

31

**COMMITTEE ON
GOVERNMENT ASSURANCES
(2015-2016)**

SIXTEENTH LOK SABHA

THIRTY-FIRST REPORT

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

Presented to Lok Sabha on 10 May, 2016



**LOK SABHA SECRETARIAT
NEW DELHI**

May, 2016 / Vaisakha, 1938 (Saka)

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COMPOSITION OF THE COMMITTEE ON GOVERNMENT ASSURANCES*
(2015-2016)

Dr. Ramesh Pokhriyal "Nishank" — *Chairperson*

MEMBERS

2. Shri Rajendra Agrawal
3. Shri E. Ahamed
4. Shri Anto Antony
5. Shri Tariq Anwar
6. Prof. (Dr.) Sugata Bose
7. Shri Naranbhai Bhikhabhai Kachhadiya
8. Shri Bahadur Singh Koli
9. Shri Prahlad Singh Patel
10. Shri A.T. Nana Patil
11. Shri C.R. Patil
12. Shri Sunil Kumar Singh
13. Shri Taslimuddin
14. Shri K.C. Venugopal
15. Shri S.R. Vijaya Kumar

SECRETARIAT

1. Shri R.S. Kambo — *Joint Secretary*
2. Shri S.C. Chaudhary — *Director*
3. Shri T.S. Rangarajan — *Additional Director*
4. Shri S.L. Singh — *Deputy Secretary*

*The Committee has been re-constituted *w.e.f.* 01 September, 2015 *vide* Para No. 2348 of Lok Sabha Bulletin Part-II dated 31 August, 2015.

INTRODUCTION

I, the Chairperson of the Committee on Government Assurances, having been authorized by the Committee to submit the Report on their behalf, present this Thirty-First Report (16th Lok Sabha) of the Committee on Government Assurances.

2. The Committee (2015-2016) at their sitting held on 13 October, 2015 took oral evidence of the representatives of the Ministry of Road Transport and Highways regarding pending Assurances upto the 3rd Session to 9th Session of 15th Lok Sabha.

3. At their sitting held on 05 May, 2016 the Committee (2015-2016) considered and adopted their Thirty-First Report.

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

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

NEW DELHI;
09 May, 2016

19 Vaisakha, 1938 (Saka)

DR. RAMESH POKHRIYAL "NISHANK"
Chairperson,
Committee on Government Assurances.

REPORT

I. Introductory

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

2. The Committee on Government Assurances (2009-10) took a policy decision to call the representatives of the various Ministries/Departments of the Government of India, in a phased manner, to review the pending Assurances, examine the reasons for pendency and analyze operation of the system prescribed in the Ministries/Departments for dealing with Assurances. The Committee also decided to consider the quality of Assurances implemented by the Government.

3. The Committee on Government Assurances (2014-15) decided to follow the well established and time tested procedure of calling the representatives of the Ministries/Departments of Government of India in a phased manner and review the pending Assurances. The Committee took a step further and decided to call the representatives of the Ministry of Parliamentary Affairs also as all the Assurances are implemented through them.

4. In pursuance of the *ibid* decision, the Committee on Government Assurances (2015-2016) called the representatives of the Ministry of Road Transport and Highways and the Ministry of Parliamentary Affairs and examined the followings 15 pending Assurances (Appendices I to XV) pertaining to the Ministry at their sitting held on 13 October 2015:—

Sl. No.	SQ/USQ No. dated	Subject
1.	USQ No. 2982 dated 08.12.2009	Bridges on National Highways (Appendix-I)
2.	USQ No. 1849 dated 09.03.2010	Enactment of New Road Transport Act (Appendix-II)

Sl. No.	SQ/USQ No. dated	Subject
3.	USQ No. 2708 dated 10.08.2010	NHs in Orissa (Appendix-III)
4.	USQ No. 3771 dated 17.08.2010	Four Laning of NH-28 (Appendix-IV)
5.	USQ No. 2111 dated 23.11.2010	Repairing of Bridge (Appendix-V)
6.	USQ No. 3277 dated 30.11.2010	Construction of Flyovers (Appendix-VI)
7.	USQ No. 1621 dated 07.03.2011	Widening of Sardar Bridge (Appendix-VII)
8.	USQ No. 1657 dated 07.03.2011	Directorate of Safety and Traffic Management (Appendix-VIII)
9.	USQ No. 2851 dated 14.03.2011	Public Private Partnership Appraisal Committee (Appendix-IX)
10.	USQ No. 2963 dated 14.03.2011	Maintenance of Bridges and Road over Bridges on NHs (Appendix-X)
11.	USQ No. 223 dated 01.08.2011	Four Lane Connectivity to Alang (Appendix-XI)
12.	USQ No. 1069 dated 28.11.2011	Improvement of Border Roads in Gujarat (Appendix-XII)
13.	SQ No. 243 dated 12.12.2011 (Smt. Supriya Sadanand Sule, M.P.)	Land Acquisition for National Highways (Appendix-XIII)
14.	SQ No. 243 dated 12.12.2011 (Dr. Sanjeev Ganesh Naik, M.P.)	Land Acquisition for National Highways (Appendix-XIV)
15.	USQ No. 3983 dated 19.12.2011	Traffic Jam on NH-93 (Appendix-XV)

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

6. During oral evidence, the Committee drew the attention of the representatives of the Ministry to the long pendency in the fulfillment of the above 15 Assurances and enquired about the system of implementing/reviewing Assurances in the Ministry, compliance with the instructions of the Ministry of Parliamentary Affairs in this regard as well as coordination with that Ministry for implementation of the Assurances. The Secretary, Road Transport and Highways in his disposition before the Committee stated during evidence as under:—

“Very broadly in the road sector the Assurances primarily relate to road construction. Road construction is an activity there are several stakeholders in terms of the agencies involved. Primarily, to start with, land is a major issue. So, when there is an issue about rolling out a road project, we are dependent on the State Government for land. Till we get land we cannot go ahead with road projects. So, there are some constraints in that. Similarly, at the next stage when we are procuring a contractor there is a long drawn out procedure. There is an appraisal process. It is done under the Chairmanship of Finance Secretary. It is also time consuming. Again to put a time line to that is sometimes difficult. Thereafter, for the approval of these projects, they have to go to the CCA. Again it is taking time.”

7. He continued as under:—

“The second set of projects is where there are maintenance issues because some of these questions relate to maintenance. Each project is a unique case. There are no standard answers to it. There are instance where maintenance was required and Assurance has been given about maintenance. But in parallel the main project has also been launched. There is a technical difficulty in that because afterwards there are instances where maintenance has been done and the Department of the concerned Engineering Division has been accused of benefiting the contractor. Questions were raised as to how maintenance was done after giving the contract. But even after giving contract, it takes around six to eight months for him to mobilize. That period of six to eight months, when public is put to inconvenience, at that time, there is a lot of pressure to do some maintenance. There are difficulties in that also.”

8. He further added as under:—

“Third instance in this set of 15 questions is relating to legislation. There is a reference to Road Safety Bill. For setting up of a National Authority for Road Safety, there has been a discussion going on for 10 years. From 2005 the discussion has been going on. Sundar Committee was constituted and a Bill was prepared. It went to the Parliament Committee. Before the Committee could give a final decision, the term of that House got over. So, there are difficulties in again time framing the outcomes of legislative process. Broadly, these are the two or three types of concerns which related to why Assurance are getting delayed in the final implementation.”

9. On being asked whether the three reasons as explained above were something new or had been there for many years, the Secretary, Road Transport and Highways replied during evidence as under:—

“There is nothing new. It was unique to this sector.”

10. Subsequently, 5 Assurances mentioned at Sl. Nos. 3, 5, 7, 9 and 12 have since been fully implemented on 09.12.2015 and 2 more Assurances mentioned at Sl. Nos. 8 and 11 have been fully implemented on 09.03.2016 while another 4 Assurances mentioned at Sl. Nos. 1, 4, 13 and 14 were partly implemented on 24.11.2010, 17.08.2010, 30.08.2012 and 30.08.2012 respectively.

Observations/Recommendations

11. The Committee note that out of 15 pending Assurances pertaining to the Ministry of Road Transport and Highways, the Assurances mentioned at Sl. Nos. 2, 6, 10 and 15 are pending for more than 6 years, 5 years and 4 years respectively while the Assurances mentioned at Sl. Nos. 3, 5, 7, 8, 9, 11 and 12 could be implemented/fulfilled after delays ranging from more than 4-5 years. The inordinate delays in fulfillment of the Assurances clearly indicate lackadaisical attitude of the Ministry in undertaking proper follow up action once an Assurance has been made. The review of the pending Assurances also reveals that the existing mechanism put in place by the Ministry for fulfilling the Assurances especially those involving other Ministries/Departments and stakeholders is far from effective. The Committee are perturbed at the extent of pendency and inordinate delay in fulfillment of the Assurances by the Ministry because of which the utility and relevance of the Assurances are lost. The Committee, therefore, recommend that the existing mechanism/system in the Ministry should be overhauled and streamlined with a view to avoiding delay in fulfillment of Assurances particularly the pending Assurances. The Committee also observe that lack of coordination between the Ministry of Road Transport and Highways and the Ministry of Parliamentary Affairs, the nodal Ministry, is one of the major reasons behind delays in the fulfillment of certain Assurances. The Committee, therefore, desire that the Ministry of Road Transport and Highways should adopt a proactive approach and enhance the level of coordination with other Ministries/Departments concerned including the Ministry of Parliamentary Affairs and stakeholders for early/timely implementation of all the pending Assurances as well as the Assurances to be made in future. In view of the practical difficulties being faced in the fulfillment of Assurances involving older Ministries/ departments and stakeholders especially when it comes to maintenance aspects of the infrastructure, which is a long drawn out process, the Committee would like to caution the Ministry to be extremely careful while giving such Assurances.

12. The Committee note that 2 Assurances mentioned at Sl. Nos. 1 and 4 were partly implemented on 24.11.2010 and 10.12.2014 respectively after a lapse of more than 1 year and 4 years in that order. However, these Assurances are yet to be fully implemented despite the fact that issues pertained to crucial matters like construction of bridges and four laning of the National Highways. Considering

that fulfillment of the Assurances involves only compilation of information and completion of work with target date of March, 2011, the Committee do not see any justification for such inordinate delay in achieving full implementation of the Assurances except for lackadaisical attitude, knee jerk reaction and lack of initiative on the part of the Ministry. While deploring this approach, the Committee urge the Ministry to take all the requisite steps for ensuring full implementation of the aforesaid 2 Assurances without further delay.

II. Review of Pending Assurances

13. In the succeeding paragraphs, the Committee have dealt with pending Assurances pertaining to the Ministry.

A. Enactment of New Road Transport Act

14. In reply to USQ No. 1849 dated 09.03.2010 regarding 'Enactment of New Road Transport Act' (Appendix-II), it was stated that since the Act is to be reviewed in a comprehensive manner, no definite time frame for submission/implementation of the report of the expert Committee constituted by the Ministry to review the Motor Vehicles Act, 1988 and look into various aspects of administration and regulation of the vehicular traffic can be envisaged at this stage.

15. During oral evidence, the Secretary, Road Transport and Highways apprised the position in this regard as under:—

“This case relates to the review of the existing Motor Vehicles Act, *i.e.* the Motor Vehicles Act, 1988. A Committee was constituted for reviewing this Act. This Committee of the former Secretary, Shri Sundar gave its recommendations, based on which the revised Bill was drafted. It was thereafter approved by the Cabinet, sent to the Parliament Committee. Before the Parliament Committee could give its final recommendation in this matter, the life of the last Lok Sabha got over. New Government has come in and has gone in for a further comprehensive review of the Act. Several new features have been added up. A revised Bill has been drafted and the same is taken to the Cabinet some three or four months back. The intension was to bring it in the Monsoon Session, if you recall, at that time, there were several Bills and contentious issues were stuck in Parliament. It was felt that we could then delay this particular piece of legislation. I am very hopeful that the revised Bill will come up before the Winter Session. But this is something the Government would decide depending upon the other legislative business presently in the House. We have written to the Secretariat requesting that in the light of the status that we have brought, this matter may now be treated as dropped. from our perspective, we have done whatever we could do to bring it to the stage of bringing it to Parliament.”

16. Enquired as to when was the above Committee set up and when was the Committee supposed to submit its report, the Secretary, Road Transport and Highways repeated the above reply.

17. When the Committee specifically pointed out that the matter has not been resolved even after a lapse of 5 years, the Secretary, Road Transport and Highways deposed during evidence as under:—

"The solution is that we have drafted a new Bill. That task has been completed from our side. Now, if the Cabinet gives approval, we will place it before Parliament."

18. On being asked whether response from the Auditor General is also awaited, the Secretary, Road transport and Highways apprised the Committee during evidence, as under:—

"We were ready to take it in Monsoon Session. As I mentioned, in the Monsoon Session, already there were three or four contentious Bills and the Government probably felt that it would be inappropriate to add up one more Bill at that point of time. I am hopeful that the Government would give us permission to take it to the forthcoming Winter Session."

19. He further added as under:—

"Drafting of a legislation comes out of a process of discussion with a lot of stakeholders. Even this Bill that I am mentioning, the Minister Shri Gadkari announced it in the first month when the Government took office. But it took us one year to get the final Bill ready."

20. When the Committee pointed out that more than 5 years have elapsed without fulfilling the Assurance, the Secretary, Road Transport and Highways submitted during evidence, as under:—

"In these five years the thinking has changed. The last Bill which was taken to the Parliament is no longer what we are now taking to the Parliament... Since the life of that House is over, a fresh Bill had to be brought in and the fresh Bill is ready. As far as we were concerned, it was ready for the Monsoon Session."

Observations/Recommendations

21. The Committee are constrained to note that an Assurance given in reply to USQ No. 1849 dated 09.03.2010 regarding 'Enactment of New Road Transport Act' is yet to be fulfilled despite a lapse of more than 6 years against the prescribed period of 3 months for the purpose. The Committee do not see any plausible reason for this inordinate delay since a Committee headed by Shri S. Sunder was already constituted in September, 2009 i.e. before the Assurance was given to review the Motor Vehicles Act, 1988 and based on the recommendations of this review Committee, a revised Bill was drafted and the same was approved by the Union Cabinet and sent to a Parliamentary Committee. As things were delayed at every stage, the Bill got lapsed with the end of the term of the last Lok Sabha. The failure to enact the new Road Transport Act even after making all these efforts indicate that no due priority was given to the matter by the Ministry. The Committee have been informed that the new Government

undertook further revision without setting up any Committee and drafted a far more comprehensive Bill which had been sent to the Cabinet for getting assent of Parliament for being taken up during the last Winter Session of Parliament. However, the Committee find much to their consternation that no such Bill has been introduced in Parliament till date. The Committee understand that Road Transport Acts are implemented by the States/UTs and consultation with them is a pre-requisite for introducing the Bill concerned but inordinate delay in this regard can be avoided with proper planning and meticulous compliance with the due procedures which are apparently found wanting in the instant case. The Committee, therefore, deplore this form of callous attitude and utter disregard for Parliamentary Assurances on this part of the Ministry especially when there is imperative need for enacting a contemporary Road Transport Act in tune with the changing needs arising out of the explosive growth in the road transport sector in the country. The Committee desire that the requisite Bill be introduced in the House without further delay and the Implementation Report of the Assurance laid on the Table of the House.

B. Construction of Flyovers

22. In reply to USQ No. 3277 dated 30.11.2010 regarding construction of Flyovers (Appendix-VI), it was stated that the construction of a flyover near Jhansi Airport has been stopped since 13 October, 2006 due to objection by the Defence Authorities. The matter has already been taken up with the Defence Authorities for No objection Certificate (NOC). However, approval has not yet been received.

23. In their Status Note, the Ministry of Road Transport and Highways apprised the position in this regard as under:—

“National Highways Authority of India (NHAI) vide reply dated 26.04.2011 has intimated that approval is still awaited from Defence Authorities. Several reminders have been issued to NHAI for the update of status for grant of NOC from the Defence Authorities. Last reminder in the form of D.O. letter from CE(P-2) to Member (Technical), NHAI was issued on 10.09.2015 but no reply is received. Extension of time up to 31.12.2015 has been sought from the Ministry of Parliamentary Affairs on 14.08.2015.”

24. During oral evidence, the Chairman, NHAI elaborated on the controversy surrounding the issue as under:—

“Sir, this is a very important place, but land was to be obtained from the Defence Authorities and it was to be decided whether junction point route or flyover should be built here. When the work was started, the Defence Authorities objected to it and stopped the work. There is an abandoned road, that has been upgraded to two land road on most immediate basis. Even now, the approval of the Ministry of Defence is required to settle the issue. We have been writing to them repeatedly, with the latest letter from the Chairman, NHAI to them dispatching yesterday.”

25. When enquired about more details of the case, the Member (Technical), NHAI explained during evidence, as under:—

“When we started the flyover, the Defence Authorities at the Jhansi, they objected that this approach of the flyover is falling within the no construction zone of the airport. Then, we stopped the construction work. Subsequent to that, the matter has been taken up with the Defence Authorities for agreeing to our proposal to construct the flyover. Subsequently, they rejected the flyover. Now, the proposal has been sent. Whether we construct the flyover on the other road Gwalior Jhansi road or we are permitted to create a junction rotary junction at this location. Either of the two options, has been sent to the Defence Ministry. They have to approve one of proposals. Presently, the road is through another road as a diversion.”

26. In this regard, the Chairman, NHAI supplemented as under:—

“We still have several issues pending with them. We constantly take it up at the level of Defence Secretary. So, they get resolved also but at any given time, there are atleast four or five issues which are pending.”

27. To a pointed query as to who will be held responsible for infructuous expenditure of Rs. 2.08 crore incurred on the flyover, the Secretary, Road Transport and Highways deposed during evidence, as under:—

“The Defence Ministry historically has had a very conservative approach in parting with any land. When this Government took office, this was flagged as one of the issues. I must admit that they have done a lot of change in their procedures. Earlier, discussion we had with the Defence Authorities was with the local Defence Authority. If it was this case of Jhansi, the correspondence we had was with some senior officer in Jhansi Cantonment. Recently, instructions have been given that all issues relating to Defence land for example, if our issue is with Defence, we will take it up with the Defence Ministry. The Defence Ministry will check it up with the field formation and within three months, will resolve the case one way or the other. Now, we find that cases are being resolved.”

28. The Committee then specifically enquired about the failure of the NHAI to take cognizance of the Ministry of Civil Aviation Notification No. S.O. 988 dated 05.01.1988 which prescribes the limits of the area in which no building or structures shall be constructed or enacted around airports when the approval for construction of the flyover was given in 2005. To this, the Chairman, NHAI replied as under:—

“Sir, it was advised that approval would be got and the work should be got done.”

29. On being asked whether the amount of Rs. 2.08 crore would be recovered from it, the Chairman, NHAI replied during evidence as under:—

“Sir, it was expected that approval would be got.”

30. When asked further as to why the officials concerned were not aware of the condition before giving instructions for starting the work, the Chairman, NHAI apprised the Committee during evidence, as under:—

"Sir, my submission is that NHAI is wing of the Government and if construction of roads, sometimes ROB, is the objective of the Government, Railways have all such things which lead them to say that work cannot be done here. But if we approach them, such issues are resolved with coordination. However, this case could not be resolved. The Department do not have any hard and fast policy for denying approval of the work."

Observations/Recommendations

31. In yet another disquieting instance, the Committee find that an Assurance given in reply to USQ No. 3277, dated 30.11.2010 regarding 'Construction of Flyovers, still remains to be fulfilled despite a lapse of more than 5 years. The Committee's examination has revealed that this case epitomizes extreme negligence, lack of coordination and abject failure to scrutinize the relevant documents by the Ministry. The National Highways Authority of India (NHAI) incurred an expenditure of Rs. 2.08 crore till October, 2006 on construction of a flyover near Jhansi airport as per alignment proposed by the DPR Consultant M/s Trans Asia Philippines Inc. in the Detailed Project Report (DPR). Strangely, however, neither the NHAI nor the DPR consultant was diligent enough to take cognizance of the fact that the flyover lies in the "No Construction Zone" as notified *vide* the Government of India, the Ministry of Civil Aviation Notification No. SO 988 dated 05.01.1988. Subsequently, the Defence Authorities objected to the construction of the flyover and the said work was suspended on 13.10.2006. As the NHAI or the DPR Consultant did not seek/obtain the prior clearance from the Defence Authorities concerned, the entire amount of Rs. 2.08 crore incurred on the construction of the flyover proved infructuous. After the matter has been taken up by the Committee, the NHAI sent several reminders to the Defence Authorities concerned for grant of No Objection Certificate but the approval/reply is still awaited. The Ministry has even approached the Defence Authorities for permitting them to construct the flyover on the other road Gwalior-Jhansi road or to create a rotary junction at the current location but the consensus could not reached as several issues are pending. During evidence, the Chairman, NHAI conceded that the work was started on the advice that the approval would be taken and the work should be got done. This was a grave lapse since a work of such magnitude and wide ramifications cannot be taken up on such blind assumptions. Considering the gravity of the situation and seriousness of the lapse, the Committee desire that responsibility should also be fixed on the officials concerned in the Ministry/ NHAI for causing a loss of Rs. 2.08 crore. The Committee also recommend the Ministry to take strictest possible action against the DPR Consultant and recover the aforesaid amount from them. As for obtaining the requisite No Objection Certificate from the Defence Authorities, the Committee would like the Ministry to pursue the matter even more vigorously at the highest level so as to reach an amicable agreement at the earliest.

C. Maintenance of Bridges and Road Over Bridges on National Highways

32. In reply to USQ Nos. 2963 dated 14.03.2011 regarding 'Maintenance of Bridges and Road Over Bridges on National Highways (Appendix-X), it was stated that the information regarding the details of bridges constructed on various National Highways of the country during 2008, 2009 and 2010, the number and name of such bridges in poor condition and the State-wise and year-wise details of the expenditure incurred on construction, reconstruction and maintenance of bridges and road over bridges on National Highways during 2009 and 2010, is being collected and will be laid on the Table of the House.

33. In their Status Note, the Ministry stated that the Implementation Report of the Assurance has been given on 12.04.2013.

34. During evidence, pointing out the delay in furnishing the requisite information, the Committee enquired about the failure to compile the information by the officials concerned in the Ministry. The Secretary, Road transport and Highways deposited before the Committee in this regard, as under:—

“Our Department is found wanting in this area. Our National Highway is approximately 99 thousand kilometres long. There are about 55 thousand bridges of different sizes on these Highways. Till now, there is no system for evaluation/monitoring of these 55 thousand bridges every 6 months or every year. Recently, we made a architecture by dividing the entire country into 9 zones and gave 9 contracts for five years. The job of the contractor is to inspect every bridge twice a year. The contractor's report will be filed.”

35. He further elaborated in this regard, as under:—

“Inspection means that there is a Bridge Inspection Unit. It is a mechanical device which can evaluate the condition of a bridge from top, bottom and side directions. If there is any structural defect, the same can be seen from the bottom and reports of such defect have started coming in. Board on these reports, it can be decided which bridges require maintenance and life cycle of which bridge is over. Normally when a bridge is built, it has a lifespan of 50, 70 or 100 years. During this period, there is requirement for maintenance of the bridges. We were not having a scientific system of bridge inventory all these years. For the first time, we are starting bridge inventory. Not only bridge inventory, the status and health of each bridge is also being analysed every six months or twice a year. The Department had weaknesses in this task as we were depended purely on Field Inspection Unit which is a visual unit. If we got along the road, we see the condition of the bridges. But that is not a scientific way to analyse the health of a bridge. So, this is a weak area for the Department, which we are now addressing. In fact, this is the status.”

36. The Committee then enquired about the need to furnish information on worn out bridges, action taken for maintenance of such bridges in a time bound manner, targets set for building bridges in each State, amount sanctioned/to be sanctioned for the purpose and the states of submission of Utilization Certificates.

To this, the Secretary, Road Transport and Highways responded during evidence, as under:—

“We submitted complete information in 2014 as to how much amount has been given to which State. This is a status report of how much money we have given to each State. But this was a very *ad hoc* and unscientific way. We do not have adequate maintenance fund. Whatever maintenance fund we have, we have to see it is being prioritized correctly.”

37. He also added as under:—

“Sir, we have given information for 133 bridges. We are looking into whether they require maintenance and what type of maintenance is required. We are also analyzing their present health. I am admitting that the Department was inadequately equipped. We were not having a scientific way; we were not having Field Inspection Units which could give us some feedback as per their assessment. But assessing the status of a bridge is a specialized job.”

38. Further enquired about the design the lifespan of the bridges under reference, the Secretary, Road Transport and Highways apprised the Committee during evidence, as under:—

“There are many bridges which are 30 years or 40 years old. The weight bearing capacity of trucks running now a days are more. We actually have to replace all our old bridges and bring them into the current design or the current level of traffic. Those bridges which look fine may not be so. It is not a very good situation. It may not require more than minor maintenance. As mentioned before, there are 40 worn out bridges in Maharashtra. It is a specialized activity and, so far, we were not somehow focusing on that. My submission before the Committee is that we are now trying to improve the system.”

Observations/Recommendations

39. The Committee are distressed to note that an Assurance given in reply to USQ No. 2963 dated 14.03.2011 regarding 'Maintenance of Bridges and Road Over Bridge on National Highways' is pending for implementation even after a lapse of more than 5 years despite the fact that the task involved is only compilation and furnishing of information regarding the details of bridges constructed on various National Highways of the country during the years 2008, 2009 and 2010, the number and name of such bridges in poor condition and the State-wise and year-wise details of the expenditure incurred on construction, reconstruction and maintenance of bridge and road over bridges on the National Highways during 2009 and 2010. The Ministry claimed that the Implementation Report of the Assurance has been given on 12.04.2013. The Committee wonder as to why the Ministry should take so much time just for compiling the information when they have various linked offices in the States. Worse, the Committee find that till now there is no system for evaluation and monitoring of the existing 55 thousand bridges on the National Highways every 6 months or on yearly basis. These lapses

were conceded by the Secretary, Road Transport and Highways during evidence. Such absence of a scientific system of bridge inventory, evaluation and monitoring poses a grave threat to road safety particularly when on the one hand, as many as 752 bridges on the National Highways are in poor condition and many other are 30 years to 40 years old; on the other, the weight bearing capacity of trucks running now a days has increased a lot. The problem is compounded by the lack of adequate maintenance fund for bridges. These loopholes need to be plugged with meticulous planning and proper coordination amongst all the stakeholders so as to make it possible to replace all the old/distressed/worn-out bridges and bring them into the current design or the current level of traffic. In this regard, the Committee have been informed that the bridges on the National Highways have been divided into 9 zones and given to contractors for 5 years for inspection twice a year and furnishing of report there of with a view to facilitate their replacement/maintenance. While stressing the need for making this system fool proof and effective, the Committee would like the Ministry to take every possible step to expedite proper replacement and maintenance of all the old/distressed/worn-out bridges on the National Highways. The Committee also desire to have a list of such bridges which are to be replaced and to be brought in line with current design and level of traffic. The Committee further urge the Ministry to complete due procedure for implementing this Assurance and Lay the requisite Implementation Report in the House at the earliest.

D. Traffic Jam on National Highway-93

40. In reply to USQ No. 3983 dated 19.12.2011 regarding ‘Traffic Jam on National Highway-93’ (Appendix-XV), it was stated that widening and strengthening of Agra-Aligarh section of National Highway-93 has been approved under National Highway Department Programme (NHDP) IV and is likely to be completed by March, 2014 and for Aligarh-Moradabad section, Request For Qualification (RFQ) was invited and is under evaluation.

41. In their Status Note, the Ministry apprised the position regarding implementation of the Assurance as under:—

“Status report sought from NHAI on 28.02.2012 and 24.12.2012. Reminder issued to NHAI for current status, last being a D.O. Letter dated 10.09.2015 from CE (P-2) to Member (Technical), NHAI. Current status is awaited. Extension of time upto 31.12.2015 has been sought from the Ministry of Parliamentary Affairs on 30.07.2015.”

42. In this regard, the Chairman, NHAI deposed before Committee during evidence, as under:—

“Around 70 per cent to 80 per cent of traffic in the country is on the roads and about 70 per cent of road traffic in the country is on the National Highways.”

43. He was supplemented by the Secretary, Road Transport and Highways, as under:—

“Sir, about 90 per cent of traffic is on the roads. Around 70-75 per cent of cargo traffic is on the roads and 40 per cent of the total cargo traffic on roads is on the National Highways.”

Observations/Recommendations

44. As another matter of concern, the Committee find that an Assurance given in reply to USQ No. 3983 dated 19.12.2011 regarding "Traffic Jam on National Highway-93" which involves widening and strengthening of Agra-Aligarh and Aligarh-Moradabad sections of the National Highway-93 is yet to be fulfilled even after a lapse of more than 4 years. The Ministry could not offer any explanation for this grave lapse either in their Status Note or in their desposition before the Committee during oral evidence. The Ministry submitted that they sought Status Report from the NHAI on 28.02.2012 and 24.12.2012 followed by reminders, the last being a D.O. Letter dated 10.09.2015 but the current status is awaited. This only exposes deep rooted malaise, cavalier attitude and irresponsible reaction of the Ministry to this Assurances for the simple reason that instead of prevailing upon the NHAI to fulfill the Assurance or at least comply with their instructions, the Ministry have strangely allowed the NHAI to remain indifferent. The Committee deplore this lapse and would like fixation of responsibility for the same. The Committee note that about 90 per cent of surface traffic in the country is on the roads and about 70 per cent of that traffic is on the National Highways. Further, around 70-75 per cent of cargo traffic is on the roads and 40 per cent of that traffic is on the National Highways. These circumstances warrant an imperative need for decongesting the vulnerable stretches on the National Highways which are the economic arteries of the country. The Committee, therefore, urge the Ministry to have a proper policy in this regard and diligently implement it so as to avoid obstacles in vehicular movement on the National Highways arising from road congestions and traffic jams. The Committee further desire the Ministry to step up their efforts to ensure completion of the work pertaining to widening and strengthening of Agra-Aligarh and Aligarh-Moradabad sections of the National Highway-93 at the earliest and fulfil the Assurance.

III. Implementation Reports

45. As per the Statements of the Ministry of Palriamentary Affairs, Implementation Reports in respect of the Assurances given in reply to the following SQs/USQs have since been laid on the Table of the House on the dates as mentioned against each:

Sl. No. 3	USQ No. 2708 dated 10.08.2010	09.12.2015
Sl. No. 5	USQ No. 2111 dated 23.11.2010	09.12.2015
Sl. No. 7	USQ No. 1621 dated 07.03.2011	09.12.2015
Sl. No. 8	USQ No. 1657 dated 07.03.2011	09.03.2016
Sl. No. 9	USQ No. 2851 dated 14.03.2011	09.12.2015
Sl. No. 11	USQ No. 223 dated 01.08.2011	09.03.2016
Sl. No. 12	USQ No. 1069 dated 28.11.2011	09.12.2015

NEW DELHI;
09 May, 2016
19 Vaisakha, 1938 (Saka)

DR. RAMESH POKHRIYAL "NISHANK"
Chairperson,
Committee on Government Assurances.

APPENDIX I

GOVERNMENT OF INDIA

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA UNSTARRED QUESTION NO. 2982

ANSWERED ON 8.12.2009

Bridges on National Highways

2982. SHRI HUKUMDEV NARAYAN YADAV:
SHRI JAI PRAKASH AGARWAL:

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

(a) The norms and criteria fixed for construction of bridges/overbridges on the rivers on various National Highways including Delhi and Bihar;

(b) the details and number of the bridges/overbridges on the various National Highways alongwith the companies engaged in the construction of the said bridges and the cost involved therein, State-wise, project-wise and river-wise;

(c) whether there has been cost overruns and irregularities in the construction of these projects;

(d) if so, the details thereof alongwith the time by which the said projects are likely to be commenced and completed; and

(e) the steps taken/proposed to be taken by the Government in this regard and to punish the companies responsible for the delay?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) Bridges/overbridges are constructed on National Highways as per Standards and Design Codes of Indian Road Congress and Ministry's Specifications for Road and Bridge works.

(b) to (e) Information is being compiled and will be laid on the table of House.

APPENDIX II

GOVERNMENT OF INDIA

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA UNSTARRED QUESTION NO. 1849

ANSWERED ON 09.03.2010

Enactment of New Road Transport Act

1849. SMT. DEEPA DASHMUNSHI:
SHRI ASADUDDIN OWAISI:
SHRI SHIVARAMAGOUDA SHIVANAGOUDA:
SHRI CHANDULAL CHANDU BHAIYASAHU:
SHRI S. RAMASUBBU:
SHRI M.K. RAGHAVAN:

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

(a) whether the Government is considering to review the existing Motor Vehicles Act;

(b) if so, the details thereof;

(c) whether an expert Committee has been constituted by the Government in this regard;

(d) if so, the details thereof and terms of reference of the said Committee;

(e) whether the Government proposes to define maximum speed limit on highways, cancel driving licence of the persons accused of road accident, increase terms of imprisonment and put an upper age limit for obtaining driving licence in the country;

(f) if so, the details thereof; and

(g) the time by which recommendations of the expert Committee are likely to be submitted and implemented?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MAHADEO SINGH KHANDELA) (a) to (d): In order to review the Motor Vehicles Act, 1988 in a comprehensive manner, the Government has constituted a Committee under the Chairmanship of Shri S. Sunder, Distinguished Fellow, The Energy and Resources Institute (TERI) and former Secretary, Ministry of Surface Transport. The Committee has been mandated to look into various

aspects of administration and regulation of vehicular traffic in the country, which *inter-alia* includes review of the system of grant of driving licence.

(e) & (f) Maximum speed limit for motor vehicles as well as driving norms have already been prescribed by the Government. There is no proposal to cancel the driving licence of the person accused of road accidents, to increase, to increase terms of imprisonment and fix upper age limit for getting a driving licence/driving a motor vehicle.

(g) Since the Act is to be reviewed in a comprehensive manner, no definite time-frame for submission/implementation of the report can be envisaged at this stage.

APPENDIX III

GOVERNMENT OF INDIA

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA UNSTARRED QUESTION NO. 2708

ANSWERED ON 10.08.2010

NHs in Orissa

2708. SHRI YASHBANT N.S. LAGURI:

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

(a) the number of National Highways passing through Orissa along with the length of each National Highway;

(b) the number of National Highways that have been four-laned;

(c) the number along with the names of the National Highways which have been connected with the Golden Quadrilateral Project;

(d) whether there has been delay in construction work on the said National Highways; and

(e) if so, the reasons therefor?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH) (a) to (e): Information are being collected.

APPENDIX IV
GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
LOK SABHA UNSTARRED QUESTION NO. 3771
ANSWERED ON 17.08.2010

Four Laning of NH-28

3771. SHRI PURNMA SI RAM:

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

- (a) whether the construction work on NH-28 between Phasiya Border and Pipra Kothi has been delayed;
- (b) if so, the details thereof and the reasons therefor;
- (c) whether any action has been taken against the company responsible for such delay;
- (d) if so, the details thereof; and
- (e) the steps taken for expeditious completion of the said project?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH) (a) & (b): Yes, Sir. Delay has taken place in completion of the four laning project between Phasiya Border and Pipra Kothi on account of shifting of utilities cutting of trees, Land Acquisition and poor performance of the contractor in one of the packages.

(c) to (e) The contract of the poorly performing contractor has been terminated and the work in the remaining length is in progress. The land has been acquired and encumbrances removed. The progress is being closely monitored. Except for the terminated contract, the work is likely to be completed by March, 2011.

APPENDIX V

GOVERNMENT OF INDIA

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA UNSTARRED QUESTION NO. 2111

ANSWERED ON 23.11.2010

Repairing of Bridge

2111. SHRI IJYARAJ SINGH:

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

(a) whether the Government proposes to construct/repair damaged bridge situated at Kota city on the East and West Quadrilateral National Highways;

(b) if so, whether the Government has made any effort to repair the damaged part of the said bridge; and

(c) the success achieved so far by the Government from the efforts made in this regard?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH) (a) to (c): Repair of the damaged portion of the bridge is an integral part of the completion of Cable Stayed Bridge across River Chambal on Kota Bypass. Modalities to construct/repair damaged portion of the under construction bridge are being worked out by NHAI through a high level Committee, keeping in view the findings of Committee of Experts constituted by the Government to investigate the causes of collapse of a part of under construction bridge. The civil contractor of the bridge has completed the dismantling work along with testing of integrity of the well shaft foundations for the damaged pier P4 along with rocky strata. The test results are under examination by the design consultant for finalizing the foundation for the pier P4.

APPENDIX VI
GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
LOK SABHA UNSTARRED QUESTION NO. 3277
ANSWERED ON 30.11.2-2010

Construction of Flyovers

3277. SHRI BAL KUMAR PATEL:

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

(a) whether there are reports that the National Highways Authority of India incurred an infructuous expenditure on the construction of a flyover in no construction zone at Jhansi, Uttar Pradesh;

(b) if so, the details thereof;

(c) whether the no construction zone was notified in the Gazette;

(d) if so, the details thereof;

(e) whether the Government could obtain NOC so far; and

(f) if not, the reasons therefor?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH) (a) & (b): NHAI incurred an expenditure of Rs. 2.08 crore till October, 2006 on construction of a flyover near Jhansi Airport. The work on this started in November, 2005 and was executed as per the alignment proposed by the Consultant M/s Trans-Asia Philippines Inc. in the Detailed Project Report (DPR). The website of Airport Authority of India had shown the Jhansi Airport as non-operational till January, 2007. The DPR Consultant M/s Trans-Asia Philippines Inc. had consulted the concerned agencies while preparing the feasibility study and during such consultation the issue of any kind of restriction had not been raised by any agency including the Defence Authorities. The work of flyover has been stopped since 13 October, 2006 due to objection by the Defence Authorities.

(c) & (d) S.O. 988 dated 5th January, 1988 prescribes the limits of the area in which no building or structures shall be constructed or erected.

(e) & (f) The matter has already been taken up with Defence Authorities for NOC. However, approval has not yet been received.

APPENDIX VII

GOVERNMENT OF INDIA

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA UNSTARRED QUESTION NO. 1621

ANSWERED ON 07.03.2011

Widening of Sardar Bridge

1621. SHRI MANSUKHBHAID. VASAVA:

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

- (a) whether the work for widening of Sardar bridge at Jhadesar on river Narmada between Vadodara-Surat has been approved by the Government;
- (b) if so, the details thereof;
- (c) the percentage of work on the said bridge completed so far; and
- (d) the reasons for delay in completion of the said work?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) It is proposed to construct an additional new high level bridge across river Narmada at Jhadesar between Vadodara-Surat section.

(b) to (d) The Detailed Project Report (DPR) is in progress. Scheduled date of completion of DPR is May, 2011.

APPENDIX VIII

GOVERNMENT OF INDIA

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA UNSTARRED QUESTION NO. 1657

ANSWERED ON 07.03.2011

Directorate of Safety and Traffic Management

1657. SHRI MILIND DEORA:

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

- (a) whether the Government has proposed a Directorate of Safety and Traffic Management;
- (b) if so, the objectives and the mandate of the proposed authority;
- (c) the time-frame for the setting up of the same;
- (d) whether the Government has introduced any scheme(s) towards strengthening of public transport system in the country; and
- (e) if so, the details thereof?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (DR. TUSHAR A. CHAUDHARY) (a) to (c): A Bill to create the National Road Safety and Traffic Management Board was introduced in Lok Sabha on 04.05.2010 which was referred to the Department related Parliamentary Standing Committee for examination. The Committee had submitted its report to the Chairman, Rajya Sabha on 21.07.2010. The recommendations of the Committee are being examined by the Ministry. As per the Bill introduced in Lok Sabha, the Board is proposed to recommend standards for design, construction and maintenance of National Highways, recommend safety standards for mechanically propelled vehicles, to liaise with other agencies in matters relating to road safety and traffic management, to establish procedures and centres for multi-disciplinary crash investigations, establish the procedure and methodology for data collection and analysis with respect to road accidents, issue guidelines for building capacity and to improve road safety etc. No definite timeframe could be envisaged at this stage for setting up of the Board.

(d) & (e) Yes, Sir. With a view to strengthening public transport system in the country, the Central Government has introduced a scheme with effect from 15.03.2010 to provide financial assistance to the States/Union Territories/State Road Transport

Undertakings for implementation of information technology such as Global Positioning System (GPS)/Global System for Mobile Communication (GSM) based vehicle tracking system, Automatic Ticket Vending Machines etc. and for working out mobility plan.

APPENDIX IX

GOVERNMENT OF INDIA

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA UNSTARRED QUESTION NO. 2851

ANSWERED ON 14.03.2011

Public Private Partnership Appraisal Committee

2851. SHRITUFANI SAROJ:

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

- (a) whether certain road projects are pending for approval before the Public-Private-Partnership (PPP) Appraisal Committee;
- (b) if so, the details of those projects;
- (c) the likely or proposed cost on these projects;
- (d) whether Eastern Peripheral Express is also included in these projects;
- (e) if so, the details thereof; and
- (f) the time by which it is likely to get approval from the PPP Appraisal Committee?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) (a) to (c) & (f): Seven road projects are under consideration of the Public Private Partnership Appraisal Committee (PPPAC). Details of these projects are enclosed at Annexure. These projects will be considered by the PPPAC after their appraisal by the Planning Commission and Department of Economic Affairs.

(d) & (e) No, Sir. The Eastern Peripheral Expressway project has already been approved by the PPPAC at an estimated cost of Rs. 2698.97 crore without any equity support from the Government.

ANNEXURE

**ANNEXURE REFERRED TO IN REPLY TO PARTS (a) TO (c) & (f) OF
LOK SABHA UNSTARRED QUESTION NO. 2851 FOR ANSWER
ON 14.03.2011 ASKED BY SHRI TUFANI SAROJ
PUBLIC PRIVATE PARTNERSHIP
APPRAISAL COMMITTEE**

Details of projects which are under consideration of Public Private Partnership
Appraisal Committee (PPPAC):

S. No.	Name of proposal	Project length in km.	Total Project Cost (Rs. in crore)
1.	4-laning of Obedullaganj Shahganj Budhani Betul Section of NH-69 in the State of Madhya Pradesh	121.36	1152
2.	4-laning of Jabalpur Katni Rew Section of NH-7 in the State of Madhya Pradesh	226-54	1906.83
3.	6-laning of existing 4-lane stretch of Ichchapuram Anandpuram Section of NH-5 in the State of Andhra Pradesh	212.56	1763.5
4.	4-laning of Orissa Border Aurang Section of NH-6 in the State of Chhattisgarh	150.4	1234
5.	4-laning of Meerut Bulandshahar Section of NH-235 in the State of Uttar Pradesh	60.94	505
6.	4-laning of Bela (Rewa) MP/UP Border Section of NH-7 in the State of Madhya Pradesh	89.30	670.82
7.	4-laning of Bhopal Biaora Section of NH-12 in the State of Madhya Pradesh	105.60	704.26

APPENDIX X

GOVERNMENT OF INDIA

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA UNSTARRED QUESTION NO. 2963

ANSWERED ON 14.03.2011

Maintenance of Bridges and Road Over Bridges on NHs

2963. SHRI BHARTRUHARI MAHTAB:
SHRI JAI PRAKASH AGARWAL:
SHRI HARISHCHANDRA CHAVAN:
SHRI RUDRA MADHAB RAY:

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

(a) the details of bridges constructed on various National Highways of the country particularly in Maharashtra during the last three years;

(b) the number and names of bridges which are in poor condition on National Highways including Maharashtra;

(c) the State-wise and year-wise details of the expenditure incurred on construction, re-construction and maintenance of bridges and road over bridges on national highways during each of the last two years;

(d) whether the Government has allocated additional funds to the States for the construction and maintenance of bridges and road over bridges on the national highways during each of the last three years; and

(e) if so, the details thereof?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) (a) to (e): The information is being collected and will be laid on the Table of the House.

APPENDIX XI
GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
LOK SABHA UNSTARRED QUESTION NO. 223
ANSWERED ON 01.08.2011

Four Lane Connectivity to Alang

223. SHRI P.P. CHAUHAN:

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

(a) whether the State Government of Gujarat has submitted any proposal for four laning of Bhavnagar-Trapaj section of National Highway-8E;

(b) if so, the details thereof and the time by which the Government intends to provide four lane connectivity to Alang Ship Breaking Yard by four laning of the said section; and

(c) the steps taken by the Government to expedite the execution of the said project?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) Yes, Madam.

(b) & (c) National Highways Authority of India has undertaken the feasibility study for four laning of NH-8E from Bhavnagar to Dwarka. Bhavnagar-Trapaj section is a part of this length. The feasibility study is in advance stage of completion.

APPENDIX XII

GOVERNMENT OF INDIA

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA UNSTARRED QUESTION NO. 1069

ANSWERED ON 28.11.2011

Improvement of Border Roads in Gujarat

1069. SHRI BALKRISHNA K. SHUKLA:

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

- (a) whether the Union Government has received a proposal from the State Government of Gujarat for improvement of 965 km. of border roads in the State;
- (b) if so, the details thereof;
- (c) whether that proposal is still pending with the Government;
- (d) if so, the reasons therefor; and
- (e) the time by which it is likely to be approved by the Government?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) (a) to (e): Information is being collected and will be laid on the Table of the House.

APPENDIX XIII

GOVERNMENT OF INDIA

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA STARRED QUESTION NO. 243

ANSWERED ON 12.12.2011

Land Acquisition for National Highways

243. SHRIMATI SUPRIYA SULE:
DR. SANJEEV GANESH NAIK:

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

(a) whether land acquisition is one of the major factors contributing to the delay in the implementation of the National Highways projects;

(b) if so, the details thereof alongwith the number of projects delayed, cases pending in courts on account of land acquisition during the last three years;

(c) whether the proposed Land Acquisition Law is expected to push up the costs for the National Highways; and

(d) if so, the details thereof and corrective action proposed to be taken in the matter?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (DR. C.P. JOSHI)
(a) to (d): A statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) to (d) OF LOK SABHA STARRED QUESTION NO. 243 FOR ANSWER ON 12.12.2011 ASKED BY SHRIMATI SUPRIYA SULE AND DR. SANJEEV GANESH NAIK REGARDING LAND ACQUISITION FOR THE NATIONAL HIGHWAYS.

(a) & (b) Land acquisition is one of the factors contributing to delay in implementation of some projects under NHDP. Delay occurs due to multiple reasons which overlap with others such as poor performance of contractor, utility shifting, forest clearance and land acquisition.

Out of 226 projects under implementation by NHAI, 58 projects are currently delayed due to multiple reasons including land acquisition. State-wise list of the projects is enclosed at Annexure.

As per Section 4 of the National Highways Act, 1956, all national highways shall vest with the Union and the land vests with the Central Government after notification under Section 3D of the Act. As per section 3D (4), such notification shall not be called in question in any court or by any other authority. However, court cases are filed against the awards given by arbitrator and policy issues. On account of this, 1609 court cases are pending in various courts.

(c) and (d) The Land Acquisition, Rehabilitation and Resettlement Bill, 2011 is before the Standing Committee of the Parliament. Hence, the details of increase of cost of land acquisition cannot be estimated.

ANNEXURE

**Annexure referred to in reply to Part (b) of Lok Sabha Starred Question No. 243 for answer on 12.12.2011 asked by
Smt. Supriya Sule and Dr. Sanjeev Ganesh Naik Regarding Land Acquisition for National Highways**

List of currently delayed projects under implementation by NHAI due to land acquisition and other reasons

Sl. No.	Stretch	NH No.	Total length (in Km.)	Completed length (in Km.)	U1 length (in Km.)	Date of start	Date of completion as per contract	Date of anticipated completion	State Name
1	2	3	4	5	6	7	8	9	10
1.	Chilkaluripet-Vijayawada (Six lane)	5	82.5	18.9	63.6	May 2009	Dec-11	Aug-2012	Andhra Pradesh
2.	Nalbari to Bijni (AS-9)	31	21.5	19.105	2.395	Dec-2005	Jun-2008	Dec-2011	Assam
3.	Nalbari to Bijni (AS-8)	31	30	27	3	Dec-2005	Jun-2008	Dec-2011	Assam
4.	Bijni to Assam/WB Border (AS-12)	31C	30	23.02	6.98	Nov-2005	Jun-2008	Dec-2011	Assam
5.	Guwahati to Nalbari (AS-4)	31	28	8	20	Dec-2005	Apr-2008	Mar-2012	Assam
6.	Guwahati to Nalbari (AS-5)	31	28	14	14	Oct-2005	Apr-2008	Mar-2012	Assam

7.	Silchar-Udarband (AS-1)	54	32	17.56	14.44	Sep-2004	Sep-2007	Mar-2012	Assam
8.	Harangajo to Malbang (AS-23)	54	16	10.2	5.8	Aug-2006	Feb-2009	Dec-2011	Assam
9.	Nalbari to Bijni (AS-7)	31	27.3	11.5	15.8	Oct-2005	Apr-2008	Dec-2011	Assam
10.	Bijni to Assam/WB Border (AS-11)	31C	30	9.5	20.5	Nov-2005	Jun-2008	Dec-2011	Assam
11.	Daboka to Nagaon (AS-17)	36	30.5	28.905	1.595	Dec-2005	Jun-2008	Dec-2011	Assam
12.	Nalbari to Bijni (AS-6)	31	25	18	7	Nov-2005	Jun-2009	Dec-2011	Assam
13.	Forbesganj-Simrahi (BR-3)	57	34.87	21.5	13.37	Apr-2006	Sep-2008	Dec-2011	Bihar
14.	Jhanjhapur to Darbhanga (BR-7)	57	37.59	30.5	7.09	Apr-2006	Sep-2008	Dec-2011	Bihar
15.	Simrahi to Ring bund (missing link) (BR-4)	57	15.15	13.6	1.55	Apr-2006	Apr-2008	Dec-2011	Bihar
16.	Kosi Bridge including approaches and Guide Bond & Afflux Bond (BR-5)	57	10.63	7	3.63	Apr-2007	Apr-2010	Dec-2011	Bihar

1	2	3	4	5	6	7	8	9	10
17.	Aurang-Rajipur	6	43.485	41.5	1.985	Apr-2006	Jan-2009	Dec-2011	Chhattisgarh
18.	Six Laning of Up-gradation of Mehrauli-Gurgaon road Andheria More of Delhi-Haryana Border	236	7.45	7.1	0.35	Apr-2010	Aug-2010	Dec-2011	Delhi
19.	Surat-Dahisar (Six lane)	8	239	186.578	52.422	Feb-2009	Aug-2011	Dec-2011	Gujrat (118.2)/ Maharashtra (120.77)
20.	Delhi/Haryana Border to Rohtak	10	63.49	50.25	13.24	May-2008	May-2010	Dec-2011	Haryana
21.	Gurgaon-Kotputli-Jaipur (Six lane)	8	225.6	117	108.6	Apr-2009	Dec-11	Jun-2012	Haryana (64.3)/ Rajasthan (161.3)
22.	Kunjwani to Vijaypur (NS-15/J&K)	1A	17.2	17	0.2	Jan-2002	Dec-2004	Dec-2011	Jammu & Kashmir
23.	Jammu to Kunjwani (Jammu Bypass) NS-33/J&K	1A	15	14.7	0.3	Nov-2005	May-2008	Mar-2012	Jammu & Kashmir
24.	Srinagar Bypass (Bridge Portion) (NS-30A)	1A	1.23	0	1.23	Jun-2006	Dec-2008	Dec-2011	Jammu & Kashmir
25.	Vijaypur to Pathankot (NS-34/J&K)	1A	33.65	32.7	0.95	Sep-2005	Feb-2008	Dec-2011	Jammu & Kashmir

26.	Vijaypur to Pathankot (NS-35/J&K)	1A	30	29.25	0.75	Sep-2005	Feb-2008	Dec-2011	Jammu & Kashmir
27.	New Mangalore Port	13, 17 & 48	37	36.74	0.26	Jun-2005	Dec-2007	Dec-2011	Karnataka
28.	Neelamangale Junction on NH 4 with NH 48 to Devihalli	48	81	81	0	Jan-2008	Jul-2010	Dec-2011	Karnataka
29.	Sagar-Rajmarg Choraha (ADB-II/C-6)	26	44	38.22	5.78	Apr-2006	Oct-2008	Mar-2012	Madhya Pradesh
30.	Lalitpur-Sagar (ADB-II/C-4)	26	55	53.84	1.16	Apr-2006	Oct-2008	Dec-2011	Madhya Pradesh
31.	Rajmarg Choraha to Lakhandon (ADB-II/C-9)	26	54.7	50.06	4.64	Apr-2006	Oct-2008	Dec-2011	Madhya Pradesh
32.	Rajmarg Choraha to Lakhandon (ADB-II/C-8)	26	54	43	11	Apr-2006	Oct-2008	Dec-2011	Madhya Pradesh
33.	Sagar Bypass (ADB-II/C-5)	26	26	24.74	1.26	Apr-2006	Oct-2008	Dec-2011	Madhya Pradesh
34.	Gwalior Bypass (NS-1/BOT/MP-1)	75.3	42	39.12	2.88	Apr-2007	Oct-2009	Jun-2012	Madhya Pradesh
35.	Gwalior-Jhansi	75	80	42.505	37.495	Jun-2007	Dec-2009	Jun-2012	Madhya Pradesh (68.5)/ Uttar Pradesh (11.5)

1	2	3	4	5	6	7	8	9	10
36.	Borkhedi-Jam (NS-22/MH)	7	27.4	27	0.4	Jun-2005	Dec-2007	Dec-11	Maharashtra
37.	Nagpur-Kondhali	6	40	39.84	0.16	Jun-20-6	Dec-2008	Dec-2011	Maharashtra
38.	Pathankot to Jammu & Kashmir Border (NS-36/J&K)	1A	19.65	16.4	3.25	Nov-2005	May-2008	Dec-2011	Punjab
39.	Pathankot to Bhogpur (NS-37/PB)	1A	40	39.36	0.64	Nov-2005	May-2008	Dec-2011	Punjab (29)/ Himachal Pradesh (11)
40.	Kangayam to Coimbatore (KC-2)	67, KC2	55.2	54.35	0.85	Aug-2006	Aug-2008	Dec-2011	Tamil Nadu
41.	Thanjarur-Trichy	67	56	54.2	1.8	Dec-2006	Jun-2009	Dec-2011	Tamil Nadu
42.	Madurai-Arupukottai- Tuticorin	45B	128.16	127.4	0.76	Jan-2007	Jan-2010	Dec-2011	Tamil Nadu
43.	Pondicherry-Tindivanam	66	38.61	38.61	0	Jan-2008	Jul-2010	Dec-2011	Tamil Nadu
44.	Trichy-Dindigul	45	88.273	87.27	1.003	Jan-2008	Jul-2010	Dec-2011	Tamil Nadu
45.	Lucknow Bypass (EW-15/UP)	56A & B	22.85	21.5	1.35	Mar-2009	Aug-2010	Dec-2011	Uttar Pradesh
46.	Gorakhpur Bypass	28	32.6	26	6.6	Apr-2007	Oct-2009	Dec-2011	Uttar Pradesh
47.	Ganga Bridge to Rama Devi Crossing (UP-6)	25	5.6	1.64	3.96	Dec-2005	Sep-2008	Jun-2012	Uttar Pradesh

48.	Kasia to Gorakhpur (LMNHP-7)	28	40	39	1	Dec-2005	Dec-2008	Dec-2011	Uttar Pradesh
49.	Jhansi to Lalitpur (NS-1/BOT/UP-2)	25, 26	49.7	43.95	5.75	Mar-2007	Sep-2009	Nov-2011	Uttar Pradesh
50.	Jhansi to Lalitpur (NS-1/BOT/UP-3)	26	49.3	49.3	0	Mar-2007	Sep-2009	Nov-2011	Uttar Pradesh
51.	Gorakhpur-Ayodhya (LMNHP-5)	28	44	41.5	2.5	Oct-2005	Oct-2008	Dec-2011	Uttar Pradesh
52.	UP/Bihar Border to Kasia (LMNHP-8)	28	41.115	39	2.115	Dec-2005	Dec-2008	Dec-2011	Uttar Pradesh
53.	Orai to Jhansi (UP-5)	25	50	49.7	0.3	Sep-2005	Mar-2008	Mar-2012	Uttar Pradesh
54.	Garhmukteshwar- Muradabad	24	56.25	55.85	0.4	Mar-2005	Sep-2007	Dec-2011	Uttar Pradesh
55.	Lalitpur Sagar (ADB-II/C-3)	26	38	36.6	1.4	May-2006	Nov-2008	Dec-2011	Uttar Pradesh
56.	Sitapur-Lucknow	24	75	71.5	3.5	Jun-2006	Jun-2009	Dec-2011	Uttar Pradesh
57.	Siliguri to Islampur (WB-7)	31	26	17.84	8.16	Jan-2006	Jul-2008	Dec-2012	West Bengal
58.	Assam/WB Border to Gairkatta (WB-1)	31C	32	22.08	9.92	Jun-2006	Nov-2008	Jan-2012	West Bengal

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SHRIMATI SUPRIYA SULE (Baramati): Madam, in the reply to hon. Minister has said that out of 226 projects, 58 projects are delayed due to multiple reasons including land acquisition. Today, land acquisition is a serious concern in our country. So, how does the Department find its role in acquiring the land and completing these projects in time because first the connectivity is very critical and second is the land rights which fluctuates because of the these delays?

So, would the hon. Minister kindly reply as to how would be expedite to complete all these projects? It is because our serious concern is that there are two major projects in Vidarbha which has been delayed by about three years. So, what is the Government trying to do in this regard?

डॉ० तुषार चौधरी: महोदया, मंत्रालय ने कई सारे स्टेप्स भूमि संपादन के लिए हैं लिए और उसमें हमने प्रोसीजर का सिम्पलीफिकेशन भी किया है। मंत्रालय को 18 हजार किलोमीटर हाइवेज बनाने हैं और उसके लिए भूमि संपादन की लागत एक करोड़ पच्चीस लाख रुपये प्रति हेक्टेयर आती है। अभी आने वाले दिनों में अगर नई पॉलिसी आती हैं, तो यह लागत पांच गुना होगी, तो भविष्य में ऐसा निर्माण होगा कि 50 प्रतिशत कॉस्ट हाइवे के लिए सिर्फ लैण्ड एक्वीजिशन की जाएगी। जिसके लिए मंत्रालय पूरी कोशिश कर रहा है कि प्रॉपर लैण्ड एक्वीजिशन यूनिट हरेक पीआईओ में बनाया जाए और वहां के जो रिटायर्ड तहसीलदार हैं, मामलतदार हैं, उनको काम पर लिया जाए और उनकी हेल्प जी जाए। एक हाईपावर कमेटी हरेक स्टेट में चीफ सेक्रेटरी की निगरानी में बनाई जाए, इस तरह का मंत्रालय प्रयास कर रहा है। जहां तक माननीय सदस्या ने उनके क्षेत्र के बारे में पूछा है, उसकी जानकारी मैं उनको स्वयं लिखित रूप में दे दूंगा।

SHRIMATI SUPRIYA SULE (Baramati): Madam, in the reply there is a mention about the poor performance of the contractor and forest clearance. Today, environment is a sensitive issue in our country. A lot of these projects get delayed due to delay of forest clearance from the Central Government. So, why does the Government plan National Highways which get delayed? Without taking an environment clearance from the Central Government, they start implementing the project. The money gets tied up and the contractor gets struck and the entire project is held up because there is no specific forest clearance taken from the Central Government. So, what is the Government's plan from Delhi? When they plan such major projects, why do they start such projects because the money also gets tied up because of this lacuna in the policy?

सड़क परिवहन और राजमार्ग मंत्री (डॉ० सी०पी० जोशी): महोदया, यह बात सही है कि जब हम नेशनल हाइवे के प्रोजेक्ट बनाते हैं, तो उसमें वाइल्ड लाइफ और फॉरेस्ट का पार्ट आता है। इसमें दो ऑप्शन्स हैं — एक, हम वाइल्ड लाइफ को एवाइड करके प्रोजेक्ट बनाएं। हम पूरी कोशिश कर रहे हैं कि वाइल्ड लाइफ के संबंध में सुप्रीम कोर्ट के जो निर्णय हैं, उनको ध्यान में रखते हुए एलाइनमेंट को चेंज करें। जहां तक फॉरेस्ट में क्लियरेंस की बात है, the subject is referred to the State Government. We wish that the State Government will take initiative. जो हम एलाइनमेंट कर रहे हैं, उसमें राज्य सरकार अगर टाइम पर क्लियरेंस देगी, तो उसमें डिले नहीं होगा।..... (व्यवधान)

DR. SANJEEV GANESH NAIK (THANE): Madam, through you, I would like to ask this from the hon. Minister because he has mentioned in serial number 19 about Surat-Dahisar.

For the last three years, the Department is giving new date. Every year, the Department is giving the new date. This time, it has given the date which is December, 2011. I think it is December, 2011 and still the work is going on. So, I would like to ask a specific question. When will this work be going to be completed?

DR. C.P. JOSHI: I think the problem is with the concessionaries. We are interacting with the concessionaire. We are in the process to see that the *concessionaire executes the work as per the schedule*.

SHRI N.S.V. CHITTHAN (Dindigul): Madam, the hon. Minister has given a list of currently delayed projects under implementation by the NHAI due to the reasons like land acquisition, etc., But I am surprised and shocked to note that Oddanchattiram has not been included in the delayed projects list. I would like to say that NH 209 road starts from Dindigul and passes through Oddanchattiram, which is the biggest vegetable market in South India. In order to avoid traffic congestion, a bye-pass road at Oddanchattiram is a vital necessity. It is learnt the through the land acquisition estimates were sanctioned about two years back, yet it has not completed the award stage. I would like to know from the hon. Minister, through you, Madam, whether the Government of Tamil Nadu has forwarded the 3D proposals to the Government of India for the acquisition of land. May I know from the hon. Minister whether he will take necessary and serious steps to see that the 3D proposals are processed and published in the Gazette of India?

DR. C.P. JOSHI: Madam, I think, he has asked a particular question. The question was referring to only about land acquisition issue... (*Interruptions*) I am aware of this. The question pertains to the delay because of land acquisition. So, we have not mentioned that particular stretch because that does not fall in this category. Hon. Member, you have brought it to my notice. I will take care of it and see to it that it is expedited.

श्री सैयद शाहनवाज हुसैन (भागलपुर): अध्यक्ष महोदया, मैं जिस विषय के बारे में कहना चाहता हूँ वह सभी माननीय सदस्यों के मन की बात है। मैंने शून्य काल में बोलने के लिए भी इस विषय पर नोटिस दिया था। आज एनएचएआई काम कर रही है, उससे देश की तरक्की रुक रही है। अध्यक्ष महोदया, आपके निर्वाचन क्षेत्र में वाजपेयी जी की सरकार के समय काफी अच्छी सड़क बनी थी। आज एनएचएआई की प्रगति की रफ्तार कम हो गई है। यह मूल प्रश्न एनएचएआई से सम्बन्धित है, उसके सभी इंजीनियर्स ने इस्तीफा दे दिया है, उसका क्या कारण है? क्या इसकी वजह से एनएचएआई के काम में बाधा पड़ेगी या नहीं? भारत के इतिहास में यह पहली बार हुआ है कि सभी इंजीनियर्स मेम्बर्स ने और चीफ इंजीनियर्स ने रिजाइन किया हो। इस वजह से सड़क बनाने की रफ्तार रुक गई है। ... (व्यवधान) क्या आप वापस उस काम की रफ्तार को ला पाएंगे?

अध्यक्ष महोदया: आप प्रश्न पूछें।

श्री सैयद शाहनवाज हुसैन (भागलपुर): भागलपुर के नेशनल हाइवे 106 और 80 पर काम रुक गया है। बिहार में ऐसी कई परियोजनाओं पर काम नहीं हो रहा है। मैं मंत्री जी से जानना चाहता हूँ कि वाजपेयी जी की सरकार के समय सड़कें बनाने की जो रफ्तार थी, 11-12 किलोमीटर रोज सड़क बनाने की जो रफ्तार थी, उसे पुनः बहाल करने के लिए और वापस ट्रैक पर लाने के लिए आप क्या प्रयास कर रहे हैं?

सید शाहनवाज حسین (بہار گلپور): اسپیکر صاحبہ، میں جس موضوع کے بارے میں بات کرنا چاہتا ہوں وہ سبھی معزز ممبران کے دل کی بات ہے۔ میں نے زیرو آور میں بھی اس موضوع پر بولنے کے لئے نوٹس دیا تھا۔ آج این۔ ایچ۔ اے۔ آئی۔ کام کر رہی ہے، اس سے ملک کی ترقی رک رہی ہے۔ اسپیکر صاحبہ، آپ کے پارلیمانی حلقے میں باجپئی جی کی سرکار کے وقت کافی اچھی سڑک بنی تھی۔ آج این۔ ایچ۔ اے۔ آئی۔ کی ترقی کی رفتار کم ہو گئی ہے۔ یہ اہم سوال این۔ ایچ۔ اے۔ آئی۔ سے متعلق ہے، اس کے سبھی انجینئرز نے استعفیٰ دے دیا ہے، اس کی کیا وجہ ہے؟ کیا اس کی وجہ سے این۔ ایچ۔ اے۔ آئی۔ کے کام میں بادل پڑھے گی یا نہیں؟ ہندوستان کی تاریخ میں یہ پہلی بار ہوا ہے کہ سبھی انجینئرز نے اور چیف انجینئر نے استعفیٰ دیا ہو۔ اس وجہ سے سڑک بنانے کی رفتار رک گئی ہے۔ (مداخلت) کیا آپ واپس اس کام کی رفتار کو لا پائیں گے۔

بھاگلپور کے نیشنل ہائی وے 106 اور 80 پر کام رک گیا ہے۔ بہار میں ایسی کئی پروجیکٹوں پر کام نہیں ہو رہا ہے۔ میں منسٹری جی سے جاننا چاہتا ہوں کہ باجپئی جی کی سرکار کے وقت سڑکیں بنانے کی جو رفتار تھی، 11-12 کلومیٹر روز سڑک بنانے کی جو رفتار تھی اسے دوبارہ بحال کرنے کے لئے اور واپس ٹریک پر لانے کے لئے آپ کیا کوششیں کر رہے ہیں؟

ڈॉ॰ सी॰पी॰ जोशी: मुझे खुशी है कि जन्मदिवस के अवसर पर माननीय सदस्य ने प्रश्न पूछा है। मुझे कहते हुए खुशी है कि हमारे मंत्रालय ने जिस तरफ के स्टेप उठाए हैं, ओपन बिडिंग कराई है, इन कदमों की वजह से आज के दिन 5,000 करोड़ रुपए प्रतिवर्ष प्रीमियम पांच साल तक भारत सरकार को मिलेगा। Never in the history of NHAI, have we done it. I assure you that there is no conflict of interest between the engineers and my Ministry. The only issue is that we are addressing the issue of PPC. The decision was taken by the Cabinet, We are strictly adhering to it and it should be implemented in a faithful manner. So, I can assure you this. माननीय सदस्य जो कह रह हैं कि रफ्तार कम हुई है, तो मैं बताना चाहता हूँ कि काम की कोई रफ्तार कम नहीं हुई है, बल्कि बढ़ी हुई है। हमने 7300 किलोमीटर का लक्ष्य रखा है, उसमें से 4,0000 किलोमीटर का एवार्ड कर चुके हैं। By the end of March, we will award 7300 kms. and consecutively for three years, we award 7300 kms. हमने रोज 20-21 किलोमीटर सड़क बनाने की बात कही है और वह हम आपको करके बता देंगे।..... (Interruptions)

अध्यक्ष महोदया: उन्हें प्रश्न पूछने दें, क्योंकि समय बहुत कम है।

MADAM SPEAKER, Nothing is to be recorded.

(Interruptions)(Not recorded)

श्री नामा नागेश्वर राव (खम्माम): थैंक्यू मैडम, यह जो लैंड एक्विजिशन का इश्यू है यह तब से चल रहा है जब से नेशनल हाई-वे स्टार्ट हुआ है। इसका जिक्र यहां बहुत बार आया है और 15वीं लोक सभा में भी इसका बहुत जिक्र हुआ है। अभी एमओएस के मिनिस्टर साहब ने जवाब देते हुए एक बात कही है कि हाई-पावर कमेटी हम लोग गठित कर रहे हैं। मेरा कहना है कि हाई-पावर कमेटी तो पहले से है, स्टेट के चीफ सैक्रेट्रीज को लेकर हाई-पावर कमेटी तो पहले से है। इतना होने के बावजूद भी लैंड एक्विजिशन जब तक नहीं होगा, तब तक प्रोजेक्ट नहीं बनेगा। जब भी हाउस में लैंड की बात होती है तो स्टेट गवर्नमेंट की जिम्मेदारी के लिए बात की जाती है। उसके लिए हाई-लैवल कमेटी है तो मिनिस्ट्री का क्या मॉनिटरिंग सिस्टम है और अगर मिनिस्ट्री लगातार मॉनिटरिंग कर रही है तो प्रॉब्लम को क्यों सोल्व नहीं कर पा रही है? क्या मिनिस्ट्री इसे चालू करने में फेल हो गयी है, क्यों इसकी मॉनिटरिंग लगातार नहीं कर रही है? In the country, infrastructure is very important. इस पर मिनिस्ट्री प्रॉब्लम को सोल्व करने के लिए आगे क्या एक्शन लेगी? अगर इसे चालू रखेंगे तो देश आगे बढ़ेगा और इस पर मिनिस्ट्री फरदर एक्शन क्या लेगी?

डॉ० सी०पी० जोशी: अध्यक्ष महोदया, सभी माननीय सदस्य जानते हैं कि लैंड एक्विजिशन का काम स्टेट गवर्नमेंट के थ्रू होता है। लैंड एक्वायर करने की अथॉरिटी का स्टेट गवर्नमेंट अपाइंट करती है। लैंड एक्वायर होने के बाद पैसा हम देते हैं, डिस्बर्समेंट का काम स्टेट गवर्नमेंट करती है। मैं समझता हूँ कि जहां-जहां स्टेट गवर्नमेंट अच्छी तरह से काम कर रही है, वहां काम तेज गति से हो रहा है। जहां पर यह प्रॉब्लम आ रही है, वहां पर स्टेट की जो अपाइंटिंग अथॉरिटी है वह भी यूटिलिटी शिफ्ट करने में डिले कर रहे हैं, डिस्बर्स करने में डिले कर रहे हैं। उनके कारण जो प्रॉब्लम आ रही है उसे दूर करने के लिए हम चीफ सैक्रेट्री के साथ मिलकर इस काम को एक्सिड्राइट करने का काम कर रहे हैं।

DR. MIRZA MEHBOOB BEG (Anantnag): I just want to ask a very specific question. This was a very ambitious project throughout the country. A wonderful job has been done. There is no doubt about it so far as our State, Jammu and Kashmir is concerned, everything went up to Jammu but beyond Jammu — as you know, Kashmir is almost disconnected from the rest of the country. The only highway we have, which connects us to the country and the rest of the world, is the Jammu-Srinagar Highway. But unfortunately, Madam, kindly intervene, nothing beyond Jammu. It was started on a war footing throughout the country; a wonderful job has been done, but nothing beyond Jammu has happened and unfortunately, the Jammu & Srinagar Highway, which gets disconnected because of the land slides nothing Jammu has moved.

MADAM SPEAKER: Please ask your question. A very little time is left.

DR. MIRZA MEHBOOB BEG (Anantnag): So, will the Government of India, so far as the Jammu-Srinagar Highway is concerned, take it up on a war footing, as was done in the rest of the country?

DR. C.P. JOSHI: I do feel concerned about the hon. Member and I can assure you that not only Jammu and Kashmir, we are also going to have very effective measures to connect the Ladakh-Leh part also. जोजिला की कनैक्टिविटी का जो काम है राहुल गांधी जी वहां गये थे और हमने वहां और इनीसिएटिव लिया है।

APPENDIX XIV

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA STARRED QUESTION NO. 243
ANSWERED ON 12.12.2011

Land Acquisition for National Highways

243. SHRIMATI SUPRIYA SULE:
DR. SANJEEV GANESH NAIK:

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

(a) whether land acquisition is one of the major factors contributing to the delay in the implementation of the National Highways projects;

(b) if so, the details thereof alongwith the number of projects delayed, cases pending in courts on account of land acquisition during the last three years;

(c) whether the proposed Land Acquisition Law is expected to push up the costs for the National Highways; and

(d) if so, the details thereof and corrective action proposed to be taken in the matter?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (DR. C.P. JOSHI)
(a) to (d): A statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF LOK SABHA STARRED QUESTION NO. 243 FOR ANSWER ON 12.12.2011 ASKED BY SHRIMATI SUPRIYA SULE AND DR. SANJEEV GANESH NAIK REGARDING LAND ACQUISITION FOR NATIONAL HIGHWAYS

(a) & (b) Land acquisition is one of the factors contributing to delay in implementation of some projects under NHDP. Delay occurs due to multiple reasons which overlap with others such as poor performance of contractor, utility shifting, forest clearance and land acquisition.

Out of 226 projects under implementation by NHAI, 58 projects are currently delayed due to multiple reasons including land acquisition. State wise list of the projects is enclosed at Annexure.

As per Section 4 of the National Highways Act, 1956, all National Highways shall vest with the Union and the land vests with the Central Government after

notification under Section 3D of the Act. As per section 3D (4), such notification shall not be called in question in any court or by any other authority. However, court cases are filed against the awards given by arbitrator and policy issues. On account of this, 1609 court cases are pending in various courts.

(c) and (d) The Land Acquisition, Rehabilitation and Resettlement Bill, 2011 is before the Standing Committee of the Parliament, Hence, the details of increases of cost of land acquisition cannot be estimated.

APPENDIX XV

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA UNSTARRED QUESTION NO. 3983
ANSWERED ON 19.12.2011

Traffic Jam on NH-93

3983. SHRIMATI RAJKUMARI CHAUHAN:

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

(a) whether any action is being taken for the purpose of addressing the problem of traffic jam in Aligarh city by constructing an overbridge on the Maddar Gate crossing on NH-93 in the city;

(b) if so, the details thereof and if not, the reasons therefor;

(c) whether funds for construction of Aligarh Bypass on NH-91 have been released after completion of all the formalities;

(d) if so, the time by which the said construction is likely to be completed and if not, the reasons therefor;

(e) whether the plan pertaining to widening and strengthening of Agra-Aligarh-Moradabad road on NH-93 has been approved and funds released for the same; and

(f) if so, the time by which the above work is likely to be completed and if not, the reasons therefor?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (DR. TUSHAR A. CHAUDHARY) (a) to (d): To ease the problem of traffic jam in Aligarh city, construction of bypass on NH-91 as a part of 4-laning of Ghaziabad-Aligarh section of NH-91 is in progress and likely to be completed by August, 2013.

(e) & (f) Widening & Strengthening of Agra-Aligarh section of NH-93 has been approved under National Highway Development Programme (NHDP) IV and is likely to be completed by March, 2014, and for Aligarh-Moradabad section, Request For Qualification (RFQ) was invited and is under evaluation.

APPENDIX XVI

(Vide para 5 of the Report)

EXTRACTS FROM MANUAL OF PRACTICE & PROCEDURE IN THE
GOVERNMENT OF INDIA, MINISTRY OF PARLIAMENTARY AFFAIRS,
NEW DELHI

Definition	<p>8.1 During the course of reply given to a question or a discussion, if a Minister gives an undertaking which involves further action on the part of the Government in reporting back to the House, it is called an 'assurance'. Standard list of such expressions which normally constitute assurances and as approved by the Committees on Government Assurances of the Lok Sabha and the Rajya Sabha, is given at Annexure 3. As assurances are required to be implemented within a specified time limit, care should be taken by all concerned while drafting replies to the questions to restrict the use of these expressions only to those occasions when it is clearly intended to give an assurance in these terms.</p> <p>8.2 When an assurance is given by a Minister or when the Presiding Officer directs the Government to furnish information to the House, it is extracted by the Ministry of Parliamentary Affairs from the relevant proceedings and communicated to the department concerned normally within 10 working days of the date on which it is given.</p>
Deletion from the list of assurances	<p>8.3.1 If the administrative department has any objection to treating such a statement as an assurance or finds that it would not be in the public interest to fulfil it, it may write to the Lok/Rajya Sabha Secretariat direct with a copy to the Ministry of Parliamentary Affairs within a week of the receipt of such communication for getting it deleted from the list of assurances. Such action will require prior approval of the Minister.</p> <p>8.3.2 Departments should make request for dropping of assurances immediately on receipt of statement of assurances from the Ministry of parliamentary Affairs and only in rare cases where they are fully convinced that the assurances could not be implemented under</p>

	<p>any circumstances and there is no option left with them but to make a request for dropping. Such requests should have the approval of their Minister and this fact should be indicated in their communication containing the request. If such a request is made towards the end of the stipulated period of three months, then it should invariably be accompanied with a request for extension of time. The department should continue to seek extension of time till a decision of the Committee on Government Assurances is received by them. Copy of the above communications should be simultaneously endorsed to the Ministry of Parliamentary Affairs.</p>
Time limit for fulfilling and assurance	<p>8.4.1 An assurance given in either House is required to be fulfilled within a period of three months from the date of the assurance. This time limit has to be strictly observed.</p>
Extension of time for fulfilling an assurance	<p>8.4.2 If the department finds that it is not possible to fulfil the assurance within the stipulated period of three months or within the period of extension already granted, it may seek further extension of time direct from the respective Committee on Government Assurances under intimation to the Ministry of Parliamentary Affairs as soon as the need for such extension becomes apparent, indicating the reasons for delay and the probable additional time required. Such a communication should be issued with the approval of the Minister.</p>
Registers of assurances	<p>8.5.1 The particulars of every assurance will be entered by the Parliament Unit of the department concerned in a register as at Annexure 4 after which the assurance will be passed on to the concerned section.</p> <p>8.5.2 Even ahead of the receipt of communication from the Ministry of Parliamentary Affairs, the section concerned should take prompt action to fulfil such assurances and keep a watch thereon in a register as at Annexure 5.</p> <p>8.5.3 The registers referred to in para 8.5.1 and 8.5.2 will be maintained separately for the Lok Sabha and the Rajya Sabha assurances, entries therein being made session-wise.</p>
Role of Section Officer and Branch Officer	<p>8.6.1 The Section Officer incharge of the concerned section will:</p> <p>(a) scrutinise the registers once a week;</p>

(b) ensure that necessary follow-up action is taken without any delay whatsoever;

(c) Submit the registers to the branch officer every fortnight if the House concerned is in session and once a month otherwise, drawing his special attention to assurances which are not likely to be implemented within the period of three months; and

(d) review of pending assurances should be undertaken periodically at the highest level in order to minimise the delay in implementing the assurances.

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

Procedure for fulfilment
of an assurance

8.7.1 Every effort should be made to fulfil the assurance within the prescribed period. In case only part of the information is available and collection of the remaining information would involve considerable time, an implementation report containing the available information should be supplied to the Ministry of Parliamentary Affairs in part scrutinize of the assurance, within the prescribed time limit. However, efforts should continue to be made for expeditious collection of the remaining information for complete implementation of the assurance at the earliest.

8.7.2 Information to be supplied in partial or complete fulfilment of an assurance should be approved by the Minister concerned and 15 copies thereof (bilingual) in the prescribed proforma as at Annexure 6, together with its enclosures, along with one copy each in Hindi and English duly authenticated by the officer forwarding the implementation reports, should be send to the Ministry of Parliamentary Affairs. If, however, the information being furnished is in response to an assurance given in reply to a question etc., asked for by more than one member, an additional copy of the completed proforma (both in Hindi and English) should be furnished in respect of each additional member. A copy of this communication should be endorsed to the Parliament Unit for completing column 7 of its register.

Laying of the implementation report on the Table of the House	<p>8.7.3 The Implementation reports should be sent to the Ministry of the Parliamentary Affairs and not to be Lok/Rajya Sabha Secretariat. No advance copies of the implementation reports are to be endorsed to the Lok/Rajya Sabha Secretariat either.</p>
Obligation to lay a paper on the Table of the House <i>vis-a-vis</i> assurance on the same subject	<p>8.8 The Ministry of Parliamentary Affairs, after a scrutiny of the implementation report, will arrange to lay it on the Table of the House concerned. A copy of the statement, as laid on the Table, will be forwarded by the Ministry of Parliamentary Affairs to the member as well as the department concerned. The Parliament Unit of the department concerned and the concerned section will, on the basis of this statement, make a suitable entry in their registers.</p> <p>8.9 Where there is an obligation to lay any paper (rule/order/notification, etc.) on the table of the House and for which an assurance has also been given, it will be laid on the Table, in the first instance, in fulfilment of the obligation, independent of the assurance given. After this is done, a report in formal implementation of the assurance indicating the date on which the paper was laid on the Table will be sent to the Ministry of Parliamentary affairs in the prescribed proforma (Annexure 6) in the manner already described in para 8.7.2.</p>
Committees on Government Assurances LSR 323, 324 RSR 211-A	<p>8.10 Each House of Parliament has a Committee on Government assurances nominated by the Speaker/Chairman. It scrutinized the implementation reports and the time taken in the scrutinized of Government assurances and focuses attention on the delays and other significant aspects, if any, pertaining to them. Instructions issued by the Ministry of Parliamentary Affairs from time to time are to be followed strictly.</p>
Reports of the Committees on Government Assurances	<p>8.11 The department will, in consultation with the Ministry of Parliamentary Affairs, scrutinize the reports of these two committees for remedial action wherever called for.</p>
Effect on Assurances on dissolution of the Lok Sabha	<p>8.12 On dissolution of the Lok Sabha, all assurances, promises or undertakings pending implementation are scrutinized by the new Committee on Government assurances for selection of such of them as are of considerable public importance. The Committee then submits a report to the Lok Sabha with a specific recommendation regarding the assurances to be dropped or retained for implementation by the Government.</p>

MINUTES
COMMITTEE ON GOVERNMENT ASSURANCES
(2015-16)

(SIXTEENTH LOK SABHA)
SECOND SITTING
(13.10.2015)

The Committee sat from 1100 hrs. to 1400 hrs. in Committee Room "139", Parliament House Annexe, New Delhi.

PRESENT

Dr. Ramesh Pokhriyal 'Nishank' — *Chairperson*

MEMBERS

2. Shri Rajendra Agrawal
3. Shri E. Ahamed
4. Shri Naran Bhai Kachhadia
5. Shri Prahlad Singh Patel
6. Shri A.T. Nana Patil
7. Shri C.R. Patil
8. Shri Taslimuddin
9. Shri S.R. Vijay Kumar

SECRETARIAT

1. Shri R.S. Kambo — *Joint Secretary*
2. Shri S.C. Chaudhary — *Director*
3. Shri T.S. Rangarajan — *Additional Director*

WITNESSES

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

1. Shri Vijay Chhibber, Secretary, (RT&H)
2. Shri Raghav Chandra, Chairman, NHAI
3. Shri Satish Chandra, Member (Finance), NHAI

4. Shri M.P. Sharma, Member (Tech.) NHAI,
5. Shri Manoj Kumar, ADG-I,
6. Shri Alkesh Kumar Sharma, Joint Secretary
7. Shri R.K. Singh, Chief Engineer
8. Shri D.O. Tawade, Chief Engineer
9. Shri B.N. Singh, Chief Engineer
10. Shri A.K. Singh, CGM (HR/Admn.) NHAI
11. Shri S.P. Sharma, GM (Coord.) NHAI
12. Shri Rakesh Kumar, Suptd. Engg., M/o RT & Highways

MINISTRY OF PARLIAMENTARY AFFAIRS

1. Shri Satya Prakash, Joint Secretary
2. Shri A.B. Acharya, Under Secretary

At the outset, the Chairperson welcomed the Members to the sitting of the Committee and apprised them of the day's agenda.

The Committee thereafter called the witnesses of the Ministry of the Road Transport and Highways and took their evidence on 15 Assurances pertaining to them from 3rd Session to 9th Session of 15th Lok Sabha as contained in Annexure-A. Brief of the Assurances examined are as detailed below:

Bridges on National Highways

- (i) **USQ No. 2982 dated 08.12.2009 regarding 'Bridges on National Highways' (Sl.No. 1).**

The Committee were informed that the Ministry of Road Transport and Highways had sent implementation report regarding this Assurance on 08.09.2010 to the Ministry of Parliamentary Affairs which treated it as fully implemented and laid on the table of the House on 24.11.2010. However, the same was treated as partly fulfilled by the Committee at their sitting held on 27.05.2011. Subsequently, the Ministry of Road Transport and Highways claimed that at the instance of the Committee, they had sent repeated updated status reports *i.e.* on 27.09.2012, 08.12.2014 and 30.04.2015. As the reasons for not laying these repeated status reports in the House, a representative of the Ministry of Parliamentary Affairs submitted that the updated status reports were not received in his Ministry. He further submitted that there was confusion in the matter while the Ministry of Road Transport and Highways gave the full report in 2010 itself and it was laid on the Table of the House, the Committee treated that report as partly fulfilled. The Committee expressed their displeasure over sidelining their concerns and directed

the representatives of both the Ministries to complete the requisite procedure so that the complete implementation report could be laid on the table of the House in the next Session.

Enactment of New Road Transport Act

(ii) **USQ No. 1849 dated 09.03.2010 regarding 'Enactment of New Road Transport Act' (Sl.No. 2)**

The Committee were informed that the matter pertained to the M.V. Act, 1988, based on the recommendations of the review Committee headed by Shri S. Sunder, a revised bill was drafted which was approved by the Cabinet and sent to Parliamentary Committee. Consequent upon the dissolution of the last Lok Sabha, the new Government undertook further revision without setting up any Committee, and drafted a far more comprehensive Bill than the earlier Bills. The fresh Bill has been set to the Cabinet for getting assent of the Parliament. The Ministry further highlighted that legislative process involves consultation with multiple stakeholders which takes time. The Committee desired that implementation Report may be laid on the Table of the House and thereafter the Assurance may be treated as fulfilled.

NHs in Orissa

(iii) **USQ No. 2708 dated 10.08.2010 regarding 'NHs in Orissa' (Sl.No. 3)**

The Committee highlighted that the information with respect to the project is being collected by the Ministry as per their report. The Ministry of Road Transport and Highways stated that the implementation report was sent to the Ministry of Parliamentary Affairs in 2011. The Ministry of Parliamentary Affairs submitted that the report was referred back on 30th November, 2011 with queries but no response had been received. The Committee expressed strong displeasure at the lack of Coordination between the Ministries and desired that greater efforts be taken by the Ministries to get the work done.

Four Laning of NH-28

(iv) **USQ No. 3371 dated 17.08.2010 regarding 'Four Laning of NH-28' (Sl.No. 4)**

The Committee enquired about the action taken against the contractors whose contract was terminated and sought to know the reason for action being taken after 5 years. The Ministry stated that this is a very complicated issue and has multiple dimension *i.e.*, impact upon Public Sector Banks funding the project etc.; the implication of seeking action against contractors have multiple implications like Court cases leading to delay of projects also. The Committee desired that better control and coordination should be ensured to better the working system.

Repairing of Bridges

(v) **USQ No. 2111 dated 23.11.2010 regarding 'Repairing of Bridges' (Sl.No. 3)**

The Committee were informed that the bridge in the Kota city which was being constructed, collapsed midway leading to the death of many people. Further, there

was delay in environmental clearance in the project. An enquiry was conducted by the Government, FIR filed in the matter and project awarded thereafter to Hyundai which started with a new design. The Committee expressed strong displeasure at the amount of time wasted and the project not being completed and directed the Ministry that a part implementation report may be furnished in the matter.

Construction of Flyover

(vi) USQ No. 3277 dated 30.11.2010 regarding 'Construction of Flyover' (Sl. No. 6)

The Committee were informed that Defence authorities at Jhansi objected that the approach of flyover is falling within no construction zone of the airport. Subsequently, construction work was stopped and options furnished by the Ministry regarding construction are pending with Defence Ministry. The Committee expressed that responsibility must be fixed for useless expenditure on the project.

Widening of Sardar Bridge

(vii) USQ No. 1621 dated 07.03.2011 regarding 'Widening of Sardar Bridge' (Sl. No. 7)

The Committee were informed that the Narmada River lies in between Vadodara and Surat. The work of constructing four lane Bridge was awarded in 2014 and would be completed in August, 2016. At present, the work is 48 per cent completed and the same would be completed on time. The Committee took note of the Assurance.

Directorate of Safety and Traffic Management

(viii) USQ No. 1657 dated 07.03.2011 regarding 'Directorate of Safety and Traffic Management' (Sl. No. 8)

The Committee were apprised that the Bill for creation of National Road Safety and Traffic Management Board is ready and would be introduced in the winter session of the Parliament.

Public Private Partnership Appraisal Committee (PPAC)

(ix) USQ No. 2851 dated 14.03.2011 regarding 'Public Private Partnership Appraisal Committee' (Sl. No. 9)

The Committee were informed that the PPAC is a Committee under the Chairmanship of Finance Secretary. The Ministry of Road Transport and Highways stated that Implementation Report in the matter has been sent to the Ministry of Parliamentary Affairs several times. The Ministry of Parliamentary Affairs expressed that they do not have any communication in the matter after 2011. The Committee expressed displeasure and emphasized the importance of Departmental oversight for avoiding such lapses.

Maintenance of Bridges and Road Over Bridges on NHs

(x) USQ No. 2963 dated 14.03.2011 regarding 'Maintenance of Bridges and Road Over Bridges on NHs' (Sl. No. 10)

The Ministry of Road Transport and Highways informed the Committee that the Implementation Report in the matter has been given on 12 April, 2013. The Committee desired to know the reasons for delay in furnishing of information. The Ministry informed the Committee that there is a lack of mechanism to monitor the 55,000 bridges (approx.) every 6 months or on yearly basis. In order to ensure maintenance of Bridges pertaining to National Highways, the same have been divided into Nine zones and given to contractors for a period of five years. The Ministry submitted that they are trying to improve the system. The Committee desired for a list of old bridges which are to be replaced and to be brought in line with current design and current level of traffic.

Four Lane Connectivity to Alang

(xi) USQ No. 223 dated 01.08.2011 regarding 'Four Lane Connectivity to Alang' (Sl. No. 11)

The Committee were informed that the Assurance is regarding the Bhawnagar trapraj section and the work would be completed by February, 2016.

Improvement of Border Roads in Gujarat

(xii) USQ No. 1069 dated 28.11.2011 regarding 'Improvement of Border Roads in Gujarat' (Sl. No. 12)

The Committee were informed that the Assurance is regarding the action plan for developing the Border Roads in Gujarat. The Ministry further informed that the issue pertained to the Ministry of Home Affairs. The Committee desired the matter to be transferred to the Home Ministry.

Land Acquisition for National Highways

(xiii) SQ No. 243 dated 12.12.2011 (Smt. Supriya Sadanand Sule, M.P.) regarding 'Land Acquisition for National Highways' (Sl. No. 13)

The Committee desired to have the details regarding the Char Dham Yatra. The Ministry assured of furnishing a digital copy of the same. The Committee expressed concern at the Traffic Jam in Haridwar-Rishikesh route and the growing concern and displeasure of the public of the area in this regard. The Committee desired that the matter must be looked into with serious concern. The Committee also desired of constructing a Roorkee-Haridwar-Rishikesh bypass to avert the traffic congestion and problem faced by the public.

Land Acquisition for National Highways

(xiv) **SQ No. 243 dated 12.12.2011 (Dr. Sanjeev Ganesh Naik, M.P.) regarding 'Land Acquisition for National Highways' (Sl. No. 14)**

The Ministry informed that the challenge pertaining to land acquisition is being tackled and a new cell by the Chief General Manager has been formed. Further, there has been a spurt in the litigations due to the Land Acquisition Bill. The matter is being looked into at the level of the Chief Secretary and the Chief Minister. The Committee expressed concern at the inordinate delay in tendering of compensation to the farmers whose land is acquired by the Government. Further, the Committee also desired expediting the process of grant of compensation and a greater coordination and trust between officials of NHAI and district Administration to tackle the matter.

Traffic Jam on NH-93

(xv) **USQ No. 3983 dated 19.12.2011 regarding 'Traffic Jam on NH-93' (Sl. No. 15)**

The Ministry of Road Transport and Highways informed that around 70 to 75 per cent of cargo traffic is on highways and 40 percent of that traffic is on national highways. The Committee were also informed that a Status Report has been sought from the NHAI which is awaited and further extension of time has also been sought. The Committee desired that the shortcomings may be taken care of before the next meeting on the subject.

2. The evidence was completed.

(The witnesses withdrew)

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

The Committee then adjourned.

ANNEXURE A

**Statement of Pending Assurances of the Ministry of Road Transport
and Highways**

(from 3rd Session to 9th Session of 15th Lok Sabha)

Sl.No.	SQ/USQ No. dated	Subject
1.	USQ No. 2982	Bridges on National Highways dated 08.12.2009
2.	USQ No. 1849 dated 09.03.2010	Enactment of New Road Transport Act
3.	USQ No. 2708	NHs in Orissa dated 10.08.2010
4.	USQ No. 3771	Four Laning of NH-28 dated 17.08.2010
5.	USQ No. 2111	Repairing of Bridge dated 23.11.2010
6.	USQ No. 3277	Construction of Flyovers dated 30.11.2010
7.	USQ No. 1621	Widening of Sardar Bridge dated 07.03.2011
8.	USQ No. 1657 dated 07.03.2011	Directorate of Safety and Traffic Management
9.	USQ No. 2851 dated 14.03.2011	Public Private Partnership Appraisal Committee
10.	USQ No. 2963 dated 14.03.2011	Maintenance of Bridges and Road Over Bridges on NHs
11.	USQ No. 223	Four Lane Connectivity to Alang dated 01.08.2011
12.	USQ No. 1069 dated 28.11.2011	Improvement of Border Roads in Gujarat
13.	SQ No. 243 dated 12.12.2011 (Smt. Supriya Sadanand Sule, M.P.)	Land Acquisition for National Highways

Sl.No.	SQ/USQ No. dated	Subject
14.	SQ No. 243 dated 12.12.2011 (Dr. Sanjeev Ganesh Naik, M.P.)	Land Acquisition for National Highways
15.	USQ No. 3983 dated 19.12.2011	Traffic Jam on NH-93

ANNEXURE II

MINUTES

COMMITTEE ON GOVERNMENT ASSURANCES
(2015-16)
(Sixteenth Lok Sabha)
ELEVENTH SITTING
(05.05.2016)

The Committee sat from 1500 hours to 1630 hours in Committee Room "D", Parliament House Annexe, New Delhi.

PRESENT

Dr. Ramesh Pokhriyal "Nishank" — *Chairperson*

MEMBERS

2. Shri Rajendra Agrawal
3. Shri Bahadur Singh Koli
4. Shri Prahlad Singh Patel
5. Shri C.R. Patil

SECRETARIAT

- | | | |
|-------------------------|---|----------------------------|
| 1. Shri R.S. Kambo | — | <i>Joint Secretary</i> |
| 2. Shri S.C. Chaudhary | — | <i>Director</i> |
| 3. Shri T.S. Rangarajan | — | <i>Additional Director</i> |
| 4. Shri S.L. Singh | — | <i>Deputy Secretary</i> |

At the outset, the Chairperson welcomed the Members to the sitting of the Committee and apprised them regarding the day's agenda. Thereafter, the Committee considered and adopted the following five draft Reports:

- (i) Thirty-First Report Regarding "Review of pending Assurances pertaining to the Ministry of Road Transport and Highways".
- (ii) Thirty-Second Report Regarding "Review of pending Assurances pertaining to the Department of Space".
- (iii) Thirty-Third Report Regarding "Review of pending Assurances pertaining to the Ministry of Drinking Water and Sanitation".

- (iv) Thirty-Fourth Report Regarding "Request for Dropping of Assurances (Acceded to)".
- (v) Thirty-Fifth Report Regarding "Request for Dropping of Assurances (Not acceded to)".

The Committee then adjourned.

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The Souvenir items with logo of Parliament are also available at Sales Counter, Reception, Parliament House, New Delhi. The Souvenir items with Parliament Museum logo are available for sale at Souvenir Shop (Tel. No. 23035323), Parliament Museum, Parliament Library Building, New Delhi. List of these items are available on the website mentioned above."
