

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

UNSTARRED QUESTION NO:994

ANSWERED ON:12.08.2013

PROJECTS UNDER NHDP

Abdulrahman Shri ;Bais Shri Ramesh;Jawale Shri Haribhau Madhav;Manjhi Shri Hari

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

(a) the details of targets fixed/projects taken up under various phases of National Highway Development Programme (NHDP) in the country, State-wise including Tamil Nadu;

(b) the present status of these projects along with their mode of construction and the funds allocated/ expenditure incurred thereon, State-wise;

(c) the details of pending/delayed projects along with the reasons therefor and the steps taken or proposed to be taken by the Government to expedite completion of these projects; and

(d) the details of time and cost overruns caused due to delay in the said projects and the time by which these projects are likely to be completed?

Answer

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATHYANARAYANA)

(a) and (b) The state-wise details of projects awarded under National Highway Development Project (NHDP) and their status are annexed. These projects are awarded on Item Rate Contracts, Build-Operate and Transfer (BOT) Toll, Annuity and Engineering, Procurement Construction (EPC). During the last three years and the current financial year Government has incurred about Rs 50,355 crore for construction of these projects.

(c) and (d) There are delays in 88 numbers of projects, due to problems such as land acquisition, shifting of utilities, environmental and forest clearance, approval for rail over bridges, law & order problem as well as shortage of skilled / semi-skilled manpower, poor performance of contractors and economic slowdown. In order to expedite implementation of the Projects, Regional Offices have been set up by NHAH headed by Chief General Manager. Powers have been delegated to the Chief General Managers. Special land acquisition units are also set up to expedite land acquisition. Chief Secretaries of State Government has also been nominated as Nodal officers to expedite construction of highway projects. Projects are also closely and periodically reviewed at Headquarter as well as field units. Recently, the issues of delinking environmental clearance from forest clearance and exempting linear stretches from the requirement of NOC from Gram Sabha have been resolved. Reserve Bank of India has given dispensation to treat the debt due to lenders, to the extent assured by Project Authorities in terms of concession agreement, as secured loan. Disinvestment of 100% equity to other willing buyers has been allowed after completion of the construction and also substitution of concessionaire allowed after achievement of financial closure to salvage the languishing projects. The NHAH has also constituted Negotiation / Reconciliation Settlement Committees and also High Level Expert Settlement Advisory Committee to settle the claims / disputes. The cost overrun is applicable only in item rate contracts. In such contracts, there is a provision of payment of escalation due to delays. In case the project is delayed due to reasons attributable to the contractor, liquidity damages are to be imposed and no escalation is paid. Actual escalation due to delay or cost over-run will be known only after completion of the project and final settlement of bills.