

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA
UNSTARRED QUESTION NO. 1448
ANSWERED ON 26TH JULY, 2018

PERFORMANCE BASED BUDGET

1448. SHRI SAUMITRA KHAN:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS
सडक परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) whether the Government proposes to reduce Central budgetary support to States lagging in implementation of projects;
- (b) if so, the details thereof;
- (c) if not, the reasons therefor;
- (d) the States which have not implemented NH-Projects within timeframe in the last three years; and
- (e) the details of coordination made by the Ministry in the last three years to improve the role of States for implementing NH-Projects in time?

ANSWER

THE MINISTER OF STATE IN THE
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

(SHRI MANSUKH L. MANDAVIYA)

(a) to (c) The Ministry is primarily responsible for development and maintenance of National Highways (NHs). Apart from this, the Ministry also allocates funds for development of State Roads under the Central Road Fund (CRF) Scheme and Economic Importance (EI) and Inter State Connectivity (ISC) Scheme as per the provisions of the CRF Act, 2000 amended by the Finance Act from time to time.

The development and maintenance of NHs is a continuous process and works on NHs in States / Union Territories (UTs) are, accordingly, taken up as per inter-se-priority, progress of ongoing works, availability of funds and traffic density. The allocation of funds are made for States / UTs accordingly.

The funds for development of State roads under CRF scheme are allocated to the States/UTs on the basis of 30 percent weightage to fuel consumption and 70 percent weightage to the geographical area.

For works taken up under CRF scheme, one third of annual allocation of the State/ UT is released for utilization against sanctioned work and this amount is maintained as a reserve by replenishing the expenditure from subsequent releases; subsequent releases of funds are made to the States/ UTs based on submission of Utilization Certificates (UCs) of previous releases subject to the condition that the total amount released for any State/ UT during the year does not

exceed the total allocation for that year in respect of that State/ UT and the amount of unspent balance of previous years’.

The funds for State Roads under EI & ISC Schemes are allocated keeping in view the committed liabilities, progress of works, inter-se priority, availability of funds, etc.

(d) State /Union Territory (UT)-wise details of NH projects delayed by less than one year, between one to three years and more than three years are annexed.

(e) State Governments have been requested to constitute Coordination / Steering Committees at State level to resolve the project related pending issues. Regular meetings are held with project developers / concessionaires / contractors and State Governments by the Ministry / National Highways Authority of India (NHAI) / National Highways and Infrastructure Development Corporation Ltd. (NHIDCL) to make the construction of projects hassle free. To expedite completion of these projects various steps have been taken which include streamlining of land acquisition & environment clearances, exit for equity investors, premium re-schedulement, close coordination with other Ministries, revamping of dispute resolution mechanism, frequent reviews at various levels, etc.

The Ministry has developed a Web Portal (BhoomiRashi) for processing land acquisition notifications and payment of compensation thereof to the rightful owner of the land. Competent Authority for Land Acquisition (CALA) offices have been strengthened with additional manpower and infrastructure. Further, detailed comprehensive guidelines for Land Acquisition under NH Act, 1956 has been issued by the Ministry to all its implementation agencies, State Governments and UTs on 28th December, 2017 for smooth implementation of NH projects.

ANNEXURE

ANNEXURE REFERRED TO IN REPLY TO PART (d) OF LOK SABHA UNSTARRED QUESTION NO. 1448 ANSWERED ON 26.07.2018 ASKED BY SHRI SAUMITRA KHAN REGARDING PERFORMANCE BASED BUDGET.

State /Union Territory (UT)-wise details of NH projects delayed by less than one year, between one to three years and more than three years:-

State / UT / scheme / Agency	Total Delayed Projects			Delayed Period (Nos.)		
	No.	Length in km	Cost in Rs. crore	Less than 1 Year	1 to 3 Year	More than 3 Years
National Highways (Original)						
Jammu & Kashmir	3	1.95	13.3	2	1	-
Haryana	1	0	4.73	1	0	0
Punjab	1	13.98	32.8	1	0	0
Himachal Pradesh	9	93.12	104.17	5	4	0
Uttar Pradesh	7	78.48	289.65	3	1	3
Uttarakhand	4	0	11.21	0	3	1
Bihar	5	69.53	477.14	0	3	2
Jharkhand	11	60.98	194.59	7	4	0
West Bengal	7	227.6	2353.6	7	0	0
Gujarat	7	138.4	202.93	5	2	0
Rajasthan	9	109.43	2553.23	3	2	4
Chhattisgarh	7	73.8	316.83	6	1	0
Madhya Pradesh	4	0	74.46	2	2	0
Odisha	7	302.42	1245.16	5	2	0
Goa	1	-	11.01	0	1	0
Tamil Nadu	6	116.6	303.04	5	1	0
Telangana	3	61.16	328.92	0	3	0
Andhra Pradesh	2	86.74	604.66	2	0	0
Kerala	4	-	31.95	1	3	0
Manipur	1	0	14.15	1		
Assam	11	84.387	596.43	6	4	1
Nagaland	2	0	21.1	1	1	0
Meghalaya	6	0	39.471	5	1	0
Development of road in LWE affected areas	48	1802.18	3845.66	24	13	11
SARDP-NE(PWD)	32	1441.69	10565.04	4	15	13
NHDP-IV A	47	1843.35	18503.86	26	20	1
Vijyawada – Ranchi Corridor (Odisha)	5	368.32	948.28	2	3	0
Externally Aided Projects	8	545.58	2224.80	7	1	0
CHARDHAM	1	0.00	107.98	1		
NHAI	138	11702.34	113108.42	0	37	101
NHIDCL	22	649.64	3641.04	22	0	0
