.00	0.00	0.00	-	-
	b) Loan to NHAI	68.00	68.00	68.00	0.00	0.00	-	-
	<b>Sub-total – EAP NHAI</b>	<b>340.00</b>	<b>340.00</b>	<b>340.00</b>	<b>0.00</b>	<b>0.00</b>		
2	a) National Highways (original) Works (Rs.4029.55 + Rs.313.00 from MH 4552) (52.00 crore as additional from MH-4552 , 103 crore supplementary grant and 845 crore by re-appropriation = Rs.1000 crore)	3342.55	4342.55	4298.12	1000.00	-44.43	As per demand	As per actual
	b) Travel Expenses (Rs. 2.00 crore)	2.00	2.00	1.20	0.00	-0.80	-	As per actual
	c) Machinery & equipment (Rs.15.00 crore)	15.00	15.00	0.53	0.00	-14.47	-	As per actual
	<b>Sub-total - Other Schemes</b>	<b>3359.55</b>	<b>4359.55</b>	<b>4299.85</b>	<b>1000.00</b>	<b>-59.70</b>		
3	Funds for National Highways in Naxalite affected area	500.00	125.00	5.00	-375.00	-120.00	As allocated	As per actual
4	Rail-cum-Road bridge, Munger, Bihar	60.00	60.00	60.00	0.00	0.00	-	-
5	Development of Vijayawada-Ranchi Road	200.00	20.00	0.00	-180.00	-20.00	As allocated	As per actual
6	<b>Works under BRDB (Rs.706.00+Rs.50.00 from MH 4552)</b>	600.00	756.00	723.49	156.00	-32.51	As per demand	As per actual
7	Other charges	0.50	0.50	0.00	0.00	-0.50	-	As per actual
8	Development of information technology	3.50	3.50	3.05	0.00	-0.45	-	As per actual
9	<b>BRDB - Strategic Roads</b>	60.00	100.00	82.17	40.00	-17.83	As per demand	As per actual
10	R&D Planning studies	5.50	4.50	3.84	-1.00	-0.66	As allocated	As per actual
11	Professional Organisation (Rs. 1.00 crore)/ Training (Rs. 0.50 crore)	1.50	1.50	0.39	0.00	-1.11	-	As per actual
12	Charged expenditure	6.00	6.00	5.32	0.00	-0.68	-	As per actual
13	NHAI (investment)	8578.45	7404.70	7404.70	-1173.75	0.00	As allocated	-
14	a) E&I for States from CRF	213.97	184.67	104.35	-29.30	-80.32	As allocated	As per actual
	b) E&I - POSCO	30.00	30.00	0.00	0.00	-30.00	-	As per actual
	c) E&I - Mughal Road	20.00	20.00	0.00	0.00	-20.00	-	As per actual
	d) E&I - Sansari Nulla Killer	3.00	3.00	0.00	0.00	-3.00	-	As per actual
	e) E&I for UTs from CRF	16.03	13.83	0.00	-2.20	-13.83	As allocated	As per actual
	<b>Sub-total - E&amp;I</b>	<b>283.00</b>	<b>251.50</b>	<b>104.35</b>	<b>-31.50</b>	<b>-147.15</b>		
15	a) SARDP-NE to BRDB	700.00	700.00	380.91	0.00	-319.09	-	As per actual
	a) SARDP-NE to RPAO, Guwhati	490.00	490.00	277.60	0.00	-212.40	-	As per actual
	b) SARDP - Other Admn. Expenses	10.00	10.00	0.04	0.00	-9.96	-	As per actual
	c) SARDP- Not allocated	0.00	0.00	0.00	0.00	0.00	-	-
	<b>SARDP-NE</b>	<b>1200.00</b>	<b>1200.00</b>	<b>658.55</b>	<b>0.00</b>	<b>-541.45</b>		

<i>Sl No</i>	<i>Name of the scheme</i>	<i>Budget (Original) Estimates</i>	<i>Revised Estimates</i>	<i>Actual Expenditure as on 31.03.10</i>	<i>Variations between Col. 3 &amp; 4 Excess (+) Savings (-)</i>	<i>Variations between Col. 4 &amp; 5 Excess (+) Savings (-)</i>	<i>Reasons for variations under Col. 6</i>	<i>Reasons for variations under Col. 7</i>
<b>Grand Total</b>		<b>15198.00</b>	<b>14632.75</b>	<b>13690.71</b>	<b>-565.25</b>	<b>-942.04</b>		

**Allocation and expenditure of important schemes (not included in the Annual Plan) of the Ministry of Road Transport & Highways during the year 2009-10**

<i>Sl No</i>	<i>Name of the scheme</i>	<i>Budget (Original) Estimates</i>	<i>Revised Estimates</i>	<i>Actual Expenditure as on 31.03.10</i>	<i>Variations between Col. 3 &amp; 4 Excess (+) Savings (-)</i>	<i>Variations between Col. 4 &amp; 5 Excess (+) Savings (-)</i>	<i>Reasons for variations under Col. 6</i>	<i>Reasons for variations under Col. 7</i>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>
1	CRF for States	1988.55	1716.21	1340.26	-272.34	-375.95	As allocated	As per actual
	CRF for Delhi	60.00	51.78	0.00	-8.22	-51.78	As allocated	As per actual
	CRF for Pondicherry	9.40	8.11	0.00	-1.29	-8.11	As allocated	As per actual
	CRF for A&N Islands	4.05	3.50	1.21	-0.55	-2.29	As allocated	As per actual
	CRF for Chandigarh	4.34	3.75	3.19	-0.59	-0.56	As allocated	As per actual
	CRF for Dadra & Nagar Haveli	2.03	1.75	0.32	-0.28	-1.43	As allocated	As per actual
	CRF for Daman & Diu	1.54	1.33	0.00	-0.21	-1.33	As allocated	As per actual
	CRF for Lakshadweep	0.15	0.13	0.00	-0.02	-0.13	As allocated	As per actual
	<b>Sub-total - CRF</b>	<b>2070.06</b>	<b>1786.56</b>	<b>1344.98</b>	<b>-283.50</b>	<b>-441.58</b>		
2	Maintenance and repairs of National Highways - Roads Wing	1036.44	1035.10	957.49	-1.34	-77.61	As allocated	As per actual
3	Maintenance and repairs of National Highways entrusted to Border Roads Wing	24.00	24.00	23.73	0.00	-0.27	-	As per actual
4	NH Tribunals	2.40	0.91	0.03	-1.49	-0.88	As allocated	As per actual
5	NH Administration - other charges	2.50	0.83	0.02	-1.67	-0.81	As allocated	As per actual
6	Equipment & Machinery (Non-Plan)	2.00	0.50	0.00	-1.50	-0.50	As allocated	As per actual
7	Permanent International Association of Road Congress, Paris (PIARC)	0.06	0.06	0.00	0.00	-0.06	-	As per actual
8	Works financed from Permanent Bridge Fee Fund	90.00	90.00	89.95	0.00	-0.05	-	As per actual
9	Cost of collection of fee payable to States	0.50	0.50	0.01	0.00	-0.49	-	As per actual
	<b>Total</b>	<b>3227.96</b>	<b>2938.46</b>	<b>2416.21</b>	<b>-289.50</b>	<b>-522.25</b>		

## List of Under Implementation Projects

S.No.	stretch	NH No	Total Length (In Km)	Completed Length (In Km)	Funded By	TPC (Rs.Cr.)	Date of Start	Date of completion as per contract	Date of Completion anticipated
1	Armur to Kadloor Yellareddy (NS-2/AP-1) (Approved Length 60.25)	7	59	11.9	BOT	390.56	Feb-2010	Feb-2012	Feb-2012
2	Gundla Pochampalli to Bowenpalli Shivarampalli to Thondapalli (NS-23/AP)	7	23.1	16.2	NHAI	71.57	Dec-2005	Dec-2006	Mar-2011
3	Hyderabad-Vijayawada	9	181.63	0	BOT	1740	Apr-2010	Oct-2012	Oct-2012
4	Cuddapah-Mydukur-Kurnool	18	188.752	0	BOT	1585	Aug-2010	Feb-2013	Feb-2013
5	Six Laning of Nellore-Chilikaluripet	5	183.52	0	BOT	1535	Concession agreement signed in July 2010		
6	Hyderabad-Yadgiri (Approved Length 30)	202	35.65	13.05	BOT	388	Aug-2010	May-2012	May-2012
7	Chilikaluripet - Vijayawada (Six lane)	5	82.5	11	BOT	572.3	May-2009	Oct-2011	Oct-2011

8	Maibang to Lumding (AS-25)	54	28	0	NHAI	385.13	Oct-2006	Apr-2009	Dec-2013
9	Maibang to Lumding (AS-26)	54	23	0	NHAI	167.64	May-2006	Nov-2008	Dec-2013
10	Lanka to Daboka (AS-16)	54	24	24	NHAI	225	Dec-2005	Jun-2008	Mar-2011
11	Harangajo to Maibang (AS-23)	54	16	6.75	NHAI	280	Aug-2006	Feb-2009	Dec-2011
12	Nalbari to Bijni (AS-8)	31	30	26.65	NHAI	200	Dec-2005	Jun-2008	Mar-2011
13	Maibang to Lumding (AS-24)	54	15	0	NHAI	280.13	May-2006	Nov-2008	Dec-2013
14	Nalbari to Bijni (AS-6)	31	25	13	NHAI	225	Nov-2005	Jun-2009	Dec-2011
15	Maibang to Lumding (AS-27)	54	21	0	NHAI	200	Oct-2006	Apr-2009	Dec-2011
16	Guwahati to Nalbari (AS-4)	31	28	8	NHAI	175.96	Dec-2005	Apr-2008	Mar-2012

17	Nalbari to Bijni (AS-7)	31	27.3	7	NHAI	208	Oct-2005	Apr-2008	Dec-2011
18	Brahmputra Bridge (AS-28)	31	5	0	NHAI	217.61	Oct-2006	Apr-2010	Mar-2012
19	Bijni to Assam/WB Border (AS-11)	31C	30	0.5	NHAI	195	Nov-2005	Jun-2008	Dec-2011
20	Nalbari to Bijni (AS-9)	31	21.5	19.105	NHAI	142	Dec-2005	Jun-2008	Dec-2011
21	Lumding to Daboka (AS-15)	54	18.5	10.7	NHAI	130	Feb-2008	Aug-2010	Dec-2011
22	Bijni to Assam/WB Border (AS-12)	31C	30	16.62	NHAI	230	Nov-2005	Jun-2008	Dec-2011
23	Bijni to Assam/WB Border (AS-10)	31C	33	10.1	NHAI	237.8	Nov-2005	Jun-2008	Dec-2011
24	Harangajo to Maibang (AS-22)	54	24	0	NHAI	196	Jan-2007	Jul-2009	Dec-2013
25	Silchar-Udarband (AS-1)	54	32	12.5	NHAI	154.57	Sep-2004	Sep-2007	Mar-2011

26	Nagaon to Dharmatul (AS-2)	37	25	12	NHAI	264.72	Dec-2005	Jun-2008	Dec-2011
27	Guwahati to Nalbari (AS-5)	31	28	11.5	NHAI	198.16	Oct-2005	Apr-2008	Mar-2012
28	Nagaon bypass (AS-18)	37	23	22.185	NHAI	230	Dec-2005	Jun-2008	Apr-2011
29	Sonapur to Guwahati (AS-3)	37	19	14	NHAI	245	Sep-2005	Jun-2009	Dec-2011
30	Dharamtul to Sonapur (AS-20)	37	22	7	NHAI	160	Nov-2005	May-2008	Dec-2011
31	Dharamtul to Sonapur (AS-19)	37	25	14.602	NHAI	200	Dec-2005	Jun-2008	Dec-2011
32	Daboka to Nagaon (AS-17)	36	30.5	23.415	NHAI	225	Dec-2005	Jun-2008	Oct-2011
33	Harangajo to Maibang (AS-21)	54	26	0	NHAI	212	Jan-2007	Jul-2009	Dec-2013
34	Kotwa to Dewapur (LMNHP-10)	28	38	33	WB	240	Nov-2005	Nov-2008	Mar-2011

35	Deewapur to UP/Bihar Border (LMNHP-9)	28	41.085	7	WB	300	Nov-2005	Oct-2008	Jun-2012
36	Simrahi to Ring bund (missing link) (BR-4)	57	15.15	13.36	NHAI	100.5	Apr-2006	Apr-2008	Jun-2011
37	2 Laning of Mokama-Munger(Approved Length 70 Km)	80	69.27	0	Annuity	351.54	Concession Agreement signed in July 2010		
38	2 Laning of Forbesganj-Jogwani(Approved Length 13 Km)	57A	9.258	0	Annuity	73.55	Concession Agreement signed in July 2010		
39	Patna - Bakhtiarpur	30	50.6	0	BOT	574	LOA issued in Dec 2010		
40	Kosi Bridge including approaches and Guide Bond & Afflux Bond (BR-5)	57	10.63	0	Annuity	418.04	Apr-2007	Apr-2010	Jun-2011
41	Ring bunds to Jhanjharpur (BR-6)	57	38.55	35.6	NHAI	340	Jan-2006	Jun-2008	Mar-2011
42	Jhanjharpur to Darbanga (BR-7)	57	37.59	22	NHAI	340	Apr-2006	Sep-2008	Dec-2011
43	Darbanga to Muzzaffarpur (BR-9)	57	37.75	37.75	NHAI	291.8	Jan-2006	Jun-2008	Feb-2011

44	Muzzaffarpur to Mehsi (LMNHP-12)	28	40	37	WB	275	Sep-2005	Sep-2008	Mar-2011
45	Mehsi to Kotwa (LMNHP-11)	28	40	37	WB	239	Sep-2005	Sep-2008	Mar-2011
46	Forbesganj-Simrahi (BR-3)	57	34.87	13.5	NHAI	332.94	Apr-2006	Sep-2008	Jun-2011
47	2 Laning of Muzaffarpur - Sonbarsa(Aproved Length 89 Km)	77	86	0	Annuity	511.54	LOA issued in Jul 2010		
48	Darbanga to Muzzaffarpur (BR-8)	57	32.05	31.75	NHAI	305	Jan-2006	Jun-2008	Nov-2011
49	Motihari-Raxaul (Approved Length 67 Km)	28A	68.79	0	BOT	375.09	LOA issued in Jan 2011		
50	Patna- Muzzaffarpur	19 & 77	63	0	Annuity	671.3	May 2010	Nov 2012	Nov 2012
51	Purnea - Gayakota (EW-12/BR)	31	28	26.41	NHAI	205.73	Sep-2001	Sep-2004	Mar-2011
52	4 Laning of Chappra-Hajipur(Aproved Length 153 Km)	19	65	0	Annuity	575	LOA issued May 2010		

53	Varanasi-Aurangabad	2	192.4	0	BOT	2848	LOA issued Apr 2010		
54	End of Durg Bypass - Chattisgarh / Maharashtra Border	6	82.685	77.3	BOT	464	Jan-2008	Jan-2011	Apr-2011
55	Aurang - Raipur	6	43.485	40.7	BOT	190	Apr-2006	Jan-2009	Mar-2011
56	Eight laning of Haryana/ Delhi Border to Mukaraba Chowk (NS-18/DL)	1	12.9	12.9	NHAI	87.89	Jun-2009	Sep-2010	Mar-2011
57	Panji-Goa/Karnatka Border	4A	69	0	BOT	471	Agreement signed in Feb 2010		
58	4/6 Laning of Maharashtra/Goa Border - Panaji Goa/KNT Border	17	139	0	BOT	1872	Agreement signed in July 2010		
59	4 Laning of Ahmedabad to Godhara (Approved Length 210 Km)	59	117.6	0	BOT	1008.5	Agreement signed in Mar 2010		
60	4 Laning of Godhara to Gujarat /MP Border(Approved Length 210 Km)	59	87.285	0	BOT	785.5	Agreement signed in Feb 2010		
61	Samaikhiali-Gandhidham	8A	56.16	0	BOT	805.39	Sep-10	Mar-13	Mar-13

62	Kandla - Mundra Port(Approved Length 73 Km)	8A	71.4	0	BOT	953.88	Concession agreement signed in March 2010		
63	4 laning of Jetpur-Somnath section of NH-8D (approved length 127.6)	8D	123.45	0	BOT	828	LOA issued in Sept 2010		
64	Gujarat/Maharashtra Border-Surat - Hazira Port Section	6	132.9	4.93	BOT	1509.1	Mar-2010	Sep-2012	Oct-2012
65	Gagodhar to Garamore (Package-IV)	15, 8A	90.3	87.5	ADB	479.54	Feb-2005	Nov-2007	Mar-2011
66	Surat - Dahisar (Six lane)	8	239	134.455	BOT	1693.75	Feb-2009	Aug-2011	Aug-2011
67	Rohtak - Bawal(Approved Length 97 Km)	71	82.553	0	BOT	650	LOA issued in Feb 2010		
68	Delhi/Haryana Border to Rohtak	10	63.49	40.66	BOT	486	May-2008	May-2010	May-2011
69	Panipat - Rohtak(Approved Length 73 Km)	71A	80.858	0	BOT	807	LOA issued in Jan 2010		
70	Panipat - Jalandhar (Six lane)	1	291	103.5	BOT	2288	May-2009	May-2011	Nov-2011

71	Zirakpur - Parwanoo	22	28.69	16.5	BOT	295	Feb-2008	Aug-2010	May-2011
72	Gurgaon - Kotputli - Jaipur (Six lane)	8	225.6	65	BOT	1673.7	Apr-2009	Oct-2011	Jun-2012
73	Delhi - Agra (Approved Length 180.3 Km)	2	179.5	0	BOT	1928.22	LOA issued May 2010		
74	Chenani-Nashri	1A	12	0	Annuity	2159	Jun-2010	Jun-2015	Jul-2015
75	Vijaypur to Pathankot (NS-35/J&K)	1A	30	25.85	NHAI	193.1	Sep-2005	Feb-2008	Jun-2011
76	Vijaypur to Pathankot (NS-34/J&K)	1A	33.65	27.95	NHAI	166.3	Sep-2005	Feb-2008	Jun-2011
77	Jammu - Udhampur	1A	65	0	Annuity	1813.76	Jul-2010	Jul-2013	Jul-2013
78	Jammu to Kunjwani (Jammu Bypass) NS-33/J&K	1A	15	14.7	NHAI	85.34	Nov-2005	May-2008	Mar-2011
79	Kunjwani to Vijaypur (NS-15/J&K)	1A	17.2	17	NHAI	110	Jan-2002	Dec-2004	Mar-2011

80	Srinagar Bypass (Bridge Portion) (NS-30A)	1A	1.23	0	NHAI	62.96	Jun-2006	Dec-2008	Dec-2011
81	Quazigund-Banihal	1A	15.25	0	Annuity	1987	Jul-2010	Jul-2015	Jul-2015
82	Srinagar to Banihal	1A	67.76	0	Annuity	1100.7	LoA issued in Sept 2010		
83	Hazaribagh-Ranchi	33	75	5	Annuity	625.07	Aug-2010	Jan-2013	Jan-2013
84	4 Laning of Barhi - Hazaribagh(Approved Length 40 Km)	33	41.314	0	BOT	398	LOA issued May 2010		
85	Chitradurga -Tumkur Bypass(Approved Length 145 Km)	4	114	0	BOT	839	Mar-2011	Aug-2013	Aug-2013
86	Neelamangala Junction on NH 4 with NH 48 to Devihalli	48	81	77.5	BOT	441	Jan-2008	Jul-2010	Mar-2011
87	Belgaum-Dharwad(Approved Length 111 Km)	4	80	0	BOT	480	Dec-2010	Jun-2013	Jun-2013
88	Banglore-Hoskote-Mudbagal Section	4	79.724	79.6	BOT	565	Jan-2008	Jul-2010	Mar-2011

89	Hungund-Hospet (Approved Length 194 Km)	13	97.89	0	BOT	946	Sep-2010	Mar-2013	Mar-2013
90	Haveri - Harihar	4	56	56	NHAI	196.65	Nov-2008	Jul-2010	Mar-2011
91	Upgradation of Hyderabad-Bangalore Section	7	22.12	0	BOT	680	Nov-2010	Nov-2012	Nov-2012
92	Devihalli-Hassan(Approved Length 73 Km)	48	77.23	0	BOT	453	Dec-2010	May-2013	May-2013
93	Harihar - Chitradurga	4	77	77	NHAI	207.56	Oct-2008	Jun-2010	Mar-2011
94	Bijapur - Hungund Section (Approved Length 194 Km)	13	97.22	8	BOT	748	Sep-2010	Sep-2010	Mar-2013
95	Kundapur-Surathkal & Mangalore-KNT/Kerala Border	17	90	0	BOT	671	Sep-2010	Mar-2013	Mar-2013
96	New Mangalore Port	13, 17 & 48	37	35.31	SPV	196.5	Jun-2005	Dec-2007	Mar-2011
97	4 Laning of Belgaum-Khanpur Section(Km 0.00 to Km 30.00) and 2 Laning with paved shoulders of khannur-Knt/Goa	4A	81.89	0	BOT	359	Mar-2011	Sep-2013	Sep-2013

98	Thrissur to Angamali (KL-I)	47	40	40	BOT	312.5	Sep-2006	Mar-2009	Mar-2011
99	4-lanning of Kannur Vengalem Kuttipuram (Package -I)	17	83.2	0	BOT	1366	Agreement signed in Feb 2010.		
100	NH Connectivity to ICTT Vallarpadam	47C	17.2	15.1	NHAI	557	Aug-2007	Feb-2010	May-2012
101	Charthalai-ochira	47	83.6	0	BOT	1535	LOA issued Jan 10 later withdrawn		
102	KNT/Kerala Border to Kanuur Section(Approved Length 286.3)	17	126.6	0	BOT	1157.16	LOA issued May 2010		
103	Six lanning of Vadakkancherry - Thrissuresection	47	30	0	BOT	617	Feb-2010	Aug-2012	Aug-2012
104	4-lanning of Kannur Vengalem Kuttipuram (Package -II)	17	81.5	0	BOT	1312	Agreement signed in Feb 2010.		
105	Indore-Dewas(Approved Length 55 Km)	3	45.05	0	BOT	325	Nov-2010	May-2013	May-2013
106	Indore-Jhabua-Gujrat/MP (Approved Length 168)	59	155.15	3	BOT	1175	Oct-2010	Apr-2013	Apr-2013

107	Rajmarg Choraha to Lahknadon (ADB-II/C-8)	26	54	34.1	ADB	251.03	Apr-2006	Oct-2008	Jun-2011
108	Khalghat - MP/Maharashtra Border	3	82.8	78	BOT	549	Nov-2008	May-2011	May-2011
109	Gwalior Bypass (NS-1/BOT/MP-1)	75, 3	42	36.29	Annuity	300.93	Apr-2007	Oct-2009	Mar-2011
110	Sagar -Rajmarg Choraha (ADB-II/C-6)	26	44	28.5	ADB	203.43	Apr-2006	Oct-2008	Dec-2011
111	Rajmarg Choraha to Lakhandon (ADB-II/C-9)	26	54.7	48.82	ADB	229.91	Apr-2006	Oct-2008	Jun-2011
112	Lakhnadon to MP/MH Border (NS-1/BOT/MP-3)	7	56.475	27.73	Annuity	407.6	Dec-2007	Jun-2010	Oct-2012
113	Lakhnadon to MP/MH Border (NS-1/BOT/MP-2)	7	49.35	40.11	Annuity	263.17	Mar-2007	Sep-2009	Oct-2012
114	Bhopal-Sanchi(Approved Length 40 Km)	86Ex	53.78	0	Annuity	209	LoA issued in May 2010		
115	Lalitpur - Sagar (ADB-II/C-4)	26	55	50.28	ADB	225	Apr-2006	Oct-2008	Mar-2011

116	Sagar Bypass (ADB-II/C-5)	26	26	23.3	ADB	151.3	Apr-2006	Oct-2008	Nov-2011
117	Dholpur - Morena Section (including chambal bridge) NS-1/RJ-MP/1	3	10	2.5	NHAI	232.45	Sep-2007	Sep-2010	Jun-2012
118	4 Laning of Nagpur Betul	69	176.3	0	Annuity	2498.76	Feb-2011	Aug-2014	Aug-2014
119	Multai-Chhindwara-Seoni section & Narsinghpur-Amarwara-Umranala-Saoner section ( 2-laning with 4 paved	69A & 26B	418	0	NHAI	1565	LOA issued Oct 2010		
120	Gwalior - Jhansi	75	80	31.17	Annuity	604	Jun-2007	Dec-2009	Jun-2011
121	Borkhedi-Jam (NS-22/MH)	7	27.4	27	NHAI	110	Jun-2005	Dec-2007	Apr-2011
122	Panvel-Indapur	17	84	0	BOT	942.69	LOA issued Oct 2010		
123	MP/Maharashtra Border-Dhule	3	98	32	BOT	835	Dec-2009	Jun-2012	Jun-2012
124	Talegaon-Amravat(Approved Length 58Km)	6	67.8	0	BOT	567	Nov-2009	Nov-2013	Nov-2013

125	Nagpur - kondhali	6	40	37.8	BOT	168	Jun-2006	Dec-2008	Aug-2011
126	Gonde-Vadape (Thane)	3	100	98	BOT	579	Apr-2006	Apr-2009	Mar-2011
127	Pune-Sholapur Pkg-I(Approved Length Pkg I & II 170 Km)	9	110.05	29.5	BOT	1110	Nov-2009	Mar-2012	May-2012
128	Four laning from MP/Maharashtra border to Nagpur I/C Kamptee Kanoon and Nagpur bypass	7	95	22.015	BOT	1170.52	Apr-2010	Jun-2012	Oct-2012
129	Wadner-Devdhari (NS-60/MH)	7	29	0	NHAI	145	T E R	M I N A	T E D
130	Kelapur-Pimpalkhatti (NS-62)	7	22	8.5	NHAI	117.4	T E R	M I N A	T E D
131	Jam-Wadner (NS-59/MH)	7	30	28.605	NHAI	145	Oct-2005	Apr-2008	Apr-2011
132	Pune – Satara(Approved Length 145)	4	140.35	0	BOT	1724.55	Agreement signed in Mar 2010		
133	Pune-Sholapur Pkg-II(Approved Length I & II 170 Km)	9	105	0	BOT	835	LOA issued on Aug 2009		

134	Butibori ROB(NS-29/MH)	7	1.8	0.5	NHAI	26	Jun-2005	Dec-2006	Apr-2011
135	Pimpalgaon - Nasik - Gonde	3	60	13	BOT	940	Jan-2010	Jul-2012	Jul-2012
136	Shilong-Bypass	40 & 44	50	0	Annuity	226	LOA issued in May 2010		
137	Jorbat-Barapani	40	61.8	0	Annuity	536	LOA issued in May 2010		
138	Balasore - Bhadrak (OR-III)	5	62.64	57.5	NHAI	228.7	Dec-2008	Dec-2010	Mar-2011
139	Six Laning of Chandikhol-Jagatpur-Bhubaneswar(Approved Length 61 Km)	5	67	0	BOT	1047	LOA issued in Apr 2010		
140	Sambalpur-Baragarh-Chattisgarh/Orrisa Border	6	88	0	BOT	909	LOA issued in May 2010		
141	Ganjam - Icchapuram (OR-VIII)	5	50.8	47.81	NHAI	263.27	Jul-2006	Nov-2008	Apr-2011
142	Sunakhala - Ganjam (OR-VII)	5	55.713	33.78	NHAI	241.53	Oct-2009	Oct-2011	Oct-2011

143	Bhubaneswar - Khurda (OR-I)	5	27.15	27.15	NHAI	140.85	Jan-2001	Jan-2004	Mar-2011
144	Bhubneswar-Puri(Approved Length 59 Km)	203	67	0	BOT	500.29	LOA issued May 2010		
145	Rimoli - Roxy - Rajamunda(Approved Length 163Km)	215	96	0	BOT	586	LOA issued Apr 2010		
146	Pathankot to Bhogpur (NS-38/PB)	1A	44	14	NHAI	359	Feb-2010	Aug-2012	Aug-2012
147	Four lanning of Ludhiyana-Talwandi section	95	78	0	BOT	479	LOA issued Dec 2010		
148	Kurali - Kiratpur	21	42.9	40	BOT	309	Dec-2007	Jun-2010	Mar-2011
149	Amritsar - Pathankot (Approved Length 101Km)	15	106	0	BOT	705	May-2010	Nov-2012	Nov-2012
150	Pathankot to Jammu & Kashmir Border (NS-36/J&K)	1A	19.65	13.375	NHAI	97.73	Nov-2005	May-2008	Jun-2011
151	Pathankot to Bhogpur (NS-37/PB)	1A	40	37.83	NHAI	284	Nov-2005	May-2008	Jun-2011

152	Jaipur-Tonk - Deoli(Approved Length 148.77 Km )	12	150	0	BOT	792.06	Jun-2010	Dec-2012	Dec-2012
153	Deoli - Kota	12	83	0	BOT	593	LOA issued Apr 2010		
154	Kishangarh-Ajmer-Beawar	8	82	13	BOT	795	Nov-2009	May-2012	May-2012
155	Chambal Bridge (RJ-5)	76	1.4	0	NHAI	281.31	Nov-2006	Feb-2010	Mar-2012
156	Kota Bypass (RJ-4)	76	26.42	26.35	NHAI	250.39	May-2006	Nov-2008	Feb-2011
157	Jaipur-Reengus(Approved Length 52.65 Km )	11	54	0	BOT	267.81	Aug-10	Feb 2013	Feb 2013
158	Six Laning of Krishnagiri-walajhapet section	46	148.3	0	BOT	1250	LoA issued in Mar 2010		
159	Madurai-Kanniakumari Section(NS-41/TN)	7	39.23	39.23	NHAI	323.36	Sep-2005	Apr-2008	Mar-2011
160	Kangayam to Coimbatore (KC-2)	67, KC2	55.2	54.35	MORTH	0	Aug-2006	Aug-2008	Mar-2011

161	Trichy - Dindigul	45	88.273	82	BOT	576	Jan-2008	Jul-2010	Mar-2011
162	2 Laning of Dindigul-Perigulam-Theni-Kumili	220	134	0	Annuity	485	Concession agreement signed in July 2010		
163	Tuticorin Port	7A	47.2	4	SPV	182.25	Apr-2010	Apr-2012	Apr-2012
164	Two Laning of Trichy - Karaikudi and Trichy Bypass(Approved Length 100 Km)	210 & 67	110.372	0	Annuity	374	LOA issued May 2010		
165	Madurai-Arupukottai-Tuticorin	45B	128.16	127	BOT	629	Jan-2007	Jan-2010	Feb-2011
166	Salem-Ulundrupet (BOT-1/TN-06)	68	136.357	97	BOT	941	Jan-2008	Jan-2011	Jun-2011
167	Chengapalli to Coimbatore Bypass and End of Coimbatore Bypass to TN/Kerala Border	47	54.83	0	BOT	852	LOA issued Jan 2010		
168	Thanjarur - Trichy	67	56	54.16	BOT	280	Dec-2006	Jun-2009	Feb-2011
169	Chennai - Tada (Six lane)	5	43.4	0	BOT	353.37	Apr-2009	Oct-2011	Oct-2011

170	New 4-Lane Elevated Road from Chennai Port - Maduravoyal	4	19	0	BOT	1655	Sep-2010	Sep-2013	Sep-2013
171	Development of Adiquate Road Connectivity to Chennai - Ennore Port Connectivity	SR	30.2	0	SPV	600	LOA issued Dec 2010		
172	Six Laning of Hosur-Krishnagiri	7	59.87	0	BOT	535	LOA issued May 2010		
173	Trichy - Karur	67	79.7	58	BOT	516	Jan-2008	Jul-2010	Jun-2011
174	Kanniyakumari-Panagudi(NS-32)	7	31.7	30.83	NHAI	120	Apr-2008	Apr-2010	May-2011
175	Improvement of Access of GQ within Chennai City including Construction of 4 grade Senerators	205 , 4 & 45	4	4	MORTH	210	Apr-2005	Apr-2007	Mar-11
176	Pondicherry - Tindivanam	66	38.61	35.7	BOT	285	Jan-2008	Jul-2010	Apr-2011
177	Tirupati -Tiruthani - Chennai(Approved Length 125.5 Km)	205	124.7	0	BOT	571	LOA issued Apr 2010		
178	Garhmukteshwar - Muradabad	24	56.25	55.85	NHAI	275	Mar-2005	Sep-2007	Mar-2011

179	Kasia to Gorakhpur (LMNHP-7)	28	40	33.5	WB	242	Dec-2005	Dec-2008	May-2011
180	Kanpur - Kabrai	86	123	0	BOT	373.47	LOA issued Nov 2010		
181	Lalitpur Sagar (ADB-II/C-3)	26	38	30	ADB	198	May-2006	Nov-2008	Mar-2011
182	Meerut-Muzaffarnagar	58	79	75	BOT	359	Mar-2006	Mar-2009	Mar-2011
183	Gorakhpur Bypass	28	32.6	18.5	Annuity	600.24	Apr-2007	Oct-2009	Jun-2011
184	Ayodhya-Lucknow (LMNHP-3)	28	46	45.5	WB	212	Nov-2005	Nov-2008	Mar-2011
185	Hapur - Garhmukteshwar	24	35	23	NHAI	220	Mar-2005	Sep-2007	Jun-2011
186	Gorakhpur-Ayodhya (LMNHP-4)	28	29	27.25	WB	205	Nov-2005	Nov-2008	Mar-2011
187	Gorakhpur-Ayodhya (LMNHP-5)	28	44	33	WB	227	Oct-2005	Oct-2008	Jun-2011

188	Gorakhpur-Ayodhya (LMNHP-6)	28	44.86	44.77	WB	239	Oct-2005	Oct-2008	Feb-2011
189	Agra - Aligarh	93	79	0	BOT	250.5	LOA issued Nov 2010		
190	Aligarh - Kanpur	91	268	0	BOT	723.68	LOA issued Dec 2010		
191	Raibariely to Allahabad	24B	119	0	BOT	291.36	LOA issued Dec 2010		
192	Jhansi to Lalitpur (NS-1/BOT/UP-2)	25, 26	49.7	38.7	Annuity	355.06	Mar-2007	Sep-2009	Mar-2011
193	Lucknow - Kanpur (EW/3B)	25	16	15.3	NHAI	54	Feb-2010	Aug-2011	Aug-2011
194	Bara to Orai	2, 25	62.8	59	Annuity	465	Oct-2006	Apr-2009	Mar-2011
195	Agra-Shikohabad (GTRIP/I-A)	2	50.83	50.76	WB	367.49	Mar-2002	Mar-2005	Mar-2011
196	Lucknow Bypass (EW-15/UP)	56A & B	22.85	18	NHAI	111.78	Mar-2009	Aug-2010	Mar-2011

197	Muradabad-Bareilly (Approved Length 112)	24	121	0	BOT	1267	Agreement signed in Feb 2010		
198	Ganga Bridge to Rama Devi Crossing (UP-6)	25	5.6	0.7	NHAI	201.66	Dec-2005	Sep-2008	Jun-2011
199	Sitapur - Lucknow	24	75	64.5	BOT	322	Jun-2006	Jun-2009	Mar-2011
200	New 4 laning Agra Bypass (NS-1/UP-1)	2,3	32.8	0	NHAI	348.16	Oct-2007	Oct-2010	Jun-2013
201	Bareilly - Sitapur(Appeoved Length 134 Km)	24	151.2	0	BOT	1046	Agreement signed in June 2010		
202	UP/Bihar Border to Kasia (LMNHP-8)	28	41.115	35	WB	227	Dec-2005	Dec-2008	Jun-2011
203	Ghaziabad-Aligarh (Approved Length 106 )	91	126	0	BOT	1141	Agreement signed in May 2010		
204	Jhansi Bypass (UP-3)	25	15	14.83	ADB	158.06	Nov-2005	May-2008	Mar-2011
205	Orai to Jhansi (UP-4)	25	68.2	68.2	ADB	451.97	Oct-2005	Apr-2008	Mar-2011

206	Ayodhya-Lucknow (LMNHP-2)	28	47	45.5	WB	217	Oct-2005	Oct-2008	Mar-2011
207	Orai to Jhansi (UP-5)	25	50	48.1	ADB	340.68	Sep-2005	Mar-2008	Mar-2011
208	Ayodhya-Lucknow (LMNHP-1)	28	36.75	34	WB	193	Oct-2005	Oct-2008	Mar-2011
209	Jhansi to Lalitpur (NS-1/BOT/UP-3)	26	49.3	48	Annuity	276.09	Mar-2007	Sep-2009	Mar-2011
210	Muzaffarnagar - Haridwar (Approved Length 77 )	58, 72	80	0	BOT	754	Agreement signed in Feb 2010		
211	Haridwar - Dehradun (Approved Length 69)	72	39	0	Annuity	478	Agreement signed in Feb 2010		
212	Assam/WB Border to Gairkatta (WB-1)	31C	32	17.33	NHAI	221.82	Jun-2006	Nov-2008	Sep-2011
213	Dalkola Bypass	34	5.5	0	NHAI	67	Sep-2006	Aug-2008	Jun-2011
214	Haldia Port	41	53	48.242	SPV	522	Sep-2008	Sep-2010	Jun-2011

215	4 Laning of Brahampore-Faraka	34	103	0	BOT	998.79	Agreement signed in July 2010		
216	4 Laning of Faraka-Raiganj	34	103	0	BOT	1078.84	Agreement signed in July 2010		
217	4 Laning of Raiganj-Dalkola	34	50	0	BOT	580.43	Agreement signed in July 2010		
218	Bridges section (WB-III)	6	1.732	0.48	NHAI	81	T E R	M I N A	T E D
219	Siliguri to Islampur (WB-7)	31	26	17.84	NHAI	225	Jan-2006	Jul-2008	Dec-2012

## List of Under Implementation (NS-EW Corridor) Projects :

S.No	Stretch	NH No	Total Length (Km)	Completed length (Km)	UI Length (km)	Start Date	Completion as per contract	Anticipated Completion	State Name	Category
1	Nagaon to Dharmatul (AS-2)	37	25	12	13	Dec-2005	Jun-2008	Dec-2011	Assam	EW
2	Brahmaputra Bridge (AS-28)	31	5	0	5	Oct-2006	Apr-2010	Mar-2012	Assam	EW
3	Bijni to Assam/WB Border (AS-10)	31C	33	10.1	22.9	Nov-2005	Jun-2008	Dec-2011	Assam	EW
4	Sonapur to Guwahati (AS-3)	37	19	14	5	Sep-2005	Jun-2009	Dec-2011	Assam	EW
5	Dharamtul to Sonapur (AS-20)	37	22	7	15	Nov-2005	May-2008	Dec-2011	Assam	EW
6	Dharamtul to Sonapur (AS-19)	37	25	14.602	10.398	Dec-2005	Jun-2008	Dec-2011	Assam	EW
7	Nagaon bypass (AS-18)	37	23	22.185	0.815	Dec-2005	Jun-2008	Apr-2011	Assam	EW
8	Daboka to Nagaon (AS-17)	36	30.5	23.415	7.085	Dec-2005	Jun-2008	Oct-2011	Assam	EW
9	Lumding to Daboka (AS-15)	54	18.5	10.7	7.8	Feb-2008	Aug-2010	Dec-2011	Assam	EW
10	Maibang to Lumding (AS-24)	54	15	0	15	Feb-2011	Aug-2013	Aug-2013	Assam	EW
11	Maibang to Lumding (AS-25)	54	28	0	28	Mar-2011	Sep-2013	Sep-2013	Assam	EW
12	Maibang to Lumding (AS-26)	54	23	0	23	May-2006	Nov-2008	Dec-2013	Assam	EW
13	Lanka to Daboka (AS-16)	54	24	24	0	Dec-2005	Jun-2008	Mar-2011	Assam	EW
14	Harangajo to Maibang (AS-23)	54	16	6.75	9.25	Aug-2006	Feb-2009	Dec-2011	Assam	EW
15	Nalbari to Bijni (AS-9)	31	21.5	19.105	2.395	Dec-2005	Jun-2008	Dec-2011	Assam	EW
16	Nalbari to Bijni (AS-8)	31	30	26.65	3.35	Dec-2005	Jun-2008	Mar-2011	Assam	EW
17	Nalbari to Bijni (AS-7)	31	27.3	7	20.3	Oct-2005	Apr-2008	Dec-2011	Assam	EW
18	Nalbari to Bijni (AS-6)	31	25	13	12	Nov-2005	Jun-2009	Dec-2011	Assam	EW
19	Maibang to Lumding (AS-27)	54	21	0	21	Oct-2006	Apr-2009	Dec-2011	Assam	EW

20	Bijni to Assam/WB Border (AS-12)	31C	30	16.62	13.38	Nov-2005	Jun-2008	Dec-2011	Assam	EW
21	Harangajo to Maibang (AS-21)	54	26	0	26	Jan-2007	Jul-2009	Dec-2013	Assam	EW
22	Silchar-Udarband (AS-1)	54	32	12.5	19.5	Sep-2004	Sep-2007	Mar-2011	Assam	EW
23	Bijni to Assam/WB Border (AS-11)	31C	30	0.5	29.5	Nov-2005	Jun-2008	Dec-2011	Assam	EW
24	Guwahati to Nalbari (AS-5)	31	28	11.5	16.5	Oct-2005	Apr-2008	Mar-2012	Assam	EW
25	Guwahati to Nalbari (AS-4)	31	28	8	20	Dec-2005	Apr-2008	Mar-2012	Assam	EW
26	Harangajo to Maibang (AS-22)	54	24	0	24	Jan-2007	Jul-2009	Dec-2013	Assam	EW
27	Ring bunds to Jhanjhapur (BR-6)	57	38.55	35.6	2.95	Jan-2006	Jun-2008	Mar-2011	Bihar	EW
28	Mehsi to Kotwa (LMNHP-11)	28	40	37	3	Sep-2005	Sep-2008	Mar-2011	Bihar	EW
29	Muzzaffarpur to Mehsi (LMNHP-12)	28	40	37	3	Sep-2005	Sep-2008	Mar-2011	Bihar	EW
30	Darbanga to Muzzaffarpur (BR-9)	57	37.75	37.75	0	Jan-2006	Jun-2008	Feb-2011	Bihar	EW
31	Jhanjhapur to Darbanga (BR-7)	57	37.59	22	15.59	Apr-2006	Sep-2008	Dec-2011	Bihar	EW
32	Deewapur to UP/Bihar Border (LMNHP-9)	28	41.085	7	34.085	Nov-2005	Oct-2008	Jun-2012	Bihar	EW
33	Kosi Bridge including approaches and Guide Bond & Afflux Bond (BR-5)	57	10.63	0	10.63	Apr-2007	Apr-2010	Jun-2011	Bihar	EW
34	Simrahi to Ring bund (missing link) (BR-4)	57	15.15	13.36	1.79	Apr-2006	Apr-2008	Jun-2011	Bihar	EW
35	Kotwa to Dewapur (LMNHP-10)	28	38	33	5	Nov-2005	Nov-2008	Mar-2011	Bihar	EW
36	Purnea - Gayakota (EW-12/BR)	31	28	26.41	1.59	Sep-2001	Sep-2004	Mar-2011	Bihar	EW
37	Darbanga to Muzzaffarpur (BR-8)	57	32.05	31.75	0.3	Jan-2006	Jun-2008	Nov-2011	Bihar	EW
38	Forbesganj-Simrahi (BR-3)	57	34.87	13.5	21.37	Apr-2006	Sep-2008	Jun-2011	Bihar	EW
39	Gagodhar to Garamore (Package-IV)	15, 8A	90.3	87.5	2.8	Feb-2005	Nov-2007	Mar-2011	Gujarat	EW
40	Chambal Bridge (RJ-5)	76	1.4	0	1.4	Nov-2006	Feb-2010	Mar-2012	Rajasthan	EW

41	Kota Bypass (RJ-4)	76	26.42	26.35	0.07	May-2006	Nov-2008	Feb-2011	Rajasthan	EW
42	Ayodhya-Lucknow (LMNHP-2)	28	47	45.5	1.5	Oct-2005	Oct-2008	Mar-2011	Uttar Pradesh	EW
43	Kasia to Gorakhpur (LMNHP-7)	28	40	33.5	6.5	Dec-2005	Dec-2008	May-2011	Uttar Pradesh	EW
44	Jhansi Bypass (UP-3)	25	15	14.83	0.17	Nov-2005	May-2008	Mar-2011	Uttar Pradesh	EW
45	UP/Bihar Border to Kasia (LMNHP-8)	28	41.115	35	6.115	Dec-2005	Dec-2008	Jun-2011	Uttar Pradesh	EW
46	Ayodhya-Lucknow (LMNHP-3)	28	46	45.5	0.5	Nov-2005	Nov-2008	Mar-2011	Uttar Pradesh	EW
47	Gorakhpur-Ayodhya (LMNHP-4)	28	29	27.25	1.75	Nov-2005	Nov-2008	Mar-2011	Uttar Pradesh	EW
48	Orai to Jhansi (UP-5)	25	50	48.1	1.9	Sep-2005	Mar-2008	Mar-2011	Uttar Pradesh	EW
49	Gorakhpur-Ayodhya (LMNHP-5)	28	44	33	11	Oct-2005	Oct-2008	Jun-2011	Uttar Pradesh	EW
50	Bara to Orai	2, 25	62.8	59	3.8	Oct-2006	Apr-2009	Mar-2011	Uttar Pradesh	EW
51	Lucknow - Kanpur (EW/3B)	25	16	15.3	0.7	Feb-2010	Aug-2011	Aug-2011	Uttar Pradesh	EW
52	Ganga Bridge to Rama Devi Crossing (UP-6)	25	5.6	0.7	4.9	Dec-2005	Sep-2008	Jun-2011	Uttar Pradesh	EW
53	Ayodhya-Lucknow (LMNHP-1)	28	36.75	34	2.75	Oct-2005	Oct-2008	Mar-2011	Uttar Pradesh	EW
54	Gorakhpur Bypass	28	32.6	18.5	14.1	Apr-2007	Oct-2009	Jun-2011	Uttar Pradesh	EW
55	Lucknow Bypass (EW-15/UP)	56A & B	22.85	18	4.85	Mar-2009	Aug-2010	Mar-2011	Uttar Pradesh	EW
56	Gorakhpur-Ayodhya (LMNHP-6)	28	44.86	44.77	0.09	Oct-2005	Oct-2008	Feb-2011	Uttar Pradesh	EW
57	Orai to Jhansi (UP-4)	25	68.2	68.2	0	Oct-2005	Apr-2008	Mar-2011	Uttar Pradesh	EW
58	Assam/WB Border to Gairkatta (WB-1)	31C	32	17.33	14.67	Jun-2006	Nov-2008	Sep-2011	West Bengal	EW
59	Siliguri to Islampur (WB-7)	31	26	17.84	8.16	Jan-2006	Jul-2008	Dec-2012	West Bengal	EW
60	Gundla Pochampalli to Bowenpalli Shivarampalli to Thondapalli (NS-23/AP)	7	23.1	16.2	6.9	Dec-2005	Dec-2006	Mar-2011	Andhra Pradesh	NS
61	Armur to Kadloor Yellareddy (NS-2/AP-1) (Approved Length 60.25)	7	59	11.9	47.1	Feb-2010	Feb-2012	Feb-2012	Andhra Pradesh	NS

62	Eight laning of Haryana/ Delhi Border to Mukaraba Chowk (NS-18/DL)	1	12.9	12.9	0	Jun-2009	Sep-2010	Mar-2011	Delhi	NS
63	Quazigund-Banihal	1A	15.25	0	15.25	Jul-2010	Jul-2015	Jul-2015	Jammu Kashmir	NS
64	Kunjwani to Vijaypur (NS-15/J&K)	1A	17.2	17	0.2	Jan-2002	Dec-2004	Mar-2011	Jammu Kashmir	NS
65	Chenani-Nashri	1A	12	0	12	Jun-2010	Jun-2015	Jul-2015	Jammu Kashmir	NS
66	Srinagar Bypass (Bridge Portion) (NS-30A)	1A	1.23	0	1.23	Jun-2006	Dec-2008	Dec-2011	Jammu Kashmir	NS
67	Jammu to Kunjwani (Jammu Bypass) NS-33/J&K	1A	15	14.7	0.3	Nov-2005	May-2008	Mar-2011	Jammu Kashmir	NS
68	Vijaypur to Pathankot (NS-34/J&K)	1A	33.65	27.95	5.7	Sep-2005	Feb-2008	Jun-2011	Jammu Kashmir	NS
69	Jammu - Udampur	1A	65	0	65	Jul-2010	Jul-2013	Jul-2013	Jammu Kashmir	NS
70	Vijaypur to Pathankot (NS-35/J&K)	1A	30	25.85	4.15	Sep-2005	Feb-2008	Jun-2011	Jammu Kashmir	NS
71	Srinagar to Banihal	1A	67.76	0	67.76	LoA issued in Sept 2010			Jammu Kashmir	NS
72	Six lanning of Vadakkancherry - Thrissuresection	47	30	0	30	Feb-2010	Aug-2012	Aug-2012	Kerala	NS
73	Thrissur to Angamali (KL-I)	47	40	40	0	Sep-2006	Mar-2009	Mar-2011	Kerala	NS
74	Sagar -Rajmarg Choraha (ADB-II/C-6)	26	44	28.5	15.5	Apr-2006	Oct-2008	Dec-2011	Madhya Pradesh	NS
75	Sagar Bypass (ADB-II/C-5)	26	26	23.3	2.7	Apr-2006	Oct-2008	Nov-2011	Madhya Pradesh	NS
76	Lakhnadon to MP/MH Border (NS-1/BOT/MP-3)	7	56.475	27.73	28.745	Dec-2007	Jun-2010	Oct-2012	Madhya Pradesh	NS
77	Rajmarg Choraha to Lakhnadon (ADB-II/C-8)	26	54	34.1	19.9	Apr-2006	Oct-2008	Jun-2011	Madhya Pradesh	NS
78	Gwalior Bypass (NS-1/BOT/MP-1)	75, 3	42	36.29	5.71	Apr-2007	Oct-2009	Mar-2011	Madhya Pradesh	NS
79	Rajmarg Choraha to Lakhnadon (ADB-II/C-9)	26	54.7	48.82	5.88	Apr-2006	Oct-2008	Jun-2011	Madhya Pradesh	NS
80	Lakhnadon to MP/MH Border (NS-1/BOT/MP-2)	7	49.35	40.11	9.24	Mar-2007	Sep-2009	Oct-2012	Madhya Pradesh	NS
81	Lalitpur - Sagar (ADB-II/C-4)	26	55	50.28	4.72	Apr-2006	Oct-2008	Mar-2011	Madhya Pradesh	NS
82	Dholpur - Morena Section (including chambal bridge) NS-1/RJ-MP/1	3	10	2.5	7.5	Sep-2007	Sep-2010	Jun-2012	Madhya Pradesh [1]/Rajasthan [9]	NS

83	Gwalior - Jhansi	75	80	31.17	48.83	Jun-2007	Dec-2009	Jun-2011	Madhya Pradesh[68.5]/Uttar Pradesh[11.5]	NS
84	Four laning from MP/Maharashtra border to Nagpur I/C Kamptee Kanoon and Nagpur bypass	7	95	22.015	72.985	Apr-2010	Jun-2012	Oct-2012	Maharashtra	NS
85	Wadner-Devdhari (NS-60/MH)	7	29	0	29	T E R	M I N A	T E D	Maharashtra	NS
86	Borkhedhi-Jam (NS-22/MH)	7	27.4	27	0.4	Jun-2005	Dec-2007	Apr-2011	Maharashtra	NS
87	Jam-Wadner (NS-59/MH)	7	30	28.605	1.395	Oct-2005	Apr-2008	Apr-2011	Maharashtra	NS
88	Kelapur-Pimpalkhatti (NS-62)	7	22	8.5	13.5	T E R	M I N A	T E D	Maharashtra	NS
89	Butibori ROB(NS-29/MH)	7	1.8	0.5	1.3	Jun-2005	Dec-2006	Apr-2011	Maharashtra	NS
90	Pathankot to Jammu & Kashmir Border (NS-36/J&K)	1A	19.65	13.375	6.275	Nov-2005	May-2008	Jun-2011	Punjab	NS
91	Pathankot to Bhogpur (NS-38/PB)	1A	44	14	30	Feb-2010	Aug-2012	Aug-2012	Punjab	NS
92	Pathankot to Bhogpur (NS-37/PB)	1A	40	37.83	2.17	Nov-2005	May-2008	Jun-2011	Punjab[29]/Himanchal Pradesh[11]	NS
93	Chengapalli to Coimbatore Bypass and End of Coimbatore Bypass to TN/Kerala Border	47	54.83	0	54.83	LOA issued Jan 2010			Tamil Nadu	NS
94	Kanniyakumari-Panagudi(NS-32)	7	31.7	30.83	0.87	Apr-2008	Apr-2010	May-2011	Tamil Nadu	NS
95	Madurai-Kanniyakumari Section(NS-41/TN)	7	39.23	39.23	0	Sep-2005	Apr-2008	Mar-2011	Tamil Nadu	NS
96	Jhansi to Lalitpur (NS-1/BOT/UP-2)	25, 26	49.7	38.7	11	Mar-2007	Sep-2009	Mar-2011	Uttar Pradesh	NS
97	Lalitpur Sagar (ADB-II/C-3)	26	38	30	8	May-2006	Nov-2008	Mar-2011	Uttar Pradesh	NS
98	Jhansi to Lalitpur (NS-1/BOT/UP-3)	26	49.3	48	1.3	Mar-2007	Sep-2009	Mar-2011	Uttar Pradesh	NS
99	New 4 laning Agra Bypass (NS-1/UP-1)	2,3	32.8	0	32.8	Oct-2007	Oct-2010	Jun-2013	Uttar Pradesh	NS

**List of Fully Completed (NS-EW Corridor) Projects : Status as on 31.01.11**

S.No	Stretch	NH No	Total Length (Km)	Completed length (Km)	UI Length (km)	Start Date	Completion as per contract	Anticipated Completion	State Name	Category
1	Guwahati Bypass (EW-14/AS)	37	10.5	10.5	0	Sep-2001	Sep-2003	Jun-2004	Assam	EW
2	Guwahati bypass (EW/7)	37	8	8	0	Jun-2000	Jun-2002	Dec-2003	Assam	EW
3	Purnea-Forbesganj (BR-2)	57	36.7	36.7	0	Nov-2005	Apr-2008	Jul-2010	Bihar	EW
4	Purnea-Forbesganj (BR-1)	57	42.5	42.5	0	Nov-2005	Apr-2008	Apr-2010	Bihar	EW
5	Purnea - Gayakota (EW/4)	31	15.15	15.15	0	Dec-1999	Mar-2002	May-2008	Bihar	EW
6	Deesa to Radhanpur (Package-VI)	14	85.4	85.4	0	Feb-2005	Nov-2007	Sep-2008	Gujarat	EW
7	Ribda to Gondal section (EW-10/GJ)	8B	17	17	0	Sep-2001	Apr-2003	Oct-2002	Gujarat	EW
8	Palanpur - Dessa (EW-11/GJ)	14	22.7	22.7	0	Aug-2001	Aug-2003	Feb-2003	Gujarat	EW
9	Jetpur to Bhiladi (Package-II)	8B	64.5	64.5	0	Feb-2005	Nov-2007	Jan-2009	Gujarat	EW
10	Rajkot - Ribda	8B	15	15	0	By MoRT&H			Gujarat	EW
11	Bamnaborr - Rajkot	8B	31	31	0	By MoRT&H			Gujarat	EW
12	Abu Road Deesa Section near Palanpur (EW/1)	14	10	10	0	Dec-1999	Apr-2001	Apr-2001	Gujarat	EW
13	Radhanpur to Gagodhar (Package-V)	15	106.2	106.2	0	Feb-2005	Nov-2007	May-2008	Gujarat	EW
14	Garamore to Bamanbore (Package-III)	8A	71.4	71.4	0	Feb-2005	Nov-2007	Jul-2009	Gujarat	EW
15	Bhiladi to Porbandar (Package-I)	8B	50.5	50.5	0	Feb-2005	Nov-2007	May-2007	Gujarat	EW
16	Rajkot Bypass & Gondal Jetpur (Package-VII)	8B	36	36	0	Sep-2005	Mar-2008	Mar-2008	Gujarat	EW
17	Shivpuri Bypass & upto MP/RJ Border(EW-II - MP-I)	25, 76	53	53	0	Aug-2005	Feb-2008	Oct-2008	Madhya Pradesh	EW
18	Jhansi-Shivpuri (EW-II - MP-2)	25	35	35	0	Aug-2005	Feb-2008	Nov-2008	Madhya Pradesh	EW
19	Chittorgarh Bypass (RJ-6)	76	40	40	0	Oct-2005	Apr-2008	Dec-2008	Rajasthan	EW
20	Gogunda to Udaipur (RJ-3)	76	31	31	0	Jan-2006	Jul-2008	Dec-2009	Rajasthan	EW
21	Kota to Chittorgarh (RJ-7)	76	63	63	0	Oct-2005	Apr-2008	Dec-2008	Rajasthan	EW
22	Bakaria to Gogunda (RJ-2)	76	44	44	0	Nov-2005	May-2008	Mar-2009	Rajasthan	EW
23	RJ/MP Border to Kota (RJ-9)	76	43.15	43.15	0	Oct-2005	Apr-2008	Jun-2009	Rajasthan	EW
24	RJ/MP Border to Kota (RJ-11)	76	70	70	0	Sep-2005	Mar-2008	Oct-2008	Rajasthan	EW
25	Kota to Chittorgarh (RJ-8)	76	65	65	0	Oct-2005	Apr-2008	Dec-2008	Rajasthan	EW
26	RJ/MP Border to Kota (RJ-10)	76	59.85	59.85	0	Oct-2005	Apr-2008	Jun-2009	Rajasthan	EW
27	Swaroopganj to Bakaria (RJ-1)	76, 14	43	43	0	Dec-2005	Jun-2008	May-2009	Rajasthan	EW
28	Palanpur to Swaroopganj (Rajasthan -42 km & Gujarat-34 km )	14	76	76	0	Sep-2006	Mar-2009	May-2009	Rajasthan[42] /Gujarat[34]	EW
29	Lucknow-Kanpur section (EW-9/UP)	25	15.5	15.5	0	Sep-2001	Apr-2003	Mar-2005	Uttar Pradesh	EW
30	Lucknow Kanpur Section (EW/2)	25	10.42	10.42	0	Apr-2000	Oct-2001	Aug-2002	Uttar Pradesh	EW
31	Lucknow-Kanpur section (EW-8/UP)	25	22.2	22.2	0	Sep-2001	Nov-2003	Feb-2006	Uttar Pradesh	EW
32	Jhansi-Shivpuri (UP/MP-1) (UP-11 km & MP - 30 km)	25	41	41	0	Oct-2005	Apr-2008	May-2009	Uttar Pradesh[11]/ Madhya Pradesh[30]	EW
33	Silliguri to Islampur (WB-6)	31	25	25	0	Apr-2006	Oct-2008	Oct-2008	West Bengal	EW
34	Dalkola - Islampur (EW/5)	31	23	23	0	Dec-1999	Mar-2002	Mar-2004	West Bengal	EW
35	Dalkola Islampur Sub section 2(EW/6)	31	23.85	23.85	0	Apr-2000	Jul-2002	Nov-2005	West Bengal	EW
36	Farukhanagar to Kotakatta (NS-2/AP-4)	7	55.74	55.74	0	Aug-2006	Feb-2009	Mar-2009	Andhra Pradesh	NS
37	Thondapalli to Farukhanagar (NS/9)	7	12.5	12.5	0	Dec-1999	Jun-2001	Jan-2003	Andhra Pradesh	NS
38	Kalkallu village to Gundla Pochampali (NS-8)	7	17	17	0	Dec-1999	Dec-2001	Apr-2002	Andhra Pradesh	NS
39	Hyderabad Bangalore section (ADB-11/C-11)	7	41.35	41.35	0	Mar-2007	Aug-2009	Jan-2011	Andhra Pradesh	NS

40	Hyderabad Bangalore section (ADB-11/C-10)	7	40.35	40.35	0	Mar-2007	Aug-2009	Jan-2011	Andhra Pradesh	NS
41	Hyderabad Bangalore section (NS-2/BOT/AP-5)	7	74.65	74.65	0	Sep-2006	Mar-2009	Nov-2009	Andhra Pradesh	NS
42	Bowenpalli (Hyderabad city) to Shivarampalli	7	9.2	9.2	0	By MoRT&H			Andhra Pradesh	NS
43	Islam Nagar to Kadthal (NS-2/BOT/AP-7)	7	53.01	53.01	0	Mar-2007	Mar-2010	Aug-2010	Andhra Pradesh	NS
44	Farukhanagar to Kottakata (NS-2/AP-3)	7	46.162	46.162	0	Aug-2006	Feb-2009	Feb-2009	Andhra Pradesh	NS
45	Kadal to Armur (NS-2/BOT/AP-8)	7	31	31	0	May-2007	Nov-2009	Nov-2009	Andhra Pradesh	NS
46	MH/AP border to Islam Nagar (NS-2/BOT/AP-6)	7	54.6	54.6	0	May-2007	Nov-2009	Aug-2010	Andhra Pradesh	NS
47	Hyderabad Bangalore section (ADB-11/C-15)(Approved length 45.6)	7	45.05	45.05	0	Mar-2007	Aug-2009	Nov-2010	Andhra Pradesh	NS
48	Hyderabad Bangalore section (ADB-11/C-14)	7	42	42	0	Mar-2007	Aug-2009	Nov-2010	Andhra Pradesh	NS
49	Hyderabad Bangalore section (ADB-11/C-13)	7	40	40	0	Mar-2007	Sep-2009	Dec-2010	Andhra Pradesh	NS
50	Hyderabad Bangalore section (ADB-11/C-12)	7	42.88	42.88	0	Mar-2007	Sep-2009	Jan-2011	Andhra Pradesh	NS
51	Kadloor Yellareddy to Gundla Pochampalli (NS-2/BOT/AP-2)	7	85.74	85.74	0	Sep-2006	Mar-2009	Mar-2009	Andhra Pradesh	NS
52	Panipat Elevated Highway	1	10	10	0	Jan-2006	Jan-2009	Jun-2008	Haryana	NS
53	Ambala-Panipat	1	116	116	0	By MoRT&H			Haryana	NS
54	Srinagar Bypass (Road Portion)(NS-30)	1A	17.8	17.8	0	Oct-2003	Sep-2008	Nov-2010	Jammu Kashmir	NS
55	Avathi village to Nandi Hills cross & Six laning of Devanhalli - Meenukunte (NS-10)	7	7	7	0	Jan-2000	Oct-2001	Jul-2001	Karnataka	NS
56	AP/Karnatka border- Nandi Hill crossing & Devenhalli to Meenu Kunte Village	7	61.38	61.38	0	Mar-2007	Mar-2009	Dec-2009	Karnataka	NS
57	Nandi Hills Cross to Devanhalli & Six laning of Meenukunte to Habbal (NS-24/KN)	7	25	25	0	Sep-2001	Mar-2004	Aug-2008	Karnataka	NS
58	Thrissur - Kochi Section	47	17	17	0	By MoRT&H			Kerala	NS
59	Angamali to Aluva (NS-28/KL)	47	16.6	16.6	0	Sep-2001	Aug-2003	Jun-2004	Kerala	NS
60	Sarai Cholla to Morena (NS-20/MP)	3	15	15	0	Sep-2001	Jun-2003	Aug-2004	Madhya Pradesh	NS
61	Sagar Rajmarg choraha (ADB-II/C-7)	26	43.16	43.16	0	Apr-2006	Oct-2008	Dec-2010	Madhya Pradesh	NS
62	Morena - Rairu (Start of Gwalior bypass) (NS-21/MP)	3	18	18	0	Aug-2001	May-2003	Dec-2005	Madhya Pradesh	NS
63	MP/RAJ border to Sarai Cholla (NS/6)	3	9	9	0	Jul-2000	Dec-2001	Jan-2003	Madhya Pradesh	NS
64	Devdhari-Kelapur (NS-61/MH)	7	30	30	0	Oct-2005	Apr-2008	Oct-2010	Maharashtra	NS
65	Nagpur- Chinchbhuvan	7	9.2	9.2	0	By MoRT&H			Maharashtra	NS
66	Chinchbhuvan-Butibori - Borkhedi (NS-7)	7	25.6	25.6	0	Sep-1999	Mar-2002	Mar-2002	Maharashtra	NS
67	Phagwara Junction on NH-1	1	1	1	0	Dec-2005	Dec-2006	Jan-2008	Punjab	NS
68	Bhogpur to Jalandhar (NS-16/PB)	1A	21.77	21.77	0	Aug-2001	Aug-2003	Oct-2004	Punjab	NS
69	Jalandhar Bypass (NS/1)	1	14.4	14.4	0	Nov-1999	Feb-2002	Jun-2004	Punjab	NS
70	Jalandhar-Ambala	1	160.7	160.7	0	By MoRT&H			Punjab	NS
71	Mania - Dholpur (NS/5)	3	10	10	0	Dec-1999	Mar-2001	Mar-2001	Rajasthan	NS
72	Thumpipadi to Salem (NS-26/TN)	7	19.2	19.2	0	Sep-2001	Aug-2003	Mar-2010	Tamil Nadu	NS
73	Salem to Karur (NS-2/TN-3)	7	33.48	33.48	0	Jul-2006	Jan-2009	Aug-2009	Tamil Nadu	NS
74	Karur to Madurai (TN-4)	7	68.125	68.125	0	Oct-2006	Apr-2009	Nov-2009	Tamil Nadu	NS
75	Thopurghat to Thumpipadi (NS-25/TN)	7	16.6	16.6	0	May-2005	Nov-2007	Jan-2010	Tamil Nadu	NS
76	Krishnagiri to Thopurghat (NS-2/TN1)	7	62.5	62.5	0	Jul-2006	Dec-2008	Jan-2009	Tamil Nadu	NS
77	Thopurghar section (NS/14)	7	7.4	7.4	0	Dec-1999	Sep-2001	Apr-2002	Tamil Nadu	NS
78	Construction of Karur ROB	7	0.84	0.84	0	Jul-1999	Mar-2001	Sep-2002	Tamil Nadu	NS
79	Karur to Madurai (TN-5)	7	53.025	53.023	0	Jul-2006	Jan-2009	Sep-2009	Tamil Nadu	NS

80	Salem to Karur (NS-2/TN-2)	7	41.55	41.55	0	Aug-2006	Feb-2009	Aug-2009	Tamil Nadu	NS
81	Bangalore - Salem - Madurai (NS-27/TN)	7	8.4	8.4	0	Sep-2001	Nov-2002	Apr-2004	Tamil Nadu	NS
82	Salem bypass (NS/12)	7	8.4	8.4	0	Dec-1999	Sep-2001	Jan-2003	Tamil Nadu	NS
83	4 laning of Karur Bypass including additional bridge across river Amarawati	7	9.36	9.36	0	Aug-1999	Aug-2001	Sep-2002	Tamil Nadu	NS
84	Salem to Kerala Border Section (TN-7)	47	48.51	48.51	0	Jul-2006	Jan-2009	Aug-2009	Tamil Nadu	NS
85	km 120 of Madurai - Tirunelveli Section to Panagudi (km 203) (NS-43)	7	43	43	0	Oct-2005	May-2008	Aug-2009	Tamil Nadu	NS
86	Madurai-Kanniakumari Section (NS-42/TN)	7	42.7	42.7	0	Sep-2005	Mar-2008	Aug-2010	Tamil Nadu	NS
87	Salem to Kerala Border Section (TN-6)	47	53.525	53.525	0	Jul-2006	Jan-2009	Apr-2010	Tamil Nadu	NS
88	Madurai-Kanniakumari Section (NS-40/TN)	7	38.86	38.86	0	Sep-2005	Apr-2008	Sep-2009	Tamil Nadu	NS
89	Madurai to km 120 of Madurai - Tirunelveli Section including Madurai Bypass (NS-39)	7	42	42	0	Sep-2005	Apr-2008	Sep-2009	Tamil Nadu	NS
90	Agra - Raj/UP Border (NS-4)	3	16	16	0	Dec-1999	Sep-2001	Nov-2001	Uttar Pradesh	NS
91	Raj/UP border to Mania (NS-19/UP/RJ)	3	17	17	0	Aug-2001	Aug-2003	Jan-2005	Uttar Pradesh[7]/Rajasthan[10]	NS
92	Panipat to Panchi Gujran (Six laning work) (NS-89/HR)	1	20	20	0	Oct-2006	Oct-2008	Dec-2010	Haryana	NS
93	Six laning of Kamaspur to Haryana / Delhi Border (NS/2)	1	15	15	0	Dec-1999	Jun-2001	Nov-2001	Haryana	NS
94	Six laning of Panchi Gujran to Kamaspur (Sonapat) (NS-17/HR)	1	21.7	21.7	0	Jan-2006	Jul-2007	Dec-2010	Haryana	NS
95	Eight Laning of Mukarba Chowk to Mall Road (Delhi)(NS3/DL)	1	8.5	8.5	0	Nov-2001	Nov-2003	Jan-2007	Delhi	NS

**Details of projects of Golden Quadrilateral under implementation**

S.No.	Stretch	NH No.	Total Length (In km )	Completed length (In Km)	Funded By	Date of Start	Date of completion as per contract	Date of anticipated completion	Total Project cost (Rs Cr.)	Reasons for delay
<b>Under Implementation</b>										
1	Sunakhala - Ganjam (OR-VII)	5	55.71	33.78	NHAI	Oct-09	Oct-11	Oct-11	241.53	Due to persistent non-performance of the contractor, the contract with M/s PCL –STICC was terminated in April 2008. The balance work has since been awarded the work is in process. 4- laning of 21.20 km is already completed. The balance work is scheduled for completion October, 2011
2	Ganjam - Icchapuram (OR-VIII)	5	50.8	47.81	NHAI	Jul-06	Nov-08	Apr-11	263.27	Due to non-performance of the original contractor M/s Bhumi Hiways – DDBL, the contract was terminated in January, 2004. Balance work, after settlement of court cases filed by the terminated contractor, could be awarded only in July, 2006. The work was targeted for completion in November, 2008. Due to various reasons including delay in permission by the State Government, for blasting license, Stay order by the Hon'ble High Court, for quarrying stone aggregate, seizure of crushing unit of the contractor, as per direction of Hon'ble Orissa High Court, has also delayed the project. The project is likely to be completed by April, 2011.
3	Balasore - Bhadrak (OR-III)	5	62.64	57.5	NHAI	Dec-08	Dec-10	Mar-11	228.7	Due to persistent non-performance of the contractor, the contract with M/s Elsamex-TWS-SNC was terminated in December 2007. Balance work was awarded to M/s BBEL- MIPL (JV) in November, 2008. There has been initial procedural delay in the allotment of quarry by State Government. The contractor initially applied for the quarry on 28.08.2008 and he has got the permission on 28.07.2009. The work is scheduled for completion by March, 2011.
4	Agra-Shikohabad (GTRIP/I-A)	2	50.83	50.76	WB	Mar-02	Mar-05	Mar-11	367.49	Delay in approval for traffic cum power block and dismantling scheme of existing two lane Tundla ROB. Due to revised GAD for ROB. Due to poor performance of Contractor (GIL), the case of declaring non-performance has been processed.
5	Haveri - Harihar	4	56	56	NHAI	Nov-08	Jul-10	Mar-11	196.65	The work due to poor performance of contractor was terminated Jan 2007 and balance work reawarded in Sept. 2008, the balance work is in progress.
6	Harihar - Chitradurga	4	77	77	NHAI	Oct-08	Jun-10	Mar-11	207.56	The work due to poor performance of contractor was terminated Jan 2007 and balance work reawarded in Sept. 2008, the balance work is in progress

S.No.	Stretch	NH No.	Total Length (In km )	Completed length (In Km)	Funded By	Date of Start	Date of completion as per contract	Date of anticipated completion	Total Project cost (Rs Cr.)	Reasons for delay
7	Bhubaneswar - Khurda (OR-I)	5	27.15	27.15	NHAI	Jan-01	Jan-04	Mar-11	140.85	Proposal is under consideration for termination of the contract.The contractor has taken up the balance work service road,
8	Bridges section (WB-III)	6	1.73	0.48	NHAI	TERMINATED			81	<p>The work was awarded to M/s Bhagirtha Engineering Ltd. in January, 2001. Out of 9 bridges, the contractor had completed 8 bridges, but did not completed bridge (Rupnarayan Bridge). The work on the Roopnarayan Bridge was practically standstill for more than one year, due to the acute cash flow problems of the contractor in spite having been given financial assistance by NHAI several times. Since the work was not progressing and contractor has failed in completing the work despite financial assistance given to him, the Contract was terminated on 21.8.2008.</p> <p>Bids for completion of balance work, were invited in December, 08 but no bids were received. Second time bids were invited from selected Contractors/Organization in February, 2009. But again no response came from any selected Contractors/Organization. Third time bid has been invited in May, 2009 but no firms have turned up for submission of bid. Accordingly, the balance work was included in 6- laning of Dankuni –Kharagpur section of NH-6.</p>

## Annexure VII

## Details of completed projects under Golden Quadrilateral

S.No.	Stretch	NH No.	Total Length (In km )	Funded By	Date of Start	Date of completion as per contract	Date of completion	Total Project cost (Rs Cr.)
<b>Completed Projects</b>								
1	Tumkur Bypass	4	13	NHAI	Jun-09	Sep-10	Dec-10	83
2	Chitradurga Bypass	4	18	NHAI	Apr-07	Sep-08	Dec-10	104
3	Gorhar - Barwa Adda (TNHP/V-C)	2	78.75	WB	Sep-01	Mar-05	Sep-10	399.745
4	Varanasi - Mohania (GTRIP/IV-A)	2	76	WB	Mar-02	Mar-05	Sep-10	467.93
5	Fatehpur - Khaga (TNHP/II-C)	2	77	WB	Mar-01	Oct-04	Sep-10	372.4
6	Allahabad Bypass Contract-II	2	38.99	WB	Jun-04	Dec-06	Dec-09	440.93
7	Allahabad Bypass Contract-III	2	44.71	WB	Nov-04	May-07	Dec-09	534.39
8	Allahabad Bypass Contract-I (Bridge)	2	1.02	WB	Sep-03	Mar-06	Oct-08	91.36
9	Shikohabad-Etawah (GTRIP/I-B)	2	59.02	WB	Sep-05	Sep-07	Sep-08	261.22
10	Sasaram - Dehri on-sona (GTRIP/IV-C)	2	30	WB	Mar-02	Mar-05	Jul-08	221.87
11	Etawah - Rajpur (GTRIP/I-C)	2	72.83	WB	Mar-02	Mar-05	May-08	348.44
12	Kanpur-Fatehpur (GTRIP/II-B)	2	51.5	WB	Mar-02	Mar-05	May-08	495.35
13	Etawah Bypass	2	13.6	NHAI	Feb-06	Feb-08	May-08	132.18
14	Chitradurga - Sira	4	66.7	ADB	Mar-02	Aug-04	May-08	304
15	Handia - Varanasi (TNHP/III-C)	2	72	WB	Mar-01	Jul-04	Apr-08	286
16	Bridges section (OR-V)	5	11.59	NHAI	Aug-01	May-04	Apr-08	155
17	Hubli - Haveri	4	64.5	NHAI	Jun-01	Dec-03	Mar-08	260.93
18	Aurangabad - Barachatti (TNHP/V-A)	2	60	WB	Sep-01	Mar-05	Jul-07	320.42
19	Barachatti - Gorhar (GTRIP/V-B)	2	80	WB	Mar-02	Mar-05	Jul-07	452.71
20	Vivekananda Bridge and Approach	2	6	BOT	Sep-02	Apr-06	Jun-07	641
21	Belgaum - Dharwad	4	62	NHAI	Apr-02	Nov-04	Jun-07	279
22	Srikakulam - Champawati (AP-1)	5	48	NHAI	Dec-05	Dec-06	May-07	171.97
23	Sikandara-Bhaunti (TNHP/II-A)	2	62	WB	Feb-01	Aug-04	May-07	323.62
24	Laxmannath - Baleshwar (OR-4)	60	53.41	NHAI	Mar-01	Dec-03	May-07	272
25	Kanchipuram - Poonamalee	4	56.4	NHAI	Jul-01	Dec-03	May-07	211
26	Dhankuni - Kolaghat (WB-I)	6	54.4	NHAI	May-01	Mar-04	Mar-07	393
27	Katraj - Sarole (PS-3)	4	28.5	NHAI	Nov-01	May-04	Mar-07	97.9
28	Bridges Section (OR/WB-I)	60	0	NHAI	Sep-01	Jun-04	Aug-06	80
29	Belgaum Bypass	4	18	NHAI	Jun-01	Dec-03	Jun-06	115.9
30	Kharagpur - Laxmanath (WB-IV)	60	65.86	NHAI	Jun-01	Mar-04	Jun-06	332
31	Katraj Realignment (PS-4)	4	9	NHAI	Nov-02	Feb-05	Jun-06	146.25
32	Khurda - Sunakhala (OR-VI)	5	52.06	NHAI	May-01	Dec-03	Mar-06	189.68
33	Mohania - Sasaram (TNHP/IV-B)	2	45	WB	Feb-01	Feb-04	Mar-06	230.55
34	Chilkaluripet - Ongole (AP-13)	5	66	NHAI	Jun-01	Dec-03	Mar-06	319.21
35	Satara - Kagal	4	133	BOT	Feb-02	May-04	Mar-06	600
36	Vaniyambadi - Pallikonda (KR-2)	46	51	NHAI	Nov-01	May-04	Feb-06	223
37	Pallikonda - Ranipet and Walahjapet bypass (KR-3)	46	45	NHAI	Oct-01	Apr-04	Jan-06	211
38	Himatnagar - Chiloda (Near Ahmedabad) (UG-IV)	8	52	NHAI	Jun-03	Dec-05	Dec-05	175
39	Icchapuram - Korlam (AP-4B)	5	33	NHAI	Sep-01	Jan-04	Dec-05	143.05
40	Tada - Chennai (TN-1)	5	41.8	NHAI	Jun-01	Dec-03	Dec-05	233
41	Dehri - on-Sone - Aurangabad (TNHP/IV-D)	2	40	WB	Feb-01	Feb-04	Nov-05	242.61
42	Ongole - Kavali (AP-12)	5	72	NHAI	Aug-01	Apr-04	Sep-05	321.41
43	Tuni - Dharmavaram (AP-16)	5	47	Annuity	May-02	Nov-04	Aug-05	231.9
44	Korlam - Palasa (AP-4A)	5	29	NHAI	Sep-01	Jan-04	Aug-05	135.11
45	Palsit - Dankuni	2	65	Annuity	Oct-02	Feb-05	Jul-05	432.4
46	Bridges section (AP-6)	5	0	NHAI	Sep-01	Mar-04	Jul-05	79.14
47	Panagarh - Palsit	2	64.46	Annuity	Jun-02	Dec-04	Jun-05	350
48	Palasa - Srikakulam (AP-2)	5	74	NHAI	Jun-01	Jan-04	Jun-05	324
49	Surat (Chalthan) - Atul	8	79.6	ADB	Nov-00	Oct-03	Jun-05	504.6
50	Bridges Section (AP-20)	5	0	NHAI	Aug-01	Feb-04	May-05	131.33
51	Bhadrak - Chandikhole (OR-II)	5	75.5	NHAI	Dec-00	Dec-03	May-05	305.3
52	Kavali - Nellore (AP-11)	5	43.8	NHAI	May-01	Feb-04	May-05	181

S.No.	Stretch	NH No.	Total Length (In km )	Funded By	Date of Start	Date of completion as per contract	Date of completion	Total Project cost (Rs Cr.)
53	Kolaghat - Kharagpur (WB-II)	6	60.45	NHAI	Dec-00	Dec-03	Mar-05	375
54	Kesariaji - Ratanpur (UG-II)	8	48.4	NHAI	Oct-01	Apr-04	Mar-05	226.05
55	Mahapura (near Jaipur) - Kishangarh (6 Lane)	8	90.38	BOT	Apr-03	Sep-05	Mar-05	644
56	Mangalwar - Udaipur (KU-VI)	76	58.18	NHAI	Nov-01	May-04	Mar-05	170
57	Krishnagiri - Vaniyambadi (KR-1)	46	49	NHAI	Nov-01	May-04	Mar-05	195
58	Dharmavaram - Rajahmundry (AP-15)	5	53	Annuity	May-02	Nov-04	Mar-05	206
59	Divancheru (near Rajahmundry) - Gowthami (AP-17)	5	34.95	NHAI	Jun-01	Dec-03	Mar-05	130.8
60	Jaipur Bypass Phase II	8	34.7	NHAI	Dec-01	Jun-04	Mar-05	210
61	Bridges Section (AP-19)	5	2.45	NHAI	Aug-01	Feb-04	Mar-05	136.45
62	Champawati-Vishakhapatnam (AP-3)	5	46.2	NHAI	Jun-01	Feb-04	Feb-05	200
63	Ankapalli - Tuni	5	58.95	Annuity	May-02	Nov-04	Jan-05	283.2
64	Khaga - Kokhraj (TNHP/III-A)	2	43	WB	Feb-01	Jun-04	Jan-05	151.7
65	Sira - Tumkur	4	41.4	ADB	Mar-02	Aug-04	Jan-05	184
66	Maharashtra Border-Belgaum	4	77	Annuity	Jun-02	Dec-04	Oct-04	332
67	Nellore Bypass	5	17.17	Annuity	Oct-02	Oct-04	Sep-04	143.2
68	Gulabpura - Bhilwara Bypass (KU-III)	79	50	NHAI	Nov-01	May-04	Sep-04	164.25
69	Ahmedabad-Vadodara Exp.Way Phase-II	NE1	50	SPV	Jun-01	Dec-03	May-04	365
70	Bhilwara Bypass - Chittorgarh (KU-IV)	79	66	NHAI	Nov-01	May-04	May-04	202.88
71	Gowthami - Gundugolanu (AP-18)	5	81.08	NHAI	Aug-01	Feb-04	Feb-04	323.35
72	Valelapet - Kanchipuram	4	36.2	NHAI	Sep-01	Mar-04	Jan-04	130
73	Udaipur - Kesariaji (UG-I)	8	62	NHAI	Oct-01	Apr-04	Jan-04	245.91
74	Hosur - Krishnagiri	7	45.4	NHAI	Jun-01	Jun-04	Jan-04	213
75	Chittorgarh - Mangalwar (KU-V)	76	48	NHAI	Nov-01	May-04	Jan-04	161.2
76	Atul - Kajali	8	38.6	ADB	Nov-00	Apr-03	Jan-04	174.59
77	Nasirabad - Gulabpura (KU-II)	79	55.87	NHAI	Nov-01	May-04	Jan-04	182.09
78	Kishangarh - Nasirabad (KU-I)	79A	36.23	NHAI	Nov-01	May-04	Jan-04	113.5
79	Nellore - Tada (AP-7)	5	110.52	BOT	Aug-01	Dec-03	Dec-03	621.35
80	Ratanpur - Himatnagar (UG-III)	8	54.6	NHAI	Nov-01	May-04	Dec-03	182.29
81	Sarole - Wathar (PS-2)	4	29	NHAI	Nov-01	Apr-04	Dec-03	118.93
82	Tumkur - Neelmangala	4	32.5	BOT	Jun-02	Nov-03	Dec-03	155
83	Wathar - Satara (PS-1)	4	35	NHAI	Jul-01	Dec-03	Dec-03	139
84	Kajali - Manor	8	57.4	ADB	Nov-00	Oct-03	Nov-03	192.71
85	Westerly Diversion	4	34.25	NHAI	Jun-00	Aug-02	Oct-03	109.38
86	Bridges section (AP-5)	5	0	NHAI	Aug-01	Feb-04	Sep-03	71
87	Vijayawada - Chilkaluripet Package III	5	23.78	JBIC	Mar-99	Mar-02	Jan-03	68
88	Vijayawada - Chilkaluripet Package I	5	25	JBIC	Mar-99	Mar-02	Jan-03	60
89	Vijayawada - Chilkaluripet Package II	5	32	JBIC	Mar-99	Mar-02	Jan-03	80
90	Chandikhole - Jagatpur	5	27.8	JBIC	Feb-00	Feb-03	Jan-03	103.35
91	Ahmedabad-Vadodara Exp. Way Phase-I	8	43.4	SPV	Aug-00	Dec-02	Dec-02	165
92	Hathipali - Hosur	7	16	NHAI	Dec-99	Dec-01	Aug-02	47
93	Mumbai Pune Expressway	4	10	MSRDC	By MoRT&H			
94	Vijayawada - Chilkaluripet Package IV	5	2.88	JBIC	May-99	May-02	May-02	58
95	Sira Bypass	4	5.8	NHAI	Jul-00	Apr-02	Apr-02	19.32
96	Vijayawada - Rajamundry Section (near Eluru)	5	5	NHAI	Jun-00	Mar-02	Mar-02	19
97	Eluru-Vijayawada Package V	5	72	ADB	Dec-97	Jan-02	Jan-02	134
98	Barwa Adda - Barakar	2	43	ADB	Mar-99	Dec-01	Dec-01	120
99	Raniganj - Panagarh	2	42	ADB	Mar-99	Nov-01	Nov-01	137
100	Mumbai Pune Expressway	4	80	MSRDC	By MoRT&H			
101	Dharwad - Hubli	4	29	MORTH	By MoRT&H			
102	Manor - Baseeim- Creek Section	8	58	MORTH	By MoRT&H			
103	Khambakti Ghat	4	9	MORTH	By MoRT&H			
104	Barakar - Raniganj	2	33	WB	By MoRT&H			
105	Gurgaon - Kotputli	8	126	ADB	Mar-99	Mar-01	Mar-01	251
106	Jaipur Bypass Phase I	8	14	NHAI	Sep-98	Jan-01	Jan-01	75
107	Jagatpur - Bhubneshwar	5	28	WB	By MoRT&H			

S.No.	Stretch	NH No.	Total Length (In km )	Funded By	Date of Start	Date of completion as per contract	Date of completion	Total Project cost (Rs Cr.)
108	Baseeim-Creek Bridge - Dhaishar	8	2	MORTH		By MoRT&H		
109	ROB at Kishangarh	8	1	BOT	Mar-98	Feb-00	Feb-00	18
110	Mathura - Agra	2	54	JBIC		By MoRT&H		
111	Dankuni - NH-2/NH-6 Junction near Kolkata	2	5	MORTH		By MoRT&H		
112	Vishakhapatanam - Ankapalli	5	38	MORTH		By MoRT&H		
113	Delhi-Mathura	2	145	ADB		By MoRT&H		
114	Bangalore - Hathipali	7	33	MORTH		By MoRT&H		
115	Vadodara - Surat	8	152	MORTH		By MoRT&H		
116	Delhi-Gurgaon	8	36	MORTH		By MoRT&H		
117	Kotputli - Amer	8	86	ADB		By MoRT&H		
118	Dhaishar - Mumbai	8	4	MORTH		By MoRT&H		
119	Ahmedabad bypass	8	15	MORTH		By MoRT&H		
120	Neelmangala - Bangalore	4	30	MORTH		By MoRT&H		
		<b>Total :</b>	<b>5466.5</b>					<b>21739.2</b>

**List of terminated contracts**

**Annexure VIII**

<b>S.no</b>	<b>Stretch</b>	<b>Contractor</b>	<b>NH No</b>	<b>Length</b>	<b>Category</b>	<b>Terminated Date</b>	<b>Present Status</b>
1	Chitradurga Bypass	DOLOMITE BERHAD-A.L.SUDARSHAN & CO.	4	18	GQ	Apr-06	Balance work awarded on Dec-2006
2	Ganjam - Icchapuram (OR-VIII) (Balance work)	BUMI-HIWAY-DDBL	5	50.8	GQ	Jan-04	Balance work awarded on 31/03/2006
3	Shikohabad-Etawah (GTRIP/I-B)	CHINA COAL CONST.GROUP.CORP	2	59.02	GQ	Jun-04	Completed
4	Srikakulam to Champawati (AP-1)	YOU ONE-MAHARIA	5	48	GQ	Dec-04	Completed
5	Etawah Bypass	Bhageeratha Engg. Ltd.& Ashwini Construction Co.(JV)	2	13.6	GQ	Apr-05	Completed
6	Haveri - Harihar	UEM-ESSAR(JV)	4	56	GQ	Jan-07	Balance work reawarded on Sep-2008
7	Harihar - Chitradurga	UEM-ESSAR(JV)	4	77	GQ	Jan-07	Balance work reawarded in Sep-2008
8	Balasore - Bhadrak (OR-III)	Elsamex - TWS - Shanker Narayan Shetty (JV)	5	62.64	GQ	Dec-07	Balance work reawarded in Nov-2008
9	Sunakhala – Ganjam (OR-VII)	Progressive Construction Ltd. - Sticco (JV)	5	55.713	GQ	Apr-08	Balance Work reawarded on Oct 2009
10	Tumkur Bypass	A. L. Sudershan & Co.	4	13	GQ	May-08	Balance work reawarded in Feb-09
11	Bridges Section (WB-III)	Bhageeratha Engg. Ltd.	6	1.732	GQ	Aug-08	Terminated
12	Six laning of Panchi Gujran to Kamaspur (Sonepat) (NS-17/HR)	Maharia - Raj (JV)	1	21.7	NS	Dec-04	Balance work reawarded on 18/10/2005
13	Eight laning of Haryana/ Delhi Border to Mukaraba Chowk (NS-18/DL)	You - One - Maharia (JV)	1	12.9	NS	Dec-04	Balance work reawarded on 5/10/2005
14	Eight laning of Haryana/ Delhi Border to Mukaraba Chowk (NS-18/DL)	BJCL Brite(JV)	1	12.9	NS	Jan-09	Balance work awarded on 21.05.09
15	Gundla Pochampalli to Bowenpalli Shivarampalli to Thondapalli (NS-23/AP)- Balance Work	You One - Maharia	7	23.1	NS	Dec-04	Balance work awarded on 30/06/2005
16	Kanniyakumari-Panagudi(NS/32)	M/S PBA Infrastructure Ltd.	7	30.6	NS	Jan-07	Balance work awarded in Feb-2008
17	Pathankot to Bhogpur (NS-38/PB)	Bridge & Roof	1A	40	NS	Sep-08	Balance work awarded in Feb-2010
18	Lucknow Bypass (EW-15/UP)	Prakash-Atlanta(JV)	56 A&B	22.85	EW	Mar-03	Balance work awarded in Feb-2009
19	Lucknow -Kanpur (EW/3A)	Rana Projects International Ltd	25	16	EW	Oct-11	Balance work re-awarded and substantially completed.

S.no	Stretch	Contractor	NH No	Length	Category	Terminated Date	Present Status
20	Wadner-Devdhari(NS-60/MH)	HSCL-SIPL(JV)	7	29	EW	Mar-09	Terminated
21	Deewapur- to UP/Bihar Border(LMNHP-9)	Progressive Construction Ltd.	28	41.085	NS-EW	Feb-09	Terminated. Termination revoked in Sep, 2010
22	Haldia Port	CWHEC-HCIL(JV)	41	53	PC	Apr-07	Balance work awarded on 29/04/2008
23	Cochin Port	Mecon-GEA Energy System(I) Ltd.(JV)	47	10	PC	May-07	Balance work awarded on 28/08/2008
24	Tuticorin Port	Mecon-GEA Energy System(I) Ltd.(JV)	7A	47.2	PC	Nov-09	Balance Work reawarded on Feb 10
25	Chennai - Ennore Express Way	East Coast Construction& Industries Ltd.	SR	9	PC	Jun-08	Terminated Projects merged with one project under Phase I. The total project length increased by 6 km ( 30.2 km). Balance work re-awarded on Jan 2011.
26	Chennai - Ennore Express Way	Engineering Projects(I)Ltd.	SR	15	PC	Sep-08	
27	Kelapur-Pimpalkhatti (NS 62)	Devi Enterprises Ltd	7	22	NS	May-10	Terminated

## Projects in Assam under NHDP Phase-II under East-West Corridor

Sl. No.	Contract Stretch	Districts	Pkg No.	NH No.	Length (km)	Date of		Length completed (km)	Awarded cost (Rs in Crore)	Physical Progress Achieved
						Commencement (as per contract)	Anticipated date of Completion			
1	2	3	4	5	6	7	9	10	11	12
<b>STATE-ASSAM</b>										
1	Bijni - WB Border (Km 30.0 -0.00)	Kokrajhar (BTC)	{AS-12}	31C	30.00	18.10.05	31.12.11	18.90	218.38	<b>49.06</b>
2	Bijni -WB Border (Km 60.0 -30.00)		{AS-11}	31C	30.00	06.10.05	31.12.11	3.30	199.41	<b>36.37</b>
3	Bijni -WB Border (Km 93.0 - 60.00 )	Bongaigaon & Chirang (BTC)	{AS-10}	31C	33.00	06.10.05	31.12.11	11.30	248.69	<b>41.43</b>
4	Nalbari - Bijni (Km. 983.00 - 961.50)	Bongaigaon	{AS-9}	31	21.50	03.11.05	31.07.11	18.17	131.23	<b>84.22</b>
5	Nalbari - Bijni ( Km. 1013.00 - 983.00)	Bongaigaon & Baska(BTC)	{AS-8}	31	30.00	03.11.05	30.11.11	26.65	187.08	<b>84.03</b>
6	Nalbari - Bijni (Km. 1040.30 - 1013.00 )	Barpeta	(AS-7)	31	27.30	Oct-05	Dec-11	7.50	207.165	<b>49.75</b>
7	Nalbari -Bijni (Km 1065.00 - 1040.30 )	Nalbari & Baska (BTC)	(AS-6)	31	25.00	Nov-05	Dec-11	13.00	182.48	58.25
8	Guwahati -Nalbari (km1093 -1065)	Kamrup (Rural)	(AS-5)	31	28.00	Oct-05	Dec-11	11.50	192.87	60.42

Sl. No.	Contract Stretch	Districts	Pkg No.	NH No.	Length (km)	Date of		Length completed (km)	Awarded cost (Rs in Crore)	Physical Progress Achieved
						Commencement (as per contract)	Anticipated date of Completion			
1	2	3	4	5	6	7	9	10	11	12
9	Guwahati - Nalbari (km1121- 1093)	Kamrup (Rural)	{AS-4}	31	28.00	Dec-05	Dec-12	6.00	173.63	26.88
10	Bridge over Brahmaputra river (km 1121-1126)	Kamrup (Metrol)	{AS-28}	31	5.00	Oct-06	Dec-12	0.00	238.4	38.08
11	Sonapur - Guwahati ( Km 183.00 - 163.90)		{AS-3}	37	19.00	Sep-05	Dec-11	14.00	166.72	50.40
12	Dharamtul - Sonapur (km 205.00 -183.00)		{AS-20}	37	22.00	Nov-05	March,12	7.50	137.75	43.56
13	Dharamtul - Sonapurkm ( Km230.50-205.00 )	Morigaon	{AS-19}	37	25.500	25 Dec 05 (25 Nov 05)	Dec, 11	15.20	173.14	65.1
14	Nagaon- Dharamtul i/c Nagaon Bypass (km 262.725 - 255.00 )	Morigaon & Nagaon	{AS-02}	37	24.500	26 Dec 05 (25 Nov 05)	Dec, 11	15.10	273.8	67.36
15	Daboka -Nagaon ( km 36.0 - 5.5 )	Nagaon	{AS-18}	37	23.663	16 Dec 05 (16 Nov 05)	April, 11	22.41	238.72	87.08
16	Nagaon - Dharamtul (km 255.05 -230.50 )		{AS-17}	36	30.362	26 Dec 05 (25 Nov 05)	Oct 11	24.60	202.18	81.5
17	Lumding -Daboka i/c 4.2km Daboka Bypass ( km 22.0 - 2.40 )		{AS-16}	54	24.032	26 Dec 05 (25 Nov 05)	April, 11	24.03	198.65	96.78
18	Lanka - Lumding I/c Lanka Bypass (km 40.0 -22.00)	Nagaon	{AS-15}	54E	18.00	14.03.08	March,12	11.85	143.97	54.40
19	Maibang -Lumding (Km 60.5 - 40)		{AS-27}		20.50	15.10.06	Dec,12	0.00	198.68	15.34
20	Maibang - Lumding (Km 83.40 -60.50)		{AS-26}		22.90	10.05.06	Dec-13	0.00	179.25	Foreclosed bids under evaluation

Sl. No.	Contract Stretch	Districts	Pkg No.	NH No.	Length (km)	Date of		Length completed (km)	Awarded cost (Rs in Crore)	Physical Progress Achieved
						Commencement (as per contract)	Anticipated date of Completion			
1	2	3	4	5	6	7	9	10	11	12
21	Maibang - Lumding ( Km 111 -83.40 )	N.C. Hills	{AS-25}		27.60	05.11.06	Dec-13	0.00	226.16	(Foreclosed and re-awarded in Dec, 2010)
22	Maibang - Lumding (Km 127- 111 )		{AS-24}		16.00	10.05.06	Dec-13	0.00	171.62	(Foreclosed and re-awarded in Dec, 2010)
23	Narimbanglo - Maibang (Km 140.70 - 127)	N.C. Hills	{AS-23}	54	15.57	05.08.06	Oct, 12	8.50	317.11	47.06
24	Jatinga - Narimbanglo (Km 165.4 - 140.7)		{AS-22}	54	23.38	30.12.06	Dec, 13	0.00	241.53	Foreclosed under process of re-award bids to be received on 14.3.2011
25	Harangajo -Jatinga ( Km 190.587 - 165.4 )		{AS-21}	54	25.19	30.12.06	Dec, 13	0.00	253.09	Foreclosed under process of re-award bids to be received on 14.3.2011
26	Balachera to Harangajo section (Km 244 to 190.58)	Cachar (21.987 Km) & NC Hills (3.20 Km)	AS-14	54	25.19	Work yet to be awarded. DPR completed, however this stretch being widened to 2L paved shoulder by the Ministry & 4-lane widening shall be taken up later on by NHAI, PIU-Silchar.				
27	Silchar -Balachera (Km275.0-306.54)	Cachar	(AS-1)	54	25.88	17.09.04	June, 11	13.00	115.86	60.50

**SUMMARY STATUS OF PROJECTS UNDERTAKEN BY NHAI FOR MAJOR PORTS CONNECTIVITY**

Sl. No.	Name of Work	Length (km)	Project Cost (Rs. in Crore)	Contractor/ Supervision Consultant	Date of Commencement	Scheduled /Likely Completion	Cum. % Progress till Feb.11	Present status
1.	<b>West Bengal</b> <b>Haldia</b> Port Connectivity (NH-41) from Kolaghat to Haldia in West Bengal	52.2 (NH41) 6.125 HPL Link Rd	273 (revised Rs. 522 crore)	M/s Dineshchandra / M/s CES	Sept, 08	Sept, 2010/May 2011	66.62	After termination in Apr., 07 of earlier contract, Agreement signed with M/s Dineshchandra on 01.09.08 for Rs. 295.83 crore and work commenced on 30.09.08. Schedule date of completion 29-9-2010. Earlier contract agreement terminated on 42% progress.
2.	<b>Orissa</b> <b>Paradip</b> Port Connectivity (NH-5A) from Chandikhole to Paradip in Orissa	77	500 Revised	M/s HCC / M/s LASA	Feb., 04	Feb 07/ May2010	<b>Completed</b>	Work completed in May 2010 however Tolling started w.e.f. 04.07.2009 after substantial completion in Jun 2009.
3.	<b>Andhra Pradesh</b> <b>Visakhapatnam</b> Port Connectivity (Port Road) in Andhra Pradesh	12.5	116	M/s M. Venkata Rao / M/s LASA	June, 02	Dec., 04	<b>Completed</b> (toll collection commenced on 15.12.2006). DPR by M/S STUP Consultants for Ph II work is in progress  Phase-II work is being funded by port only.	
4.	<b>Tamil Nadu</b> <b>Chennai-Ennore</b> Port Connectivity in Tamil Nadu	Phase-I : Sea Protection Work	Phase-I : 24.6	M/s RDS Project Ltd./TNRDC	June, 03	June, 05	<b>Completed</b> in June, 06	
	Phase-II : 9 km (TPP Road)	9 km	39.2	M/s ECCI / TNRDC	May, 06	Contract terminated	11	LA process by Govt. of Tamilnadu delayed the work and Contract terminated with mutual consent on 24.06.08.
	Phase-III-15 km (MoRR + IRR + 1.6 km EE + 3 groynes)	15 km	Phase-III : 76.76	M/s EPIL / TNRDC	Sept., 07	Contract terminated	Nil	EPIL (PSU) approached CoD on termination. The matter is yet to be settled.
	Phase-IV : 6 km Balance EE	6 km	Balance for award			-	-	TNSCB has taken up R&R work. The construction of dwelling units is complete and the PAPs are being shifted.

**The works in Phase- II, III and IV have been combined.** As the project cost has increased from Rs. 309 crore to Rs. 600 crore, NHAI Board directed to obtain confirmation of enhanced equity/debt contribution from SPV partners. **Bids for civil work costing Rs. 267.47 crores were received and opened on 25<sup>th</sup> Nov. 2010. M/S Coastal-SPL (JV) has been found as the lowest bidder and awarded the work by issue of LOA on 24 Dec 2010.**

Sl. No.	Name of Work	Length (km)	Project Cost (Rs. in Crore)	Contractor/ Supervision Consultant	Date of Commencement	Scheduled /Likely Completion	Cum. % Progress till Feb.11	Present status
5.	<b>Elevated Road</b> from Gate No. 10 to Maduravoyal on NH-4 under NHDP Phase VII on BOT	19	1655 (1345+310)	M/s Chennai-Elevated Tollway Co.Ltd.				Work awarded to M/s soma Enterprise Limited on 06.01.09 with grant of Rs 499.30 Crore, which is 37.12% of total estimated cost of Rs 1345 Crore. Concession agreement signed on 18.5.2009. Financial close and appointed date has been declared as 14.09.2010..
6.	<b>Ennore-Thatchur</b> New Four Lane Road from Northern gate of Ennore Port to Thachur (NH-5) Under NHDP Phase VII Through PPP on "DBFOT Toll Basis	21.5	278.54	-	-	-	-	The project envisages construction of a new 4-lane Road from km 0+000 to km 21+150 from Ennore Port to Thachur on NH-5 so as to provide direct access controlled connectivity from Ennore Port to NH-5. SFC proposal earlier sent to Ministry on 30.04.2010 has been modified due to exclusion of Link to TPP Road and been submitted to the Ministry. Declaration of this road as National Highway is under consideration by Planning Commission. RFQ has been received on 27.01.2011 and same is under evaluation.
7.	<b>Tuticorin Port</b> Connectivity Project on NH 7A in Tamilnadu	47.2	231.2	M/s Transstroy-OJSC (JV) / SPAN	April, 2010	April, 2012	16	The contract was terminated on 08 May 2009 at 24% progress. Work re-awarded and balance work is under progress, as per schedule.
8	<b>Kerala Cochin</b> Port Connectivity to ICTT, Vallarpadam, Cochin	17.2	571	Suncom-Soma (JV) / LASA	Sept 2007	Feb., 2010 / Dec 2012	100	<b>2-lane connectivity completed in Oct. 2010.</b> Cost of the project revised due to additional work of ground improvement in reclaimed area. For revised cost a Committee headed by AS&FA was set up in the Ministry and Committee has given its recommendations. The proposal for revised cost is being put up before PIB by the Ministry.
	4-laning of NH-47 from km 348.4 to km 358.75 Cochin.	10.40	193	RDS-CVCC (JV) /Dalal MottMac Donald	Nov 2008	Apr/Dec, 2010	100	<b>Completed on 31.12.2010. Tolling to be started soon.</b>
9	<b>Karnataka New Mangalore</b> Port Connectivity Project on NH 17, 13 & 48 in Karnataka	37.5	196.5	IRCON / SNC-SAI (JV)	June 2005	Dec2007/ Mar 2011	83	Four laning of 14 km. has been completed out of 15.5 km on NH-17. Poor progress of Contractor and delay in land acquisition & utility shifting has delayed the completion of work.

Sl. No	Name of Work	Length (km)	Project Cost (Rs. in Crore)	Contractor/ Supervision Consultant	Date of Commencement	Scheduled /Likely Completion	Cum. % Progress till Feb.11	Present status
10	<b>Goa Mormugao</b> Port Connectivity on NH 17 B in Goa	18.3	145	KMC/ Aarvee	Oct 2009	Oct 2011	7.16	<b>13.1 km completed in 2004</b> and bal 5.2 km was held up for R&R by State Government. The balance work including Fly over cum ROB to Gate No 9 has been re-awarded and is in progress. The encroachers in last 350 meters of 5.2 Km. stretch have not accepted the rehabilitation plan and are the main obstacle for completion of balance work.
11	<b>Maharashtra JNPT</b> Package-I: Four laning of NH 4B & NH 4	30	159	Thakur-Mhatre-Unity (JV) / STUP	Feb 2002	July, 2004	<b>Completed</b> in July, 05 and Toll collection commenced in Aug, 2005.	
	<b>JNPT Package-II:</b> Four laning of SH 54 & Aamra Marg including Panvel Creek Bridge)	14.4	143	Jog-Shirke (JV)/ STUP	Nov 2004	May, 2007	<b>Substantially Completed</b> in Dec 2008	Land Acquisition by CIDCO delayed the work and LA process for 2.3 km is still on. Substantial Completion issued for completed stretch as on 31 Dec 08 the work has been foreclosed. The toll collection in completed stretch has started from Nov. 2010.
	<b>JNPT Package-III:</b> Construction of two interchanges at Aamra Marg with NH- 4B near Gavan Phata and NH- 4B with SH-54 Near JNPT		279	Implementation of the interchange through SPV at a cost of Rs. 279 crore was approved by NHAI Board in its meeting held on 25.03.2008. DPR has been prepared by <b>M/S Aarvee Associates / GAD approval of ROB from Railway is awaited.</b>  As decided in Mar 2010 SPV Board meeting, a <b>Feasibility Study and Detailed Project Report for 6/8 laning of NH-4B, NH-4, SH-54 and Amra Marg</b> on boundaries of proposed Navi Mumbai International Airport in the State of Maharashtra to be executed as BOT (Toll) on DBFOT Pattern. M/s STUP Consultant who are the feasibility cum DPR Consultant to give the Draft DPR by 15 Mar 2011.				

**Kandla Port** Connectivity has been completed in July, 2002.

**Mumbai Port** connectivity has been dropped since the alignment passed through Salt Pan Areas and same is to be undertaken by Port itself.

**Kolkata Port** connectivity also dropped since the alignment passed through Defence area and the land was not made available for the work.

**MINUTES OF SIXTH SITTING OF THE ESTIMATES COMMITTEE  
(2009-2010)**

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The Committee sat on Tuesday, the 22<sup>nd</sup> September, 2009 from 1445 hrs. to 1755 hrs.

**PRESENT**

Shri Francisco Sardinha - Chairman

**MEMBERS**

2. Smt. Harsimrat Kaur Badal
3. Shri Sanjay Singh Chauhan
4. Shri Adhir Ranjan Chowdhury
5. Shri Bhakta Charan Das
6. Shri T.K.S. Elangovan
7. Dr. Sanjay Jaiswal
8. Shri M. Krishnaswamy
9. Smt. Ranee Narah
10. Shri Prabodh Panda
11. Shri Ravindra Kumar Pandey
12. Shri Kabindra Purkayastha
13. Shri Jagdish Singh Rana
14. Shri M. Sreenivasulu Reddy
15. Shri S. Semmalai
16. Shri Madan Lal Sharma
17. Shri Brij Bhushan Sharan Singh
18. Dr. Raghuvansh Prasad Singh
19. Shri Lalji Tandon
20. Shri Manish Tewari
21. Shri K.C. Venugopal

**SECRETARIAT**

1. Shri U.S. Saxena - Joint Secretary
2. Shri Bhupesh Kumar - Director
3. Smt. Manju Chaudhary - Deputy Secretary

**WITNESSES**

**MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**

1. Shri Brahm Dutt - Secretary (RT&H)
2. Shri Nirmaljit Singh - DG(RD) & SS
3. Shri Vijay Chhiber - AS&FA
4. Shri A.V. Sinha - ADG
5. Shri Saroj Kumar Dash - Joint Secretary
6. Shri P.K. Tripathi - Joint Secretary

7.	Shri V.L. Patankar	-	Chief Engineer
8.	Shri Ashok Kumar	-	Chief Engineer
9.	Shri P. Sudhir Kumar	-	CCA
10.	Shri Anand Prakash	-	Director

**NATIONAL HIGHWAYS AUTHORITY OF INDIA (NHAI)**

11.	Shri Brijeshwar Singh,	-	Chairman, NHAI
12.	Shri K.S. Money	-	Member (A)
13.	Dr. A. Didar Singh	-	Member (F)
14.	Shri S.I. Patel	-	Member (P)
15.	Shri S.K. Puri	-	Member (P)
16.	Shri S.K. Nirmal	-	CGM
17.	Shri V.K. Sharma	-	CGM

2. At the outset, the Chairman welcomed the Members of the Committee and representatives of Ministry of Road Transport and Highways to the sitting of the Committee.

3. Thereafter, the Secretary, Ministry of Road Transport and Highways briefed the Committee on the subject 'National Highways Development Project including implementation of Golden Quadrilateral'. The Members of the Committee raised questions on various issues involved in the subject and the representatives of the Ministry replied to the same. The Secretary was requested to furnish replies in writing to the questions for which answers were not readily available at the time of briefing.

4. A verbatim record of the proceedings has been kept.

The Committee then adjourned to meet again on 23<sup>rd</sup> September, 2009.

## **MINUTES OF THE TWENTIETH SITTING OF THE ESTIMATES COMMITTEE (2009-2010)**

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**The Committee sat on Tuesday, the 30<sup>th</sup> March, 2010 from 1500 hrs. to 1800 hrs.**

### **PRESENT**

Shri Francisco Sardinha – Chairman

### **MEMBERS**

- 2 Shri Sanjay Singh Chauhan
- 3 Shri T.K.S. Elangovan
- 4 Dr. Sanjay Jaiswal
- 5 Shri Ramesh Jigajinagi
- 6 Shri P. Karunakaran
- 7 Shri Mohinder Singh Kaypee
- 8 Shri M. Krishnaswamy
- 9 Shri Prabodh Panda
- 10 Shri M. Sreenivasulu Reddy
- 11 Shri Madan Lal Sharma
- 12 Shri Brij Bhushan Sharan Singh
- 13 Dr. Raghuvansh Prasad Sigh
- 14 Shri Sushil Kumar Singh
- 15 Shri Lalji Tandon
- 16 Shri Manish Tewari
- 17 Shri K.C. Venugopal

### **SECRETARIAT**

- 1 Shri U.S. Saxena Joint Secretary
- 2 Shri Bhupesh Kumar Director

### **WITNESSES**

#### **MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**

1. Shri Brahm Dutt Secretary (RT&H)
2. Shri A.V. Sinha DG (RD) & SS
3. Shri Vijay Chhiber Addl. Secy. & FA
4. Shri S.K. Puri ADG
5. Shri P.K. Tripathi Joint Secretary

#### **NATIONAL HIGHWAY AUTHORITY OF INDIA**

6. Shri Brijeshwar Singh Chairman
7. Shri Rajiv Yadav Member (A)

8.	Shri V.L. Patankar	Member (T)
9.	Shri S.I. Patel	Member (P)
10.	Shri B.N. Singh	Member (T)
11.	Dr. J.N. Singh	Member (F)
12.	Shri S.K. Nirmal	CGM (Coord)
13.	Shri M.P. Sharma	CGM (Coord)
14.	Shri V.K. Sharma	CGM

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3.           \*\*\*                           \*\*\*                           \*\*\*                           \*\*\*                           \*\*\*

4.           Thereafter, the representatives of Ministry of Road Transport & Highways were called in. The Chairman welcomed them to the sitting of Committee.

5.           The representatives of the Ministry gave oral evidence before the Committee on the subject “National Highways Development Projects including implementation of Golden Quadrilateral”. The Members of the Committee raised questions on various issues relating to the subject and the officials replied to the same. The Secretary was requested to furnish replies in writing to the questions for which answers were not readily available during the course of evidence.

6.           A verbatim record of the proceedings pertaining to the evidence of Ministry of Road Transport and Highways has been kept.

***The Committee then adjourned.***

## MINUTES OF THE TWENTY-FIRST SITTING OF THE ESTIMATES COMMITTEE (2009-2010)

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The Committee sat on Wednesday, the 7<sup>th</sup> April, 2010 from 1500 hrs. to 1800 hrs.

### PRESENT

Shri Francisco Sardinha – Chairman

### MEMBERS

- 2 Shri Sanjay Singh Chauhan
- 3 Shri T.K.S. Elangovan
- 4 Shri Mohinder Singh Kaypee
- 5 Shri M. Krishnaswamy
- 6 Smt. Ranee Narah
- 7 Shri Prabodh Panda
- 8 Shri C. Rajendran
- 9 Shri Jagdish Singh Rana
- 10 Shri M. Sreenivasulu Reddy
- 11 Shri S. Semmalai
- 12 Shri Brij Bhushan Sharan Singh
- 13 Shri Sushil Kumar Singh
- 14 Shri Lalji Tandon
- 15 Shri K.C. Venugopal

### SECRETARIAT

- 1 Shri U.S. Saxena Joint Secretary
- 2 Shri Bhupesh Kumar Director
3. Smt. Juby Amar Under Secretary

### WITNESSES

#### MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

1. Shri Brahm Dutt Secretary (RT&H)
2. Shri A.V. Sinha DG (RD) & SS
3. Shri Vijay Chhiber Addl. Secy. & FA
4. Shri S.K. Puri ADG
5. Shri P. Sudhir Kumar Pr. CCA
6. Shri P.K. Tripathi Joint Secretary

**NATIONAL HIGHWAY AUTHORITY OF INDIA**

7.	Shri Brijeshwar Singh	Chairman
8.	Shri V.L. Patankar	Member (T)
9.	Shri S.I. Patel	Member (P)
10.	Shri B.N. Singh	Member (T)
11.	Dr. J.N. Singh	Member (F)
12.	Shri S.K. Nirmal	CGM (Coord)
13.	Shri V.K. Sharma	CGM
14.	Shri A.S. Verma	GM (P&IS)
15.	Shri. S. Manivasagam	Manager (P&IS)

2. At the outset, the Chairman welcomed the Members of the Committee and representatives of Ministry of Road Transport and Highways to the sitting of the Committee.

3. Thereafter, the Committee took further oral evidence of the representatives of the Ministry on the subject "National Highways Development Projects including implementation of Golden Quadrilateral". The Members of the Committee raised questions on various issues relating to the subject and the officials replied to the same. The Secretary was requested to furnish replies in writing to the questions for which answers were not readily available during the course of evidence.

4. A verbatim record of the proceedings has been kept.

***The Committee then adjourned.***

## **MINUTES OF THIRTEENTH SITTING OF COMMITTEE ON ESTIMATES (2010-2011)**

**The Committee sat on Friday, the 24<sup>th</sup> September, 2010 from 1100 hrs. to 1330 hrs.**

Shri Francisco Sardinha – Chairman

### **MEMBERS**

- 2 Shri Bhakta Charan Das
- 3 Shri Sanjay Jaiswal
- 4 Shri Chandrakant Khaire
- 5 Shri M. Krishnaswamy
- 6 Shri Sanjeev Ganesh Naik
- 7 Shri Prabodh Panda
- 8 Smt. Rani Narah
- 9 Shri Ravindra Kumar Pandey
- 10 Smt. Yashodhara Raje Scindia
- 11 Shri S. Semmalai
- 12 Shri Arjun Charan Sethi
- 13 Shri Brijbhushan Sharan Singh
- 14 Shri Sushil Kumar Singh
- 15 Shri Manish Tewari
- 16 Shri K.C. Venugopal

### **SECRETARIAT**

1. Smt. Anita B. Panda - Additional Director
2. Smt. Juby Amar - Deputy Secretary

### **WITNESSES**

#### **Ministry of Road Transport & Highways**

1. Shri R.S. Gujral Secretary
2. Shri Vijay Chibber AS&FA
3. Shri P. Sudhir Kr. Pr. CCA
4. Shri S.K. Puri ADG
5. Shri S.K.Dash Joint Secretary

- |    |                           |                 |
|----|---------------------------|-----------------|
| 6. | Shri P.K. Tripathi        | Joint Secretary |
| 7. | Shri Sanjay Bandopadhyaya | Joint Secretary |
| 8. | Shri Anand Prakash        | Director (RT)   |

**National Highways of India (NHAI)**

- |    |                       |                  |
|----|-----------------------|------------------|
| 1. | Shri Brijeshwar Singh | Chairman, NHAI   |
| 2. | Shri Rajiv Yadav      | Member (Admn.)   |
| 3. | Dr. J.N.Singh         | Member (Finance) |
| 4. | Shri S.L. Patel       | Member (Project) |
| 5. | Shri V.L. Patankar    | Member (Tech.)   |
| 6. | Shri R.K. Singh       | CGM (Tech)       |
| 7. | Shri M.P. Sharma      | CGM (Tech)       |
| 8. | Shri V. K. Sharma     | CGM (LA)         |

2. At the outset, the Chairman welcomed the Members of the Committee and representatives of the Ministry of Road Transport and Highways to the sitting of the Committee.

3. Thereafter, the Committee took oral evidence of the representatives of the Ministry. The Members of the Committee sought clarification on various issues relating to the subject to which the representatives of the Ministry responded. The Hon'ble Chairman requested the Secretary, Ministry of Road Transport and Highways to furnish replies in writing to the questions for which answers were not readily available during the course of evidence.

4. The Committee decided to hold the next sitting on 1<sup>st</sup> October, 2010.

5. A verbatim record of the proceedings has been kept.

**The Committee then adjourned.**

## **MINUTES OF TWENTY FIFTH SITTING OF COMMITTEE ON ESTIMATES (2010-2011)**

The Committee sat on Thursday, the 10<sup>th</sup> March, 2011 from 1500 hrs. to 1740 hrs.

### **PRESENT**

Shri Francisco Sardinha – Chairman

### **MEMBERS**

1. Smt. Harsimrat Kaur Badal
2. Shri Adhir Ranjan Chowdhury
3. Shri Bhakta Charan Das
4. Shri Milind Deora
5. Dr. Sanjay Jaiswal
6. Shri Ramesh Jigajinagi
7. Shri Chandrakant Khaire
8. Shri M. Krishnaswamy
9. Dr. Sanjeev Ganesh Naik
10. Shri Prabodh Panda
11. Shri Ravindra Kumar Pandey
12. Shri M. Sreenivasulu Reddy
13. Smt. Yashodhara Raje Scindia
14. Shri Sushil Kumar Singh
15. Shri Lalji Tandon
16. Shri Manish Tewari

### **SECRETARIAT**

- |    |                   |   |                  |
|----|-------------------|---|------------------|
| 1. | Shri P. K. Grover | - | Joint Secretary  |
| 2. | Smt. Juby Amar    | - | Deputy Secretary |

### **WITNESSES**

#### **Ministry of Road Transport & Highways**

- |    |                    |                               |
|----|--------------------|-------------------------------|
| 1. | Shri R.S. Gujral   | Secretary &<br>Chairman, NHAI |
| 2. | Shri Vijay Chibber | AS & FA                       |
| 3. | Shri R.P. Indoria  | DG (RD)                       |
| 4. | Shri S.K. Dash     | JS (T&G)                      |



## **MINUTES OF TWENTY EIGHTH SITTING OF COMMITTEE ON ESTIMATES (2010-2011)**

The Committee sat on Tuesday, the 26<sup>th</sup> April, 2011 from 1115 hrs. to 1325 hrs.

### **PRESENT**

**Shri Francisco Sardinha – Chairman**

### **MEMBERS**

2. Shri Adhir Ranjan Chowdhury
3. Shri Bhakta Charan Das
4. Shri T.K.S. Elangovan
5. Dr. Sanjay Jaiswal
6. Shri Ramesh Jigajinagi
7. Shri P. Karunakaran
8. Shri Chandrakant Khaire
9. Shri M. Krishnaswamy
10. Dr. Sanjeev Ganesh Naik
11. Shri Prabodh Panda
12. Shri Jagdish Singh Rana
13. Smt. Yashodhara Raje Scindia
14. Shri S. Semmalai
15. Shri Madan Lal Sharma
16. Shri Brij Bhushan Sharan Singh
17. Dr. Raghuvansh Prasad Singh
18. Shri Sushil Kumar Singh
19. Shri Manish Tewari

### **SECRETARIAT**

1. Shri P. K. Grover - Joint Secretary
2. Smt. Anita B. Panda - Additional Director
3. Smt. Juby Amar - Deputy Secretary

### **WITNESSES**

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2. At the outset, the Chairman welcomed the Members to the sitting of the Committee.

3. Thereafter the Committee took up for consideration the draft Report on the subject 'National Highways Development Project including implementation of Golden Quadrilateral' pertaining to the Ministry of Road Transport & Highways.

