

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

Assessment of various projects including Green Highways under National Highways Development Project (NHDP)

[Action taken by the Government on the recommendations contained in the 33rd Report (Seventeenth Lok Sabha) of the Committee on Estimates]

COMMITTEE ON ESTIMATES (2024-25)

THIRD REPORT

(EIGHTEENTH LOK SABHA)



LOK SABHA SECRETARIAT
NEW DELHI

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(Presented to Lok Sabha on 18 December 2024)



LOK SABHA SECRETARIAT
NEW DELHI

December 2024 / Agrahayana 1946 (Saka)

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COMPOSITION OF THE COMMITTEE ON ESTIMATES (2024-25)

1. **Dr. Sanjay Jaiwal- Chairperson**
2. Shri Brijmohan Agrawal
3. Shri M. Mallesh Babu
4. Shri Kalyan Banjerjee
5. Shri Pradan Baruah
6. Shri Charanjit Singh Channi
7. Shri P.P. Chaudhary
8. Shri Devusinh Chauhan
9. Ms. Iqra Choudhary
10. Smt. Sangeeta Kumari Singh Deo
11. Shri Sudheer Gupta
12. Shri Deepender Singh Hooda
13. Shri Manish Jaiswal
14. Shri Naveen Jindal
15. Shri Jugal Kishore
16. Thiru Dayanidhi Maran
17. Shri P.C. Mohan
18. Shri B.K. Parthasarathi
19. Shri Awadhesh Prasad
20. Shri M.K. Raghavan
21. Shri Bishnu Pada Ray
22. Shri Y.S. Avinash Reddy
23. Shri Pratap Rudy
24. Dr. Rajkumar Sangwan
25. Shri Arvind Ganpat Sawant
26. Kumari Selja
27. Dr. Bhola Singh
28. Dr. Indra Hang Subba
29. Shri Manoj Tiwari
30. Shri Ve Vaithilingam

Secretariat

- | | | |
|----|--------------------|-----------------|
| 1. | Shri Y. M. Kandpal | Joint Secretary |
| 2. | Shri Lalkithang | Director |
| 3. | Shri Kuldeep Pegu | Under Secretary |

INTRODUCTION

I, the Chairperson of the Committee on Estimates (2024-25) having been authorized by the Committee to present the Report on their behalf, do present this third Report on action taken by the Government on the recommendations contained in the 33rd Report of the Committee (2023-24) on the subject 'Assessment of various projects including Green Highways under National Highways Development Project (NHDP)'.

2. The 33rd Report of the Committee on Estimates (2023-24) was presented to Lok Sabha on 2nd February, 2024. The Government furnished their replies indicating action taken on the recommendations contained in the 33rd Report on 6th September, 2024. The draft report was considered and approved on 16 December, 2024 by the Committee.

3. An analysis of action taken by the Government on the recommendations contained in the 33rd Report of the Committee on Estimates is given in Appendix-II.

NEW DELHI;

16 December, 2024

Agrahayana 25, 1946(Saka)

**DR. SANJAY JAISWAL
CHAIRPERSON
COMMITTEE ON ESTIMATES**

CHAPTER - I

REPORT

This Report of the Committee deals with the action taken by the Government on the Observations/Recommendations of the Committee contained in the Thirty-Third Report(Seventeenth Lok Sabha) on the subject "Assessment of various projects including Green Highways under National Highways Development Project (NHDP)" pertaining to the Ministry of Road Transport and Highways.

2. The Thirty-Third Report was presented to Lok Sabha on 02.02.2024. It contained 15 Observations/Recommendations. Action Taken Replies of the Government in respect to all the Observations/Recommendations have been received from the Ministry of Road Transport and Highways.

3. Replies to the Observations/Recommendations contained in the Report have broadly been categorized as under:-

(i) Observations/Recommendations which have been accepted by the Government:

Recommendation Para No 1,2,5,6,7,8,9,10,11,12 and 13

**Total: 11
(Chapter-II)**

(ii) Observations/Recommendations which the Committee do not desire to pursue in view of Government's reply:

Recommendation NIL

**Total: 00
(Chapter-III)**

(iii) Observations/Recommendations in respect of which Government's replies have not been accepted by the Committee:

Recommendation Para No 3 and 14

**Total:02
(Chapter-IV)**

(iv) Observations/Recommendations in respect of which final reply of Government is still awaited:

Recommendation Para No 4, and 15

**Total: 02
(Chapter-V)**

4. **The Committee desire that Action Taken Notes in respect of the Observations/Recommendations contained in Chapter-I may be furnished to them within six months of the presentation of the Report to the House.**

5. The Committee will now deal with the Observations/Recommendations which require reiteration or merit further comments.

Observations/Recommendations (Para No. 1)

Finances of NHA

6. The Committee in their Thirty Third Report, recommended as under: -

“The Committee have noted the information furnished by the Ministry on BE,RE and actual expenditure during the last three financial years, with regard to projects under NHDP and it is observed that a huge portion of the expenditure is related to debt servicing, which is further showing an increasing trend with every passing financial year. The Committee have also learnt that the NHA has become debt ridden mainly due to the fact that huge funds are being raised from market borrowing through IEBR (Internal and Extra Budgetary Resources) and that the total debt of NHA stood at around Rs. 2 Lakh crore (approx.) at the end of the financial year 2022-23. Consequently, the Government increased allocation of Rs. 1,62,207 crore as budgetary support to NHA in FY-2023-24 and that 20.38% of the allocation has been earmarked for debt servicing. The Committee are concerned to note the burden of debt that NHA is facing as a result of market borrowings and payment of interest thereon and are of the view that corrective measures must be taken immediately to ensure that NHA remain capable of repaying the debt without compounding the interest on delayed repayment. In this perspective, funds through IEBR has been reduced from Rs. 65,150 crore during FY 2021-22 to Rs 798 crore during FY 2022-23. In such a situation, higher budgetary support from the Government is a commendable step to revitalize the finances and overall functioning of NHA. Private Sector investment is another option. The Committee, therefore, urge upon the Government to consider taking steps like increasing private sector investments in

projects, speedy award of work for approved projects and popularize the NHAI InvIT bonds to further boost the finances of NHAI and recapitalize the balance sheet of the organization.”

7. The Ministry of Road, Transport and Highways have in their Action Taken Reply, submitted as under:

“NHAI has stopped borrowing since 2022, so the debt liability has not increased thereafter. Further, the NHAI has also swapped higher-cost bank loan, which has helped in reducing the debt liability to some extent.

As regards the recommendations of the committee to popularize the NHAI InvIT, it is submitted that under NHAI InvIT, Rs.10,200 crores was realized up to March 2023 and Rs.15,700 crore has been realized in FY 2023-24, which is appx. 20% above the target of Rs. 13,000 crore. NHAI has also monetized the road asset through TOT mode and realized Rs. 26,366 crores up to March 2023 and further mobilized Rs 15,968 Crore in FY 2023-24. Thus, the total asset monetization under TOT model till March 2024 is Rs 42,334 Crore.”

8. The Committee in their original Report had observed that the NHAI had closed their balance sheet at the end of FY 2022-23 with a heavy debt burden of around Rs. 2 lakh crore and that consequently 20.38% of the budgetary allocation for NHAI during the FY 2023-24 was earmarked for debt-servicing. Thus, the Committee had felt the need to revitalize the organization and recommended steps like increasing private sector investments, speedy award of work for approved projects and popularizing the NHAI InvIT bonds to boost its finances. The Committee are happy to note from the reply of the Ministry that the NHAI has managed to raise funds to the tune of Rs. 15,700 crore during the FY 2023-24 through InvIT bonds, which is 20% more than the target set and that Rs 42,334 crore have been raised through asset monetization. The Committee, urge the Ministry to maintain the momentum and explore more such revenue generating avenues to raise funds for increasing number of projects all over the country, instead of resorting to high interest market borrowings. The Committee, also note

with satisfaction that the debt liability of NHAI has reduced considerably as it had stopped borrowing since the year 2022. The Committee, would like to be apprised of the total amount of debt burden on NHAI as well as on NHIDCL at the end of FY 2023-24 and the targets/ timelines fixed to wipe out the pending debt liabilities in respect of both the organizations.

Observations/Recommendations(Para No 3)

Need for streamlining of toll-plazas

9. The Committee in their Thirty Third Report, recommended as under:

“The Committee have noted the submission of the Ministry that the distance between two fee/toll plaza on National Highway is regulated as per National Highway Fee Rules, 2008. Accordingly, the distance between two toll plazas shall be not less than sixty kms, unless the executing Authority deems it necessary to establish another plaza within a distance of sixty kms. However, the Committee observe that toll plazas are being established in less than 60 kms. distance and also within the limits of Municipal area or within the city on Highways passing through highly populated villages, municipalities and townships. One such instance is the functioning of two such plazas within 60 km of each other on the Pathankot-Srinagar stretch of NH-44. The Committee feel that in the absence of alternate roads, collecting fees from residents of villages, municipalities or townships adjoining a toll plaza for using the Highway for their day to day work/activities is not justifiable as this is an additional burden on them. Thus, the Committee would like the Government to review the instant provisions on establishing toll plazas and recommend that a mechanism should be put in place to facilitate free movement of people/inhabitants residing nearby/surrounding area of a toll plaza or within the Municipality/city or exempt them from payment of toll fees for commuting/using the highway. The Committee also feel that the location of toll plaza should be invariably shown at the stage of Detailed Project Report (DPR) itself. The Committee would like to be apprised of the changes/amendments brought into the instant guidelines for the above purpose.

The Committee, further urge upon the Government to conduct a study on the feasibility of installing Electronic Toll Collection device in conjunction with the GPS system of vehicles, so that toll fees gets deducted electronically when a vehicle enters or exits a National Highway/Expressway. Such a measure, if proved successful, may eventually help in phasing out toll gates/plazas in the long run and thereby easing the movement of vehicles on National Highways/Expressways and reducing carbon emission to a large extent.”

10. The Ministry of Road Transport and Highways in their Action Taken Reply, has stated as under:

“The distance criteria for establishment of a fee plaza has come into existence after NH Fee Rules 2008 and there was no such criteria in earlier NH Fee Rules, 1997. As per Rule 8(2) of NH Fee Rules 2008:

"(2) Any other toll plaza on the same section of national highway and in the same direction shall not be established within a distance of sixty kilometers:

Provided that where the executing authority deems necessary, it may for reasons to be recorded in writing, establish or allow the concessionaire to establish another toll plaza within a distance of sixty kilometres:

Provided further that a toll plaza may be established within a distance of sixty kilometers from another toll plaza if such toll plaza is for collection of fee for a permanent bridge, bypass or tunnel."

Therefore, the restriction of 60 km distance between two fee plazas is applicable only when two fee plazas are situated on the same section of a national highway. Further, where a fee plaza is to be established for collection of fee for a bypass/permanent bridge/tunnel, it may be established within 60 km distance from another fee plaza.

As regards the recommendation of the committee to facilitate free movement of people/inhabitants residing nearby/surrounding area of a toll plaza, Rule 9(3) of NH Fee Rules, 2008, provides that a person residing within a distance of twenty

kilometers from the toll plaza who owns a mechanical vehicle registered for non-commercial purposes and uses it as such for commuting on a section of national highway, permanent bridge, bypass or tunnel, may obtain a pass, on payment of fee at the base rate for the year 2007-2008 of Rupees one hundred and fifty per calendar month and revised annually in accordance with rule 5, authorising it to cross the toll plaza specified in such pass (Monthly pass rate for Financial Year 2023-24 is Rs 330/-).

As a policy decision, the location of toll plazas is now decided at the corridor level rather than the project level so that the distance between the toll plazas is optimized. Moreover, the location of fee plaza is ascertained at the time of preparation of DPR which is also apprised to PATSC/IAC (Project Appraisal Committee). Project is approved, subsequent to concurrence of the appraisal committee.

The technology of GNSS (Global Navigational Satellite System) based Tolling is being explored by NHAI at NH Fee Plazas. As India is already having RFID FASTag based Tolling system in place, the option of having a hybrid system is being explored where GNSS based Tolling can be done along with the existing system of Tolling. In this regards, Technology Tests are being conducted to have GNSS as an added facility with existing Tolling system. Based on the results from the Technology Tests, the system will be implemented.”

11. The Committee had noted in their original Report the submission of the Ministry that distances between two toll plazas are regulated as per National Highway Fee Rules, 2008. According to the extant fee rules, the distance between two toll plazas shall be not less than sixty kms unless the Executing Authority deems it otherwise. In this context, the Committee were of the considered view that collecting tolls from people residing near a toll plaza is not justifiable and recommended the Govt. to put in place a mechanism to facilitate free movement of people/ inhabitants residing near toll plazas for using the highway. The Ministry in their Action Taken reply has stated that non-commercial vehicles of persons residing within a distance of twenty kms from the toll plaza may obtain a

monthly pass on payment of fee for commuting on a section of a Highway. The Committee are constraint to state that while they are aware of the rules and position on toll fees as stated by the Ministry, they had emphasized in their recommendation the need to review the extant provisions to facilitate free movement of people residing nearby toll plazas for commuting/using the Highway. Many such inhabitants may have been living in those areas long before any Highway or Expressway was conceptualized for being built in those area or regions. As such, the Committee are of the firm opinion that collecting fees from those inhabitants is an additional and avoidable financial burden on them. While reiterating their earlier recommendation, the Committee once again urge the Ministry to review the extant provisions in the larger interest of people residing near toll plazas.

The Committee had also urged the Ministry to ensure that location of toll plazas be shown at the DPR stage itself and to conduct a study on the feasibility of installing Electronic Toll Collection device in Conjunction with the GPS system of vehicles so that toll fees get deducted electronically when a vehicle enters or exits a National Highway/Expressway. The Committee are happy to note from the reply of the Ministry that the location of a fee plaza is ascertained at the time of preparation of DPR and also that Global Navigational Satellite System (GNSS) based tolling is being explored by NHAI for toll plazas. The Committee would like to be updated on the outcomes of the technology tests being conducted to implement GNSS based toll collection System which the Committee believes will revolutionize the toll collection system in the country and ease the movement of vehicles on Highways.

Observations/Recommendations(Para No 4)

Completion of Projects

12. The Committee in their Thirty Third Report, recommended as under:

“The Committee have been informed that the National Highways Development Project (NHDP) started in the year 2000 in a phased manner (Phase I to VII) and in the year 2017, all those projects under NHDP were subsumed under a

different concept called Bharatmala Project. The Committee have also noted that when Bharatmala project was launched, work on 30,000 kms of roads were completed under NHDP, while 13,000 Kms of roads were under implementation and the remaining 10,000 Kms which were still to be sanctioned were included under the Bharatmala Pariyojana. The Committee have further taken note of the various administrative initiatives taken by the Ministry, including launch of the Bhumi Rashi portal and sharing unresolved issues with stakeholders on PRAGATI platform to ensure timely implementation and completion of projects. The Committee, while appreciating the various initiatives taken by the Ministry, are concerned to note that around 674 National Highway projects are delayed and many of them are facing time and cost overruns. To highlight a few, the implementation of the project on NH-727AA, and two Expressway corridor projects- (a) Gorakhpur-Siliguri and (b) Raxaul-Haldia which are part of phase IIA of Bharatmala Pariyojana, have been under implementation for a long time. With regard to projects which are delayed due to administrative and other related issues, the Committee feel that urgent corrective action should be taken by the concerned Ministries/Departments, other stakeholders to resolve outstanding issues on priority basis. The Ministry has informed that a period of 2-3 years is considered ideal for completion of a National Highway project. However, the Committee have observed that most of the projects take more than 3 years for completion. The Committee, therefore, urge upon the Government to ensure better coordination amongst all stakeholders and establish single window system with online monitoring mechanism for sorting out issues without much time lag. The Committee are also of the opinion that the Government should prepare an SOP and resolve all inter-ministerial, Centre-State and intra-States issues in a time bound manner. A case in point is the proposal/need for construction of a Road overbridge (ROB) at the railway crossing point between the railway station and office of the Collectorate under Betiah Municipal Corporation on NH-727, which is understood to be under consideration for the last many years. The Committee urges the Ministry to undertake a study on the above stretch and take steps to construct a ROB accordingly, at the earliest, for the convenience of the

people living in the Betiah Municipal Corporation area and also to ease the heavy traffic congestion on that stretch of NH-727. Further, a mechanism must also be put in place so that projects are reviewed at regular intervals, if possible, every month, in the presence of all stakeholders. The Committee also recommend the Ministry to consider introducing incentives to project developers/firms who complete projects as per the timelines or before the target date of completion.

The Committee, while noting the submission of the Ministry that there are 674 Projects facing delay in completion and all delayed projects do not face cost overruns, desire the Ministry to furnish details of projects where NHAI has incurred cost escalation (including total amount paid to project developers and other expenses) during the last 10 years.”

13. The Ministry of Road Transport and Highways have in their Action Taken Reply, submitted as under:

“Gorakhpur-Siliguri and Raxaul-Haldia Corridors were earlier part of the proposed Phase IIA of the Bharatmala Pariyojana, appraised by PIB in July 2022. However, the work of DPR could not be taken up for want of further approval of Competent Authority. It is to submit that Master Plan with High Speed Corridors utilizing the PM Gatishakti Frame Work as part of Vision 2047 is under consideration. The aforesaid two Corridors are part of the Phase I of the proposed Master Plan of National Highways.

Regarding the suggestion of the Committee to ensure better coordination amongst all stakeholders and establish single window system with online monitoring mechanism for sorting out issues without much time lag, project monitoring is currently being done by NHIDCL through PMIS portal, which is a single window online monitoring platform. Regarding the suggestion for putting in place a mechanism for review of project at regular intervals, it may be mentioned that NHIDCL has put in place a system to review the ongoing projects on weekly, fortnightly and monthly basis both at field and Hqtrs level. It is also to be noted that the Ministry has impressed

upon all its agencies to award work and fix Appointed Date only after securing the minimum mandated land and other clearances.

With regard to the recommendation of the committee to consider introducing incentives to project developers/firms who complete projects as per the timelines or before the target date of completion, it may be mentioned that there's a provision in the EPC contract agreement for payment of bonus for early completion of projects before the schedule completion date."

14. The committee had observed that a large number of highway projects are facing time and cost overruns due to various factors and had therefore urged the Ministry to ensure better co-ordination amongst all stakeholders by preparing an SOP for resolving all inter-ministerial, centre-state and intra-state issues, so that the implementation of projects are not delayed. The committee note with satisfaction the mechanism, as detailed by the Ministry in their Action Taken reply, for better co-ordination amongst stakeholders including review of projects on weekly, fortnightly and monthly basis and payment of bonus to project developers/firms for completing of projects as per the timelines. The Committee, in their Report, had also highlighted numerous cases of projects which were either still under implementation or consideration for number of years. One such case highlighted by the Committee was the proposal for construction of a Road Over bridge (ROB) at the railway crossing point between the railway station and the Collectorate under Bettiah Municipal Corporation on NH-727, in the State of Bihar. The committee had further requested the Ministry to furnish details of NHAI projects that have incurred cost escalation during the last 10 years. The reply of the Ministry is however silent on these two aspects. The Committee, therefore, once again urge the Ministry to furnish- (a) the status of the proposal to construct a ROB on NH-727 under Bettiah Municipal Corporation, which the Committee feel will ease the heavy traffic congestion on that stretch of the highway and (b) the details of NHAI projects which have incurred cost escalation during the last 10 years, within six months of presentation of this Report.

Observations/Recommendations(Para No 11)

Maintenance of National Highways

15. The Committee in their Thirty Third Report, recommended as under:

“The Committee have taken note of the submission of the Ministry regarding steps taken to ensure the durability of National Highways such as engagement of Supervision Consultants to supervise quality and durability of NHs, monitoring of construction work and quality of material being used by Engineers of NHAI/NHIDCL, frequent visits of Special Project Monitor- SPM to inspect the quality of NH network, etc. However, the Committee have observed that timely maintenance and renovation of existing Highways are far from satisfactory. Damaged roads characterised by huge potholes, lack of proper signages on roads, shabby road dividers and barriers, etc. are common sights on Highways, specially in the far-flung areas of the country. Maintenance of National Highways are as important as construction of new Expressways and Highways. Absence of stringent monitoring mechanism is one of the reasons for which time bound maintenance is not taking place. The Committee observe that proper monitoring of Highway maintenance is not being done by the concerned ROs/PIUs under NHAI. The Committee, therefore, are of the strong view that the existing contracts for maintenance of National Highways need a thorough review and stringent penalty provisions must be included in the contracts for improper maintenance. NHAI must be proactive and a timeline should be drawn up for inspection of Highways on monthly or fortnightly basis, so that maintenance or rectification work can be taken up on time.

Taking further note of the submission of the Ministry that maintenance of the roads at high altitudes and dense mountainous regions being undertaken by National Highways Infrastructure Development Corporation Ltd (NHIDCL), is a big challenge owing to the undulating topography and harsh climatic conditions almost throughout the year, the Committee feel that the Government should adopt international best practices in construction and maintenance of Highways

in high altitudes, specially of those roads in high altitude regions of Europe, Russia and China.”

16. The Ministry of Road Transport and Highways have in their Action Taken Reply, submitted as under:

“There is a provision in the EPC contract documents specifying the maintenance requirements of the project highway by the contractor and penalty for failing to do so. In case of termination of contract due to non-rectification of defects by the contractor, there is a provision for encashment of Performance security. Moreover, Ministry vide circular dated 06.102.2021 issued guidelines for declaring contractors/concessionaire non-performer and debarment from participating in the future projects of MoRTH/NHIDCL/NHAI for certain period which include failure to maintenance of the project road by the contractor/concessionaire.

Other suggestion of the committee on adoption of international best practices of construction and maintenance of Highways in high altitudes has been noted for compliance.”

17. The Committee in their original Report, had observed that maintenance and renovation of Highways are far from satisfactory with frequent issues such as huge potholes, lack of signages, poorly maintained road dividers and barriers, etc which are common sights on most highways. In the light of these concerns the Committee had strongly urged the Ministry to review the existing contracts for maintenance of National Highways and to include stringent penalty provisions for improper maintenance. The Committee had also urged the NHAI to be proactive in inspecting Highways to ensure timely maintenance or rectification work. In their Action Taken reply, the Ministry has informed that there is a provision for imposing penalty on contractors for improper maintenance of Highways and also that contractors/concessionaire are now liable to be debarred from participating in future projects for a certain period for improper maintenance of roads. While the Committee appreciate the steps taken by the Ministry, they expect these

provisions and guidelines to be implemented in letter and spirit, as despite the existing provisions, improper maintenance characterized by dilapidated roads and huge pot holes, remains a common Phenomena on Highways across the country. The Committee strongly feel that the Ministry, including the NHAI and NHIDCL, must pay adequate attention towards review and inspection of Highways to ensure their proper and timely maintenance. Poor or negligent maintenance of Highways poses serious safety hazards for both commuters and vehicles and also have other cascading effects on the economy, such as decreased lifespan of roads, increased vehicle operating cost, etc.

Observations/Recommendations(Para No 12)

Compensation for land acquisition

18. The Committee in their Thirty Third Report, recommended as under:

“The Committee, appreciate the launch of the Bhoomi Rashi portal and its integration with the Public Finance Management System (PFMS), to fast track online payment of compensation for land acquisition for NH projects and It is noteworthy that payment of Rs. 1,317 crore for the projects executed by NHAI and Rs. 3,546 crore for the projects executed through State PWDs have been processed since launch of the portal. However, the Committee observe that payment of compensation to land owners are still delayed and at times it takes months/years, for final settlement. The Committee note that such delays are not specific to any region or State, but wherever land is being acquired for development of highways, the time lag between the date of award for compensation and actual release of payment is a matter of concern for every landowners as they lose their rights over the land once the land is notified for compensation. In such circumstances, the land owners face a peculiar situation where they can neither use the land nor are they in the receipt of the compensation amount to invest the same for some other productive purposes.

It is understood that interest is being paid for the time-gap/period of delay between the date of notification of acquisition of land and date of award of compensation and not for the period between date of award of compensation and

the date of actual release of payment. The Committee, therefore, emphasize the need for review of the process of payment of compensation for land acquisition so as to have actual release of compensation in time and recommend that the Government should consider a provision for payment of interest on delayed payment of compensation being paid to the land owners, on the pattern of interest being paid on refund of Income Tax. The Committee believe that such a step would protect the rights of land owners, who are otherwise at a disadvantageous position, owing to delay in receiving the compensation for years, while the price of land increases day by day.”

19. The Ministry of Road Transport and Highways have in their Action Taken Reply, submitted as under:

“As per the Section 3 (a) contained in the *'The National Highways (Manner of Depositing the Amount by the Central Government with the Competent Authority for Acquisition of Land) Rules, 1998'* (as amended from time to time), the acquiring agency is required to deposit the compensation amount in 15 days on demand made by the CALA and the CALA, in turn, is required to tender such amount to the landowners or the persons interested in such land.

However, there is no provision for payment of any such interest on account of delayed disbursement of compensation. Such delay has been mostly found on the part of the landowners as they may not come forward to accept the compensation amount to challenge the award further. Therefore, no interest is payable in respect of any delays in disbursement of compensation amount qua the Award announced by the CALA. However, PFMS-based compensation payment has brought about unprecedented speed and transparency in the land acquisition process for the benefit of the landholders.”

20. The Committee in their original Report had observed that there is a significant time lag between the date of award of compensation and actual disbursement of payment for land acquisition. In some cases, it takes years for final settlement, putting the landowners in a very disadvantageous position, as

they lose their rights over the land once it is notified for compensation. The Committee, therefore, felt the need for payment of interest to landowners for the period of delay between the date of award of compensation and the date of actual release of payment, and accordingly made this recommendation to the Ministry. The Ministry, in their Action Taken reply, has stated that there is no provision for payment of interest on account of delayed disbursement of compensation and placed the responsibility for delays on the landowners. The Ministry has also informed that PFMS based payment of compensation has brought unprecedented speed and transparency in the land acquisition process. While the Committee appreciate the introduction of PFMS based payment of compensation, they are not convinced by the reply of the Ministry that delays in disbursement of compensation are caused by landowners. It is evident that, on most occasions, delays in disbursement result from bureaucratic bottlenecks often caused by lack of co-ordination between NHAI/NHDCL and district authorities. The Committee feel that the landowners cannot be blamed for such delays. Nonetheless, the Committee once again urge the Ministry to review the current provisions and consider the payment of interest to landowners in cases of delayed disbursements. The Committee are of the view that such a measure will ease the economic hardships of landowners who are already deprived of possession once the land is notified for compensation.

Observations/Recommendations(Para No 14)

Encroachment on NHs

21. The Committee in their Thirty Third Report, recommended as under:

“The Committee have noted the submission of the Ministry that all powers for tackling issues of encroachment have been delegated to Regional Officers and Project Directors of NHAI since September, 2019 and that all such matters are being pursued regularly with State Government Authorities. The Committee, however, have observed that encroachments and re-encroachments are common along most Highways of the Country. In most cases, the encroachments are done by road side vendors selling eateries, vegetables, pan-masala etc.

There are also instances of people encroaching upon even the road dividers and growing vegetables on them. All such encroachments apart from compromising the safety of both motorists and encroachers, also give a very shabby look to Highways at a time when the Government is working with a vision to make Highways at par with roads of advanced countries. The Committee, therefore, recommend that the officials of NHAI along with concerned enforcement agencies of the State Governments must regularly monitor those stretches of Highways which are prone to encroachments and take immediate steps to remove encroachments at the initial stage and protect it from further encroachment. The Committee, further recommend introduction of strong punitive measures viz. heavy penalties, imprisonments of repeated offenders.”

22. The Ministry of Road Transport and Highways have in their Action Taken Reply, submitted as under:

“As regards encroachments on NHs, NHAI provided the feature to capture the encroachments along the NHs in Rajmarg Yatra mobile application through the road users. Further, policy to undertake regular inspections to identify encroachments and monitor the same digitally is also being prepared besides the existing provisions of noting encroachments in O&M projects given in Policy Circular No. 18.55 dated 08.10.2020. The ATR/monitoring of the same shall be done through a separate Datalake module which is also under development. The Ministry has been holding regular review of removal of unauthorized occupations and encroachments on National Highways under the Control of National Highways (Land and Traffic) Act, 2002, especially the enforcement of Sec 26 of the Act and all Chief Secretaries have been requested to provide the assistance of local police and magistracy to the designated Highways Administrations.”

23. The Committee had observed that encroachments and re-encroachments along most Highways are a common problem and recommended the Ministry to introduce strong punitive measures against offenders. The Ministry, in their Action Taken reply, has merely detailed the existing provisions and mechanisms

available to deal with encroachers, but there appears to be no concrete plan of action to find a permanent solution to this chronic problem. While reiterating their earlier recommendation, the Committee, once again, urge the Ministry to take steps to duly strengthen the monitoring mechanism. The Ministry must instill a sense of fear of the law and law enforcement authorities among encroachers. As evident from numerous cases of re-encroachments, the Committee are of the firm opinion that unless strong punitive measures, such as heavy penalties and imprisonments are introduced, the problem will persist. The Committee would like to be apprised of the views of the Ministry on this matter and the further action taken thereon. The Committee would also like to be further updated on the progress of the *Datalake module* being developed for monitoring encroachments.

Observations/Recommendations(Para No 15)

Manpower

24. The Committee in their Thirty Third Report, recommended as under:

“The Committee are concerned to note that around 38% of the sanctioned strength of various posts of Group A, B and C under NHAI and 103 numbers of both technical and non-technical posts under NHIDCL are lying vacant. However, the Ministry is silent with regard to steps taken for filling up the huge number of vacant posts in these two organizations. The Committee note that hundreds of NH projects are under implementation all over the country, specially under NHAI and it is quite surprising that the organization is functioning with little over half of its sanctioned strength. NHAI, being a project implementing and monitoring Authority, needs to function in full strength to achieve the desired results. The Committee are aware that the officials of the ROs/PIUs, apart from doing work related to planning and execution of projects, are also engaged in monitoring the maintenance of NHs, which the Committee believe require constant visits to the projects sites, some of which are located at very far flung areas. The Committee, are of the view that without sufficient manpower, the NHAI and NHIDCL may not be able to produce the desired results in a time bound manner due to unbalanced workload on incumbent officials. The Committee, therefore, recommend the Government to take immediate steps to fill up all vacant posts in

a time bound manner and pursue strongly with the concerned recruitment agency to complete the process expeditiously. The Committee would like to be apprised of the action taken by the Government in this regard.”

25. The Ministry of Road Transport and Highways have in their Action Taken Reply, submitted as under:

“With respect to the staff insufficiency in NHAI, it is submitted that the vacancy status of NHAI as on 31.05.2024 along with recruitment status of vacant posts is enclosed as **Annexure-I**. Apart from the above, the current status of ongoing recruitment against the vacant posts in all cadres is enclosed as **Annexure-II**.

NHIDCL does not have its regular cadre of manpower till date and it is worth mentioning that manpower requirement is managed either by appointing Government officials on Deputation basis or by engaging retired Govt officials on Contract basis. Accordingly, for filling up the existing and the anticipated vacancies on deputation/contract basis, 03 vacancy Circulars have already been issued on 15 Jan 2024, 07 Feb 2024 and 29 Feb 2024 for 139 Technical /Non Technical posts. The finalization of recruitment process against these vacancies may take 2-3 months. As soon as the recruitment process is completed, NHIDCL will be in a position to fill up the vacant post.

The process for creating the Permanent Cadre in NHIDCL has already been initiated and is under consideration for approval. NHIDCL is also in the process of making policy for hiring people on Contract basis.

It is for information that the following efforts for managing manpower requirements were made in the Year 2023:-

- a. Chief Secretaries of various States were requested for nominating / sponsoring the trained manpower on deputation basis.
- b. For skilled / trained manpower in the field of Finance Cadre, CGDA/CAG / Department of Telecommunication were requested to nominate / sponsor the names of trained manpower.
- c. DoP&T /MOD/Ministry of Railways were also requested for PPS/ PS / PA Cadre.

It is also to be brought out that review of the vacancy positions are done on regular basis in NHIDCL and appropriate action for filling up the vacant posts is taken on PRIORITY.”

26. Taking note of the significant number of vacancies in both NHAI and NHIDCL, the Committee had stressed the importance of filling all vacant positions promptly to ensure that the functioning of these organizations and the implementation of projects are not hindered due to insufficient manpower. The Committee acknowledge and appreciate the steps taken by the Ministry to address for filling up these vacancies and urge the Ministry to adhere to the timeline for completing the recruitment process. If the recruitment process has been outsourced to any recruitment departments/agencies, the Ministry should take proactive measures to expedite the process so that the new recruits can be inducted without delay. The Committee further suggest that advertisements for anticipated vacancies must be published well in advance to avoid prolonged vacancies in crucial positions. The Committee also appreciate the initiative taken by the NHIDCL to create its own permanent cadre and desire to be updated on the outcome of the process, as well as the status of completion of the current recruitment process in both NHAI and NHIDCL.

Further, based on the recruitment details furnished by the Ministry for NHAI, the Committee note that a significant number of senior and crucial positions such as CGM(tech), GM(tech), DGM(Tech/admin), manager(Tech) etc. to name a few, are being recruited/posted on deputation basis. The Committee would like to be apprised of the reasons for filling/recruiting such a large number of senior positions in NHAI on deputation basis, instead of posting or promoting officers from within the existing cadre.

Chapter – II

OBSERVATIONS/RECOMMENDATIONS WHICH HAVE BEEN ACCEPTED BY THE GOVERNMENT

Observations/Recommendations(Para No. 1)

Finances of NHAI

The Committee have noted the information furnished by the Ministry on BE,RE and actual expenditure during the last three financial years, with regard to projects under NHDP and it is observed that a huge portion of the expenditure is related to debt servicing, which is further showing an increasing trend with every passing financial year. The Committee have also learnt that the NHAI has become debt ridden mainly due to the fact that huge funds are being raised from market borrowing through IEBR (Internal and Extra Budgetary Resources) and that the total debt of NHAI stood at around Rs. 2 Lakh crore (approx.) at the end of the financial year 2022-23. Consequently, the Government increased allocation of Rs. 1,62,207 crore as budgetary support to NHAI in FY-2023-24 and that 20.05% of the allocation has been earmarked for debt servicing. The Committee are concerned to note the burden of debt that NHAI is facing as a result of market borrowings and payment of interest thereon and are of the view that corrective measures must be taken immediately to ensure that NHAI remain capable of repaying the debt without compounding the interest on delayed repayment. In this perspective, funds through IEBR has been reduced from Rs. 65,150 crore during FY 2021-22 to Rs 798 crore during FY 2022-23. In such a situation, higher budgetary support from the Government is a commendable step to revitalize the finances and overall functioning of NHAI. Private Sector investment is another option. The Committee, therefore, urge upon the Government to consider taking steps like increasing private sector investments in projects, speedy award of work for approved projects and popularize the NHAI InvIT bonds to further boost the finances of NHAI and recapitalize the balance sheet of the organisation.

Reply of the Government

NHAI has stopped borrowing since 2022, so the debt liability has not increased thereafter. Further, the NHAI has also swapped higher-cost bank loan, which has helped in reducing the debt liability to some extent.

As regards the recommendations of the committee to popularize the NHAI InvIT, it is submitted that under NHAI InvIT, Rs.10,200 crores was realized up to March 2023 and Rs.15,700 crore has been realized in FY 2023-24, which is appx. 20% above the target of Rs. 13,000 crore. NHAI has also monetized the road asset through TOT mode and realized Rs. 26,366 crores up to March 2023 and further mobilized Rs 15,968 Crore in FY 2023-24. Thus, the total asset monetization under TOT model till March 2024 is Rs 42,334 Crore.

Comments of the Committee

[Please see Para 08 of Chapter-I of the Report]

Observations/Recommendations(Para No. 2)

Surrender of Funds

The Committee have noted the submission of the Ministry regarding details of BE, RE and Actual Expenditure from Financial Year 2020-21 till 31st May, 2023. However, the Committee are concerned to note that an amount of Rs. 176.08 crore earmarked for NHDP projects were surrendered on 31.03.2023 due to PFMS error, at a time when all Government transactions are being completed electronically. The Committee desire to be apprised of the details and nature of PFMS error, which resulted in such a huge amount being surrendered/lapsed on the last day of the financial year.

Reply of the Government

NHAI has started the payments through TSA-PFMS in middle of year i.e., from October, 2022, with 02 nos. of CNA Accounts & 26 nos. of SNA Accounts under TSA System. NHAI used PFMS-CNA for a huge volume of transactions (more than ₹1,60,500 crore). Many bugs in the software were observed during day-to-day working and the same were resolved through close interaction and vigorous pursuit with the PFMS team. Under TSA system, during bill processing process, it was observed that some bills after

approval by “Data Approver”, could not be released using DSC application and left as ‘Bill approved’ which were paid subsequently by creation of new bill. Ideally such unpaid bills were to be rejected at DSC-1 level to restore the TSA assignment limit. It was later understood that once a bill in TSA is approved, it reduces the limit to that extent and once the Financial Year is over and such ‘unpaid bills’ remaining unspent (no DSC approved) stand surrendered. Being the first time for the implementation of the new system which is also evolving, the “unpaid but approved bills” were not rejected by few users and ultimately resulted in surrender of the limit.

Moreover, in the initial stages the users have faced many network errors, system-hangouts, login failures etc. Most of the times, the issue/problem was not described on window screen but a message appeared simply saying “Contact Admin”. NHAI had regularly followed up on such errors and got them rectified on the day-to-day basis. Moreover, there was no option at that time to return the limit by SNA to CNA, which also caused some surrenders.

Most specifically during the last week of March 2023 the system took much time to clear the transactions and the reports also could not be downloaded in time. It may be seen that such lapses/issues occurred during current year, i.e. FY 2023-24 also. However, with support of PFMS team and updation of software at various stages and continuous monitoring of approved but DSC not applied bills. Now PFMS reports also provide information of such not paid bills which consume limit. NHAI had managed NIL surrender in accounts at CNA and SNA levels in FY 2023-24.

It may also be seen that the surrendered amount in FY 2022-23 is 0.11% only of the total limit provided to NHAI. It is therefore requested that the committee kindly accept the clarifications on the matter submitted above. NHAI has now mastered the PFMS system in a way to manage balances in limits and control actual cash outgo positions for further operations of TSA system.

Observations/Recommendations(Para No. 5)

Quality of National Highways

The Committee have noted the submission of the Ministry regarding Policy/Mechanism put in place to check the quality of National Highways. With regard to measures being taken by the Ministry to make the National Highways at par with international standards, the Committee further note that contractors/concessionaires have the freedom to design and build roads and bridges as per international standards such as AASHTO, ASTM, Euro Codes and British Codes, etc. However, condition of many National Highways does not seem to meet the required standards as mentioned by the Ministry. There are numerous instances of newly built roads caving-in within days of their inauguration/commissioning. The caving-in of NH-66 bypass at Thampuranmukku (Kerala) in the month of November, 2023, 150 metre stretch of Gangotri NH near Chinyalisaur in Uttarkashi (Uttarakhand) in the month of August, 2023 and in Kishtwar Pathar area of Banihal (UT of J&K) on Jammu-Srinagar NH in the month of November, 2023 are some such recent instances. There are also many stretches of National Highways, specially those covered by branches of large trees along the roads. Further roads are getting damaged because of rain and other factors. The Committee, therefore, desire that the Government should conduct a study/analysis of all such stretches of Highways to identify unscientific/substandard construction, rectify the same and ensure effective monitoring mechanism right from construction stage. The Committee also recommend to penalize and blacklist the construction agency/firm found deviated from the laid down norms/standards of construction or violated the standard Bidding Document/Contractual terms which results in putting the life and property of commuters in danger.

Reply of the Government

The Quality control during road construction and operation & maintenance period is exercised by engaging supervision Consultants (Authority Engineer/ Independent Engineer). The provisions of equipment-based monitoring, using Network Survey Vehicle (NSV), Falling Weight Deflectometer (FWD), and Mobile Bridge Inspection Unit

(MBIU) etc. at specified intervals, have been incorporated in the contract agreements for work to assess the condition of existing road/structure during maintenance period. The tests for quality control are being done by Supervision consultant on regular basis as specified in MoRTH specification / IRC guidelines and some of tests are also witnessed by officials of NHAI. Further, NHAI HQ has also engaged no. of quality monitors at head quarter level to conduct regular inspection during construction of project.

NHAI vide Policy Guideline No 16.11/2021 dated 16th November 2021 has issued Standard operating procedure to debar / penalize / declare as Non- Performer Contractor in National Highways projects.

The stretch of Kishtwar Pathar area, as stated in Sr no. 5, Quality of National Highway comes under scheme/ Phase of Bharatmala Pariyojana to be built in national highways NH-44 under the project naming "Construction of four laning of part of Ramban to Banihal section of NH – 1A (Now NH-44), from CH. 165+092 to Ch 171+855 (North Bound) and from Ch 166+895 to Ch. 173+638 (South bound), Excluding section from Ch 166+610 to Ch. 167+150 (North Bound), Ch 168+425 to Ch 168+935 (South bound) and section From Ch. 167+960 to Ch 168+168 (North Bound), Ch. 169+745 to Ch. 169+951 (South bound) (Package – III) in the UT of Jammu & Kashmir on EPC Mode".

The contract for above said work was signed on 08.10.2021 and appointed date is 04.02.2022. The project is still under construction stage and around 25 % of work has been completed. Therefore, the view that the newly built road has been damaged at this place is not factually correct.

Till date, number of slides have occurred at the said location as this stretch faces a heavy & prolonged rainfalls due to which slopes becomes unstable and also forming a zone of weakness or fragility, thus the said location is geologically disturbed. In spite of such incidents, NHAI is trying its best and putting all its effort into expediting the progress of the work. The project on the said NH constitutes four lanes i.e., two lanes

for North bound carriageway by provision of via ducts which is in progress and two lanes for South bound carriageway by widening of existing highway. The construction of South Bound has not been started yet as it can only be taken up after diversion of traffic from North bound i.e. after construction of the viaduct.

As regards to the identification of unscientific/ substandard construction, it is to mention that all the relevant guidelines/ IRC etc are being followed while construction of the said stretch.

The mentioned location is coming in stretch between 4 laning of Kazhakutloom (Ch.000) to Mukkola (Ch. 26+500) of NH-66. PCC was issued to M/s KNR construction Pvt. Ltd. on 23.10.2018 and Defect Liability Period ended on 22.10.2022.

In 2023, Kerala Water Authority (KWA) requested NHA for permission for laying of Water pipelines through HDD method. Permissions were given subjected to the conditions of proper execution of work. KWA commenced the work on 11.11.2023. During the execution of work, a big hole formed in MCW at Thampuranmukku Ch.4+600. Highway Response Team mobilized and noticed that during execution of KWA works, while carrying out HDD, the subgrade, sub-base and base course of the MCW washed away. The incident was intimated to KWA officials immediately and rectification works were commenced and completed by KWA under the supervision of the Authority's Engineer. At present, the stretch is without any defects and traffic plying smoothly.

Regarding the penalty provision in the contract to blacklist the construction agency/firm found deviating from the laid down norms/standards of construction or violating the standard Bidding Document/Contractual provisions, there is a provision in the EPC contract documents issued by MoRTH for encashment of Performance security in case of termination of contract due to non-rectification of defects. Moreover, Ministry vide circular dated 06.10.2021 issued guidelines for declaring contractors/concessionaire non-performer and debarment from participating in the future projects of MoRTH/NHIDCL/NHA for certain period.

Other suggestions of the committee regarding study/ analysis of stretches of Highways to identify any unscientific/ substandard construction and subsequently rectification of the same have been noted for compliance.

Observations/Recommendations(Para No. 6)

Height of NH roads.

The Committee have observed that the height of National Highways passing through certain towns and cities is creating civic problems like water-logging in the areas adjacent to these roads, even in short spells of rains which cause huge inconvenience to various establishments and people residing there. In certain places, the height of the roads without proper cross-drainage creates artificial floods in the adjoining areas during monsoon season. The height of National Highways also creates severe traffic congestion and even lead to accidents at traffic crossings/junctions. The Committee, therefore, recommend the Government to review the structure, design and height of National Highway passing through busy townships or market/business areas, so as to ensure that adequate number of cross drainage/bridges are made available for unhindered flow of water. This should also be planned at DPR stage so that National Highways do not create civic bottlenecks and artificial floods. The Committee would like to be apprised of the action taken by the Government in this regard.

Reply of the Government

Drains of adequate length/size along the national highways and no. of cross drainage structures as per the extant guidelines/ codes, technical suitability and site requirements are provisioned during construction of National highways to avoid water logging problems. Further, as per site requirements for ongoing works, if required, additional provisions for the same are considered as change of scope.

Regarding the suggestion of the committee to review the structure, design and height of National Highway passing through busy townships or market/business areas, so as to ensure that adequate number of cross drainage/bridges are made available for unhindered flow of water, adequate provisions are allowed in the DPR based on the detailed survey and site requirement.

Observations/Recommendations(Para No. 7)

Aligning of new road with old/existing road

The Committee have observed that in many cases, when a highway project is sanctioned for a particular stretch, the existing road/highway on that stretch or area, if any, is not taken into consideration for aligning the same with the new project or developing/expanding the new project on already existing road. The Committee, therefore, urge the Government that in all such cases, efforts must be made to implement the new project by subsuming the already existing road. The Committee are of the considered view that such a step would be in consonance with financial prudence, as less budgetary provisions will be required in implementing the project. Further, it will be in the interest of both the Government and residents of the area, viz. there will be minimal requirement of land acquisition and cost involved so that the project could be completed faster and opened for traffic.

Reply of the Government

The alignment of project highway is finalized after analyzing all the alignment options, on the PM GatiShakti National Master Plan, including greenfield, brownfield expansion and/or combination of both considering technical suitability and cost benefit analysis in consultation with all stakeholders. Sometimes during brownfield expansion, it becomes very difficult to acquire additional land and LA cost is significant higher due to built-up structures.

The suggestion/ recommendations of the committee are very relevant and are kept in consideration at the alignment finalization stage for highway expansion.

Observations/Recommendations(Para No. 8)

Widening/Renovation of existing roads.

It has also been observed that roads are generally damaged when a new project is about to be implemented on an already existing Highway or when road widening is undertaken. The concerned project implementation agencies do not pay proper attention to upkeep, maintenance or give proper traffic diversion during construction

period of such Highway projects. The Committee, therefore, urge upon the Government to take necessary measures to make it incumbent upon the concerned agencies to undertake proper upkeep and maintenance of existing highways which are likely to be included in new projects and also make proper traffic diversion, keeping in view the safety of the motorists, traffic congestion and resultant environmental pollution.

Reply of the Government

As per clause 10.4 of EPC Agreement and Clause 12.4 of HAM Agreement, the Contractor/Concessionaire are obligated to maintain the existing project highway in traffic worthy condition during construction period also. The same is being ensured by IE/AE/PD.

NHAI has issued several Policy guidelines from time to time regarding maintenance including diversion roads during the construction/widening of the roads. Accordingly, RO/PD are taking actions from time to time to keep the existing highway traffic worthy conditions including diversion of roads.

The suggestions/ recommendations of the committee are noted for compliance. However, the existing roads which are proposed for widening/ upgradation are maintained in traffic worthy conditions by the contractors during the execution of the work as per the provisions of the Contract Agreement.

Observations/Recommendations(Para No. 9)

Connectivity of new projects to township

The Committee have observed that construction of National Highways under Greenfield projects do not consider the issue of connectivity of the projects with the nearby townships that they are passing through. For instance in the State of Uttar Pradesh, it is understood that the proposed Greenfield NH project from Shamli to Gorakhpur (via Lakhimpur and Bahraich), has not included the religious town/city of Basti under the purview of the project. The Committee are, therefore, of the opinion that Greenfield projects must be designed or aligned in such a way that the nearby townships or cities along which a project is passing through gets some means of connectivity through link road to that particular Highway. Such measures will give a

huge fillip to the overall economic activity of those cities and townships, apart from contributing to the swift mobility of people residing in those areas.

Reply of the Government

During project planning inter-ministerial consultation is done for integrated infrastructure planning in line with the PM Gati Shakti principles. Based on consultations, alignments are optimized for improved connectivity with economic / social / tourist / religious nodes and to minimize ecological impact. Additionally, provision of providing spurs to important nodes is also considered while planning.

Observations/Recommendations(Para No. 10)

Amenities on National Highways

The Committee note that the Ministry has adopted a policy in the year 2021, for development of wayside amenities along Greenfield/Brownfield Expressways and National Highways which are under development, on need basis. However, the Committee observe that there is no guidelines or policy for developing such amenities on existing Highways and Expressways. Further, the condition of such facilities on these roads are in very bad shape and there is an urgent need for improvement of such facilities, specially the conditions of rest rooms and location of refueling including EV charging stations. The distance between the location of such facilities are very far and very congested. It is also pertinent to highlight here that there are no wayside amenities on the newly inaugurated Bengaluru-Mysuru National Highway, creating huge inconvenience for motorists using the highway. The Committee urge the Government to reduce the distance between wayside amenities and also prevail upon the service providers to increase the number of units, specially that of restrooms and eateries, to cater to the increasing volume of traffic on Expressways. The Committee underline the need to identify all such National Highways and urgent steps should be taken for developing wayside amenities at the earliest. The Committee, also recommend that refueling including EV charging stations on Expressways/Highways must be along such roads and not far away from the Expressways/Highways. In addition, childcare rooms should also be developed at such facilities for the convenience of lactating women. The

Committee strongly hold that these measures would go a long way in improving the commuting experience on National Highways and Expressways.

Reply of the Government

Ministry of Road Transport & Highways (MoRT&H) has issued the policy circular no. RW/NH-33044/14/2003-S&R(R)-Pt. dated 11th February. 2021, the Policy guidelines for development of wayside amenities and the provision of all mandatory and permissible facilities. NHAI has also issued the Standard Operating procedure (SOP) for award of wayside amenities along National Highways and Expressways vide NHAI/Policy guidelines/ Misc. Technical – Wayside Amenities/2022 Policy circular No. 18.79 dated 11th March 2022.

At present, 50 nos. of Wayside Amenities are operational on various National Highways/ Expressways. The amenities include facilities for passengers such as Fuel Station, Electric Charging Facilities, Restaurants, Food Court, Retail Shops, ATM, Toilets with **baby care room**, Children Playing Area, First Aid facilities, Village Haat for local handicrafts etc. Keeping in view the specific requirements of truckers, separate 'Truckers Blocks are developed at wayside amenities which include Truck and Trailer Parking, Auto Workshop, Truckers Dormitory, Cooking and Washing area, Toilets with shower etc. Regular maintenance is being carried out by the developers for the operational Wayside Amenities.

Electric charging stations are mandatory across all WSAs. The specifications of the EV charging are being complied as per the guidelines issued by Ministry of Power. Minimum 1 no. of Type 2 AC charging facility (Min. 22 kW) and minimum 1 no. of CCS-2 DC charging facility (Min. 50 kW) are being provided.

As per the study carried out, there is a frequency of stopping by the travellers at 30-50 Km for a break. Accordingly, the Wayside Amenities are being developed at interval of every 40-60 Km on National Highways/ Expressways.

As per the development plan of Bangalore Mysuru Highway, no additional land has been acquired for development of WSA. NHAI has planned Trucker's facilities,

Toilet facilities and Highway Mini Nest on Bangalore Mysuru Highway which is under construction.

Observations/Recommendations(Para No. 11)

Maintenance of National Highways

The Committee have taken note of the submission of the Ministry regarding steps taken to ensure the durability of National Highways such as engagement of Supervision Consultants to supervise quality and durability of NHs, monitoring of construction work and quality of material being used by Engineers of NHAI/NHIDCL, frequent visits of Special Project Monitor- SPM to inspect the quality of NH network, etc. However, the Committee have observed that timely maintenance and renovation of existing Highways are far from satisfactory. Damaged roads characterised by huge potholes, lack of proper signages on roads, shabby road dividers and barriers, etc. are common sights on Highways, specially in the far-flung areas of the country. Maintenance of National Highways are as important as construction of new Expressways and Highways. Absence of stringent monitoring mechanism is one of the reasons for which time bound maintenance is not taking place. The Committee observe that proper monitoring of Highway maintenance is not being done by the concerned ROs/PIUs under NHAI. The Committee, therefore, are of the strong view that the existing contracts for maintenance of National Highways need a thorough review and stringent penalty provisions must be included in the contracts for improper maintenance. NHAI must be proactive and a timeline should be drawn up for inspection of Highways on monthly or fortnightly basis, so that maintenance or rectification work can be taken up on time.

Taking further note of the submission of the Ministry that maintenance of the roads at high altitudes and dense mountainous regions being undertaken by National Highways Infrastructure Development Corporation Ltd (NHIDCL), is a big challenge owing to the undulating topography and harsh climatic conditions almost throughout the year, the Committee feel that the Government should adopt international best practices in construction and maintenance of Highways in high altitudes, specially of those roads in high altitude regions of Europe, Russia and China.

Reply of the Government

There is a provision in the EPC contract documents specifying the maintenance requirements of the project highway by the contractor and penalty for failing to do so. In case of termination of contract due to non-rectification of defects by the contractor, there is a provision for encashment of Performance security. Moreover, Ministry vide circular dated 06.10.2021 issued guidelines for declaring contractors/concessionaire non-performer and debarment from participating in the future projects of MoRTH/NHIDCL/NHA for certain period which include failure to maintenance of the project road by the contractor/concessionaire.

Other suggestion of the committee on adoption of international best practices of construction and maintenance of Highways in high altitudes has been noted for compliance.

Comments of the Committee

[Please see Para 17 of Chapter-I of the Report]

Observations/Recommendations(Para No. 12)

Compensation for land acquisition.

The Committee, appreciate the launch of the Bhoomi Rashi portal and its integration with the Public Finance Management System (PFMS), to fast track online payment of compensation for land acquisition for NH projects and It is noteworthy that payment of Rs. 1,317 crore for the projects executed by NHA and Rs. 3,546 crore for the projects executed through State PWDs have been processed since launch of the portal. However, the Committee observe that payment of compensation to land owners are still delayed and at times it takes months/years, for final settlement. The Committee note that such delays are not specific to any region or State, but wherever land is being acquired for development of highways, the time lag between the date of award for compensation and actual release of payment is a matter of concern for every landowners as they lose their rights over the land once the land is notified for compensation. In such circumstances, the land owners face a peculiar situation where they can neither use the land nor are they in the receipt of the compensation amount to invest the same for some other productive purposes.

It is understood that interest is being paid for the time-gap/period of delay between the date of notification of acquisition of land and date of award of compensation and not for the period between date of award of compensation and the date of actual release of payment. The Committee, therefore, emphasize the need for review of the process of payment of compensation for land acquisition so as to have actual release of compensation in time and recommend that the Government should consider a provision for payment of interest on delayed payment of compensation being paid to the land owners, on the pattern of interest being paid on refund of Income Tax. The Committee believe that such a step would protect the rights of land owners, who are otherwise at a disadvantageous position, owing to delay in receiving the compensation for years, while the price of land increases day by day.

Reply of the Government

As per the Section 3 (a) contained in the '*The National Highways (Manner of Depositing the Amount by the Central Government with the Competent Authority for Acquisition of Land) Rules, 1998*' (as amended from time to time), the acquiring agency is required to deposit the compensation amount in 15 days on demand made by the CALA and the CALA, in turn, is required to tender such amount to the landowners or the persons interested in such land. However, there is no provision for payment of any such interest on account of delayed disbursement of compensation. Such delay has been mostly found on the part of the landowners as they may not come forward to accept the compensation amount to challenge the award further. Therefore, no interest is payable in respect of any delays in disbursement of compensation amount qua the Award announced by the CALA. However, PFMS-based compensation payment has brought about unprecedented speed and transparency in the land acquisition process for the benefit of the landholders.

Comments of the Committee

[Please see Para 20 of Chapter-I of the Report]

Observations/Recommendations(Para No. 13)

Plantation on NHs.

The Committee have been informed that around 71.5 lakhs trees have been planted along the national highways during financial year (2022-23) as part of 'Azadi ka Amrit Mahotsav'. While lauding the initiative, the Committee urge upon the Government to replicate the same along all the Highways of the country, in a phased manner, which apart from enhancing the ambience and beauty of National Highways, will also contribute in protecting and improving the environment. The plantation drives on road dividers of 4/6/8 lane Highways, will project motorist driving at night from high beam lights of vehicles coming from the opposite direction blurring the vision of drivers which may lead to fatal mishaps. The ministry should also involve the Ministry of Environment, Forests and Climate Change and Social Forestry Department of the States for such plantation initiatives.

Reply of the Government

The Ministry of Road, Transport and Highways (MoRTH) has promulgated Green Highways (Plantation, Transplantation, Beautification & Maintenance) Policy in 2015 to develop green corridors along National Highways across the country and there are IRC: SP-21 guidelines for design, planning, implementation and maintenance for sustainable plantation programme.

Accordingly, NHA has planted about 400 lakh plants by way of Annual Plantation Action Plans on available median and roadside ROW land in post Green Highways Policy years. The Annual Plantation Action Plan of 2023-24 is under implementation in which 54.05 lakh plants have been planted up to February, 2024 against the target of 56.03 lakh plants. The plantation drive covers the road dividers in which median land of highways is saturated with ornamental flowering shrub plants to create an aesthetic view and to prevent high beam glare of lights from the vehicles coming from the opposite direction. In Annual Plantation Action Plan of 2023-24, 27.66 lakhs shrub plants have been planted on road divider median land of National Highways only.

The plantation activities involves all stakeholders- Concessionaires, private plantation agencies, NGOs and State Forest Departments & Forest Development Corporations. Presently, 14 State Forest Departments are implementing various plantation projects carried out under different year's plantation program.

CHAPTER III

**OBSERVATIONS/RECOMMENDATIONS WHICH THE COMMITTEE DO NOT
DESIRE TO PURSUE IN VIEW OF GOVERNMENT'S REPLIES**

NIL

CHAPTER IV

OBSERVATIONS/RECOMMENDATIONS IN RESPECT OF WHICH GOVERNMENT'S REPLIES HAVE NOT BEEN ACCEPTED BY THE COMMITTEE

Observations/Recommendations(Para No. 3)

Need for streamlining of toll-plazas

The Committee have noted the submission of the Ministry that the distance between two fee/toll plaza on National Highway is regulated as per National Highway Fee Rules, 2008. Accordingly, the distance between two toll plazas shall be not less than sixty kms, unless the executing Authority deems it necessary to establish another plaza within a distance of sixty kms. However, the Committee observe that toll plazas are being established in less than 60 kms. distance and also within the limits of Municipal area or within the city on Highways passing through highly populated villages, municipalities and townships. One such instance is the functioning of two such plazas within 60 km of each other on the Pathankot-Srinagar stretch of NH-44. The Committee feel that in the absence of alternate roads, collecting fees from residents of villages, municipalities or townships adjoining a toll plaza for using the Highway for their day to day work/activities is not justifiable as this is an additional burden on them. Thus, the Committee would like the Government to review the instant provisions on establishing toll plazas and recommend that a mechanism should be put in place to facilitate free movement of people/inhabitants residing nearby/surrounding area of a toll plaza or within the Municipality/city or exempt them from payment of toll fees for commuting/using the highway. The Committee also feel that the location of toll plaza should be invariably shown at the stage of Detailed Project Report (DPR) itself. The Committee would like to be apprised of the changes/amendments brought into the instant guidelines for the above purpose.

The Committee, further urge upon the Government to conduct a study on the feasibility of installing Electronic Toll Collection device in conjunction with the GPS system of vehicles, so that toll fees gets deducted electronically when a vehicle enters

or exits a National Highway/Expressway. Such a measure, if proved successful, may eventually help in phasing out toll gates/plazas in the long run and thereby easing the movement of vehicles on National Highways/Expressways and reducing carbon emission to a large extent.

Reply of the Government

The distance criteria for establishment of a fee plaza has come into existence after NH Fee Rules 2008 and there was no such criteria in earlier NH Fee Rules, 1997. As per Rule 8(2) of NH Fee Rules 2008:

"(2) Any other toll plaza on the same section of national highway and in the same direction shall not be established within a distance of sixty kilometers:

Provided that where the executing authority deems necessary, it may for reasons to be recorded in writing, establish or allow the concessionaire to establish another toll plaza within a distance of sixty kilometres:

Provided further that a toll plaza may be established within a distance of sixty kilometres from another toll plaza if such toll plaza is for collection of fee for a permanent bridge, bypass or tunnel."

Therefore, the restriction of 60 km distance between two fee plazas is applicable only when two fee plazas are situated on the same section of a national highway. Further, where a fee plaza is to be established for collection of fee for a bypass/permanent bridge/tunnel, it may be established within 60 km distance from another fee plaza.

As regards the recommendation of the committee to facilitate free movement of people/inhabitants residing nearby/surrounding area of a toll plaza, Rule 9(3) of NH Fee Rules, 2008, provides that a person residing within a distance of twenty kilometres from the toll plaza who owns a mechanical vehicle registered for non- commercial purposes and uses it as such for commuting on a section of national highway, permanent bridge, bypass or tunnel, may obtain a pass, on payment of fee at the base rate for the year 2007-2008 of Rupees one hundred and fifty per calendar month and revised annually in

accordance with rule 5, authorising it to cross the toll plaza specified in such pass (Monthly pass rate for Financial Year 2023-24 is Rs 330/-).

As a policy decision, the location of toll plazas is now decided at the corridor level rather than the project level so that the distance between the toll plazas is optimized. Moreover, the location of fee plaza is ascertained at the time of preparation of DPR which is also apprised to PATSC/IAC (Project Appraisal Committee). Project is approved, subsequent to concurrence of the appraisal committee.

The technology of GNSS (Global Navigational Satellite System) based Tolling is being explored by NHAI at NH Fee Plazas. As India is already having RFID FASTag based Tolling system in place, the option of having a hybrid system is being explored where GNSS based Tolling can be done along with the existing system of Tolling. In this regards, Technology Tests are being conducted to have GNSS as an added facility with existing Tolling system. Based on the results from the Technology Tests, the system will be implemented.

Comments of the Committee

[Please see Para 11 of Chapter-I of the Report]

Observations/Recommendations(Para No 14)

Encroachment on NHs

The Committee have noted the submission of the Ministry that all powers for tackling issues of encroachment have been delegated to Regional Officers and Project Directors of NHAI since September, 2019 and that all such matters are being pursued regularly with State Government Authorities. The Committee, however, have observed that encroachments and re-encroachments are common along most Highways of the Country. In most cases, the encroachments are done by road side vendors selling eateries, vegetables, pan-masala etc. There are also instances of people encroaching upon even the road dividers and growing vegetables on them. All such encroachments apart from compromising the safety of both motorists and encroachers, also give a very shabby look to Highways at a time when the Government is working with a vision to make Highways at par with roads of advanced countries. The Committee, therefore, recommend that the officials of NHAI along with concerned enforcement agencies of the

State Governments must regularly monitor those stretches of Highways which are prone to encroachments and take immediate steps to remove encroachments at the initial stage and protect it from further encroachment. The Committee, further recommend introduction of strong punitive measures viz. heavy penalties, imprisonments of repeated offenders.”

Reply of the Government

As regards encroachments on NHs, NHAI provided the feature to capture the encroachments along the NHs in Rajmarg Yatra mobile application through the road users. Further, policy to undertake regular inspections to identify encroachments and monitor the same digitally is also being prepared besides the existing provisions of noting encroachments in O&M projects given in Policy Circular No. 18.55 dated 08.10.2020. The ATR/monitoring of the same shall be done through a separate Datalake module which is also under development. The Ministry has been holding regular review of removal of unauthorized occupations and encroachments on National Highways under the Control of National Highways (Land and Traffic) Act, 2002, especially the enforcement of Sec 26 of the Act and all Chief Secretaries have been requested to provide the assistance of local police and magistracy to the designated Highways Administrations.

Comments of the Committee

[Please see Para 23 of Chapter-I of the Report]

CHAPTER V

OBSERVATIONS/ RECOMMENDATIONS IN RESPECT OF WHICH FINAL REPLIES OF GOVERNMENT ARE STILL AWAITED

Observations/Recommendations (Para No 4)

Completion of Projects

The Committee have been informed that the National Highways Development Project (NHDP) started in the year 2000 in a phased manner (Phase I to VII) and in the year 2017, all those projects under NHDP were subsumed under a different concept called Bharatmala Project. The Committee have also noted that when Bharatmala project was launched, work on 30,000 kms of roads were completed under NHDP, while 13,000 Kms of roads were under implementation and the remaining 10,000 Kms which were still to be sanctioned were included under the Bharatmala Pariyojana. The Committee have further taken note of the various administrative initiatives taken by the Ministry, including launch of the Bhumi Rashi portal and sharing unresolved issues with stakeholders on PRAGATI platform to ensure timely implementation and completion of projects. The Committee, while appreciating the various initiatives taken by the Ministry, are concerned to note that around 674 National Highway projects are delayed and many of them are facing time and cost overruns. To highlight a few, the implementation of the project on NH-727AA, and two Expressway corridor projects- (a) Gorakhpur-Siliguri and (b) Raxaul-Haldia which are part of phase IIA of Bharatmala Pariyojana, have been under implementation for a long time. With regard to projects which are delayed due to administrative and other related issues, the Committee feel that urgent corrective action should be taken by the concerned Ministries/Departments, other stakeholders to resolve outstanding issues on priority basis. The Ministry has informed that a period of 2-3 years is considered ideal for completion of a National Highway project. However, the Committee have observed that most of the projects take more than 3 years for completion. The Committee, therefore, urge upon the Government to ensure better coordination amongst all stakeholders and establish single window system with online monitoring mechanism for sorting out issues without much time lag. The Committee are also of the opinion that the Government should prepare an SOP and resolve all inter-ministerial, Centre-State and intra-States issues in a time bound

manner. A case in point is the proposal/need for construction of a Road overbridge (ROB) at the railway crossing point between the railway station and office of the Collectorate under Betiah Municipal Corporation on NH-727, which is understood to be under consideration for the last many years. The Committee urges the Ministry to undertake a study on the above stretch and take steps to construct a ROB accordingly, at the earliest, for the convenience of the people living in the Betiah Municipal Corporation area and also to ease the heavy traffic congestion on that stretch of NH-727. *Further*, a mechanism must also be put in place so that projects are reviewed at regular intervals, if possible, every month, in the presence of all stakeholders. The Committee also recommend the Ministry to consider introducing incentives to project developers/firms who complete projects as per the timelines or before the target date of completion.

The Committee, while noting the submission of the Ministry that there are 674 Projects facing delay in completion and all delayed projects do not face cost overruns, desire the Ministry to furnish details of projects where NHAI has incurred cost escalation (including total amount paid to project developers and other expenses) during the last 10 years.

Reply of the Government

Gorakhpur-Siliguri and Raxaul-Haldia Corridors were earlier part of the proposed Phase IIA of the Bharatmala Pariyojana, appraised by PIB in July 2022. However, the work of DPR could not be taken up for want of further approval of Competent Authority. It is to submit that Master Plan with High Speed Corridors utilizing the PM Gatishakti Frame Work as part of Vision 2047 is under consideration. The aforesaid two Corridors are part of the Phase I of the proposed Master Plan of National Highways.

Regarding the suggestion of the Committee to ensure better coordination amongst all stakeholders and establish single window system with online monitoring mechanism for sorting out issues without much time lag, project monitoring is currently being done by NHIDCL through PMIS portal, which is a single window online monitoring platform. Regarding the suggestion for putting in place a

mechanism for review of project at regular intervals, it may be mentioned that NHIDCL has put in place a system to review the ongoing projects on weekly, fortnightly and monthly basis both at field and Hqtrs level. It is also to be noted that the Ministry has impressed upon all its agencies to award work and fix Appointed Date only after securing the minimum mandated land and other clearances.

With regard to the recommendation of the committee to consider introducing incentives to project developers/firms who complete projects as per the timelines or before the target date of completion, it may be mentioned that there's a provision in the EPC contract agreement for payment of bonus for early completion of projects before the schedule completion date.

Comments of the Committee
[Please see Para 14 of Chapter-I of the Report]

Observations/Recommendations(Para No 15)

Manpower

The Committee are concerned to note that around 38% of the sanctioned strength of various posts of Group A, B and C under NHAI and 103 numbers of both technical and non-technical posts under NHIDCL are lying vacant. However, the Ministry is silent with regard to steps taken for filling up the huge number of vacant posts in these two organizations. The Committee note that hundreds of NH projects are under implementation all over the country, specially under NHAI and it is quite surprising that the organization is functioning with little over half of its sanctioned strength. NHAI, being a project implementing and monitoring Authority, needs to function in full strength to achieve the desired results. The Committee are aware that the officials of the ROs/PIUs, apart from doing work related to planning and execution of projects, are also engaged in monitoring the maintenance of NHs, which the Committee believe require constant visits to the projects sites, some of which are located at very far flung areas. The Committee, are of the view that without sufficient manpower, the NHAI and NHIDCL may not be able to produce the desired results in a time bound manner due to unbalanced workload on incumbent officials. The Committee, therefore, recommend the Government to take immediate steps to fill up all vacant posts in a time bound manner and pursue strongly with the concerned recruitment agency to complete

the process expeditiously. The Committee would like to be apprised of the action taken by the Government in this regard.”

Reply of the Government

With respect to the staff insufficiency in NHAI, it is submitted that the vacancy status of NHAI as on 31.05.2024 along with recruitment status of vacant posts is enclosed as **Annexure-I**. Apart from the above, the current status of ongoing recruitment against the vacant posts in all cadres is enclosed as **Annexure-II**.

NHIDCL does not have its regular cadre of manpower till date and it is worth mentioning that manpower requirement is managed either by appointing Government officials on Deputation basis or by engaging retired Govt officials on Contract basis. Accordingly, for filling up the existing and the anticipated vacancies on deputation/contract basis, 03 vacancy Circulars have already been issued on 15 Jan 2024, 07 Feb 2024 and 29 Feb 2024 for 139 Technical /Non Technical posts. The finalization of recruitment process against these vacancies may take 2-3 months. As soon as the recruitment process is completed, NHIDCL will be in a position to fill up the vacant post.

The process for creating the Permanent Cadre in NHIDCL has already been initiated and is under consideration for approval. NHIDCL is also in the process of making policy for hiring people on Contract basis.

It is for information that the following efforts for managing manpower requirements were made in the Year 2023:-

- b. Chief Secretaries of various States were requested for nominating / sponsoring the trained manpower on deputation basis.
- c. For skilled / trained manpower in the field of Finance Cadre, CGDA/CAG / Department of Telecommunication were requested to nominate / sponsor the names of trained manpower.
- d. DoP&T /MOD/Ministry of Railways were also requested for PPS/ PS / PA Cadre.

It is also to be brought out that review of the vacancy positions are done on regular basis in NHIDCL and appropriate action for filling up the vacant posts is taken on PRIORITY.”

Comments of the Committee
[Please see Para 26 of Chapter-I of the Report]

NEW DELHI;
16 December 2024
Agrahayana 25, 1946 (Saka)

DR. SANJAY JAISWAL
CHAIRPERSON
COMMITTEE ON ESTIMATES

**MINUTES OF THE NINTH SITTING OF THE COMMITTEE ON ESTIMATES
(2024-2025)**

The Committee sat on Monday, the 16th December, 2024 from 1600 hrs. to 1630 hrs. in Room No. '52-B', First Floor, Samvidhan Sadan, New Delhi.

PRESENT

Dr. Sanjay Jaiswal - Chairperson

Members

2. Shri Brijmohan Agrawal
3. Shri M. Mallesh Babu
4. Shri Pradan Baruah
5. Shri Kalyan Banerjee
6. Shri P. P. Chaudhary
7. Smt. Sangeeta Kumari Singh Deo
8. Shri Deepender Singh Hooda
9. Shri Manish Jaiswal
10. Thiru Dayanidhi Maran
11. Shri P. C. Mohan
12. Shri B.K. Parthasarathi
13. Shri Rajiv Pratap Rudy
14. Dr. Rajkumar Sangwan
15. Shri Arvind Ganpat Sawant
16. Kumari Selja
17. Dr. Indra Hang Subba
18. Shri Manoj Tiwari
19. Shri Ve vaithilingam

SECRETARIAT

1. Shri Y. M. Kandpal - Joint Secretary
2. Shri Lalkithang - Director

2. At the outset, the Chairperson welcomed the Members to the sitting of the Committee. The Committee then took up for consideration and adoption of the following draft Reports:

- (i) XXX XXX XXX
- (ii) XXX XXX XXX
- (iii) Draft Report on Action Taken by the Government on the Observations/Recommendations contained in the 33rd Report (17th Lok Sabha) of the Committee on the subject "Assessment of various projects including Green Highways under National Highways Development Project (NHDP)";
- (iv) XXX XXX XXX
- (v) XXX XXX XXX

3. Thereafter, the Committee adopted the Draft Reports without any modifications. The Committee, then, authorised the Chairperson to finalize the draft Reports and present the same to Lok Sabha.

The Committee, then, adjourned.

APPENDIX II

ANALYSIS OF ACTION TAKEN BY THE GOVERNMENT ON THE OBSERVATIONS/RECOMMENDATIONS OF THE COMMITTEE CONTAINED IN THE THIRTY-THIRD REPORT (SEVENTEENTH LOK SABHA)

(i)	Total number of recommendations/observations	15
(ii)	Recommendations/Observations which have been accepted by the Government: (Sl. NO. 1,2,5,6,7,8,9,10,11,12 and 13)	11
	Percentage of total recommendations	73.33%
(iii)	Observations/Recommendations which the Committee do not desire to pursue in view of Government's reply: (NIL)	00
	Percentage of total recommendations	00%
(iv)	Observations/Recommendations in respect of which Government's replies have not been accepted by the Committee: (Sl. No. 3 and 14)	02
	Percentage of total recommendations	13.33%
(v)	Observations/Recommendations in respect of which final reply of Government is still awaited: (Sl. No. 4 and 15)	02
	Percentage of total recommendations	13.33%

ANNEXURE - I

RECRUITMENTS MADE IN NHAI DURING 01.10.2023 TO 31.05.2024								
Sl. No.	Name of the Post	No. of Posts Adver-tised*	Mode of Recruitment	Last date for receipt of application	Selection Committee Date	No. of candidates selected	No. of candidates joined	Remarks
1.	CGM (Tech)	06	Promotion/Deputation	02.06.2023	10.11.2023	08	05	03 cases pending for NOC.
2.	GM (Tech)	16	Promotion	10.08.2023	28.11.2023	15	15	01 in sealed cover
3.	GM (Tech)	10	Deputation	27.10.2023	19.12.2023	08	07	01 offer pending
4.	DGM (Tech.)	35	Deputation	27.10.2023	18.12.2023	23	18	05 declined
5.	DGM (Admn.)	03	Deputation	18.01.2024	12.03.2024	01	01	-
6.	GM (Admn.)	03	Deputation	18.01.2024	12.03.2024	03	03	-
7.	GM (Finance)	02	Promotion/Deputation	27.01.2024	12.03.2024	01 (Deputation)	01	-
8.	DGM (Tech.)	27	Deputation	02.02.2024	08.03.2024	11	07	4 offers pending
9.	DGM (Legal)	02	Deputation	13.02.2024	12.03.2024	01	01	-
10.	Hindi Officer	1	Deputation	12.06.2023	19.07.2023	01	01	-
11.	Deputy Manager (Tech.)	50	DR Mode through ESE-2022 Marks	30.06.2023	01.08.2023	46	26	-
12.	Manager (IT)	2	Deputation	07.08.2023	14.11.2023	01	-	-
13.	Manager (Tech.)	30+15	Deputation	27.10.2023	21.12.2023	32	27	05 Offers pending
14.	Manager (Admn.)	05	Deputation	14.12.2023	29.02.2024	03	02	01 Offer pending
15.	Dy. MGR (Vigilance)	02	Deputation	14.12.2023	07.02.2024	02	02	-
16.	AM (Admn.)	03	Deputation	14.12.2023	29.02.2024	02	01	01 Offer pending
17.	Manager (Tech.)	22	Deputation	02.02.2024	06.03.2024	07	05	02 Offers pending
18.	Deputy Manager (Tech.)	60	DR Mode through ESE-2023 Marks	15.02.2024	28.02.2024	55	11	44 Offers pending

Manpower Position in NHAI as on 31.05.2024					
Sl. No.	Designation	Sanctioned post	Total filled Posts	Vacant Posts	Remarks
Chief General Manager (CGM)					
1	CGM (Tech.)	33	27	5	► Recruitment under process against 06 posts advertised on 15.03.2024 with last date 16.04.2024.
2	CGM (HR& Admn)	2	0	2	► Recruitment under process against 01 post advertised on 26.09.2023 with last date 16.10.2023.
3	CGM(Finance)	3	2	1	► Recruitment under process against 01 post advertised on 23.08.2023 with last date 05.09.2023.
4	CGM(legal)	1	0	1	► Recruitment under process against 01 post on deputation basis advertised on 28.12.2023 with last date 13.02.2024.
5	CGM(Utility Shifting)	These posts of CGM diverted to CGM (Tech.)			
6	CGM(P&S)				
7	CGM (SRD&Q)				
8	CGM (Safety)				
9	CGM (LA)				
10	CGM (IT)				
Total CGMs		39	29	9	
General Manager (GM)					
11	GM(Tech)	160	110	40	► Recruitment under process against 06 posts on promotion basis advertised on 15.03.2024 with last date 01.04.2024 .
12	GM (Admn.)	6	6	0	
13	GM(F&A)**	5	4	1	► Recruitment under process against 01 post on promotion/deputation basis advertised on 14.03.2024 with last date 15.04.2024.
14	GM (IT)	5	4	1	-
15	GM(Legal)	2	0	2	► Recruitment under process against 02 posts on deputation basis advertised on 14.03.2024 with last date 15.04.2024.
16	GM (LA&EM)	2	0	2	► Recruitment under process against 02 posts on deputation basis advertised on 14.03.2024 with last date 15.04.2024.
17	GM(Env.)	2	0	2	-
18	GM(Electronics)	1	0	1	-
19	GM (Legal Compliances)		1	0	-
Total GMs		183	125	49	
Deputy General Manager (DGM)					
20	DGM(Tech.)	290	209	91	► Recruitment under process against 30 posts on deputation basis advertised on 14.03.2024 with last date 15.04.2024.
21	DGM(Admn.)	13	8	5	► Recruitment under process against 02 posts on deputation basis advertised on 14.03.2024 with last date 15.04.2024.

Manpower Position in NHAI as on 31.05.2024					
Sl. No.	Designation	Sanctioned post	Total filled Posts	Vacant Posts	Remarks
22	DGM(IT)	4	1	3	-
23	DGM(Legal)	2	1	1	► Recruitment under process against 01 post on deputation basis advertised on 14.03.2024 with last date 15.04.2024.
24	DGM(Env.)	1	0	1	-
25	DGM(Media Relations)	2	1	1	-
26	DGM(F&A)	16	8	8	-
Total DGMs		328	228	110	
Manager					
27	Manager(Env)	1	0	1	
28	Manager(Tech.)	297	202	95	► Recruitment under process against 30 posts on deputation basis advertised on 14.03.2024 with last date 15.04.2024.
29	Manager(Admn.)	18	7	11	Advertisement for 03 posts are being released
30	Manager(F&A)	35	0	35	
31	Manager(IT)	4	1	3	
32	Manager (Legal)	5	0	5	► Recruitment under process against 04 posts on deputation basis advertised on 03.02.2024 with last date 04.03.2024.
33	Manager(Rajbhasha)	1	0	1	► Recruitment under process against 01 post on deputation basis advertised on 08.12.2023 with last date 08.01.2024.
Total Managers		361	210	151	
Dy. Manager					
34	Dy. Manager(Tech.)	297	170	127	
35	Dy. Manager(IT)	22	0	22	
36	Dy. Manager(Vig.)	4	2	2	
37	Dy. Manager(F&A)	70	58	12	
Total DMs		393	230	163	
Isolated & Secretarial					
38	Senior Librarian & Information Officer	1	1	0	
39	Hindi Officer	1	1	0	
40	Senior Principal Private Secretary	4	4	0	
41	Principal Private Secretary	28	25	3	
Total Isolated & Secretarial in Group 'A'		34	31	3	
Total No. of Officers in Group 'A'		1338	853	486	
Group-B					

Manpower Position in NHAJ as on 31.05.2024

Sl. No.	Designation	Sanctioned post	Total filled Posts	Vacant Posts	Remarks
42	Assistant Manager (Legal)	19	1	18	
43	Assistant Manager(Admn.)	12	6	6	Advertisement for 03 posts are being released
44	Assistant Manager(F&A)	100	90	10	
45	Private Secretary	56	31	25	
46	Personal Assistant	170	141	29	
47	Librarian	1	1	0	
48	Library & Information Assistant	1	0	1	
49	Hindi Translator	3	1	2	► Recruitment under process against 01 post on deputation basis advertised on 08.12.2023 with last date 08.01.2024.
50	Jr. Hindi Translator	3	1	2	► Recruitment under process against 01 post on deputation basis advertised on 13.09.2023 with last date 27.10.2023.
51	Caretaker & Storekeeper	1	1	0	
52	Parliament Assistant	1	0	1	
53	Protocol Assistant	1	1	0	
54	Senior Receptionist	1	1	0	
55	Senior Record Keeper	1	1	0	
56	Cashier	1	0	1	
57	Revenue Assistant	2	0	2	
Total No. of Officers/ Employees in Group 'B'		373	276	97	
Group-C					
58	Accountant	88	46	42	
59	Steno	82	21	61	
60	Receptionist	2	0	2	
61	Staff Car Driver	3	3	0	
62	Admn. Assistant (Stores)	1	1	0	
63	Electrician	1	1	0	
64	Senior Multi Tasking Staff	2	2	0	
Total No. of Employees in Group 'C'		179	74	105	
Grand Total		1890	1203	687	