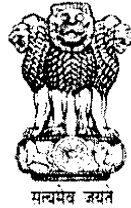


REPORT NO.

259



PARLIAMENT OF INDIA
RAJYA SABHA

**DEPARTMENT-RELATED PARLIAMENTARY STANDING COMMITTEE
ON TRANSPORT, TOURISM AND CULTURE**

TWO HUNDRED FIFTY NINTH REPORT

**Demands for Grants (2018-19)
of the Ministry of Road Transport and Highways**

(Presented to the Rajya Sabha on 6th March, 2018)
(Laid on the Table of Lok Sabha on 6th March, 2018)



Rajya Sabha Secretariat, New Delhi
March, 2018/Phalguna, 1939 (Saka)

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Hindi version of this publication is also available

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COMPOSITION OF THE COMMITTEE

(Constituted on 1st September, 2017)

1. Shri Derek O'Brien —*Chairman*

RAJYA SABHA

2. Shri Ritabrata Banerjee
3. Shri La. Ganesan
4. Dr. Prabhakar Kore
5. Shri Praful Patel
6. Kumari Selja
7. Shri Rajeev Shukla
8. Shri Rewati Raman Singh
9. Shri Narendra Kumar Swain
10. Shri Vinay Dinu Tendulkar

LOK SABHA

11. Shri Subrata Bakshi
12. Shri Ramcharan Bohra
13. Shri Vinod Chavda
14. Shri Rajeshbhai Naranbhai Chudasama
15. Kumari Arpita Ghosh
16. Shri Rahul Kaswan
17. Shri Nimmala Kristappa
18. Shri P. Kumar
19. Shri Harish Chandra Meena
20. Shri Ram Charitra Nishad
21. Shri Rajesh Pandey
22. Shri Rajesh Ranjan
23. Shri Ponguleti Srinivasa Reddy
24. Shri Ram Kumar Sharma

25. Shri Prathap Simha
26. Shri Dushyant Singh
27. Shri Kunwar Haribansh Singh
28. Shri Rakesh Singh
29. Shri Shatrughan Sinha
30. Shri Manoj Tiwari
31. Shri K. C. Venugopal

SECRETARIAT

Shrimati Sunita Sekaran, *Director*

Shri Swarabji B., *Director*

Shrimati Monica Baa, *Additional Director*

Shrimati Catherine John L., *Under Secretary*

Shrimati Anamika Das Bora, *Committee Officer*

INTRODUCTION

I, the Chairman, Department-related Parliamentary Standing Committee on Transport, Tourism and Culture, having been authorized by the Committee to present on its behalf, do hereby present this Two Hundred Fifty Ninth Report on Demands for Grants (2018-19) of the Ministry of Road Transport & Highways.

2. The Committee, at its meeting held on the 20th February, 2018 considered the subject and heard the Secretary and other officials of the Ministry of Road Transport and Highways.

3. The Committee wishes to express its thanks to the officers of Ministry of Road Transport and Highways for placing before the Committee, the material and information desired in connection with the subject and for clarifying the points raised by the Members.

4. The Committee considered and adopted the Report at its meeting held on 1st March, 2018.

NEW DELHI;

1 March, 2018

Phalguna 10, 1939 (Saka)

DEREK O'BRIEN

Chairman,

*Department-related Parliamentary Standing
Committee on Transport, Tourism and Culture,
Rajya Sabha.*

ACRONYMS

ADB	:	Asian Development Bank
BE	:	Budget Estimates
BOT	:	Build-operate-Transfer
BoT	:	Build operate Transfer
BRO	:	Border Road Organisation
CCI	:	Cabinet Committee on Infrastructure
CFI	:	Consolidated Fund of India
CRF	:	Central Road Fund
DAVP	:	Directorate of Advertising and Visual Publicity
DPRs	:	Detailed Project Reports
DTI	:	Driving Training Institute
EAP	:	Externally Aided Projects
EC	:	Environment Clearance
EI&ISC	:	Economic Importance & Inter State Connectivity
EPC	:	Engineering, Procurement and Construction
EPE	:	Eastern Peripheral Expressway
EPFO	:	Employees' Provident Fund Organisation
FY	:	Financial Year
GAD	:	General Arrangement Drawing
GBS	:	Gross Budgetary Support
GDP	:	Gross Domestic Product
GOI	:	Government of India
GPS	:	Global Positioning System
GSM	:	Global System for Mobile Communications
HAM	:	Hybrid Annuity Model
HMV	:	Heavy Motor Vehicle

I&C	:	Inspection and Certification
IAHE	:	Indian Academy of Highway Engineers
ICICI	:	Industrial Credit and Investment Corporation of India
IDTR	:	Institute of Driving and Training Research
IDTR	:	Driving Training and Research
IEBR	:	Internal and Extra Budgetary Resources
InvITs	:	Infrastructure Investment Trusts
IRQP	:	Improvement in Riding Quality Programme
LA	:	Land Acquisition
LIC	:	Life Insurance Corporation
LWE	:	Left Wing Extremism
M&R	:	Maintenance & Repair
MoRTH	:	Ministry of Road Transport and Highways
NH(O)	:	National Highways (Original)
NHAI	:	National Highways Authority of India
NHARSS	:	National Highway Accident Relief Service Scheme
NHDP	:	National Highways Development Programme
NHDP	:	National Highways Development Project
NHIDCL	:	National Highways and Infrastructure Development Corporation Limited.
NHIIP	:	National Highway Interconnectivity Improvement Programme
NHs	:	National Highways
PBFF	:	Permanent Bridge Fee Fund
PIUs.	:	Project Implementation Unit
PM	:	Prime Minister
PPP	:	Public-private partnership
PR	:	Periodic Renewal

PWDs	:	Public Works Department
R&D	:	Research and Development
RBI	:	Reserve Bank of India
RE	:	Revised Estimates
RFCTLARR	:	Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement
RFP	:	Request for Proposal
ROBs	:	Rail Over Bridge
RRP	:	Road Requirement Plan
RUBs	:	Rail Under Bridge
SARDP-NE	:	Special Accelerated Road Development Programme (North-East)
SRTUs	:	State Road Transport Undertaking
ToT	:	Toll Operate Transfer
UC	:	Utilization Certificate
UTs	:	Union Territories

REPORT

INTRODUCTION

Road transport is vital to India's economy. Road transport has gained its importance over the years despite significant barriers and inefficiencies in inter-state freight and passenger movement compared to railways and air. Road network in India is critical to the country's development, social integration and security needs of the country. Indian road network is administered by various government authorities. India has one of the largest road networks of over 54.83 lakh km. comprising of National Highways, Expressways, State Highways, Major District Roads, Other District Roads and Village Roads. Road Sector, mainly National Highways and Transport Sector are the responsibility of the Ministry of Road Transport and Highways.

2. The Ministry of Road Transport and Highways has got the mandate of construction and maintenance of National Highways (NHs), administration of the National Highways Act, 1956, NHAI Act, 1988, Central Road Fund (CRF) Act, 2000 and Control of National Highway (Land & Traffic) Act, 2002, Motor Vehicles Act, 1988, Central Motor Vehicle Rules 1989, and National Fee (Determination of Rates and Collection) Rules, 2008, matter concerning with National Highways and Infrastructure Development Corporation Ltd. (NHIDCL) and Indian Academy of Highway Engineers (IAHE), formulation of broad polices relating to road transport, environmental issues, automotive norms etc. besides making arrangements for movements of vehicular traffic with neighbouring countries.

ANNUAL PLAN 2017-18

3. The Ministry in its written reply has stated that the Budgetary allocation for 2017-18 for Road Sector was ₹ 64,900 crore and through Internal Extra Budgetary Support (proposed IEBR) was ₹ 59,279 crore. The revised outlay earmarked under RE 2017-18 was ₹ 61,000 crore. The outlay for the FY 2016-17 at RE stage was ₹ 52,446.50 crore. Therefore, the actual increase in the budgetary outlay during 2017-18 (RE) compared to the financial year RE 2016-17 was 16.3%. The Ministry has informed that though the outlay has been reduced at RE stage in 2017-18, it has been possible to achieve completion of projects in about 5,680 km of NHs as on 31.12.2017 against the overall target of 15,000 km. for the financial year 2017-18. This is about 21% more than the achievements during corresponding period of the financial year 2016-17 (4,699 km upto 31.12.2016).

4. The Ministry in its written reply has provided the following details of scheme-wise physical achievements during the year 2017-18:

Sl. No.	Scheme	NH/Road length developed during 2017-18 upto 31.01.2018 (in km.)
1	2	3
1.	Externally Aided Projects	144
2.	National Highways (Original)	3,075

1	2	3
3.	Development of roads in LWE affected areas including Vijaywada Ranchi Corridor (VRC)	242
4.	SARDP-NE incl. Arunachal Pradesh Package of Roads	236
5.	National Highways Development Project (NHDP now subsumed under Bharatmala Pariyojana Phase-I)	2,742
TOTAL		6,439

5. The Committee has noted that the Ministry has been able to complete only one third of the overall target of completion of NHs till 31.12.2017, i.e., 5,680 km. of NHs against the overall target of 15,000 km. for the financial year 2017-18. It is a matter of concern as to how it will achieve the overall target in the remaining time. The Committee may be provided with a status report till the end of the financial year 2017-18 to the Committee in its Action Taken Replies.

6. The Ministry has provided following details regarding expenditure:

Expenditure Profile

(₹ in crore)

Sl. No.	Scheme	2015-16		2016-17		2017-18	
		RE	Exp.	RE	Exp.	RE	Exp.*
1	GBS Excl. M&R	40,967	40,517	41,428	40,654	50,219	41,764
2	M&R	2,698	2,528	2,845	2,503	2,967	1,384
3	Total (Central Sector Road) = (1)+(2)	43,665	43,045	44,273	43,157	53,185	43,148
4	CRF (State Roads)	2,881	2,398	7,175	5,070	6,765	4,532
5	EI&ISC	355	267	805	747	759	395
6	Road Transport	150	134	143	127	171	77
7	Secretariat Expenses	84	81	103	100	120	87
8	Total (Budget) [= (3) to (7)]	47,135	45,925	52,499	49,201	61,000	48,239
9	IEBR	42,695	23,281	59,279	33,118	59,279	37,791

* Provisional upto January 2018

7. **The Committee notes with concern that the expenditure under Central Sector Road for 2017-18 till January, 2018 is ₹ 10,037 crore less than the RE allocation. The Committee hopes that the entire allocation may be utilized during the current year itself.**

8. The Committee is dismayed to note that under M&R also there has been only 46.65% utilization of fund. M&R is a very important aspect in the Road Sector and massive spending during the last quarter of a financial year is a serious concern. The Committee recommends that the Ministry should monitor all the activities undertaken under this Scheme in a diligent manner.

9. The Committee enquired from the Ministry whether they had asked for additional funds at the RE stage in 2017-18, the Ministry has replied that some of the heads they had demanded for additional funds at the RE stage 2017-18 and the fund were allocated as per the details given below:

(Amount ₹ in crore)

Sl. No.	Name of the Scheme	Fund provided at BE 2017-18	Additional funds proposed at RE stage	Additional funds proposed to be provided at RE stage	Total funds at RE stage	Fund utilized up to 31/12/2017
1.	Capital Outlay on NE Region	5,765.00	1,495.00	(-) 500.00	5,265.00	4,295.30
2.	National Highways Authority of India -Investment from CRF	15,429.45	1,350.00	0	15,429.45	15,111.78
3.	Externally Aided Projects (including Counterpart)	1,225.00	973.00	601.00	1,826.00	826.28
4.	National Highways (Original)	21,543.57	8,000.00	3,498.26	18,045.31	10,270.83
5.	Tribal Sub Plan	400.00	200.0	177.00	577.00	357.49
6.	Maintenance and Repair of National Highways	2,966.75	500.00	0	2,966.75	1,307.17

10. **The Committee notices that there is a slow pace of utilization of fund in externally aided projects, National Highways (Original) and Maintenance and Repair of National Highways. More than 50% have to be spent during the last quarter which may compromise quality and encourage manipulation. The Committee, therefore, recommends that the Government should plan the utilization of fund to spread across all the four quarters of the financial year and adhere to the guidelines of the Ministry of Finance in this regard.**

11. The Committee wanted to know about the schemes/projects which could not achieve the required physical target during the year 2017-18 due to shortage of fund or any other reasons. The Ministry in its reply has submitted that there are no schemes/ projects for which stipulated targets could not be met due to shortage of funds. There have been some slippages in award and completion of some of the road

projects on account of various reasons such as delay in completion of pre-construction activities (especially land acquisition, shifting of utilities, obtaining statutory clearances, etc.), poor performance of contractors including cash flow problems, law and order problems, etc. However, periodic monitoring of the projects is being done at various levels and efforts are being made to rectify these problems.

12. The Ministry has allocated ₹ 20,891.59 crore to NHAI under different heads during 2017-18. NHAI has raised IEBR amounting to ₹ 37,791 crore upto January, 2018. The entire outlay of ₹ 20,891.59 crore has been utilised by NHAI as on January, 2018. Apart from this, the entire allocation of ₹3,000 crore earmarked for NHDP Projects under implementation through State PWDs during 2017-18 has been fully spent. Thus, the entire RE 2017-18 outlay for NHDP amounting to ₹ 23,891.59 crore has been fully spent. Projects of about 2,742 km. length of NHs have been completed under NHDP during 2017-18 (upto 31.01.2018).

13. The Committee is distressed to note that there are slippages in award and completion of the road projects on account of various reasons. The Committee may be apprised of the projects which could not be awarded and the projects which could not be completed alongwith the reasons for such slippages.

Annual Outlay-Comparison over previous year

Sl. No.	Component	Outlay for 2017-18 (BE)	Outlay for 2017-18 (RE)	Exp. (upto Jan' 2018)	Outlay for 2018-19 (BE)	% increase of 2018-19 outlay over BE 2017-18	% increase of 18-19 outlay over RE 17-18
1	2	3	4	5	6	7	8
1	EAP	2,198	1,826	900	1,200	-45.4	-34.3
2	NHDP (NHAI)	23,891	23,891	23,891	29,663	24.2	24.2
3	NH(O)	20,575	18,049	12,174	18,496	-10.1	2.5
4	SARDP-NE	5,765	5,265	4,138	6,210	7.7	18.0
	Roads in						
5	LWE affected areas	900	1,050	628	860	-4.4	-18.1
6	Tribal Sub Plan	-	-	-	2,080	-	-
7	CRF (State Roads)	7,341	6,833	4,539	8,088	10.2	18.4
8	EI&ISC	815	759	396	899	10.2	18.4
9	M&R	2,967	2,967	1,384	3,017	1.7	1.7
10	PBFF	38	38	20	14	-63.1	-63.1

1	2	3	4	5	6	7	8
11	Other items	31	31	5	31	0.0	0.0
12	Road Transport	250	171	77	315	26.0	84.2
13	Secretariat Expenses	129	120	87	127	-1.6	5.7
14	Total GBS	64,900	61,000	48,239	71,000	9.4	16.4
	IEBR	59,279	59,279	37,791	62,000	4.6	4.6
	GRAND TOTAL	1,24,179	1,20,279	86,030	1,33,000	7.1	10.6

14. The Committee observes that the Budgetary allocation for 2018-19 for Road Sector is ₹ 71,000 crore and through Internal Extra Budgetary Support (proposed IEBR) is ₹ 62,000 crore. The Committee finds that there is an increase of 9.4 % in GBS over BE 2017-18 and an increase of 16.4% over RE 2017-18. The Committee hopes that increase in Gross Budgetary Support (GBS) would help Ministry to complete more projects in the financial year 2018-19.

15. The Committee finds that the IEBR projection of ₹62,000 crore is an increase over ₹ 59,279 for 2017-18 by 4.6%. The Committee noted that the Ministry could raise around 63.75% (approximately) through IEBR during 2017-18. The Committee would like to know from the Ministry how the projects targeted during 2017-18 would be completed when there is a huge gap of funding through market resources. The Committee recommends that the Ministry should make an extra effort to achieve the required target for funding of new projects envisaged during 2018-19.

16. The Committee is constrained to note that the Ministry of Finance has made 45.4% per cent cut in the outlay over BE 2017-18 for externally aided projects. The Committee is not provided with reasons for drastic reduction for externally aided projects. The Committee recommends that under this head, the Ministry of Finance should provide more budgets so that the projects/schemes under this head does not suffer.

17. The Committee observes that the gross budgetary support for NHDP (NHAI) is ₹ 29,663 crore for 2018-19 with an increase of 21.57% over BE 2016-17 and 24.2% increase over RE 2017-18. The Committee is happy to note that this increase will help the Ministry to complete the ongoing pending projects of national highways.

18. The Committee notes that SARDP-NE, has got a huge allocation of ₹6210 at BE 2018-19. The Committee hopes that this increase will help the Ministry to complete the pending projects of North Eastern region under SARDP-NE Scheme. The Committee notes that there was always underutilization of funds and under achievements of physical targets in SARDP-NE. The Government should plan the projects in such a way that the entire fund allocation is utilized alongwith projected target under various Schemes.

19. National Highways (Original) has got a reduced allocation of ₹ 18496 crore at BE 2018-19 to compared to ₹ 20575 crore at BE 2017-18. This is a huge reduction compared to the overall

increase of the Budget of the Ministry of Road Transport and Highways. The Committee could not find any explanation or reasons for such a huge reduction in outlay. The Committee, therefore, recommends that the Ministry should review the entire projects under the NH (O) to ensure that more activities are undertaken under this. This Committee may be apprised of the reasons for the reduction in allocation to NH (O).

20. The Committee observes that for roads in left wing extremism affected areas has got a cut of 4.4% over BE 2017-18 as it has received ₹860 crore (previous year 900 crore as BE but 1050 crore at RE). The Committee is constrained to note this cut for one of the most important projects. The Committee feels that road connectivity in such areas is very significant to connect the people with main stream land. Hence, the Committee recommends that as in the previous year the Ministry may increase the budget for this head at RE stage and the cut of budget should not come in the way of developing LWE areas.

ANNUAL PLAN 2018-19

Budget 2018-19	Revenue	Capital	Total
	11559.75	59440.25	71000.00

Annual Outlay 2018-19 - Demands *vis-a-vis* allocation

Sl. No.	Scheme	Projected Requirement	Outlay agreed by Finance Ministry
1	2	3	4
1	Externally aided projects	1,860.00	1,200.00
2	NH(Original)	21,010.00	18,496.42
3	NHAI (Investment)	21,100.00	20,093.00
4	NHAI (Remittance of Toll Receipts)	9,570.13	9,570.13
5	SARDP-NE including Arunachal Pradesh Package	6,860.00	6,210.00
6	Road connectivity in LWE affected areas	1,475.00	860.00
7	Tribal Sub Plan	0	2,080
8	Permanent Bridge Fee Fund	13.96	13.96
9	Maintenance and Repair (M&R)	8,600.00	3,017.12
10	Road Transport	4,620.60	315.00
11	Secretariat Expenses	143.53	126.80
12	Ministry—Others	34.57	30.57

1	2	3	4
13	Economic Importance and Inter-State Connectivity roads	897.24	898.70
14	CRF(State Roads)	8,075.17	8,088.30
	SUB TOTAL	84,260.20	71,000.00
	IEBR	59,279.00	62,000.00
	TOTAL	1,43,539.20	1,33,000.00

21. **The Committee observes with concern that there has been a sharp cut in outlay agreed by Finance Ministry against the projected requirement in case of Schemes of Road connectivity in LWE affected areas, Maintenance and Repair (M&R) and Road Transport. How is the Ministry planning to carry out the projects under these important Schemes? The Committee recommends that the Ministry should pursue for an increase of allocation at the RE stage.**

22. The Ministry in its written reply has provided the following details regarding the salient features of the Budget 2018-19 pertaining to the Ministry of Road Transport and Highways:

Total Annual Plan outlay (GBS)	-	₹ 71,000.00 crore
Central Sector Roads	-	₹ 70,558.20 crore
Road Transport Sector	-	₹ 315.00 crore
Secretariat Service	-	₹ 126.80 crore

23. In addition, NHAI is proposed to be authorized to raise Internal and Extra Budgetary Resources (IEBR) amounting to ₹ 62,000 crore. The Ministry had projected a total outlay of ₹ 84,260 crore for 2018-19 at B.E. stage. Subsequently, keeping in view the discussions held in the Ministry of Finance, the Ministry requested to allocate at least ₹ 73,000 crore in line with the financing plan of the approved Bharatmala Pariyojana Phase-I. The proposed BE outlay for 2018-19 is ₹ 71,000 crore for the Ministry. In addition, NHAI is proposed to be authorized to raise Internal and Extra Budgetary Resources (IEBR) amounting to ₹ 62,000 crore. The Ministry has stated that it is estimated that there should not be any shortfall/ delay in progress of works on account of the available outlay at 2018-19 B.E. stage. Additional fund requirements shall be proposed appropriately, either as part of the Supplementary or at RE 2018-19 stage keeping in view the progress of work and estimated fund requirements at that stage.

24. **The Committee observes that the Budgetary allocation for 2018-19 for Road Sector is ₹ 71,000 crore compared to ₹ 64,900 crore during 2017-18 and through Internal Extra Budgetary Support (proposed IEBR) is ₹ 62,000 crore against ₹ 59,279 crore in 2017-18. The Committee hopes that increase in Gross Budgetary Support (GBS) would help Ministry to complete more projects in the financial year 2018-19.**

ROAD DEVELOPMENT

25. The Ministry has informed that they have been entrusted with the responsibility of development of Road Transport and Highways in general and construction and maintenance of National Highways (NHs)

in particular. All roads other than NHs in the States fall within the jurisdiction of respective State Governments. In order to assist the State Governments in the development of State roads, Central Government also provides financial assistance out of the Central Road Fund (CRF) and Inter State Connectivity and Economic Importance (ISC&EI) scheme. Besides National Highways Development Project (NHDP) & National Highway Interconnectivity Improvement Programme (NHIIP), Ministry is implementing SARDP-NE & LWE Schemes which includes National Highways and State Roads.

26. The Ministry has provided following details of the NH/ road projects being implemented by various agencies under Central Sector Scheme are as follows:

Sl. No.	Agency	Ongoing works		
		No.	Length in km.	Cost in ₹ crore
1.	NHAI	292	20,595	2,49,435
2.	State PWDs	1,046	21,373	1,36,870
3.	NHIDCL	97	2,237	20,036
4.	BRO	17	272	1,279
Total		1,452	44,477	1,07,623

27. The length of National Highways for which the GOI is constitutionally responsible is 1,20,543 Km.

28. The National Highways system has various deficiencies such as capacity constraints, inadequate pavement crust, poor geometrics and lack of safety features. The Ministry has further submitted that the Government is providing increasing budgetary allocation for highway sector, it has not been possible to allocate sufficient funds for maintenance of National Highways. The road development programme needs concerted efforts in the form of mobilization of funds from other sources along with increasing budgetary allocation as private sector involvement is depleting in recent years.

29. The Committee takes cognizance of the problems submitted by the Ministry that National Highways system has various deficiencies and agrees with the Ministry that road development programme needs concerted efforts in the form of mobilization of funds from other sources along with increasing budgetary allocation as private sector involvement is depleting in recent years.

30. The Committee recommends that the Ministry should take initiative to encourage private participation in various road projects.

Development of National Highways:

31. The Ministry has informed that the Government is implementing National Highways Development Project (NHDP), the largest Highways Project ever undertaken in the country since 2000. The NHDP is mainly being implemented by National Highways Authority of India (NHAI). The Government of India has entrusted NHAI with responsibility of implementing its flagship programme, *i.e.*, National Highways Development Project (NHDP) spread over seven phases with an estimated expenditure of about ₹ 6,00,000 crore. A total of 16 NH projects on a total length of 1,383 km. are delayed for more than five years; out of these, works in about 1,316 km. have been completed.

32. Regarding pending and ongoing NH projects under implementation by NHAI under the PPP and Hybrid Annuity mode, the Ministry has informed that out of 133 Nos. of total projects on BOT(Toll) (64 Nos.)/ BOT(Annuity) (17 Nos.) /Hybrid Annuity Mode (HAM) (52 Nos.) with NHAI, the appointed dates for 44 Nos. [4 Nos. BOT(Toll), 40 Nos. HAM] of awarded projects are yet to be declared. Out of remaining 89 Nos. of ongoing BOT and HAM projects, 41 Nos. of projects [7 Nos. BOT (Annuity), 34 Nos. BOT(Toll)] are targeted for completion during FY 2017-18. The reasons for time/cost overrun/ escalation includes problems in land acquisition, utility shifting, non-availability of soil/ aggregates, poor performance of contractors, Environment/ Forest/ Wildlife Clearance, ROB & RUB issues with Railways, Public agitation for additional facilities, Arbitration/ contractual disputes with contractors/ concessionaires, etc.

33. The Committee is concerned that the appointed dates for 44 Nos. [4 Nos. BOT(Toll), 40 Nos. HAM] of awarded projects are yet to be declared. The Committee recommends that a timeline for all such activities should be strictly adhered to. The Committee recommends that the Ministry should expedite the completion of those projects delayed by more than five years at the earliest.

34. The Committee recommends that issues regarding land acquisition and Environment/ Forest/ Wildlife Clearance should be planned well in advance to avoid delay if taken up at a later stage as one cannot predict the minor details involved in each project.

35. The Committee is of the view that the Ministry should have a effective mechanism at place to deal with situations like public agitation for additional facilities, arbitration/ contractual disputes with contractors/ concessionaires, etc.

Central Road Sector - Major Programs/ Schemes

				(₹ in crore)
Sl. No.	Program/Scheme	Total Cost (₹ Crore)	Length (in km.)	Completed Length (Km.)
1.	NHDP	2,47,635	56,323	33,820
2	SARDP-NE including Arunachal package	33,752	6,418	2,528
3	World Bank funded projects	6,461	1,120	789
4	JICA funded projects	8,130	496	21
5	ADB funded Projects	3,448	196	97
6	LWE affected areas	8,654	5,453	4,470
7	Vijaywada-Ranchi -LWE	1,200	592	428
8	Projects under NH (O)	Balance works in 15,500 km. length of NHs for ₹ 1,06,047 crore		

The balance length of NHDP stands subsumed under Bharatmala Phase-I.

36. **The Committee observes that out of the total length entrusted under NHDP *i.e.*, 56,323 km. only 33820 km. has been completed. Similarly there has been under achievement under all the Schemes. The Committee is of the view that the Ministry has not taken enough measures to achieve the set target within the stipulated time. Road Sector being the lifeline of the country is of immense importance and should be taken very seriously. The Committee recommends that necessary steps should be taken to finish the projects within stipulated time.**

FUNDING OF ROAD SECTOR PROJECTS

37. The Ministry has provided the following core issues related to infrastructure lending in road sector:

- (i) **Loans to Highway Projects classified as "secured" by Lenders:** At NHAI's initiative, Reserve Bank of India has effected a policy shift mandating that the Financial Institutions now consider loans to Highway Projects as secured loan to the extent covered by termination payment provisions under the Concession Agreement. Due to this changed classification, the road sector projects will now be able to access debt funds from a larger pool for secured loans (as against the restricted pool available for unsecured loans) and also get the benefit of lesser interest rates.
- (ii) **Refinancing/ Restructuring loan:** NHAI is actively supporting refinancing/ restructuring of loans. The Authority has decided that in refinancing/ restructuring of the loan, where there is no increase in the overall liability of NHAI (though it may differ on any particular date as per the revised repayment schedule), should be actively supported.
- (iii) **Equity Divestment:** The Cabinet Committee on Economic Affairs (CCEA) approved the proposal for permitting 100% equity divestment after two years of construction completion for all BOT projects. Accordingly, 100% equity divestment was permitted in 13 projects during last year.
- (iv) **Premium rescheduling:** To ensure that project execution does not suffer due to cash flow constraints, an Expert Committee was constituted by the Central Government on the proposal made by NHAI, and rescheduling of premium was approved, which is being made available to concessionaires which have a revenue shortfall.
- (v) **Hybrid Annuity Mode:** A new PPP mode *i.e.* Hybrid Annuity Mode (HAM) was introduced whereby NHAI funds 40% of the Project Cost besides providing semi-annual Annuities for 15 years during operation and maintenance period.

38. The Ministry has informed that 10 Nos. of projects with a total length of about 591 km. and amounting to ₹ 14,404 crore have been awarded under HAM during 2017-18.

39. **The Committee notes the initiatives taken by the Ministry.**

MAINTENANCE OF NATIONAL HIGHWAYS

(₹ in crores)

Maintenance of National Highways- financed from CRF	BE 2017-18			RE 2017-18			BE 2018-19		
	Revenue	Capital	Total	Revenue	Capital	Total	Revenue	Capital	Total
	1829.24	1829.24	1829.24	1829.24	3020.69	3020.69

40. The Ministry has informed that the outlay for Maintenance and Repair (M&R) of NHs was ₹ 2,966.75 crore at BE stage 2017-18 (comprising of ₹1,137.51 crore under GBS and ₹ 1829.24 crore from CRF cess). The Ministry has been persistently taking up the issue of enhancing budgetary outlay for M&R of NHs with Ministry of Finance; the Ministry had requested for enhancement of M&R outlay by ₹ 500 crore at RE 2017-18 stage. However, it has not been possible to earmark any additional outlay at RE stage under the head.

41. The Ministry projected a total outlay of ₹ 8,600 crore for Maintenance and Repair (M&R) of NHs for 2018-19 at BE stage out of total proposed outlay of ₹ 84,260 crore. The proposed BE outlay for 2018-19 is ₹ 3,017.12 crore for M&R of NHs including ₹ 100 crore for Swachhta Activities on NHs considering the overall proposed BE 2018-19 outlay of ₹ 71,000 crore. Additional fund requirements shall be proposed appropriately, either as part of the Supplementary or at RE 2018-19 stage keeping in view the progress of work and estimated fund requirements at that stage.

42. The Committee was informed that there remains a gap in M&R allocations provided annually over the years as compared to the estimated fund requirement which leads to the compulsion of thin spreading of available resources. However, efforts are made to keep the NHs in traffic worthiness within available resources as per *inter-se* priority and traffic density.

43. The Committee is distressed to note that no additional amount was granted at RE 2017-18 stage under the head. The Committee wants to know the reasons for less allocation under this head against the projected at BE 2018-19. The Committee is also unable to understand how the Ministry is going to maintain the national highways with this reduced budget. The Committee noted that more allocations are necessary regarding the maintenance of National Highways. The Committee recommends that the Ministry should actively pursue for increase in budget for maintenance of NH at the RE stage 2018-19. The Committee notes that the maintenance of National Highways has been funded from CRF instead of GBS. The Committee may be apprised about the benefits to stopping the GBS to maintenance of National Highways.

ACQUISITION OF LAND

44. The Ministry has informed that there has been a sharp increase in land acquisition cost. The average cost of land acquisition has been sharply escalating from ₹ 0.80 crore per hectare during 2012-13 to ₹ 3.20 crore per hectare during 2017-18 (*i.e.* 300% hike in Land Cost).

Year-wise average Land Acquisition cost since 2012-13

Possession/Expenditure	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18 (upto Dec. 17)
Possession (in Ha.)	6,762	8,465	6,733	9,285	7,491	4,977
Expenditure (₹ crore)	5,404	7,794	9,098	19,020	17,823	15,900
Average Cost (₹ crore/Ha)	0.80	0.92	1.35	2.05	2.38	3.20

45. The Committee observes the figure given by the Ministry on land acquisition cost since 2012-13. The Committee has noted that the land cost per hectare has been consistently rising since 2012-13. Since the development of roads requires land acquisition, this is a matter of serious concern as the cost escalation of the road projects would be unmanageable. The Committee may be apprised of the steps taken by the Ministry to deal with the situation and cost management of the upcoming road projects.

WORKS UNDER ROADS WING

46. The Ministry in its written reply has stated that the proposed budgetary outlay for 'Works under Roads Wing' for the year 2018-19 of ₹ 21,453.42 crore includes outlay of ₹ 18,492.42 crore under NH(O), ₹2,940 crore for road projects under LWE affected areas including Vijayawada Ranchi Corridor, ₹ 21 crore for charged head, Information Technology Head, etc. At RE stage 2017-18, the outlay for 'Works under Roads Wing' was reduced to ₹19,116.31 crore; this includes outlay of ₹ 18,045.31 crore under NH(O), ₹1,050 crore for road projects under LWE affected areas including Vijayawada Ranchi Corridor, ₹ 21 crore for charged head, Information Technology Head, etc.

47. The actual utilisation of funds as on 31.01.2018 are as follows:

Sl. No.	Head	Allocation at RE stage 2017-18 (crore)	Expenditure as on 31.01.2018 (crore)	Length constructed as on 31.01.2018 (km.)
1.	NH(O)	18,045.31	12,174.23	3,075
2.	Works under LWE affected areas including Vijayawada Ranchi Corridor	1,050.00	627.76	242
3.	Charged head, Information Technology Head, etc.	21.00	6.00	Not applicable
TOTAL		19,116.31	12,807.99	3,317

48. The target for construction during 2018-19 under NH(O) and LWE scheme including Vijayawada Ranchi Corridor is 4,000 km., 500 km. respectively. The state-wise targets have not been finalised.

49. The Committee notes that there has been delay in utilisation of funds under all the heads of 'Works under Roads Wing'. Out of total ₹ 19,116.13 crore at RE 2017-18 an amount of ₹ 12,807.99 crore has been utilized till 31.01.2018. The Committee wants to know the reasons for such underutilization. The Committee recommends that the Ministry should make all efforts to utilize the allocated funds and achieve target of the projects within the stipulated time.

DEVELOPMENT OF NATIONAL HIGHWAYS UNDER NH(O)

50. The Ministry has informed that development works on the National Highways entrusted with State PWDs (which are not covered under any approved programmes) are taken up through the Annual Plan of works during every financial year. Various types of development works on NHs, such as widening, strengthening of weak pavements, construction of missing links, construction/rehabilitation/reconstruction of bridges, culverts, bypasses and improvement of riding qualities, etc., are identified and included in the list of Annual Plan of National Highways (Original) {NH (O)} works well in advance of the beginning of a particular financial year in order of priority.

51. Development of some identified non-NHDP NH stretches on BOT (Toll) basis is also being undertaken under VGF scheme of M/o Finance. The cost of pre-construction activities for these projects is being met from allocation under NH (O). The quantum of VGF to be borne by this Ministry for such projects, if any, is also to be met from NH (O). Apart from this, cost of project preparation and pre-construction activities for non-NHDP projects proposed to be undertaken through proposed External Assistance is also to be met from NH (O). The aggregate length of such NHs not covered under any scheme /programme is about 50,145 km.

52. The status of fund allocation under NH(O) is as under:

	(Amount in ₹ Crore)		
	BE 2017-18	RE 2017-18	BE 2018-19 (proposed)
NH(O) - States/UTs	21,543.57	18,045.31	18,492.42
Additional NH(O) for North East (NE) States	500.00	400.00	500.00
Tribal Sub-Plan - NH works in NE States, Rajasthan, MP, Chhattisgarh, Jharkhand, etc.	-	-	2,080.00*
Total	22,043.57	18,445.31	21,072.42

*- New initiation proposed

Achievements under NH (O) during 2017-18 up to December, 2017.

	Completion
Construction (km.)	2,465 km.
Improvement of Riding Quality (km.)	2,555 km.
Bridges / ROBs / RUBs (No.)	47 Nos.

Targets under NH(O) for 2018-19 is as below

	Completion
Construction	4,000 km.
Bridges/ROBs/RUBs	50 Nos.

53. The total Outlay recommended under NH(O) is ₹ 21,072.42 crore for BE 2018-19 (including provision of ₹ 2,080 crore under Tribal Sub Plan for NH works in NE States, Rajasthan, MP, Chhattisgarh, Jharkhand, etc. and additional NH(O) outlay of ₹ 500 crore for NE states.)

54. The Committee notes that compared to the target achievements during 2017-18 (upto December, 2017), i.e., 2,465 km., the targets set under NH(O) for construction during 2018-19, i.e., 4000 km. is very high. The Committee recommends that the target set for 2018-19 should be revisited and its feasibility should be worked out.

EXTERNALLY AIDED PROJECTS (EAP)

55. The Ministry has informed that funding for Externally Aided Projects(EAPs), comprises of two components, viz Loan Component and Counterpart Funding (*i.e.* share of the Central Government). These projects are being implemented through funding from multilateral agencies, such as World Bank, Japan International Co-operation Agency(JICA) and Asian Development Bank(ADB). Allocation for these schemes at BE stage during 2017-18 was ₹ 1,225 crore. This has been enhanced at RE (2017-18) to ₹1,826 crore. It is pertinent to mention here that JICA funded projects (costing ₹ 6,167 crores on NH-54 in Mizoram state) and ADB funded projects (costing ₹ 1,630 crore on NH-39 in Manipur state) in North East Region can be taken up only after completion of land acquisition (LA) in these states. These projects shall be executed through NHIDCL. The Ministry/ NHIDCL has been pursuing with State Governments for expediting the LA process. Once the minimum land required for award of the project is available as per provisions of Contract Agreements, the works shall be awarded and the fund requirements shall be projected accordingly at RE stage 2018-19. Accordingly, the outlay for EAPs have been proposed under BE 2018-19 considering the requirements for ongoing EAP projects. Additional funds required, if any, shall be appropriately projected at RE 2018-19.

56. The Ministry, through NHIDCL (National Highways & Infrastructure Development Corporation Limited), has taken up two works in States of Mizoram and Manipur. The project-wise major issues related to land acquisition (LA) are as follows:

- (i) Widening and up-gradation to 2-lane with paved shoulder configuration and geometric improvements from Km. 8.00 to Km. 380.00 on Aizawl-Tuipang section of NH-54 in the state of Mizoram with JICA assistance loan:
 - (a) The total land required for the project is 750 hectare; out of this, 290 hectare land has been acquired.
 - (b) LA is being done as per the Mizoram Land Acquisition, Rehabilitation and Resettlement (MLARR) Act-2016.

- (c) In one of the cases of LA pertaining to some other project, the Hon'ble High Court, Guwahati's Aizawl Bench has declared the Mizoram LARR Act, 2016 as Null & Void as it has not received assent of President of India. The State Govt. has challenged the above decision in the double bench of Hon'ble High Court. The case is yet to be listed.
 - (d) LA activities have come to a halt in this situation.
 - (e) NHIDCL has requested the State Government to acquire the Land by following NH Act, 1956 instead of MLARR Act, 2016. State Govt.'s decision is awaited.
- (ii) Two/Four Laning of Imphal-Moreh (Km. 330.00- Km. 425.41) in the State of Manipur with ADB funding:
- (a) The total land required for the project is 241 hectare; out of this, 130 hectare land is available.
 - (b) LA is being done under Direct Purchase Mode as per the Manipur Land Acquisition Act.
 - (c) The Deputy Commissioners of Tengnoupal and Chandel districts have submitted the estimate to State Government for private land and standing property by adding solatium and distance factor. These rates are being re-negotiated.

57. The Committee notes that the land acquisition in both the States of Mizoram and Manipur for the projects is far less than the requirement. The Committee recommends that the Ministry should relook into the projects and work out a plan to make the land acquisition in a streamlined manner so as not to cause delay in the projects. However, the Committee reiterates that there must not be any forcible land acquisition. Negotiation must be the solution to these issues-never forcible acquisition. The Committee also recommends that Government of India may help the State Governments of Mizoram and Manipur to tide over the legal issues and other aspects related to acquisition.

58. World Bank funded National Highway Interconnectivity Improvement Projects (NHIIP) - Ministry's Initiatives for Development of entire NH Network to minimum acceptable standard of 2-lanes: Initiatives have been taken for developing about 1,120 km. of NHs. to 2-lane NH standards under Phase I of NHIIP. The project estimated cost is ₹ 5,193 crore and loan component from World Bank is estimated to be ₹ 2,300 crore.

59. Japan International Cooperation Agency (JICA) funded projects -

- (a) **North East Road Network Connectivity Project Phase I** with Official Development Assistance (ODA) loan assistance - Widening and upgradation to 2 lane with paved shoulder configuration and geometric improvements of NH-51 in the state of Meghalaya and of NH-54 in the state of Mizoram on Engineering, Procurement and Construction (EPC) mode with JICA loan assistance.
 - Sanctioned Cost: ₹ 6,721 crores.
 - Project Length: 403 km.
 - Current Status: The projects are currently under bidding.

- (b) **Bihar National Highway Improvement Project (Phase-2) with ODA loan assistance** - Four laning of Gaya-Hisua-Rajgir-Nalanda-Biharsharif Section (km 0.00 to km 92.935) of NH-82 in the state of Bihar.

- Sanctioned Cost: ₹ 1408.85 crores.
- Project Length: 92.935 kms.
- Date of commencement of work: 23.01.2017
- Length completed till Dec'17: 13 km.

- (c) **Asian Development Bank (ADB) funded SASEC (South Asia Subregional Economic Cooperation) Road Connectivity Investment Program (SRCIP)** - 5 Nos. of works of total length 195.82 km. costing ₹ 3,448 crore, excluding one project which is under bidding stage, have been taken up in States of West Bengal and Manipur.

It is recommended to earmark an outlay of ₹ 1,200 crore including ₹ 460 crore as counterpart funding for these works during 2017-18.

60. The Committee takes note of the initiatives. The Committee recommends that the funds allocated for EAP should be fully utilised and the projects should be completed within stipulated time.

Special Accelerated Road Development Programme in North East (SARDP-NE) region including Arunachal Pradesh Package Programme:

62. Special Accelerated Road Development Programme in North East (SARDP-NE) covering construction/improvement/DPR preparation of 10,141 km. road stretches, approved by Cabinet Committee on Economic Affairs (CCEA) /Cabinet from time to time. The programme has been divided under 3 phases, as follows:

PHASE "A" OF SARDP-NE

63. Phase 'A' involved improvement/ construction of 4,099 km. of roads (2,933 km. NH and 1,166 km. State roads and other roads) at an estimated cost of ₹ 21,769 crore. Out of these, 3,213 km. roads has been approved for execution and balance 886 km has been approved 'in-principle'.

64. The implementation of these roads has been entrusted to various Agencies such as State PWDs, BRO, NHIDCL and NHAI. Till December, 2017, 3,215 km. of length has been awarded and 1,783 km. of road has been completed. The SARDP-NE Phase 'A' is expected to be completed by 2023-24.

PHASE 'B' OF SARDP-NE

65. Improvement of 35 roads stretches of various categories such as NHs, State Roads, GS roads and Strategic roads etc. aggregating to 3,723 km. has been included under Phase 'B' of SARDP-NE. Phase 'B' has been approved by the Government for preparation of DPR only.

66. An amount of ₹ 5,265 crore was allocated for SARDP-NE during 2017-18 BE which has been reduced to ₹ 4,865 crore at RE 2017-18. An expenditure of ₹ 4,027.61 Crore was incurred as on 31.12.2017. It is proposed to allocate ₹ 5,710 crore for the programmed under BE 2018-19.

67. **The Committee is of the view that the Ministry should pursue to complete the projects under SARDP-NE within the stipulated time and ensure that optimum utilization of funds is done.**

ARUNACHAL PRADESH PACKAGE OF ROADS AND HIGHWAYS.

68. The Arunachal Pradesh Package for Road and Highways involving development of about 2,319 km. length of road (2,205 km. of NHs & 114 km. of State / General Staff / Strategic Roads) has also been approved by the Government. Projects on 776 km. are to be taken up on BOT (Annuity) mode and the remaining are to be developed on EPC mode/Item Rate Contract as per Ministry's extant policy.

69. Till December, 2017, projects of 2,047 km. length have been awarded and 702 km. of road has been completed. The entire Arunachal Pradesh package is targeted for completion by 2023-24.

70. The Committee recommends that looking at the strategic importance of the project work should be expedited and every effort should be made to complete it at the earliest. A status report may be provided to the Committee.

71. An outlay of ₹ 898.70 crore for BE 2018-19 has been recommended for States and UTs for State Road works under Economic Importance and Inter State Connectivity (EI&ISC) Schemes out of the cess accrual.

72. Outlays of ₹ 97.88 crore for BE 2018-19 have been recommended for "R&D and Training" and "Other Charges & IT"; ₹ 10.00 crore has been recommended for Charged Expenditure. An amount of ₹ 62,000.00 crore has been targeted to be raised under Internal and Extra Budgetary Resources (IEBR) during 2018-19.

SPECIAL PROGRAMME FOR DEVELOPMENT OF ROADS IN THE LEFT WING EXTREMISM (LWE) AFFECTED AREAS

73. The Ministry has informed that fund for LWE affected areas including Tribal Sub-Plan has been enhanced from ₹ 700 crore to ₹ 850 crore at RE 2017-18 stage. The Government has taken up the scheme for development of about 5,453 km. of NHs/roads in Left Wing Extremism (LWE) affected areas. As on 31st December, 2017, works on 5,419 km. length have been awarded. Development in 4,464 km. length has been completed up to December 2017 including 174 km. completed during current financial year 2017-18. The Government has taken up the scheme for development of about 5,453 km. of NHs/roads in Left Wing Extremism (LWE) affected areas. As on 31st December, 2017, works on 5,419 km. length have been awarded. Development in 4,464 km. length has been completed up to December, 2017 including 174 km. completed during current financial year 2017-18.

74. In addition to above, the Ministry has taken up development of 592 km. State Roads in Odisha along LWE affected Vijayawada - Ranchi route which has been not covered in any Central or State Scheme. So far, development on 421 km. has been completed up to December, 2017.

75. The Government has approved in February, 2009 the proposal for development of about 1,202 km. of National Highways and 4,362 km. of state Roads in Left Wing Extremism (LWE) affected areas as

a special project estimated to cost about ₹ 7,300 crore. The modified Road Requirement Plan (RRP) commensurate to the CCS approval accorded in June, 2010 comprises of development of about 1,126 km. length of NHs and 4,351 km. length of state roads. The projects covers 34 districts in nine states namely in Andhra Pradesh, Bihar, Chhattisgarh, Jharkhand, Madhya Pradesh, Maharashtra, Odisha, Telangana and Uttar Pradesh. Technical and financial sanction for all identified National Highways & State Road Projects would be as per stipulated procedure for National Highways works.

76. As on 31st December, 2017, the detailed estimates for 5,422 km. length have been sanctioned at an estimated cost of ₹ 8,585 crore, out of which, works on 5,419 km. length costing ₹ 8,654 crore have been awarded. Development in 4,464 km. length has been completed up to December, 2017 and cumulative expenditure incurred so far is ₹ 6,688 Crore.

77. The total B.E. outlay recommended for this programme is ₹ 660 crore for the year 2018-19. Out of this, it has been recommended to earmark ₹ 620 crore under Tribal Sub Plan (TSP).

Achievement During 2017-18*	Target for 2018-19
Completion	Completion
174 km.	400 km.

*Till December, 2017

78. The Committee notes that the achievement under LWE during 2017-18 is 174 km. (till December, 2017) but the target for 2018-19 is 400 km. The Committee is not convinced about the completion of the target within the stipulated time. The Committee recommends that the Ministry should evaluate the reasons for the delay and strategies may be devised accordingly to speed up the road construction work in LWE areas.

PROGRAMME FOR DEVELOPMENT OF VIJAYAWADA-RANCHI ROAD

79. The total length of Vijaywada to Ranchi route is about 1,622 km. passing through the State of Andhra Pradesh, Odisha and Jharkhand and consists of different categories of roads. The development of the NH falling on this road is being taken up from available allocations under NH(O). The length of this route in the State of Orissa is about 1,219 km. (239 km. NH and 980 km. state roads).

80. The CCI has approved the proposal for development of 600 km. of State Roads in Odisha State in November, 2010 at a cost of ₹ 1,200 crore which is to be implemented by State Government of Orissa and the Technical, Financial and Administrative sanctions are to be approved by this Ministry.

81. So far, the detailed estimates for all the 9 packages in an aggregate length of 594 km. have been sanctioned at an estimated cost of ₹ 1,333 crore and have been awarded. The development on 421 km. has been completed at the cumulative expenditure of ₹ 888 crores up to December, 2017. An outlay of ₹ 200 crore has been recommended for this programme during 2018-19. The Ministry has taken up development of 592 km. State Roads in Odisha along LWE affected Vijayawada - Ranchi route which has been not covered in any Central or State Scheme.

82. So far, development on 439 km. has been completed upto January, 2018. Balance length of 153 km. remains to be completed mainly on account of 3 major works; details of which are as follows :

- (i) Delay due to termination and reaward: In respect of 2 works covering a length of 157 km. which were awarded in March 2012; the agreements were rescinded during 2013-14 due to poor performance of the Contractor. The State PWD had re-awarded the works only in November 2015 leading to a delay of the 3 years in termination, re-bidding and award. After re-award, these 2 works were scheduled for completion by November 2017. During execution of these two works, the works have got delayed due to some force majeure as well as delay in obtaining forest clearance. Both these works are now targeted for completion by 31.03.2018.
- (ii) Poor progress of M/s ASIP and SIPL (JV): This major work covering a length of 94 km. in Rayagada and Gajapati Districts was awarded to M/s ASIP and SIPL (JV) on 1.5.2012 with scheduled date of completion as 23.8.2015. As on date, the physical progress achieved is only 54% due to poor performance of contractor. The work was badly delayed due to poor performance of original Contractor, M/s- ASIP-SIPL(JV). Now the Contractor has mobilized resources like men, machinery and finance and the work is in progress.

83. The Committee is happy with the steps taken by the Ministry to rectify the problems causing delay in completion of the Vijaywada to Ranchi road. The Committee recommends that the Ministry should assess whether the allocated funds at BE 2018-19 is sufficient for the project and approach for a raise at RE 2018-19.

CENTRAL ROAD FUND (CRF)

84. The Committee wanted to know from the Ministry the total collection under CRF during financial year 2017-18 and the amount utilized collected under CRF for different projects during financial year 2017-18 and if any new schemes/ projects/ initiatives Ministry were implemented under this head during 2017-18.

85. The Ministry in its reply submitted that the Ministry of Finance has estimated total collection of Cess on petrol and high speed diesel as ₹ 81,258 crore during 2017-18 at R.E. stage. The distribution of the CRF for development of Rural Roads, development and maintenance of National Highways (NHs), Railways, development and maintenance of State Roads and for development and maintenance of road in border areas are governed by the CRF Act, 2000 amended by the Finance Act from time to time. CRF is non-lapsable fund. The allocation and expenditure / release from Central Road Fund for different projects under the Ministry of Road Transport and Highways are as follows:-

(₹ in crore)			
Sl. No.	Particulars	RE 2017-18	Expenditure/Release (Upto 31.12.2017)
1	Outlay for National Highway Works	36,071.00	27,413.06
2	Outlay for CRF(State Roads) including roads of Economic Importance and Inter State Connectivity	7,592.00	4,501.51
TOTAL		43,663.00	31,914.57

86. **The Committee observes that the total fund allocated under CRF and expenditure upto 31.12.2017 by the Ministry has a huge gap of ₹ 11,748.43 crore. The Committee is not able to understand the less expenditure incurred by the Ministry. The Committee recommends that the allocated money should be fully utilized for the prescribed purpose.**

87. The Ministry allocates funds for the States/ Union Territories (UTs) for development of State Roads (non Rural Roads) and Roads of Economic Importance and Inter State Connectivity (EI&ISC) as per the provisions of the CRF Act, 2000 amended by the Finance Act from time to time. The share for development of State Roads (non Rural Roads) is 10% of the total Cess collection as per the CRF Act, 2000 amended by the Finance Act from time to time, including 1% for development of roads of Economic Importance and Inter State Connectivity (EI&ISC).

88. The funds for development of State roads (non Rural Roads) under CRF scheme are allocated to the States/UTs on the basis of 30 per cent weightage to fuel consumption and 70 per cent weightage to the geographical area. Funds under EI&ISC schemes are earmarked for State/UTs considering the overall available outlay, carry over liabilities and *inter-se* priority of works.

89. The present distribution of CRF collected on HSD Oil and Petrol is as follows:

Central Road Fund (CRF) - Present System

(₹ in crore)

Sl. No.	Ministry/Organization	Distributions of total Diesel and Petrol Cess after 01.06.2016 as on Date	Allocations under R.E. during 2017-18
1	Rural Roads (PMGSY)	33.50 %	14,894
2	Railways	14.00 %	11,375
3	National Highways (MORT&H)	41.50 %	36,071
4	State Roads under CRF and EI&ISC (MORT&H)	10.00 %	7,592
5	Border Area Roads (M/o Defence)	1.00 %	450

90. The Ministry has informed that 459 Nos. of proposals costing ₹ 6,502 crore for development of State Roads under CRF (State Roads) scheme were received during FY 2017-18, of which 172 Nos. of proposals costing ₹ 4,198 crore have been approved upto December 2017. The funds are not released project-wise for the development of State Roads under CRF (State Roads) scheme. For these works, one third of annual allocation of the State/ UT is released for utilization against sanctioned works and this amount is maintained as a reserve by replenishing the expenditure from subsequent releases; subsequent releases of funds are made to the States/ UTs based on submission of Utilization Certificates (UCs) of previous releases subject to the condition that the total amount released for any State/ UT during the year does not exceed the total allocation for that year in respect of that State/ UT and the amount of unspent balance of previous years. The Ministry has released ₹ 4,138.40 crore till 31.12.2017 against the total accrual of ₹ 6,696.16 crore under CRF (State Roads) scheme during FY 2017-18.

91. **The Committee wants to be apprised of the reasons for approving only 172 proposals against 459 proposals during 2017-18 for development of State Roads under CRF (State Roads) scheme.**

92. **The Committee notes that there has been underutilization of fund under CRF (State Roads) scheme during FY 2017-18. The Ministry may provide a status report on the same.**

ECONOMIC IMPORTANCE & INTER STATE CONNECTIVITY (EI&ISC)

93. The Ministry has informed that the outlay for Economic Importance & Inter State Connectivity (EI&ISC) works under CRF Cess was reduced from ₹ 1,233 Crore at BE 2016-17 to ₹ 886.33 Crore at first supplementary due to amendment in the CRF Act, 2000 by the Finance Act, 2016 which has been made effective since 01.06.2016. Due to this, the total Cess fund for the Ministry was reduced at first supplementary stage during 2016-17. Accordingly, the share of Cess for EI&ISC was reduced to ₹ 886.33 Crore. The BE outlay during 2017-18 is ₹ 815.67 crore. Therefore, actual reduction in BE outlay is only about 7.97%. The overall outlay of the Ministry has been reduced from ₹ 64,900 crore at BE 2017-18 to ₹ 61,000 crore at RE stage, *i.e.* by ₹ 3,900 crore and accordingly, outlay for EI&ISC has been reduced from ₹ 815.67 crore to ₹ 759.20 crore at RE stage 2017-18. This fund for EI&ISC works is adequate for the financial year 2017-18 and the progress of the projects shall not suffer on account of fund requirement. 34 Nos. of works, costing ₹ 1,043.73 crore, and involving development of about 640 km. length of roads have been completed under EI&ISC scheme during 2014-15 to 2017-18. Further, 64 Nos. of works costing ₹ 2,191 crore in about 1,363 km. length of roads are in progress under this scheme.

94. The Ministry has also informed that 17 Nos. of proposals were received from State Governments for development of State Roads of Economic Importance and Inter State Connectivity (EI&ISC) during FY 2017-18 for a total amount of ₹ 620.71 crore; out of these, 15 Nos. of proposals amounting to ₹ 494.73 crore were sanctioned upto December 2017. For EI&ISC works, the direct payment procedure applicable for National Highway (NH) works is followed. The Ministry has allocated ₹ 661.20 crore for the States for the development of EI&ISC works, out of this an expenditure of ₹ 355.76 crore has been booked as on December, 2017.

95. **The Committee notes that out of ₹ 661.20 crore allocated for the States for the development of EI&ISC works, an expenditure of ₹ 355.76 crore has been booked as on December, 2017. The Committee wants to be apprised of the reasons for delay in utilization of funds.**

AVERAGE CONSTRUCTION OF NATIONAL HIGHWAYS DURING 2017-18

96. Following are the average rate of construction of National Highways per day during 2016-17 and 2017-18 as provided by the Ministry:-

Financial Year	Total Construction	Average rate of Construction (km./day)
2016-17	8,231 km.	22.5
2016-17 (till Dec 16)	4,699 km.	17.1
2017-18 (till Dec 17)	5,680 km.	20.7

97. The average rate of construction of NHs per day during 2017-18 has so far shown an increase of about 21% over that for the same period during 2017-18.

98. **The Committee is happy to note that the daily average of constructing highways has improved from 17.1 Km. to 20.7 Km. per day.**

BHARATMALA PARIYOJANA PHASE-I

Bharatmala Pariyojana Phase-I and other schemes - Plans

(₹ in crore)				
Sl. No.	Scheme	Total Length (km.)	Length (km.) under Phase-I	Tentative Cost (₹ crore)
1.	Economic Corridors	26,000	9,000	120,000
2.	Inter-Corridors & feeder roads	15,500	6,000	80,000
3.	National Corridor Efficiency improvement	#	5,000	100,000
4.	Border & International connectivity roads	5,198	2,000	25,000
5.	Coastal & port connectivity roads	3,298	2,000	20,000
6.	Expressways	1,837	800	40,000
	Sub Total	51,833	24,800	385,000
7.	Ongoing Projects, including NHDP		10,000	150,000
	Total (Bharatmala Phase-I)	34,800	535,000	
	Other Ongoing schemes			
8.	NH(O)		40,882	1,57,324
9.	SARDP-NE		4,735	
10.	LWE including VRC		2,143	
11.	EAP		1,217	
	Sub Total (Other ongoing schemes)		48,977	1,57,324
	GRAND TOTAL		83,777	6,92,324

- includes development of 28 ring roads, removal of 125 choke point and 66 congestion points, development of 35 Nos. logistics parks

99. The Ministry has informed that the National Highways Development Project (NHDP) comprised of seven phases, viz. development of Golden Quadrilateral and North-South & East-West-Corridors (heavy traffic density corridors) to 4-lane NH standards, Major Port Connectivity projects, etc., under NHDP-Phases-I & II, development of other NH stretches which qualified for 4-laning and linking of State

Capitals with NHDP-I & II stretches through 4-lane NHs under NHDP-Phase-III, development of other identified important NH corridors to 2 / 4-lane NH standards under NHDP-Phase-IV, 6-laning of about 6,500 km. of NHs including Golden Quadrilateral under NHDP-Phase-V, development of Expressways under NHDP-Phase-VI, construction of ring roads, bypasses, elevated roads, etc., as decongestion measures to cities under NHDP-Phase-VII.

100. As NHDP had reached a certain level of maturity, the Ministry conducted a separate study titled "Logistics Efficiency Enhancement Program (LEEP)" which was based on the detailed Origin Destination (O-D) survey / Total Transport System Study (TTSS) in 2007-2008 study got conducted by the then Planning Commission through RITES. Detailed study considered state-wise, commodity-wise growth rates for different commodities and accordingly futuristic freight flow model was prepared to estimate the commodity wise expected freight flow routes in 2024-2025. The Ministry also took help of Bhaskaracharya Institute for Space Application and Geo-Informatics (BISAG) data/ maps for identification of infrastructure gaps.

101. Outcome of the above initiatives culminated into conceptualization of the comprehensive Bharatmala Pariyojana, which is a new umbrella program for the highways sector that focuses on optimizing efficiency of freight and passenger movement across the country by bridging critical infrastructure gaps through effective interventions like development of Economic Corridors, Inter Corridors and Feeder Routes, National Corridor Efficiency Improvement, Border and International connectivity roads, Coastal and Port connectivity roads and Green-field expressways. The programme has, also, subsumed balance length of about 10,000 km. under NHDP.

102. The component-wise objective of Bharatmala Pariyojana is summarised as follows:

Sl. No.	Component	Objective
1.	Economic Corridors	Connectivity for important production and consumption centres
2.	National Corridors Efficiency Improvement	Missing gaps, Lane Expansion, decongestion of 66 congestion points along existing corridors, removal of 125 Choke Points, Ring Roads around 28 major towns, development of 35 Nos. logistics parks
3.	Expressways	Greenfield Expressways to complement High Density Corridors
4.	Inter-corridor and Feeder Routes	Interconnection between Economic Corridors, Development of First and last mile connectivity
5.	Coastal and Port Connectivity Roads	Connectivity to Coastal areas to support Port-led economic development
6.	Border and International Connectivity	Connectivity to Border Areas, Boosting Trade and economicities with neighboring countries

103. The Ministry has informed that it has taken up detailed review of NHs network with a view to develop the road connectivity to Border areas, development of Coastal roads including road connectivity

for Non-Major ports, improvement in the efficiency of National Corridors, development of Economic Corridors, Inter Corridors and Feeder Routes along with integration with Sagarmala, etc., under Bharatmala Pariyojana. Under this programme, the Ministry identified stretches for development of about 26,200 km. length of Economic Corridors, 8,000 km of Inter Corridors, 7,500 km. of Feeder Routes, 5,300 km. Border and International connectivity roads, 4,100 km. Coastal and Port connectivity roads, 1,900 km. Expressways, National Corridor Efficiency improvement by development of Ring Roads around 28 cities; decongestion of about 125 choke points and 66 congestion points, development of 35 Nos. of Multimodal Logistics Parks.

104. The CCEA approved the proposal for investment approval for Phase I of Bharatmala Pariyojana during its meeting held on 24.10.2017. Bharatmala Pariyojana Phase-I includes development of about 9,000 km. length of Economic Corridors, about 6,000 km. length of Inter-corridors & feeder routes, about 5,000 km. length of National Corridor Efficiency improvements, about 2,000 km. length of Border & International connectivity roads, about 2,000 km. length of Coastal & Port connectivity roads, about 800 km. length of Expressways and balance length of about 10,000 km. of roads under NHDP. The programme is targeted for completion in 2021-22.

105. The programme will be implemented by the Ministry through various implementing agencies i.e. NHAI, NHIDCL, State PWDs, etc. The works shall be implemented on EPC mode, BOT(Toll), HAM, BOT(Annuity). The projects shall be reviewed at regular pre-defined intervals through Project Information Monitoring System(PMIS). Initiatives have already been taken for preparation of detailed project reports (DPRs) in respect of projects to be taken up under Bharatmala and the same are under progress.

106. The Committee appreciates the ambitious project undertaken by the Ministry and hopes that targets will be achieved within stipulated time. The Committee recommends that the Ministry should strictly adhere to a timeline and if required revisit the framework of each project so as to remove any hurdle in the way of completion of any project.

PROJECTS LINKED TO PORT CONNECTIVITY

107. The Ministry has informed that about 2,000 km. length of Border and International connectivity roads and about 2,000 km. length of Coastal Port connectivity roads are proposed for development under the Bharatmala Pariyojana Phase-I. The details of projects linked to Port Connectivity proposed to be taken up under comprehensive Bharatmala Pariyojana is given at Annexure II.

108. As per the details furnished by the Ministry of Road Transport and Highways, the Committee notes that 1287 km. length of roads are included in 58 projects under the Bharatmala Pariyojana. The Committee notes that out of the 58 projects, a large number of projects are of the road length between 1 km. to 10 km. The Committee observes that such small link roads are vital to improve the cargo movement and remove the bottlenecks. The Committee, therefore, recommends that such small link roads projects may get priority and be executed speedily as port connectivity with good roads is of immense importance as ports must be well connected so that a huge volume of cargo load may be moved to and fro from the ports. The Committee desires to have a progress report on the same.

PUBLIC TRANSPORT SYSTEM

109. The Ministry has in its Annual Report has mentioned that a scheme w.e.f. 15.3.2010 to provide financial assistance to States for strengthening public transport system in the country. The scheme envisages assistance for introduction of Information Technology such as Global Positioning System (GPS)/ Global System for Mobile Communications (GSM) based vehicle tracking system, electronic ticket vending machines etc. Under the scheme, twenty three projects of seventeen states namely Karnataka, Haryana, Tamil Nadu, Himachal Pradesh, Gujarat, Punjab, Kerala, Rajasthan, Odisha, Uttarakhand, Andhra Pradesh, Arunachal Pradesh, Assam, Nagaland, Sikkim, Goa and J&K for bringing latest IT related features in their road transport services covering rural / mofussil areas were sanctioned for central assistance during the year 2010-11 to 2016-17. During 2017-18, one or two more projects from SRTUs may be sanctioned as they are under process at different stages.

110. The Committee notes that the length of National Highways and State Highways has increased tremendously during the last few years however the public transport has not been augmented proportionately, this has resulted in the proliferation of private vehicles. The public transport is non-existent in many parts of the country. The Committee is of the view that the public transport system in the country needs immediate attention and needs a major revamping. The Committee recommends that the Ministry should take steps to improve the condition of public transport system in the country by providing adequate budgetary support in order to decongest the roads and also to control the air pollution to certain extent.

STATE PWD AND BORDER ROAD ORGANIZATION (BRO):

111. About 6,389 km. length of State roads have been notified as new NHs during financial year 2017-18.

112. The NHs entrusted to various agencies, such as State/ UT PWDs, NHAI, BRO, NHIDCL, etc. are maintained by these agencies out of the funds allocated by the Ministry. The details of expenditure incurred/ release of funds for Maintenance and Repair (M&R) of NHs to State/UT PWDs, NHAI, BRO, NHIDCL during 2016-17 and 2017-18 are as follows:

Sl. No.	Agency	2016-17		2017-18	
		Length entrusted (km.)	Expenditure incurred / Release of funds (₹ Crore)	Length entrusted (km.)	Expenditure incurred/ Release of funds (₹ Crore) (As on 31.12.2017)
1.	State/ UT PWDs	71,709	2,236.24	68,201	950.33
2.	NHAI	36,098	100.00	45,991	100.00
3.	BRO	3,120	115.00	4,472	78.00
4.	NHIDCL	3,231	52.00	1,879	50.00

113. **The Committee notes that utilization of fund is in slow pace by various agencies. This may result in rush of expenditure during the last quarter which may be discouraged.**

WORK FINANCED FROM PERMANENT BRIDGE FEE FUND (PBFF)

114. The Permanent Bridge Fee Fund (PBFF) comprises of toll collection on the developed stand-alone Bridges/NH stretches entrusted with State PWDs and ploughed back to Consolidated Fund of India (CFI). The fund is non-lapsable. The funds are allocated to the respective States corresponding to PBFF collection and unspent balance of previous years' for the particular State.

115. The Ministry decided to discontinue the toll fee collection on all projects viz Public Funded / PPP, stand-alone structure and road stretches costing below ₹ 100 crore vide policy circulated on 05.07.2016. Further, as per the National Highways Fee (Determination of Rates and Collection) Amendment Rules, 2011 notified on 12.01.2011, the toll fee for public funded projects shall be reduced to 40%, once the recovery of capital cost through user fee collection is fully realised. These are primary reasons for reduction in collection of user fee / PBFF outlay.

116. The projects taken up under the scheme are similar to those taken up under National Highways (Original) [NH(O)] scheme. In case of limited availability of fund under the scheme, funds under NH(O) are utilised for the projects sanctioned under the scheme. Therefore, as such there is no adverse impact on account of reduction in PBFF outlay.

117. The details of ongoing projects sanctioned under PBFF are as follows:

- a. Construction of 30 Nos. of culverts costing ₹5.42 crore in the State of Assam on various NHs; so far, 20 Nos. of culverts have been completed and remaining 10 culverts are targeted for completion by 31.03.2018.
- b. One work of widening to 2-lane on NH-101 for a length 15.50 km costing ₹ 39.92 crore in the State of Bihar; widening in 10.50 km. is already completed. The work is targeted for completion by 31.03.2018.

118. The RE 2017-18 outlay under PBFF of ₹ 100 crore comprises of ₹62.14 crore from previous years' unspent balance and ₹ 37.86 crore of toll fee deposited in the Consolidated Fund of India. Corresponding figures for BE 2018-19 is allocation of ₹ 50 crore, which comprises of ₹36.04 crore from previous years' unspent balance and ₹ 13.96 crore of toll fee deposited in the Consolidated Fund of India.

119. **The Committee hopes that the ongoing projects under PBFF would be completed within the stipulated time.**

ROADS IN DELHI/OTHER UTS

120. The Ministry has informed that it is not concerned with the funding for maintenance of roads by NCT of Delhi; this is being dealt by the State Government of Delhi. However, the Ministry releases funds for the development of State Roads under CRF (State Roads) scheme. The accrual under CRF (State Roads) scheme for the development of State Roads for the NCT of Delhi is ₹ 58.19 crore during FY 2017-18. The unspent balance under CRF scheme is non-lapsable at the end of the financial year. Total

accrual upto 2017-18 for the State of Delhi is ₹ 777.98 crore. The total Utilisation Certificate submitted by Delhi Government is for ₹ 562.02 crore only against which, this Ministry has released an amount of ₹ 574.96 crore as on date.

121. The Committee notes that condition of roads is very poor in many parts of NCT Delhi. This NCT is having a large amount of allocation with them, but the spending pattern is very poor. The Committee notes that there has been underutilization of funds inspite of the poor condition of roads in NCT of Delhi. The Ministry may take up the issue with NCT Delhi to ensure that roads are repaired and reconstructed at the earliest.

122. The Ministry/ NHAI has taken up a number of initiatives/ projects as part of de-congestion plan of Delhi-NCR and for facilitating seamless movement of traffic. Some of these projects are:

Sl. No.	Project	Estimated Cost (₹ crore)	Status
1.	Eastern Peripheral Expressway (EPE)	12,000	90% progress achieved
2.	Delhi-Meerut Expressway (DME)	6,000	Work in progress.
3.	Development of Dwarka Expressway	6,000	Bids invited.
4.	Decongestion of Dhaula Kuan-Airport Corridor	260	Work awarded.
5.	Development of major junctions on NH-8 in Gurgaon [IFFCO Chowk, Rajiv Chowk and Signature Tower]	1,000	90% progress achieved.
6.	Construction of flyover at Hero-Honda Chowk	170	90% progress achieved.
7.	Development of Gurgaon-Sohna Road with elevated highway/ 6-lane road with service roads	1,500	Bids invited.
8.	Development of new Ring Road (UER-II) in Delhi.	5,000	DPR in progress.

123. The Committee takes note of the works undertaken and hopes that the projects undertaken are completed within stipulated time.

SWACHCHTA ACTION PLAN

124. The Ministry has informed that an amount of ₹ 91 crore was provided under the Swachhta Action Plan (SAP) of the Ministry in 2017-18 (BE) out of which ₹ 72.6 crore (79.78%) has been spent till 31st December, 2017. A total of 237 toll plazas have been equipped with completed 394 gents toilet units and 396 ladies toilet units as on 31.12.2017. A total of 1,486 Dustbin units and 854. Hoardings have been placed along the National Highways.

125. The Committee is happy to note that the Ministry has taken initiatives to adopt Swachhta action plan wherever its activities or schemes are going on. The Committee notes that the

travelling public need toilets near Dhabas and Restaurants as these are the places they halt to get refreshed. The Committee, therefore, recommends that Ministry may strive to construct toilets at frequent intervals along the National Highways wherever Dhabas and Restaurants are located.

TREATMENT OF ACCIDENT VICTIMS

126. The Ministry has informed that Section 164 B of the Motor Vehicle (Amendment) Bill, 2017 envisage the creation of Motor Vehicle Accident Fund and implementation of Cashless Treatment Scheme during Golden Hour.

127. The Committee notes that cashless treatment Scheme during Golden Hour is of immense importance to the numerous victims of road accidents.

TRAINING AND RESEARCH

128. The Ministry has informed that during 2016-17 and till date, the Ministry sanctioned ₹ 80.75 Crore to State Road Transport Undertaking (SRTU) for improving their training infrastructure. Out of ₹ 80.75 Crore, the Ministry has already released 50% of the sanctioned amount *i.e.* ₹ 40.40 Crore. After receipt of utilization certificate, the remaining amount will be released.

129. Allocation under Research Training and Studies Head upto 2017-18 was made out of GBS. However, from BE 2018-19, it is proposed to allocate funds for Road Transport Sector including these schemes from CRF Cess. Accordingly, there is no allocation under GBS for this scheme for BE 2018-19. New Heads have been opened under MH 3055 for funding under CRF for allocating funds for the scheme. It has been decided to enhance the campaign to create awareness among citizens about road safety which requires more fund.

130. Grants are provided to set up Institute of Driving Training and Research, Regional Driving Training Centre. Now, it has been decided to provide grant for opening of 200 District Driving Training Centres (DDTCs).

131. It has been decided to provide fund to NIC for migration of Vahan and Sarathi to web enabled Vahan 4.0 and Sarathi 4.0.

132. The provision of ₹ 300 crore has been made for the above schemes for the year 2018-19.

133. The Committee observes that an amount of ₹ 300 crore has been allocated to Research Training and Studies Head for Training and Research for the year 2018-19. The Committee feels that the training is an important part of the driving vehicles and this aspect should not be ignored for the sake of saving fund because a less skilled driver brings lives of others in danger while driving on the road.

SAFETY OF WOMEN IN PUBLIC TRANSPORT SYSTEM

134. The Ministry has informed that during 2017-18, an amount of ₹ 58.64 Crore has been released to the Transport Department, Andhra Pradesh, while ₹ 40.20 Crore has been released to UPSRTC. Status report of implementation of projects, which has been sought from the State Governments, is awaited. In FY 2014-15, out of allocation of ₹ 50 Crore, a total expenditure of ₹ 1.43 Crore was incurred towards payment of project management consultant fee for the scheme, namely, security for women in public transport in the country. In FY 2015-16, ₹ 653 Crore were allocated to scheme. However, no expenditure had been made out of this fund. Scheme on Women Safety on Public Road Transport has been given

an allocation of ₹174.36 crores in BE 2018-19. Earlier Nirbhaya Fund was not at the disposal of the Ministry of Road Transport and Highways. A committee was constituted under the chairmanship of Secretary, M/o Women and Child Development (M/o WCD) to consider the proposal received under Nirbhaya fund. After receipt of the proposals from the States/ UTs, these were examined in the Ministry and recommended to the Committee constituted in M/o WCD for consideration. The Ministry has received the proposals from States/ UTs of Karnataka, Rajasthan, Tamil Nadu, Jammu & Kashmir and Nagaland which is under examination. These proposals may be considered during 2018-19.

135. The Committee recommends that in wake of the crimes committed against women in public spaces, the Ministry should take proactive steps to ensure that a proper mechanism is placed in the country to counter such crimes. The Committee suggest that the Ministry of Road Transport and Highways may invite suggestions and proposals from various State Governments on providing safety to women in public transport system. Every feasible proposals may be funded by the Ministry as the Committee understands that the fund allocation to Nirbhaya Fund remain unutilized. Further necessary funds should be allocated to the States as per requirement.

DELAYED PROJECTS

136. The Committee was informed by the Ministry that at present, there are about 363 No. of delayed projects pertaining to the Ministry, which are being implemented through various executing agencies, such as State Governments, NHAI, NHIDCL, etc. These also include about 101 Nos. of delayed projects being implemented by NHAI. However, none of these projects are languishing projects at present. Generally, implementation of highway projects are being delayed due to various reasons such as poor performance of contractor, utility shifting, delay in obtaining environment/ forest clearance, non-availability of Soil/ Aggregates, land acquisition, Public agitation for additional facilities, Arbitration/ contractual disputes with contractors/ concessionaires, etc.

137. The Committee notes that the Government awards a large number of road projects to various executing agencies. The Committee also notes that periodic monitoring of projects is being done at various stages and efforts are being made to rectify these problems. The Committee notes with dismay that even after various efforts by the Government, large number of projects are delayed. The Committee, therefore, recommends that the Government may reconsider their strategy for removing the bottlenecks by adopting all possible measures through negotiations and discussions.

CAG REPORT ON HYDERABAD-BENGALURU TOLL ROAD

138. On a query on the observations of the undue benefit accrued to the concessionaire which resulted in accumulation for dues to the tune of ₹ 209.20 crore (Hyderabad-Bengaluru Toll road), the Ministry has informed that NHAI has, so far, recovered ₹ 42.83 crore from the Concessionaire out of total due amount of ₹ 209.20 crore. The remaining amount is yet to be recovered from the Concessionaire. The Concessionaire raised counter claims; this is under examination in the NHAI.

139. The Committee may be apprised about the circumstances which resulted in getting undue benefit to the Concessionaire and the remedial actions taken by the Government to prevent recurrence of such lapses in other projects also. The Committee recommends that necessary steps may be taken by the Ministry to settle the matter regarding recovery from the Concessionaire and provide a status report in this regard to the Committee.

RECOMMENDATIONS/OBSERVATIONS — AT A GLANCE

The Committee has noted that the Ministry has been able to complete only one third of the overall target of completion of NHs till 31.12.2017, *i.e.*, 5,680 km. of NHs against the overall target of 15,000 km. for the financial year 2017-18. It is a matter of concern as to how it will achieve the overall target in the remaining time. The Committee may be provided with a status report till the end of the financial year 2017-18 to the Committee in its Action Taken Replies.

(Para 5)

The Committee notes with concern that the expenditure under Central Sector Road for 2017-18 till January, 2018 is ₹ 10,037 crore less than the RE allocation. The Committee hopes that the entire allocation may be utilized during the current year itself.

(Para 7)

The Committee is dismayed to note that under M&R also there has been only 46.65% utilization of fund. M&R is a very important aspect in the Road Sector and massive spending during the last quarter of a financial year is a serious concern. The Committee recommends that the Ministry should monitor all the activities undertaken under this Scheme in a diligent manner.

(Para 8)

The Committee notices that there is a slow pace of utilization of fund in externally aided projects, National Highways (Original) and Maintenance and Repair of National Highways. More than 50% have to be spent during the last quarter which may compromise quality and encourage manipulation. The Committee, therefore, recommends that the Government should plan the utilization of fund to spread across all the four quarters of the financial year and adhere to the guidelines of the Ministry of Finance in this regard.

(Para 10)

The Committee is distressed to note that there are slippages in award and completion of the road projects on account of various reasons. The Committee may be apprised of the projects which could not be awarded and the projects which could not be completed alongwith the reasons for such slippages.

(Para 13)

The Committee observes that the Budgetary allocation for 2018-19 for Road Sector is ₹71,000 crore and through Internal Extra Budgetary Support (proposed IEBR) is ₹62,000 crore. The Committee finds that there is an increase of 9.4 % in GBS over BE 2017-18 and an increase of 16.4% over RE 2017-18. The Committee hopes that increase in Gross Budgetary Support (GBS) would help Ministry to complete more projects in the financial year 2018-19.

(Para 14)

The Committee finds that the IEBR projection of ₹62,000 crore is an increase over ₹ 59,279 for 2017-18 by 4.6%. The Committee noted that the Ministry could raise around 63.75% (approximately) through IEBR during 2017-18. The Committee would like to know from the Ministry how the projects targeted during 2017-18 would be completed when there is a huge gap of funding through market resources. The Committee recommends that the Ministry should make an extra effort to achieve the required target for funding of new projects envisaged during 2018-19.

(Para 15)

The Committee is constrained to note that the Ministry of Finance has made 45.4% per cent cut in the outlay over BE 2017-18 for externally aided projects. The Committee is not provided with reasons for drastic reduction for externally aided projects. The Committee recommends that under this head, the Ministry of Finance should provide more budgets so that the projects/schemes under this head does not suffer. (Para 16)

The Committee observes that the gross budgetary support for NHDP (NHAI) is ₹ 29,663 crore for 2018-19 with an increase of 21.57% over BE 2016-17 and 24.2% increase over RE 2017-18. The Committee is happy to note that this increase will help the Ministry to complete the ongoing pending projects of national highways. (Para 17)

The Committee notes that SARDP-NE, has got a huge allocation of ₹6210 at BE 2018-19. The Committee hopes that this increase will help the Ministry to complete the pending projects of North Eastern region under SARDP-NE Scheme. The Committee notes that there was always underutilization of funds and under achievements of physical targets in SARDP-NE. The Government should plan the projects in such a way that the entire fund allocation is utilized alongwith projected target under various Schemes. (Para 18)

National Highways (Original) has got a reduced allocation of ₹18496 crore at BE 2018-19 to compared to ₹20575 crore at BE 2017-18. This is a huge reduction compared to the overall increase of the Budget of the Ministry of Road Transport and Highways. The Committee could not find any explanation or reasons for such a huge reduction in outlay. The Committee, therefore, recommends that the Ministry should review the entire projects under the NH (O) to ensure that more activities are undertaken under this. This Committee may be apprised of the reasons for the reduction in allocation to NH (O). (Para 19)

The Committee observes that for roads in left wing extremism affected areas has got a cut of 4.4% over BE 2017-18 as it has received ₹860 crore (previous year 900 crore as BE but 1050 crore at RE). The Committee is constrained to note this cut for one of the most important projects. The Committee feels that road connectivity in such areas is very significant to connect the people with main stream land. Hence, the Committee recommends that as in the previous year the Ministry may increase the budget for this head at RE stage and the cut of budget should not come in the way of developing LWE areas. (Para 20)

The Committee observes with concern that there has been sharp cut in outlay agreed by Finance Ministry against the projected requirement in case of Schemes of Road connectivity in LWE affected areas, Maintenance and Repair (M&R) and Road Transport. How is the Ministry planning to carry out the projects under these important Schemes? The Committee recommends that the Ministry should pursue for an increase of allocation at the RE stage. (Para 21)

The Committee observes that the Budgetary allocation for 2018-19 for Road Sector is ₹ 71,000 crore compared to ₹64,900 crore during 2017-18 and through Internal Extra Budgetary Support (proposed IEBR) is ₹ 62,000 crore against ₹59,279 crore in 2017-18. The Committee hopes that increase in Gross Budgetary Support (GBS) would help Ministry to complete more projects in the financial year 2018-19. (Para 24)

The Committee takes cognizance of the problems submitted by the Ministry that National Highways system has various deficiencies and agrees with the Ministry that road development programme needs concerted efforts in the form of mobilization of funds from other sources along with increasing budgetary allocation as private sector involvement is depleting in recent years. (Para 29)

The Committee recommends that the Ministry should take initiative to encourage private participation in various road projects. (Para 30)

The Committee is concerned that the appointed dates for 44 Nos. [4 Nos. BOT(Toll), 40 Nos. HAM] of awarded projects are yet to be declared. The Committee recommends that a timeline for all such activities should be strictly adhered to. The Committee recommends that the Ministry should expedite the completion of those projects delayed by more than five years at the earliest. (Para 33)

The Committee recommends that issues regarding land acquisition and Environment/ Forest/ Wildlife Clearance should be planned well in advance to avoid delay if taken up at a later stage as one cannot predict the minor details involved in each project. (Para 34)

The Committee is of the view that the Ministry should have a effective mechanism at place to deal with situations like public agitation for additional facilities, arbitration/ contractual disputes with contractors/ concessionaires, etc. (Para 35)

The Committee observes that out of the total length entrusted under NHDP *i.e.*, 56,323 km. only 33820 km. has been completed. Similarly there has been under achievement under all the Schemes. The Committee is of the view that the Ministry has not taken enough measures to achieve the set target within the stipulated time. Road Sector being the lifeline of the country is of immense importance and should be taken very seriously. The Committee recommends that necessary steps should be taken to finish the projects within stipulated time. (Para 36)

The Committee notes the initiatives taken by the Ministry. (Para 39)

The Committee is distressed to note that no additional amount was granted at RE 2017-18 stage under the head. The Committee wants to know the reasons for less allocation under this head against the projected at BE 2018-19. The Committee is also unable to understand how the Ministry is going to maintain the national highways with this reduced budget. The Committee noted that more allocations are necessary regarding the maintenance of National Highways. The Committee recommends that the Ministry should actively pursue for increase in budget for maintenance of NH at the RE stage 2018-19. The Committee notes that the maintenance of National Highways has been funded from CRF instead of GBS. The Committee may be apprised about the benefits to stopping the GBS to maintenance of National Highways. (Para 43)

The Committee observes the figure given by the Ministry on land acquisition cost since 2012-13. The Committee has noted that the land cost per hectare has been consistently rising since 2012-13. Since the development of roads requires land acquisition, this is a matter of

serious concern as the cost escalation of the road projects would be unmanageable. The Committee may be apprised of the steps taken by the Ministry to deal with the situation and cost management of the upcoming road projects. (Para 45)

The Committee notes that there has been delay in utilisation of funds under all the heads of 'Works under Roads Wing'. Out of total ₹ 19,116.13 crore at RE 2017-18 an amount of ₹ 12,807.99 crore has been utilised till 31.01.2018. The Committee wants to know the reasons for such underutilisation. The Committee recommends that the Ministry should make all efforts to utilise the allocated funds and achieve target of the projects within the stipulated time.

(Para 49)

The Committee notes that compared to the target achievements during 2017-18 (upto December, 2017), *i.e.*, 2,465 km., the targets set under NH(O) for construction during 2018-19, *i.e.*, 4000 km. is very high. The Committee recommends that the target set for 2018-19 should be revisited and its feasibility should be worked out.

(Para 54)

The Committee notes that the land acquisition in both the States of Mizoram and Manipur for the projects is far less than the requirement. The Committee recommends that the Ministry should relook into the projects and work out a plan to make the land acquisition in a streamlined manner so as not to cause delay in the projects. However, the Committee reiterates that there must not be any forcible land acquisition. Negotiation must be the solution to these issues-never forcible acquisition. The Committee also recommends that Government of India may help the State Governments of Mizoram and Manipur to tide over the legal issues and other aspects related to acquisition.

(Para 57)

The Committee takes note of the initiatives. The Committee recommends that the funds allocated for EAP should be fully utilised and the projects should be completed within stipulated time.

(Para 60)

The Committee is of the view that the Ministry should pursue to complete the projects under SARDP-NE within the stipulated time and ensure that optimum utilization of funds is done.

(Para 67)

The Committee recommends that looking at the strategic importance of the project work should be expedited and every effort should be made to complete it at the earliest. A status report may be provided to the Committee.

(Para 70)

The Committee notes that the achievement under LWE during 2017-18 is 174 km. (till December, 2017) but the target for 2018-19 is 400 km. The Committee is not convinced about the completion of the target within the stipulated time. The Committee recommends that the Ministry should evaluate the reasons for the delay and strategies may be devised accordingly to speed up the road construction work in LWE areas.

(Para 78)

The Committee is happy with the steps taken by the Ministry to rectify the problems causing delay in completion of the Vijaywada to Ranchi road. The Committee recommends that

the Ministry should assess whether the allocated funds at BE 2018-19 is sufficient for the project and approach for a raise at RE 2018-19. (Para 83)

The Committee observes that the total fund allocated under CRF and expenditure upto 31.12.2017 by the Ministry has a huge gap of ₹11,748.43 crore. The Committee is not able to understand the less expenditure incurred by the Ministry. The Committee recommends that the allocated money should be fully utilised for the prescribed purpose. (Para 86)

The Committee wants to be apprised of the reasons for approving only 172 proposals against 459 proposals during 2017-18 for development of State Roads under CRF (State Roads) scheme. (Para 91)

The Committee notes that there has been underutilisation of fund under CRF (State Roads) scheme during FY 2017-18. The Ministry may provide a status report on the same. (Para 92)

The Committee notes that out of ₹ 661.20 crore allocated for the States for the development of EI & ISC works, an expenditure of ₹ 355.76 crore has been booked as on December, 2017. The Committee wants to be apprised of the reasons for delay in utilisation of funds. (Para 95)

The Committee is happy to note that the daily average of constructing highways has improved from 17.1 Km. to 20.7 Km. per day. (Para 98)

The Committee appreciates the ambitious project undertaken by the Ministry and hopes that targets will be achieved within stipulated time. The Committee recommends that the Ministry should strictly adhere to a timeline and if required revisit the framework of each project so as to remove any hurdle in the way of completion of any project. (Para 106)

As per the details furnished by the Ministry of Road Transport and Highways, the Committee notes that 1287 km. length of roads are included in 58 projects under the Bharatmala Pariyojana. The Committee notes that out of the 58 projects, a large number of projects are of the road length between 1 km. to 10 km. The Committee observes that such small link roads are vital to improve the cargo movement and remove the bottlenecks. The Committee, therefore, recommends that such small link roads projects may get priority and be executed speedily as port connectivity with good roads is of immense importance as ports must be well connected so that a huge volume of cargo load may be moved to and fro from the ports. The Committee desires to have a progress report on the same. (Para 108)

The Committee notes that the length of National Highways and State Highways has increased tremendously during the last few years however the public transport has not been augmented proportionately, this has resulted in the proliferation of private vehicles. The public transport is non-existent in many of parts of the country. The Committee is of the view that the public transport system in the country needs immediate attention and needs a major revamping. The Committee recommends that the Ministry should take steps to improve the condition of public transport system in the country by providing adequate budgetary support in order to decongest the roads and also to control the air pollution to certain extent. (Para 110)

The Committee notes that utilisation of fund is in slow pace by various agencies. This may result in rush of expenditure during the last quarter which may be discouraged. (Para 113)

The Committee hopes that the ongoing projects under PBFF would be completed within the stipulated time. (Para 120)

The Committee notes that condition of roads is very poor in many parts of NCT Delhi. This NCT is having a large amount of allocation with them, but the spending pattern is very poor. The Committee notes that there has been underutilisation of funds inspite of the poor condition of roads in NCT of Delhi. The Ministry may take up the issue with NCT Delhi to ensure that roads are repaired and reconstructed at the earliest. (Para 121)

The Committee takes note of the works undertaken and hopes that the projects undertaken are completed within stipulated time. (Para 124)

The Committee is happy to note that the Ministry has taken initiatives to adopt Swachhta action plan wherever its activities or schemes are going on. The Committee notes that the travelling public need toilets near Dhabas and Restaurants as these are the places they halt to get refreshed. The Committee, therefore, recommends that Ministry may strive to construct toilets at frequent intervals along the National Highways wherever Dhabas and Restaurants are located. (Para 125)

The Committee notes that cashless treatment Scheme during Golden Hour is of immense importance to the numerous victims of road accidents. (Para 127)

The Committee observes that an amount of ₹ 300 crore has been allocated to Research Training and Studies Head for Training and Research for the year 2018-19. The Committee feels that the training is an important part of the driving vehicles and this aspect should not be ignored for the sake of saving fund because a less skilled driver brings lives of others in danger while driving on the road. (Para 133)

The Committee recommends that in wake of the crimes committed against women in public spaces, the Ministry should take proactive steps to ensure that a proper mechanism is placed in the country to counter such crimes. The Committee suggest that the Ministry of Road Transport and Highways may invite suggestions and proposals from various State Governments on providing safety to women in public transport system. Every feasible proposals may be funded by the Ministry as the Committee understands that the fund allocation to Nirbhaya Fund remain unutilised. Further necessary funds should be allocated to the States as per requirement. (Para 135)

The Committee notes that the Government awards a large number of road projects to various executing agencies. The Committee also notes that periodic monitoring of projects is being done at various stages and efforts are being made to rectify these problems. The Committee notes with dismay that even after various efforts by the Government, large number of projects

are delayed. The Committee, therefore, recommends that the Government may reconsider their strategy for removing the bottlenecks by adopting all possible measures through negotiations and discussions. (Para 137)

The Committee may be apprised about the circumstances which resulted in getting undue benefit to the Concessionaire and the remedial actions taken by the Government to prevent recurrence of such lapses in other projects also. The Committee recommends that necessary steps may be taken by the Ministry to settle the matter regarding recovery from the Concessionaire and provide a status report in this regard to the Committee. (Para 139)

MINUTES

XII

TWELFTH MEETING

The Committee met at 11:00 A.M. on Tuesday, the 20th February, 2018 in Committee Room No.4; First Floor, Block-A, Parliament House Annexe Extension Building, New Delhi.

MEMBERS PRESENT

1. Shri Derek O'Brien —*Chairman*

RAJYA SABHA

2. Shri Ritabrata Banerjee
3. Shri La. Ganesan
4. Dr. Prabhakar Kore
5. Kumari Selja
6. Shri Rajeev Shukla
7. Shri Narendra Kumar Swain
8. Shri Vinay Dinu Tendulkar

LOK SABHA

9. Shri Ram Charitra Nishad
10. Km. Arpita Ghosh
11. Shri Rahul Kaswan
12. Shri Ramcharan Bohra
13. Shri Nimmaia Kristappa
14. Shri Rajesh Pandey
15. Shri Rajesh Ranjan
16. Shri Ram Kumar Sharma
17. Shri Dushyant Singh
18. Shri Kunwar Haribansh Singh
19. Shri Shatrughan Sinha
20. Shri K.C. Venugopal

SECRETARIAT

Shrimati Sunita Sekaran, *Director*

Shri Swarabji B., *Director*

Shrimati Monica Baa, *Additional Director*

Shrimati Catherine John L., *Under Secretary*

Shrimati Anamika Das Bora, *Committee Officer*

WITNESSES

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* * *

Ministry of Road Transport and Highways

- 1 Shri Yudhvir Singh Malik, Secretary
2. Shri Manoj Kumar, DG(Roads) & Special Secretary
3. Ms. Leena Nandan, Additional Secretary & FA
4. Shri Deepak Das, Pr. CCA
- 5 Shri A.K. Srivastava, ADG
- 6 Shri I.K Pandey, ADG
- 7 Shri Verinder Kaul, ADG
- 8 Shri B.N. Singh, ADG
- 9 Shri Amit Kumar Ghosh, Joint Secretary
- 10 Shri Abhay Damle, Joint Secretary
- 11 Shri Dakshita Das, Joint Secretary
- 12 Shri Kamlesh Chaturvedi, Joint Secretary
- 13 Shri Sudip Choudhury, Chief Engineer
- 14 Shri C. Ekambaram, Chief Engineer
- 15 Shri A.K. Nagpal, Chief Engineer
- 16 Shri Y. Balakrishna, Chief Engineer
- 17 Shri Vipnesh Sharma, Superintendent Engineer

National Highways Authority of India

- 18 Shri Deepak Kumar, Chairman
- 19 Shri Rohit Kumar Singh, Member
- 20 Shri Niraj Verma, Member
- 21 Shri D.O. Tawde, Member
- 22 Shri R.K. Pandey, Member
- 23 Shri A.K. Singh, Member

***Relate to other Matters.

NHIDCL

24 Shri Nagendra Nath Sinha, Managing Director

25 Shri Sanjay Jaju, Director

26 Shri V.K. Rajawat, Director

Border Roads Organisation (BRO)

27 Shri (Brig.) A.K. Das, DDG(TP)

2.	*	*	*
3.	*	*	*
4.	*	*	*
5.	*	*	*
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8.	*	*	*
9.	*	*	*
10.	*	*	*

11. The Chairman welcomed the Secretary, Ministry of Road Transport & Highways and other officials to the meeting. The Chairman *inter alia* asked the Secretary to make a detailed Power Point presentation on the Demands for Grants (2018-19) of Ministry of Road Transport & Highways.

12. The Secretary, Ministry of Road Transport & Highways made a detailed presentation on various aspects of the functioning of the Ministry as well as details about Demands for Grants (2018-19). While making the presentation, he informed the Committee that out of the total road length of 56.03 lakh km., National Highways is 1.20 lakh km. and State Highways is 1.57 lakh km. He elucidated upon the various steps taken to address the problems involved in languishing road projects. He stated that there has been a sharp increase in land acquisition costs.

13. Members of the Committee raised various queries which were replied by the Secretary. The Chairman directed that written replies to the points not answered, may be sent within a week.

14. A verbatim record of the proceedings of the meetings was kept.

15. The meeting adjourned at 5:47 P.M.

XIII

THIRTEENTH MEETING

The Committee met at 2:30 P.M. on Thursday, the 1st March, 2018 in Committee Room D', Ground Floor, Parliament House Annexe, New Delhi.

MEMBERS PRESENT

1. Shri Derek O'Brien —*Chairman*

RAJYA SABHA

2. Shri Ritabrata Banerjee
3. Shri Rajeev Shukla
4. Shri Vinay Dinu Tendulkar

LOK SABHA

5. Km. Arpita Ghosh
6. Shri Rahul Kaswan
7. Shri P. Kumar
8. Shri Harish Chandra Meena
9. Shri Nimmala Kristappa
10. Shri Ram Kumar Sharma
11. Shri Kunwar Haribansh Singh
12. Shri Manoj Tiwari

SECRETARIAT

Shrimati Sunita Sekaran, *Director*

Shri Swarabji B., *Director*

Shrimati Monica Baa, *Additional Director*

Shrimati Catherine John L., *Under Secretary*

Shrimati Anamika Das Bora, *Committee Officer*

2. At the outset, the Chairman extended a very warm welcome to the Members of the Committee. He informed them that the agenda for the meeting is to consider and adopt the draft Reports of the Committee on Demands for Grants (2018-19) of Ministries of Civil Aviation, Culture, Road Transport and Highways, Shipping and Tourism. The Committee, after some discussion, adopted the Reports of the Committee on Demands for Grants (2018-19) of the Ministries of Civil Aviation, Culture, Shipping and Tourism.

3. The Committee suggested some minor changes in the draft Report on Demands for Grants (2018-19) of the Ministry of Road Transport and Highways. The Committee authorized the Secretariat to carry out the changes. The Committee, thereafter, adopted the draft Report on Demands for Grants (2018-19) of the Ministry of Road Transport and Highways alongwith the modifications/additions.
4. The Committee decided to present/lay the Reports to both the Houses of Parliament on 6th March, 2018. The Committee, accordingly, authorized its Chairman and in his absence, Shri Ritabrata Banerjee, M.P. and in his absence, Shri Vinay Dinu Tendulkar, M.P. to present the Reports in Rajya Sabha. Shri Harish Chandra Meena, M.P. and in his absence, Shri K.C Venugopal, M.P. was authorized to lay the above mentioned Reports on the Table of Lok Sabha on 6th March, 2018.
5. The meeting adjourned at 3:09 P.M.

ANNEXURE

**List of witnesses who appeared before the Department-Related Parliamentary Standing
Committee on Transport, Tourism and Culture**

20th February, 2018

Ministry of Road Transport and Highways

1	Shri Yudhvir Singh Malik	Secretary
2.	Shri Manoj Kumar	DG(Roads) & Special Secretary
3.	Ms. Leena Nandan	Additional Secretary & FA
4.	Shri Deepak Das	Pr. CCA
5	Shri A.K. Srivastava	ADG
6	Shri I.K Pandey	ADG
7	Shri Verinder Kaul	ADG
8	Shri B.N. Singh	ADG
9	Shri Amit Kumar Ghosh	Joint Secretary
10	Shri Abhay Damle	Joint Secretary
11	Shri Dakshita Das	Joint Secretary
12	Shri Kamlesh Chaturvedi	Joint Secretary
13	Shri Sudip Choudhury	Chief Engineer
14	Shri C. Ekambaram	Chief Engineer
15	Shri A.K. Nagpal	Chief Engineer
16	Shri Y. Balakrishna	Chief Engineer
17	Shri Vipnesh Sharma	Superintendent Engineer

National Highways Authority of India

18	Shri Deepak Kumar	Chairman
19	Shri Rohit Kumar Singh	Member
20	Shri Niraj Verma	Member
21	Shri D.O. Tawde	Member
22	Shri R.K. Pandey	Member
23	Shri A.K. Singh	Member

NHIDCL

24	Shri Nagendra Nath Sinha	Managing Director
25	Shri Sanjay Jaju	Director
26	Shri V.K. Rajawat	Director

Border Roads Organisation (BRO)

27	Shri (Brig.) A.K. Das	DDG(TP)
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**The details of projects linked to Port Connectivity proposed to be taken up under
Comprehensive Bharatmala Pariyojana**

Sl. No.	State	Project	Length (km.)
1	2	3	4
1.	Gujarat	Providing alternative Road from Bhavnagar to Sosiya -Alang Ship Recycling Yard	35
2.	Gujarat	RoB on Kandla-Kutch Road	5
3.	Maharashtra	Karad-Chiplun-Jaigad port road enhancement SH-78: Karad-Chipun, SH-78:Chiplun-Modka Agar, SH - 4 Modka Agar to Jaigad Port	150
4.	Maharashtra	Connectivity to NH - 17 - Upgrading of SH 92, 96, 97 to connect NH17 to North and South banks of Dighi Port	96
5.	Maharashtra	JNPT - 6 to 8 laning of NH-4B, SH-54 and Amra Marg	44
6.	Maharashtra	Up gradation of SH 164 (Nivli to Jaigad) to connect Jaigad Port to NH 17 at Nivali	42
7.	Maharashtra	Sonurli (on NH 66) - Redi Port	29
8.	Maharashtra	Connectivity of Wadhavan to NH 8 through Tarapur-Boisar or Chinchani-Vangaon or Dahanu (25 km.)	25
9.	Maharashtra	Linking of NH-4 & NH-8 by-passing Mumbra	20
10.	Maharashtra	6 laning for NH-4 from Kalamvoli to Mumbra	20
11.	Maharashtra	Expansion of NH 4 from Chinchwad to JNPT	10
12.	Maharashtra	Evacuation road for proposed standalone Container Terminal (330m extension to DPW terminal) at JNPT	5
13.	Maharashtra	Flyover for GTI Entry/Exit Over the Rail Tracks at JNPT	5
14.	Maharashtra	Flyover at Y Junction for Decongestion of Traffic Flow at JNPT	2
15.	Goa	Road circulation plan for ease of movement of break bulk cargo at Mormugao	3
16.	Karnataka	SH-2:Haveri-Yekambi(54 km.),SH-69:Yekambi-Kumta/Belekere	135
17.	Kerala	Azhikkal Port - Proposed NH - Bypass and widening of 2 km.	13

1	2	3	4
18.	Kerala	Widening of road connecting from Kollam port to NH	3
19.	Kerala	Development of river side port road to Beypore port	2
20.	Tamil Nadu	Four lane road from Northern gate of port to Thachur, outer ring corridor - 6 laning with service roads	30
21.	Tamil Nadu	Connectivity to Katupalli through Ponnani	20
22.	Tamil Nadu	Development of Coastal road to the East of container Terminal II at Chennai Port	10
23.	Tamil Nadu	Development of roads connectivity to Cuddalore Port	10
24.	Tamil Nadu	Connectivity to Enayam through Nagarcoil	10
25.	Tamil Nadu	Development of Container Corridor through Highway for quick evacuation in Chennai	8
26.	Tamil Nadu	Southern port Access road for connectivity to Ennore port	7
27.	Tamil Nadu	Road Connectivity to Hare island (Tuticorin Port)	5
28.	Andhra Pradesh	Upgrading of NH 65 from Vijayawada to the Machilipatnam Port	65
29.	Andhra Pradesh	Four lane road connectivity from the existing two lane road from Kakinada port to NH 16 at Rajanagaram in Godavri District in AP	55
30.	Andhra Pradesh	Four laning of Kakinada Anchorage Port Uppada beach road connection upto NH-16 in East Godavari District of Andhra Pradesh state	43
31.	Andhra Pradesh	Four Lane green field road to Krishnapatnam Port from Naidupeta in the State of Andhra Pradesh	37
32.	Andhra Pradesh	Four lane road connectivity from the existing two lane road from Achampeta Junction to joining NH 16 at Kathipudi in East Godavri District in AP	30
33.	Andhra Pradesh	Four lane Beach Road of 30.00 Km connecting Gangavaram Port to the SEZ proposed at Atchuthapuram in Visakhapatnam District in the State of Andhra Pradesh	30
34.	Andhra Pradesh	Up grading of existing R&B road from Chilakaru cross (NH-16) to Power Plants	26

1	2	3	4
35.	Andhra Pradesh	Upgrading of existing dedicated port connectivity from Krishnapatnam Port to NH 5 in SPSR Nellore District of Andhra Pradesh State	24
36.	Andhra Pradesh	Up grading of 24 km. road to a 4 lane, that connects Nellore city to the Krishnapatnam port to NH 5 in SPSR Nellore District of AP	24
37.	Andhra Pradesh	Development of Four lane green field road from Machilipatnam South Port to NH-9 in the State of Andhra Pradesh	20
38.	Andhra Pradesh	Development of adequate road connectivity from Vizag Port-connectivity from Sheela Nagar junction to Anakapalli-Sabbavaram/Pendurti - Anandapuram road <i>i.e.</i> NH-16 (Former NH-5)	14
39.	Andhra Pradesh	Development of Four Lane green field road from Machilipatnam North Port to NH-SH-46 in the State of Andhra Pradesh	10
40.	Andhra Pradesh	Upgrading of Manginapudi Beach Road to a 4 lane road to connect to cater to Machilipatnam	10
41.	Andhra Pradesh	Development of greenfield bypass road for better connectivity of Gangavaram port in Visakhapatnam District (Lanes to be specified)	8
42.	Andhra Pradesh	Development of 7.2 Km. green field road connecting NH 65 to Machilipatnam Port in the State of Andhra Pradesh.	7
43.	Andhra Pradesh	Formation of a New bypass parallel road west of NFCL and CFL in Kakinada Port (Kakinada), AP	7
44.	Andhra Pradesh	Upgrading of the existing four lane road connecting to NH16 at Gajuwaka to Gangavaram Port in to six lane road in the State of Andhra Pradesh	5
45.	Andhra Pradesh	Development of 5 km. Greenfield road connecting north and south industrial cluster of Khandaleru Creek near Krishnapatnam port	5
46.	Andhra Pradesh	Road Connectivity From Outer Harbour To Port Connectivity Junction (B) at Vizag port	5
47.	Andhra Pradesh	Connectivity of Vizag port to NH-16 (Phase II)	4

1	2	3	4
48.	Andhra Pradesh	Upgrading existing B.T Road in to C.C. pavement from Burmah Shell area to security gate near Sakthi Gas Plant at Kakinada Anchorage port, AP	3
49.	Andhra Pradesh	Flyover/RoB over ADB road (Kakinada Deep water port from Kumbhabhishek Temple to fishing Harbour) at Kakinada to avoid 6-7 level crossing in a span on 1 km which causes huge congestion	3
50.	Andhra Pradesh	Formation of new road from L-Arm road Junction to Dummulapeta Beach Road at NCS storage system including construction of bridge on Dummulapeta Creek at Kakinada Anchorage Port	3
51.	Andhra Pradesh	Development of Fly over bridge from Sea-horses junction area to dock area at Vizag Port	3
52.	Andhra Pradesh	RoB at Dummalapeta and Old Port Area (Kakinada)	2
53.	Andhra Pradesh	Construction of grade separator from H-7 area to Port connectivity Road by passing Convent Junction-Vizag Port	1
54.	Odisha	Road Connectivity to Dhamra Port (Four laning of Jamujhadi-Dhamra road)	58
55.	Odisha	Road Connectivity from Gopalpur Port to NH-5 from Chhatrapur	6
56.	West Bengal	Road connectivity between proposed Port at Sagar Island and Muriganga bridge & between Muriganga bridge and proposed Rail yard at Kashinagar.	24
57.	West Bengal	Improvement of existing road connecting Kolkata Port Trust to NH6 and Kolkata Port Trust to nearby Industrial Clusters	6
58.	West Bengal	Construction of RoB cum Flyover at Ranichak level crossing at Kolkata Port	5
TOTAL			1,287