

**COMMITTEE ON
GOVERNMENT ASSURANCES
(2019-2020)**

(SEVENTEENTH LOK SABHA)

SEVENTH REPORT

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

Presented to Lok Sabha on 20/09/2020



**LOK SABHA SECRETARIAT
NEW DELHI**

September, 2020/Bhadrapada, 1942 (Saka)

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**COMPOSITION OF THE COMMITTEE
ON GOVERNMENT ASSURANCES*
(2019 - 2020)**

SHRI RAJENDRA AGRAWAL - Chairperson

MEMBERS

2. Shri Sudip Bandyopadhyay
3. Shri Nihal Chand Chauhan
4. Shri Gaurav Gogoi
5. Shri Nalin Kumar Kateel
6. Shri Ramesh Chander Kaushik
7. Shri Kaushalendra Kumar
8. Shri Ashok Mahadeorao Nete
9. Shri Santosh Pandey
10. Shri Pashupati Kumar Paras
11. Shri Parbatbhai Savabhai Patel
12. Shri M.K. Raghavan
13. Shri Chandra Sekhar Sahu
14. Dr. Bharatiben Dhirubhai Shyal
15. Smt. Supriya Sule

SECRETARIAT

- | | | |
|-------------------------------|---|------------------|
| 1. Shri Pawan Kumar | - | Joint Secretary |
| 2. Shri Lovekesh Kumar Sharma | - | Director |
| 3. Shri S. L. Singh | - | Deputy Secretary |

* The Committee has been constituted w.e.f. 09 October, 2019 *vide* Para No. 609 of Lok Sabha Bulletin Part-II dated 09 October, 2019

INTRODUCTION

I, the Chairperson of the Committee on Government Assurances (2019-2020), having been authorized by the Committee to submit the Report on their behalf, present this Seventh Report (17th Lok Sabha) of the Committee on Government Assurances.

2. The Committee at their sitting held on 24 February, 2020 took oral evidence of the representatives of the Ministry of Road Transport and Highways regarding pending Assurances given during the period from the 15th Lok Sabha to the 8th Session of the 16th Lok Sabha.

3. At their sitting held on 25.08.2020, the Committee (2019-2020) considered and adopted their Seventh Report.

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

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

RAJENDRA AGRAWAL,
CHAIRPERSON,
COMMITTEE ON GOVERNMENT ASSURANCES

NEW DELHI;
25 August, 2020

03 Bhadrapada, 1942 (Saka)

REPORT

I. Introductory

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

2. The Committee on Government Assurances (2009-2010) took a policy decision to call the representatives of the various Ministries/Departments of the Government of India, in a phased manner, to review the pending Assurances, examine the reasons for pendency and analyze operation of the system prescribed in the Ministries/Departments for dealing with Assurances. The Committee also decided to consider the quality of Assurances implemented by the Government.

3. The Committee on Government Assurances (2014-2015) decided to follow the well established and time tested procedure of calling the representatives of the Ministries/Departments of the Government of India, in a phased manner and review the pending Assurances. The Committee took a step further and decided to call the representatives of the Ministry of Parliamentary Affairs also as all the Assurances are implemented through them.

4. In pursuance of the *ibid* decision, the Committee on Government Assurances (2019-2020) called the representatives of the Ministry of Road Transport and Highways and the Ministry of Parliamentary Affairs to render clarifications with regard to delay in implementation of pending Assurances. As many as 76 Assurances were pending against the Ministry of Road Transport and

Highways at the time of constitution of the Committee i.e. 09 October, 2019 with the oldest Assurance dating back to 26 November 2009. Out of these, the Committee examined in detail the following nineteen Assurances at their sitting held on 24 February 2020:

S.No.	USQ No. dated	Subject
1.	USQ No. 1267 dated 26.11.2009	Scrappage Scheme for Vehicle Owners (Appendix-I)
2.	USQ No. 3809 dated 25.08.2011	ROB at Tori Station (Appendix-II)
3.	USQ No. 2424 dated 27.08.2012	Delhi-Jaipur Expressway (Appendix-III)
4.	USQ No. 3828 dated 17.12.2012	Irregularities in NH Projects (Appendix-IV)
5.	SQ No. 192 dated 11.03.2013	Quality of Roads (Appendix-V)
6.	USQ No. 1959 dated 19.08.2013	Quality of Roads (Appendix-VI)

7.	USQ No. 2050 dated 19.08.2013	Irregularities in NH Projects (Appendix-VII)
8.	USQ No. 3006 dated 11.12.2014	Model Concession Agreement (Appendix-VIII)
9.	USQ No. 582 dated 26.02.2015	Subsidy for Vehicles (Appendix-IX)
10.	USQ No. 2956 dated 06.08.2015	Six Laning of Bangalore-Chennai Expressway (Appendix-X)
* 11.	SQ No. 344 dated 13.08.2015 (Supplementary by Shri Jagdambika Pal, M.P.)	Norms/Guidelines for Acquisition of Land (Appendix-XI)
* 12.	SQ No. 344 dated 13.08.2015 (Supplementary by Dr. Ramesh Pokhriyal 'Nishank', M.P.)	Norms/Guidelines for Acquisition of Land (Appendix-XII)
13.	USQ No. 4034 dated 13.08.2015	Acquisition of Land (Appendix-XIII)

* Implementation Report laid on 16.09.2020.

14.	SQ No. 266 dated 17.12.2015	Expressways (Appendix-XIV)
15.	USQ No. 357 dated 25.02.2016	Misutilisation of Funds by Developers (Appendix-XV)
★ 16.	SQ No. 110 dated 03.03.2016	Road Safety (Appendix-XVI)
17.	SQ No. 78 dated 28.04.2016	Bharat Stage-II Four Wheelers (Appendix-XVII)
18.	USQ No. 1913 dated 05.05.2016	Fitness and Pollution Centres (Appendix-XVIII)
★ 19.	USQ No. 1978 dated 05.05.2016	Accident Investigation System (Appendix-XIX)

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

★ Implementation Report laid on 16.09.2020

6. During oral evidence, the Committee expressed concern over the long pendency of as many as 76 Assurances of the Ministry and enquired about the internal mechanism and system of reviewing the Implementation of pending Assurances in the Ministry. The Secretary, Ministry of Road Transport and Highways replied as under:-

"Sir, in the Ministry, we always remain active to fulfil the Assurances. We had started a system of monthly meetings of senior officers to fulfil the Assurances expeditiously wherein all the Divisional Heads, Joint Secretaries and Chief Engineers are given directive to review the Assurances from time to time.

In our Ministry there is co-ordination among Joint Secretaries who attend to the Parliament related work and review pending Assurances. They prepare a statement of pending Assurances and request for extension of time whenever the concerned department is unable to fulfil the Assurances."

7. The Committee, then, specifically asked about the frequency of the meetings held by the Ministry to review and monitor the pending Assurances. The Secretary responded as follows:-

"Assurances form an agenda in every meeting of senior officers. Earlier, monthly meetings were held. However, now we compile the monthly report and review it."

8. In view of the explanations submitted by the representatives of the Ministry during the course of oral evidence, the Committee acceded to the request of the Ministry to drop the Assurances mentioned at Sl.Nos. 3 and 14 in the above list

Observations/Recommendations

9. The Committee note that out of the 19 Assurances taken up by them, the Assurances mentioned at Sl.Nos. 1 and 2 have been pending for implementation even after a lapse of ten and eight years respectively. Likewise, five Assurances (Sl. Nos. 3, 4, 5, 6 and 7) are pending for more than six years whereas the remaining 12 Assurances (Sl. Nos. 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18 and 19) could not be implemented despite a lapse of more than three to five years. The inordinate delays in implementation of the Assurances and the submissions made by the representatives of

the Ministry during oral evidence indicate that monitoring, review and follow-up action taken needs to be further toned up. The Committee are fully aware that implementation of some of the Assurances especially those pertaining to maintenance aspect of the infrastructure, which is a long drawn out process, may be difficult to accomplish within the prescribed time period. However, proactive and sustained efforts are required to be made to implement Assurances which are solemn Parliamentary obligations. The Committee, therefore, recommend that in addition to the present Assurances review mechanism instituted by the Ministry, the cases of implementation of Assurances may also be more effectively monitored and reviewed at the highest level at periodic intervals. The Committee urge the Ministry to furnish the Minutes of the meetings held in the Ministry from time to time to monitor the Assurances as it will help the Committee in measuring the progress of the Ministry of Road Transport and Highways with regard to implementation of Assurances. Further, it would act as an accountability tool and useful review document. The Committee also observe that lack of co-ordination between the Ministry of Road Transport and Highways and other Ministries is one of the reasons behind delays in the fulfilment of certain Assurances. The Committee, therefore, desire that the Ministry of Road Transport and Highways should adopt a proactive approach and enhance the level of coordination with other Ministries/Departments concerned including the Ministry of Parliamentary Affairs and stakeholders for early/timely implementation of all the pending Assurances as well as the Assurances to be made in future.

II. Review of the Pending Assurances of the Ministry of Road Transport and Highways.

10. In the succeeding paragraphs, the Committee deal with some of the pending Assurances pertaining to the Ministry of Road Transport and Highways.

A. Scrappage Scheme for Vehicle Owners

- (i) USQ No. 1267 dated 26.11.2009 regarding 'Scrappage Scheme for Vehicle Owners' (Appendix-I);
- (ii) USQ No. 582 dated 26.02.2015 regarding 'Subsidy for Vehicles' (Appendix-IX); and
- (iii) SQ No. 78 dated 28.04.2016 regarding 'Bharat Stage-II Four Wheelers' (Appendix-XVII).

11. In reply to the above said Questions, it was stated that a group of officers under the Chairmanship of Director (Auto), Department of Heavy Industry associating National Automotive Testing and R&D Infrastructure Project (NATRIP) and the Ministry of Finance has been constituted to discuss threadbare the need and scope of having an incentive based scheme for replacement of old vehicles specifically in the Indian context and suggest specific contours for such a scheme. It was also stated that an 'IMG on General Policies Issues' constituted in Department of Heavy Industry considered, in its meeting held on 09.02.2014, the NATRIP's Report on End of Life of Vehicle and decided that NATRIP will submit the revised report with detailed cost benefit analysis taking into account all factors i.e. reduction of CO₂ , oil saving, mitigation of road savings etc. It was further informed that a proposal for the replacement of old vehicles will be prepared in due course after discussions with all stakeholders.

12. In the status Note, the Ministry of Road Transport and Highways apprised the position with regard to fulfillment of the Assurances as under:-

"The Assurance was transferred to Ministry of Road Transport and Highways vide DHI letter no 9(13)/2009-AEI(2311) dated 21.08.2017.

Ministry had proposed the scheme titled "Voluntary Vehicle Fleet Modernization Programme (V-VMP)" which had been circulated to concerned stakeholders and also uploaded on Ministry's website on 29th May, 2016. The policy had some financial implication therefore the matter was sent to the Cabinet Secretariat to discuss the modality of the policy. A draft COS (Committee of Secretaries) note was discussed in the Cabinet Secretariat meeting chaired by Cabinet Secretary on 09.02.2017. The meeting acknowledged the policy framework and suggested to incorporate some changes and prepare a Cabinet Note. A Cabinet note for Creation of an eco-system for regulatory scrapping of commercial vehicles for transition from older polluting vehicles to Environment friendly vehicles was proposed. It was directed to have consultation with States. Ministry has approached States for their views on the framework of the policy.

Currently, a cabinet note on creation of an eco-system for voluntary and environment friendly phasing out of unfit and other polluting vehicles has been forwarded to Cabinet Secretariat on 04.02.2020. Guidelines for setting up, authorization and operation of

Authorized Vehicle Scrapping Facilities (AVSF) have also been formulated after public consultation."

13. During oral evidence, the Secretary, Ministry of Road Transport and Highways apprised the position in this regard as under:-

"There are 3 Assurances regarding scrapping policy. We have got some Assurances from Department of Heavy Industries after transfer. The scraping policy consists of very large number of stakeholders. The Ministry has tried to make policy by consulting everyone. Different people have different suggestions in this regard. Now we are in the process of finalizing it. Because everyone has been consulted in the matter, hence it took time. Still we have three Assurances pending on which we have sought extensions from time to time."

14. He further added as under:-

"I want to tell you that the Ministry has been working on this. The Ministry has submitted a status report to us. In this it was proposed that if people have an old polluting vehicle and if they scrap it and get a new car then they will be given incentive. Its report went to the Committee of Secretaries in 2017. Because in it, the estimate of spending on incentive was found to be very high so it was decided that we should do this according to the regulatory rules i.e. the car which is more than 20 years old is polluting and unsafe. Because we have motor vehicles act and rules in which vehicle registration is mandatory, if we de-register them after 20 years, the vehicle will have to go off-road automatically and the vehicle will have to be scrapped. The problem in this is that this is a very big work and it will have an adverse impact. That is why it has been said that it should be made a voluntary policy so that we give incentives and disincentives to people and make the State Government also a partner in this. On this basis we have consulted with the stakeholders and have tried to incentivize and disincentivize scrapping through registration and renewal registration fees."

15. The Committee, noticing that the Assurance given in the year 2009 by the Department of Heavy Industry was transferred to the Ministry of Road Transport and Highways in the year 2017, pointed out about the inordinate delay of 08 years in the transfer of Assurance. The Secretary, Road Transport and Highways submitted as under:-

"Sir, we are at the final stages"

16. The Committee wondered as to how the Ministry's website showed the scheme in May, 2016 while the Assurance itself was transferred to them in the year 2017. The Secretary, Road Transport and Highways apprised the position in this regard as under:-

"Sir, we were at the work even before that"

17. Taking cognizance of the fact that the Ministry were working on the subject matter even before the Assurance was made, the Committee desired to know the time by which the Assurance is likely to be implemented. The Secretary, Road Transport and Highways submitted as under:-

"Sir, this is a policy issue. As already stated, we have already sent the Cabinet Note and will inform the Committee as soon as we get an approval."

18. When the Committee pointed out that the Ministry has not requested for extension of time and asked as to how much time is needed to fulfill the Assurance, the Secretary, Road Transport and Highways deposed during evidence as under:-

"Sir, at present we need six months extension."

Observations/Recommendations

19. The Committee note that modernization of vehicle fleet is crucial for giving impetus to growth of the automotive sector, bringing down the environmental pollution and improving road safety. The Committee are, however, concerned to find that the Assurance given in reply to USQ No. 1267 dated 26.11.2009 regarding 'Scrappage Scheme for Vehicle Owners' was kept in abeyance for more than eight years by the Department of Heavy Industry before transferring it to the Ministry of Road Transport and Highways in 21.08.2017. The Committee take strong exception to such negligence of responsibility on the part of the Department of Heavy Industry. This points towards inadequacies of the mechanism put in place by the Department to review pending Assurances from time to time and undermining of the sanctity of Assurances given on the floor of the House. The Committee's examination has revealed that the Ministry of Road Transport and Highways proposed the scheme "Voluntary Vehicle Fleet Modernisation Programme" and circulated it to the stakeholders concerned and also

uploaded it on Ministry's website on 29.05.2016. Subsequently, a Cabinet Note for creation of an eco-system for regulatory scrapping of commercial vehicles for transition from older polluting vehicles to environment friendly vehicles was proposed. As consultation with the States is required, the Ministry has approached the States for their views on the framework of the policy and currently a Cabinet Note on creation of an eco-system for voluntary and environment friendly phasing out of unfit and other polluting vehicles has been forwarded to the Cabinet Secretariat on 04.02.2020. The Committee have been informed that guidelines for setting up, authorization and operation of Authorized Vehicle Scrapping Facilities (AVSF) have also been formulated after public consultation and it will need around six months for the Ministry to fulfill the Assurance. The Committee while acknowledging the fact that the Ministry of Road Transport and Highways have been working on the subject matter of the Assurance even before it was transferred to them in the year 2017, feel that the matter has already taken a long time without achieving the desired results and the country badly needs a proper and futuristic vehicle scrapping policy to deal with the emerging challenges. The Committee impress upon the Ministry to be more proactive in its approach and pursue the matter vigorously in a time bound manner so that things do not get stuck up and there is no further delay in fulfilling the Assurance.

B. Delhi-Jaipur Expressway

- (i) USQ No. 2424 dated 27.08.2012 regarding 'Delhi-Jaipur Expressway' (Appendix-III)
- (ii) SQ No. 266 dated 17.12.2015 regarding 'Expressways' (Appendix-XIV)

20. In reply to the above said Questions it was stated that the mode of construction of township development at certain pre-identified locations along Delhi-Jaipur Expressway has not yet been finalized at this stage. Further, it was informed that the Delhi-Jaipur expressway is under consideration. Implementation and financing options are being explored.

21. In the Status Note, the Ministry of Road Transport and Highways apprised the position with regard to fulfillment of the Assurance as under:

"(i) Development of Delhi-Jaipur Expressway was earlier envisaged under NHDP Phase-VI. Meanwhile, the Cabinet Committee on Economic Affairs approved Bharatmala Pariyojana

Phase-I in October, 2017. Development of Delhi-Jaipur Expressway was also included under this programme.

(ii) Based on optimization of identified corridors and various studies carried out by DPR Consultant, alignment of the Greenfield Delhi-Vadodra Expressway starting from Sohna on NH-248A connecting Vadodra via Firozpur Jhirkha – Dausa-Kota-Ratlam-Godhra passing through the States of Haryana, Rajasthan, Madhya Pradesh and Gujarat has been finalized. The proposed Delhi – Vadodra – Mumbai Expressway intersects already developed Agra – Jaipur NH-11 near Dausa. Delhi-Dausa section of this Delhi – Vadodara – Mumbai Expressway in conjunction with already developed Dausa-Jaipur section of NH-11 would serve as an alternative route/ expressway from Delhi to Jaipur. The work for construction of this Delhi-Dausa section of Delhi-Vadodara-Mumbai Expressway have already been awarded on EPC mode and appointed date has been declared."

22. During oral evidence, the Secretary, Ministry of Road Transport and Highways apprised the Committee of the position with regard to the fulfillment of the Assurance as under:

"Sir, as conceptualized, the work on Delhi-Vadodara expressway has been started and we have requested for dropping of this Assurance giving full details. The work is at the implementation stage."

23. The Committee then desired to know the details of the Delhi-Jaipur Expressway. The Secretary, Road Transport and Highways responded during evidence as under:

"Sir, a review meeting was held for this and we have to get some more works done from the concessionaire. A number of structures are left and the estimated expenditure thereon will be Rs. 176 crore. The matter relates to extension of time of 28 months from the date of their toll operation. As soon as the talks with the concessionaire are complete the work will begin."

24. On being pointed out that the works were to be completed in 2017, and the overbridge has not been constructed along with Shahpura, the Secretary, Road Transport and Highways submitted during evidence as under:

"Sir I myself called the concessionaire who initially took this job. The toll portion has been completed.. where the money will be spent. Some of the money goes to the Bank and some money is spent on repairs. Rs. 176 crore is needed so that the remaining structures can be prepared."

25. The Committee raised a pointed query as to where is the lack of money when the Detailed Project Report prepared and sanctioned had already incorporated the estimated expenditure of Rs. 176 crore. The representative of the Ministry of Road Transport and Highways deposed as under:

"The work was not completed with the sanctioned amount. Our independent engineer assesses how much work is left in it. The Hon'ble Minister reviewed it on 24th January. He gave directions and we again had a meeting with the concessionaire and the bank."

26. When asked whether these are the same concessionaire as were in 2017, the representative of the Ministry of Road Transport and Highways replied during evidence as under:

"Sir, we do not get work done from the same concessionaire but banks are also involved in this. If the amount is arranged then we will get the work done from another concessionaire."

27. The Committee while urging the Ministry to take action against such concessionaire, enquired as to whether the concessionaire start collecting toll as soon as the road is completed. The representative of the Ministry of Road Transport and Highways deposed before the Committee in this regard as under:-

"Sir this is a BoT Project. It was to be completed by the year 2021. It included the clause as to how much traffic census will be there for the toll to be increased further. The BoT process in which 4 to 6 lane work is taken, has the right to take toll from the very first day."

28. The Committee pointed out that it was improper on the part of concessionaire to collect toll before completion of a project. The Committee drew the attention of the representatives of the Ministry towards the bad condition of roads of the existing Delhi-Jaipur Expressway and pointed out

that as the Jaipur-Sikar road is constructed downwards, it is always full of water. The Committee also emphasized that the request of the Ministry for dropping of the Assurance can be acceded to on the condition that the construction work on the existing highway will not come to a halt. The Secretary, Ministry of Road Transport and Highways responded during evidence as under:-

"Sir, we will complete it."

Observations/Recommendations

29. The Committee note with concern that Delhi-Jaipur Expressway project which is a crucial highway linking the national capital to the pink city has long been delayed. The Committee find that the development of Delhi-Jaipur Expressway was earlier envisaged under National Highway Development Programme (NHDP) Phase VI. Subsequently, the Cabinet Committee on Economic Affairs approved Bharatmala Pariyojana Phase-I in October, 2017 and the development of Delhi-Jaipur Expressway was also included under this programme. Based on optimization of identified corridors and various studies carried out by the Detailed Project Report (DPR) consultant, alignment of the Greenfield Delhi-Vadodra Expressway has been finalized and Delhi-Dausa section of the proposed Delhi-Vadodara-Mumbai Expressway in conjunction with already developed Dausa-Jaipur Section of NH-11 would serve as an alternative route/expressway from Delhi to Jaipur. The Committee have now been informed that the work for construction of this Delhi-Dausa section of Delhi-Vadodra-Mumbai Expressway has already been awarded on Engineering, Procurement and Construction (EPC) mode and appointed date has been declared. In this backdrop, the Ministry has requested the Committee to drop the Assurance. The Committee find that the Ministry's submission is silent on the first part of the Assurance pertaining to development of the township along Delhi-Jaipur Expressway. The Government needs to take an early decision in the matter. The Committee also find that the existing Delhi-Jaipur highway has become very congested and witnesses daily traffic jams and there is a desperate need for finding solutions including construction of overbridges, underpasses, etc. besides routine maintenance work. However, it has been reported that the collection of toll from the public has been started on the existing Delhi-Jaipur highway even when the work related to construction of road/overbridge is pending. This lacks justification.

Considering these facts, the Committee, while acceding to the request of the Ministry for dropping of the Assurance, direct the Ministry to step up their efforts and expedite all the construction and maintenance works relating to the existing Jaipur Highway as well so as to fulfill the objectives of developing Delhi-Jaipur Expressway in an even better manner.

C. Misutilisation of Funds by Developers

30. In reply to USQ No. 357 dated 25.02.2016 regarding 'Misutilisation of Funds by Developers' (Appendix-XV), it was *inter-alia* stated that the Government has not referred any case related to diversion of highway project funds by highway developers to the Central Bureau of Investigation (CBI). However, one such matter has been referred to the Enforcement Directorate (ED). Examination of such allegations are underway in the National Highways Authority of India (NHAI).

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

"The audit report and replies given by NHAI in the present matter is under investigation by Vigilance Section of Ministry of Road Transport and Highways."

32. During oral evidence, the Secretary, Ministry of Road Transport and Highways further elaborated in this regard as under:

"Sir, on this Assurance, information has been given between our vigilance division and Central Vigilance Commission. We will send you its updated status separately."

33. The Committee emphasizing that the matter of diversion of funds is a serious one, enquired as to how much time would it take for the investigation to get over. The Secretary, Ministry of Road Transport and Highways submitted during evidence as under:

"Sir, we will send you its updated status separately"

Observations/Recommendations

34. The Committee feel that there should be a prescribed time frame for dealing with complaints of irregularities/corruption/diversion of funds in National Highway projects in the country. However, the Committee note with concern that the Assurance given in reply to USQ No. 357 dated 25.02.2016 regarding 'Misutilisation of Funds by Developers' could not be fulfilled even after a lapse of more than three years. The Committee have been informed that the audit report and replies given by the National Highways Authority of India (NHAI) in the matter is under investigation by the Vigilance Section of the Ministry of Road Transport and Highways. The Committee are of the view that such matters should be pursued expeditiously and earnestly to bring them to their logical end and ensure accountability. The Ministry, therefore, needs to do some concrete action to finalize a clear time line for dealing with complaints of irregularities/corruption/diversion of funds in National Highway projects in a strict manner in the country's overall interest. The Committee urge upon the Ministry to take urgent action in the matter with alacrity and specific timeline and implement the Assurance at the earliest.

III. Implementation Reports

35. As per the Statements of the Ministry of Parliamentary Affairs, Part Implementation Report in respect of the Assurance given in reply to USQ No. 4034 dated 13.08.2015 regarding 'Acquisition of Land' (Sl.No.13) has since been laid on the Table of the House on 09.03.2016.

RAJENDRA AGRAWAL,
CHAIRPERSON,
COMMITTEE ON GOVERNMENT ASSURANCES

NEW DELHI;
25 August, 2020

03 Bhadrapada, 1942 (Saka)

GOVERNMENT OF INDIA
MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES
DEPARTMENT OF HEAVY INDUSTRY

LOK SABHA
UNSTARRED QUESTION NO. 1267
TO BE ANSWERED ON 26.11.2009

SCRAPPAGE SCHEME FOR VEHICLE OWNERS

1267. SHRI MADHU GOUD YASKHI: SHRI B.B.PATIL:
SHRI EKNATH M. GAIKWAD:

Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

- (a) whether Society of Indian Automobile Manufacturers (SIAM) has requested the Union Government to introduce Scrapage Scheme for all types of vehicle owners on the lines of European countries;
- (b) if so, the details in this regard; and
- (c) the response of the Government thereto?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI ARUN YADAV)

- (a) to (c) : The Society of Indian Automobile Manufacturers (SIAM) has submitted a proposal for modernization of vehicle fleet with a view to give impetus to growth of the automotive sector and to bring down the environmental pollution, improve road safety etc. The scheme is aimed at providing incentive to the vehicle owners on purchase of new vehicle. The matter has been considered in the Department and a group of officers under the chairmanship of Director (Auto), Department of Heavy Industry associating NATRIP and the Ministry of Finance has been constituted to discuss threadbare the need and scope of having an incentive based scheme for replacement of old vehicles specifically in the Indian context and suggest specific contours for such a scheme.

LOK SABHA

UNSTARRED QUESTION NO.3809
TO BE ANSWERED ON 25-08-2011

ROB AT TORI STATION

3809. SHRI INDER SINGH NAMDHARI:

Will the Minister of RAILWAYS (रेल मंत्री) be pleased to state:

(a) whether the Railways are aware that the construction of Railway Over Bridge (ROB) at Tori station in Jharkhand was slated to begin in the year 2010-11;

(b) if so, whether it is also true that nothing concrete has been done so far and the railway crossing remains closed most of the time; and

(c) if so, the reasons therefor and the time by which the construction work is likely to begin?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(रेल मंत्रालय से राज्य मंत्री)
(SHRI K.H. MUNIYAPPA)

(a) to (c) A Road Over Bridge (ROB) in lieu of level crossing No.24/A/T in Tori-Mahumlian section has been sanctioned in Railway Works Programme 2011-12 on cost sharing basis between the Railways and State Government of Jharkhand. Being a new work, it is at planning and estimation stage.

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA
UNSTARRED QUESTION NO. 2424
ANSWERED ON 27th AUGUST, 2012

DELHI-JAIPUR EXPRESSWAY.

2424. SHRI RAGHUVIR SINGH MEENA:
SHRI SOMEN MITRA:
SHRI BHARAT RAM MEGHWAL:
SHRI INDERJIT SINGH RAO:

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

सड़क परिवहन और राजमार्ग मंत्री

- (a) the present status of Delhi-Jaipur Expressway which is proposed to be constructed on the lines of Yamuna Expressway to Agra;
- (b) whether route identification has been completed for the said Expressway;
- (c) if so, the total length and starting point of the said expressway and its distance in Delhi, Haryana and Rajasthan along with their share in its construction cost;
- (d) whether the Government proposes to develop real estate hubs alongside the Expressway;
- (e) if so, the details thereof and the source of funding for construction of this ambitious Expressway project along with its mode of construction;
- (f) whether any timeline has been fixed for land acquisition, getting other clearances and construction of the Expressway; and
- (g) if so, the details thereof?

ANSWER

**THE MINISTER OF STATE IN THE
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
(SHRI JITIN PRASADA)**

- (a) (b) & (c) The study for fixing the alignment (Pre-Feasibility Study) of Delhi-Jaipur Expressway is currently under progress. The alignment of the proposed Expressway, including start and end points, is under discussion with the states of Delhi, Haryana and Rajasthan. The States of Rajasthan and Haryana have given in principle consent to an alignment which is to be finalized after concurrence of Govt. of Delhi.

(d) & (e) In order to firm up best suited model for implementation of Expressway projects, Government is considering various options including township development at certain pre-identified locations along the Expressway. The mode of construction has not yet been finalized at this stage.

(f) & (g) After finalization of the alignment, further Feasibility Study and Detailed Project Report is to be carried out to ascertain various project parameters and land requirement prior to initiating action for appointment of Concessionaire. As such, exact time frame cannot be ascertained at this stage.

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA
UNSTARRED QUESTION NO. 3828
TO BE ANSWERED ON 17TH DECEMBER, 2012

IRREGULARITIES IN NH PROJECTS

- 3828. SHRI NEERAJ SHEKHAR:
- SHRI YASHVIR SINGH:
- SHRI G.M. SIDDESHWARA:
- SHRI BAL KUMAR PATEL:
- SHRI E.G. SUGAVANAM:

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

be pleased to state:

- (a) whether the Government has received complaints regarding irregularities in National Highway Projects under implementation in the various States of the country;
- (b) if so, the details thereof, State-wise during the last three years and the current year along with the action taken against the companies/officials involved in these irregularities;
- (c) the details of prescribed time-frame, if any, for dealing with complaints of irregularities/corruption along with the State-wise details of the complaints whereupon no action has been taken so far along with the reasons therefor;
- (d) whether the Government has blacklisted a number of companies during the period and if so, the details thereof; and
- (e) whether the Government has lifted the ban imposed on some of these companies and if so, the reasons therefor?

ANSWER

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

(a) to (c) Cases of irregularities in National Highway (NH) projects under implementation, whenever received, are examined and action is taken in accordance with the provisions of the contract agreements and the service rules. The State-wise details of cases of irregularities under investigation and also the cases of irregularity where action has been completed along with action taken against the companies/officials involved in these irregularities during last three years and the current year are at Annexure-I. Action on the cases under investigation shall depend on the outcome of the investigations. There is no time frame for such investigations.

(d) and (e) The State-wise details of companies black listed / debarred, companies on which ban was lifted and the reason thereof during last three years and the current year are at Annexure-II.

ANNEXURE-I

ANNEXURE REFERRED TO IN REPLY TO PARTS (a) TO (c) OF LOK SABHA UNSTARRED QUESTION NO. 3828 FOR ANSWER ON 17.12.2012 ASKED BY SHRI NEERAJ SHEKHAR AND OTHERS REGARDING IRREGULARITIES IN NH PROJECTS

The State-wise details of cases of irregularities under investigation and also the cases of irregularity where action has been completed along with action taken against the companies/officials involved in these irregularities during last three years and the current year

Sl. No.	State	No. of cases of irregularities	Details of action taken against where investigations have been completed
1.	Andhra Pradesh	2	----
2.	Bihar	2	One case is with CBI.
3.	Chhattisgarh	3	In two cases companies have been blacklisted. In the 3 rd cases agreement has been terminated.
4.	Gujarat	1	The company has been banned for business in Gujarat for 3 years.
5.	Haryana	4	----
6.	Karnataka	4	In one case investigation is completed and further compliance is awaited.
7.	Maharashtra	2	In one case matter referred to CVC for its advice for Departmental action against officers.
8.	Odisha	2	----
9.	Punjab	1	----
10.	Rajasthan	4	----
11.	Tamil Nadu	2	In one case recovery against contractor/concessionaire imposed. In the 2 nd case warning was issued to the concerned officer.

ANNEXURE-II

ANNEXURE REFERRED TO IN REPLY TO PARTS (d) AND (e) OF LOK SABHA UNSTARRED QUESTION NO. 3828 FOR ANSWER ON 17.12.2012 ASKED BY SHRI NEERAJ SHEKHAR AND OTHERS REGARDING IRREGULARITIES IN NH PROJECTS

The State-wise details of companies black listed / debarred, companies on which ban was lifted and the reason thereof during last three years and the current year

Sl. No.	State	No. of companies black listed / debarred	No. of companies on which ban was lifted	Reasons for removing the ban
1.	Bihar	5	1	Black listing lifted but suspended for six months.
2.	Chhattisgarh	2	Nil	NA
3.	Gujarat	1	Nil	NA
4.	Madhya Pradesh	---	1	As per review of State Government of Madhya Pradesh.
5.	Maharashtra	1	1	As per orders of Hon'ble High Court of Mumbai.
6.	National Highways Authority of India (NHAI)	11	6	(i) In one case based on the recommendation of review Committee the ban was reduced to three months. (ii) In three cases as per orders of Hon'ble High Court of Delhi. (iii) In one case the ban was lifted by the review Committee on hearing the case. (iv) In one case ban was lifted on personal hearing and clarifications provided by the Consultant.

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA

STARRED QUESTION NO: 192

ANSWERED ON: 11.03.2013

QUALITY OF ROADS

ANNU TANDON

- (a) whether the Government has received complaints regarding the quality of construction work on National Highways (NHs) of the country;
- (b) if so, the details thereof, State/UTwise during the last three years and the current year along with the action taken thereon;
- (c) whether there is any mechanism put in place to inspect the quality of construction of roads /NHs in the country;
- (d) if so, the details thereof along with the findings of the inspection carried out by them during the last three years and the action taken thereon; and
- (e) the steps taken by the Government to ensure quality of construction of National Highways?

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

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (DR. C. P. JOSHI)

(a) to (e) A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF LOK SABHA STARRED QUESTION NO. 192 FOR ANSWER ON 11.03.2013 ASKED SHRIMATI ANNU TANDON REGARDING QUALITY OF ROADS

(a) to (e) Complaints regarding quality of construction work on National Highway (NH), whenever received, are examined and action taken as per extant policy and in accordance with the provisions of the contract agreements. The State/Union Territory (UT)-wise details of complaints regarding poor quality of construction works on NHs along with action taken against the agencies involved on such complaints during last three years and the current year are annexed. Action on the cases under investigation shall depend on the outcome of the investigation. There is no time frame for such investigations.

All NH projects are constructed as per quality standards specified in Indian Roads Congress (IRC) / Ministry of Road Transport & Highways (MoRT&H) specifications. Supervision / Independent Consultants are appointed for closely monitoring the quality of construction through regular checks and tests. Besides, quality of construction is also closely monitored by field officers executing the project and Regional Officers (ROs) of the Ministry including Officers from headquarters.

Vigilance Division of National Highways Authority of India (NHAI) conducts surprise checks to examine the quality of material used in road construction. Such checks are conducted at construction sites without prior information to the field officers as well as contractors and the samples of materials collected are tested independently.

ANNEXURE

ANNEXURE REFERRED TO IN REPLY TO PARTS (a) TO (e) OF LOK SABHA STARRED QUESTION NO. 192 FOR ANSWER ON 11.03.2013 ASKED SHRIMATI ANNU TANDON REGARDING QUALITY OF ROADS

The State/Union Territory (UT)-wise details of complaints regarding poor quality of construction works on NHs along with action taken against the agencies involved on such complaints during last three years and the current year

Sl. No.	State / Union Territory	No. of complaints	Name of work	NH No.	Action taken
1.	Andhra Pradesh	1	4 lane NH road from Islampur to Kadthal	7	<u>Under investigation.</u>
2.	Bihar	1	Mokama-Munger project	80	<u>Under investigation.</u>
3.	Bihar	1	Six laning from Varanasi to Aurangabad	2	Material got tested at IIT BHU, which was found conforming to the project specification.
4.	Bihar	1	2 laning with paved shoulder from Piprakothi to Raxaul Section	28A	Material got tested from NIT, Patna and found to be in accordance with Specifications.
5.	Bihar	1	2 lane with paved shoulder from Muzaffarpur to Sonbarsa	77	Material tested from NIT, Patna and found to be in accordance with specifications
6.	Bihar	1	Construction of bridge on NH-57 and NH-107	57 & 107	<u>Under investigation.</u>
7.	Chhattisgarh	2	4-laning of Bhalai-Raipur section of NH-6	6	<u>Under investigation.</u>
8.	Rajasthan	1	NH-76 in district Baran	76	<u>Under investigation.</u>
9.	Rajasthan	1	Widening and Strengthening of Jodhpur-Pokhran section of NH-114	114	Defects rectified by the concerned contractor at its own cost.
10.	Odisha	1	NH bypass on NH 5 from Sunakhala to INS Chilika through Balugaon town	5	<u>Under investigation.</u>
11.	Jammu & Kashmir	1	Samba-Kunjwani - Narwal stretch in Jammu District	44	Minor defects noticed during inspection and notified to the construction agency for rectification during D.P. The damaged existing Devak Bridge and newly constructed Balole Bridge are under repair.
12.	Delhi / Haryana	1	Badarpur to Sarita Vihar NH-2	2	Recovery and rectification has been proposed.
13.	Uttar Pradesh	1	NH-24 in UP	24	Recovery and rectification has been proposed.
14.	Uttar Pradesh	2	NH-25 Orai-Bara section (BOT Annuity)	25	Inspection reveals that work has been executed as per standard specifications and norms of IRC.
15.	Madhya Pradesh	1	Four laning of Jhansi	26	The stretch for which complaint has

			District Narsinghpur		work of the contractor.
16.	Madhya Pradesh	2	Rehabilitation and upgrading to Four lane divided carriageway configuration of km. 15.00 to km. 49.600 of NH-25 including ghat section and Sindh. Bridge in the State of MP.	25	Recovery of amount has been made accordingly and defect was repaired by Contractor at his cost.
17.	Karnataka	2	Mulabagal-Kolar-Bangalore section of NH-4	4	Rectification work has been carried out and for certain items reduced rates proposed.
18.	Karnataka	1	New Mangalore Port	17,48 & 13	Contractor instructed to improve finishing which is in progress.
19.	Jharkhand	1	4-laning of NH 2 from km 320.0 to 398.750	2	Defects rectified by the concerned contractor.
20.	Gujarat	1	Strengthening / raising between km 152 to 161, km 167.75 to 180.76, km 192 to 209 of NH-8E.	1	Agency debarred and works carried out at the risk and cost of the agency.
21.	Uttar Pradesh	1	Development of Jhansi-Mirjapur section of NH-76	76	Under investigation.

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA
STARRED QUESTION NO. 1959
ANSWERED ON 19TH AUGUST, 2013

QUALITY OF ROADS

1959. SHRI RAMESH RATHOD:
SHRI DILIPKUMAR MANSUKHLAL GANDHI:
SHRI RAJENDRA AGRAWAL:

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

be pleased to state:

- (a) the details of the complaints received by the Government regarding the quality of construction work of roads/National Highway roads in the country during the last three years and the current year, State/UTwise including Maharashtra and Andhra Pradesh along with the action taken thereon;
- (b) whether the Government has evolved any mechanism to inspect the quality of construction of roads/NH roads in the country;
- (c) if so, the details thereof along with the findings of the inspection carried out during the period; and
- (d) the steps taken or being taken by the Government to ensure quality of construction of National Highways?

ANSWER

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

(a) The Ministry is primarily responsible for development and maintenance of National Highways (NHs). Development and maintenance of other type of roads is entrusted with the concerned State Governments and other executing agencies. Complaints regarding quality of construction work on NH, whenever received, are examined and action taken as per extant policy and in accordance with the provisions of the contract agreements. The State/Union Territory (UT)-wise details of the complaints regarding the quality of construction work of NHs in the country including Maharashtra and Andhra Pradesh during the last three years and the current year along with the action taken thereon are annexed. Action on the cases under investigation shall depend on the outcome of the investigation. There is no time frame for such investigations.

(b) to (d) All NH projects are constructed as per quality standards specified in Indian Roads Congress (IRC) / Ministry of Road Transport & Highways specifications. Supervision / Independent Consultants are appointed for closely monitoring the quality of construction through regular checks and tests. Besides, quality of construction is also closely monitored by field officers executing the project and Regional Officers (ROs) of the Ministry including Officers from headquarters.

Further, Vigilance Division of National Highways Authority of India (NHAI) conducts surprise checks to examine the quality of material used in road construction. Such checks are conducted at construction sites without prior information to the field officers as well as contractors and the samples of materials collected are tested independently.

ANNEXURE

ANNEXURE REFERRED TO IN REPLY TO PART (a) OF LOK SABHA UNSTARRED QUESTION NO. 1959 FOR ANSWER ON 19.08.2013 ASKED BY SHRI RAMESH RATHOD, SHRI DILIPKUMAR MANSUKHLAL GANDHI AND SHRI RAJENDRA AGRAWAL REGARDING QUALITY OF ROADS

The State/Union Territory (UT)-wise details of the complaints regarding the quality of construction work of NHs in the country including Maharashtra and Andhra Pradesh during the last three years and the current year along with the action taken thereon

Sl. No.	State / UT	NH No.	Name of work	Action Taken
1	Andhra Pradesh	7	4-lane NH road from Islampur to Kadthal	Under Investigation.
2	Andhra	7	Road in Anantapur district	Under Investigation.
3	Assam	31 & 54	Guwahati-Nalbari section and Lanka Daboka section	Under Investigation.
4	Bihar	80	Mokama -Munger Project.	Under Investigation.
5	Bihar	2	Six laning from Varanasi to Aurangabad.	Material tested at IIT BHU and found conforming to the project specification.
6	Bihar	77	2 lane with paved shoulder from Muzaffarpur to Sonbarsa.	Material tested from NIT, Patna and found to be in accordance with specifications
7	Bihar	NH-28A	2 laning with paved shoulder from Piprakothi to Raxaul section.	Material tested from NIT, Patna and found to be in accordance with specifications
8	Gujarat	NH-8E	Somnath-Bhavnagar road	Agency banned and work started at the risk and cost of agency
9	Jammu & Kashmir	44	Sambu-Kunjwani -Narwal section	Work of protection/rehabilitation likely to be completed by Sep 2013.
10	Jharkhand	80	Km 191 to 281.501	Under Investigation.
11	Karnataka	4	Bangalore-Kolar-Mulabagal section	Deficiency rectified by the concessionaire and verified by Independent Engineer.
12	Karnataka	17, 48 & 13	New Mangalore Port	Contractor instructed to improve finishing which is in progress.
13	Madhya Pradesh	25	Jhansi-Shivpuri section.	Defect repaired by contractor at his cost.
14	Orissa	5	NH bypass from Sunakhala to Chilika through Balugaon town.	Under Investigation.
15	Rajasthan	76	Service road in district Baran.	Under Investigation.
16	Delhi/Haryana	2	Service road from Badarpur to Sarita Vihar	Recommendations made for testing, recovery as well as rectification/replacement of the various component of the works.
17	Uttar Pradesh	24	Work in three towns Jangbadurganj, Maigalganj and Moholi	
18	Uttar Pradesh	93	Agra-Aligarh section	Under Investigation.

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA
UNSTARRED QUESTION NO. 2050
ANSWERED ON 19TH AUGUST, 2013

IRREGULARITIES IN NH PROJECTS

2050. SHRI KONAKALLA NARAYANA RAO:
SHRI HARIBHAU JAWALE:

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

be pleased to state:

- (a) whether the Government has received complaints regarding alleged irregularities in the National Highway projects under implementation in various States of the country during the last three years and the current year;
- (b) if so, the details thereof, State/UT-wise along with the action taken thereon;
- (c) whether the World Bank Institutional Integrity Unit has reported irregularities in a number of projects funded by the World Bank;
- (d) if so, the details thereof; and
- (e) the action taken by the Government in this regard?

ANSWER

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

(a) Yes, Madam.

(b) The State/Union Territory (UT)-wise details of complaints regarding quality of construction work and irregularities in National Highway (NH) Projects under implementation in various parts of the country during last three years and the current year, along with action taken are annexed.

(c) and (d) World Bank's Institutional Integrity Unit in its report has alleged that some companies executing World Bank funded projects in respect of contract packages WB-9, WB-10, WB-12 under Lucknow-Muzaffarpur National Highways project (LMNHP) package IVA under Grand Trunk Road Improvement Project (GTRIP) and package V-C under Third National Highways Project (TNHP) have committed sanctionable practise.

(e) The basic facts regarding alleged irregularities committed by some companies in NH projects funded by World Bank was prepared by a committee constituted under the guidance of Director General (Road Development) & Special Secretary by the Ministry. Further enquiry was conducted by another Committee constituted by the Ministry based on the basic facts prepared by the first committee. The matter was subsequently forwarded to National Highways Authority of India (NHAI) to verify/ascertain facts and consequences on outcome and to take appropriate action. The Central Bureau of Investigation (CBI) has taken over the case for verification. As per Central Vigilance Commission (CVC) guidelines, once a case is taken up by CBI for investigation, parallel investigation by departmental agencies should be avoided.

ANNEXURE

ANNEXURE REFERRED TO IN REPLY TO PART (b) OF LOK SABHA UNSTARRED QUESTION NO. 2050 FOR ANSWER ON 19.08.2013 ASKED BY SHRI KONAKALLA NARAYANA RAO AND SHRI HARIBHAU JAWALE REGARDING IRREGULARITIES IN NH PROJECTS

The State/Union Territory (UT)-wise details of complaints regarding quality of construction work and irregularities in National Highway (NH) Projects under implementation in various parts of the country during last three years and the current year, along with action taken

(Status as on April, 2013)

Sl. No.	State / Union Territory	No. of complaints	Name of work	NH No.	Action taken
1.	Andhra Pradesh	1	4 lane NH road from Islampur to Kadthal	7	Under investigation.
2.	Andhra Pradesh	1	Complaints against PD, Manager (F) and PIU Anantpur and others regarding bad quality of work.	7	Under investigation.
3.	Assam	1	Development of NH-37 from km 325 to 344 and NH-52 from km 0 to 135.	37 & 52	Matter is subjudice before the Hon'ble Guwahati High Court.
4.	Bihar	1	Mokama-Munger project	80	Under investigation.
5.	Bihar	1	Construction of bridge on NH-57 and NH-107	57 & 107	Under investigation.
6.	Chhattisgarh	2	4-laning of Bhalai-Raipur section of NH-6	6	Under investigation.
7.	Jammu & Kashmir	1	Samba-Kunjwani -Narwal stretch in Jammu District	44	Minor defects noticed during inspection and notified to the construction agency for rectification during DLP. The damaged existing Devak Bridge and newly constructed Balole Bridge are under repair.
8.	Jharkhand	1	Widening and Strengthening of NH-80 from km 191 to 196.	80	Under investigation.
9.	Karnataka	1	New Mangalore Port	17,48 & 13	Contractor instructed to improve finishing which is in progress.
10.	Manipur	1	Construction of NH-3 within the State of Manipur	3	Investigation report has been filed in the Hon'ble Guwahati High Court.
11.	Maharashtra	1	Construction of Golden Quadrilateral (GQ)	4	Under investigation.
12.	Odisha	1	NH bypass on NH 5 from Sunakhala to INS Chilika through Balugaon town	5	Under investigation.
13.	Rajasthan	1	NH-76 in district Baran	76	Under investigation.
14.	Uttar Pradesh	1	Development of Jhansi-Mirzapur section of NH-76	76	Under investigation.

Note: As no cases under investigation shall depend on the outcome of the investigation. There is no time frame for such investigations.

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA
UNSTARRED QUESTION NO. 3006
ANSWERED ON 11TH DECEMBER, 2014

MODEL CONCESSION AGREEMENT

3006. SHRI C. MAHENDRAN:
SHRI SISIR KUMAR ADHIKARI:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:
सड़क परिवहन और राजमार्ग मंत्री

- (a) whether road contract and management of project are governed under Model Concession Agreement (MCA) till the time a private player operates, if so, the details thereof;
- (b) whether this agreement is considered to be rigid for development of road under build-operate-transfer mode;
- (c) if so, whether changes proposed in the MCA are to be referred to inter-ministerial group for approval;
- (d) if so, whether the Union Government has decided to ease the rigid MCA to speed up delivery of highway projects; and
- (e) if so, the details thereof?

ANSWER

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

— (SHRI PON. RADHAKRISHNAN)

- (a): Yes Sir. National Highway projects implemented on Build, Operate and Transfer (BOT) mode are governed by Model Concession Agreement (MCA). The MCA defines the Obligations of the Concessionaire in all phases of Concession period i.e. Prior to Commencement of Construction, during Construction period and during Operation and maintenance period.
- (b): The MCA cannot be considered as rigid, as clauses contained in it provide for different treatments under different circumstances. However, it does require some flexibility in view of changing dynamics of the sector and the overall economic scenario.
- (c)to(e): The Government has constituted a Permanent Committee under Cabinet Secretary comprising Secretaries of the Ministry of Road Transport and Highways, Department of Economic Affairs, Department of Expenditure, Department of Financial Services and Department of Legal Affairs to review the existing provisions of MCA and accordis consider amendments in the MCA.

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Appendix - IX

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA
UNSTARRED QUESTION NO. 582
ANSWERED ON 26TH FEBRUARY, 2015

SUBSIDY FOR VEHICLES

582. SHRI DADDAN MISHRA:
SHRI KANWAR SINGH TANWAR:

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

सड़क परिवहन और राजमार्ग मंत्री

- (a) whether the Government proposes to phase out vehicles older than 15 years or more;
- (b) if so, the details thereof and the reasons therefor along with the action taken thereon;
- (c) whether the Government proposes to provide 25 per cent subsidy to owners of such old non-commercial (private) vehicles for purchase of new vehicles by providing 25 per cent subsidy to them; and
- (d) if so, the details and status thereof?

ANSWER

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

(SHRI PON. RADHAKRISHNAN)

(a) & (b): Section 59 of Motor Vehicles Act, 1988 (MV Act) empowers Central Government to specify the life of a motor vehicle having regard to the public safety, convenience and objectives of Motor Vehicles Act, 1988 (MV Act). The Government has not specified age limit for any class or category of vehicles till date, although various rules like rules 82 and 88 of Central Motor Vehicles Rules, 1989 (CMVRs), specify different ages for the purpose of grant of permit to tourist vehicles and tourist cabs; national permit for goods carriages, multi-axle goods carriages, multi-axle trailers etc.

Sub-rule 1 of Rule 88 of CMVRs provides that no national permit be granted in respect of goods carriage, other than multi axle vehicle, which is more than 12 years old; for multi axle goods carriage vehicle which is more than 15 years old and in respect of multi axle trailer approved to carry Gross Vehicle Weight of more than 50 tons which is more than 25 years old. Rule 82 of CMVRs provides that tourist permit for motor cabs may be given up to 9 years old, and for other motor vehicle, other than motor cab, which are less than 8 years old.

As regards non-transport vehicle i.e. private vehicles, section 41(7) of MV Act, provides that the certificate of registration in respect of motor vehicle other than transport vehicle shall be valid for a period of 15 years. The renewal of registration thereafter is done after fitness test.

(c) & (d): An 'IMG on General Policies Issues' constituted in DHI considered, in its meeting held on 09.02.2014, the NATRIP's report on End of Life of Vehicle and decided that NATRIP will submit the revised report with detailed cost benefit analysis taking into accounts all factors i.e. reduction of CO₂, oil saving, mitigation of road savings etc.

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA
UNSTARRED QUESTION NO. 2956
ANSWERED ON 06TH AUGUST, 2015

SIX LANING OF BANGALORE-CHENNAI EXPRESSWAY

2956. KUMARI SHOBHA KARANDLAJE:

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

be pleased to state:

- (a) the current status of the six-lane Bangalore-Chennai Expressway along with the funds likely to be incurred on the project
- (b) whether the State Governments of Karnataka, Andhra Pradesh and Tamil Nadu have acquired the requisite land for the purpose and if so, the details thereof; and
- (c) the time by which the work of the Expressway is likely to be completed?

ANSWER

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

(SHRI PON. RADHAKRISHNAN)

- (a) The revised final feasibility report is under preparation. The funds likely to be incurred on the project will be finalized after preparation of Final Feasibility Report.
- (b) The land is being acquired by NHAI as per National Highway Act, 1956 in all 3 States and not by State Government. The present status of the land acquisition is as under:
In the State of Karnataka, 3(A) notification for an area of 839.20 ha stretch is published and objections have been heard and preparation of 3(D) notification is under process.
In the State of Andhra Pradesh, 3(A) notification for an area of 960.907 ha, has been published and 3(A) notification for the balance 120 ha. is under process.
In the state of Tamil Nadu, 3(A) notification is under process of preparation.
- (c) The project could be taken up after acquisition of land for the project. In view of this, time of completion of project cannot be ascertained at this stage.

LOK SABHA
STARRED QUESTION NO. 344
ANSWERED ON 13TH AUGUST 2015

NORMS/GUIDELINES FOR ACQUISITION OF LAND

*344. DR. RAMESH POKHRIYAL "NISHANK":

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

be pleased to state:

- (a) whether any guidelines/norms have been fixed for acquiring land for the construction of the National Highways and flyovers and if so, the details thereof;
- (b) whether the land has been acquired by various States including Uttarakhand for the National Highways in accordance with the guidelines/norms stipulated by his Ministry and if so, the details thereof;
- (c) the land in hectares acquired for the above purpose, during the Twelfth Five Year Plan period in various States, including Uttarakhand along with amount of compensation paid/package provided, State/UT-wise; and
- (d) the present status of ongoing National Highways in Uttarakhand?

ANSWER

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

(SHRI PON. RADHAKRISHNAN)

(a) and (b) For the purpose of construction of the National Highways (NH), including flyovers, land is acquired under the provisions of the Section 3 of the National Highways Act, 1956.

(c) The details of land acquired by the National Highways Authority of India (NHAI) in various states including Uttarakhand during 12th Five Year Plan period upto June, 2015, is annexed. The amount of compensation released during the last three years is as follows:

Financial Year	2012-13	2013-14	2014-15
LA Compensation (Rs. in Crore)	5404.07	7793.55	9097.88

(d) Development of National Highways (NHs) is a continuous process and works are taken up in stretches, keeping in view the requirement of connectivity, inter-se priority and availability of funds. At present there are thirty two ongoing National Highway projects in the State of Uttarakhand which are under various stages of completion.

ANNEXURE REFERRED TO IN REPLY TO PART (c) OF LOK SABHA STARRED QUESTION NO. 344 ANSWERED ON 13.08.2015 ASKED BY DR. RAMESH POKHRIYAL "NISHANK" REGARDING NORMS/GUIDELINES FOR ACQUISITION OF LAND

Name of States	Land Acquired (In ha)
Andhra Pradesh	805
Assam	41
Bihar	1122
Chhattisgarh	1024
Gujarat	1003
Haryana	992
Himachal Pradesh	210
Jammu & Kashmir	81
Jharkhand	157
Karnataka	1737
Kerala	31
Madhya Pradesh	3396
Maharashtra	2399
Meghalaya	27
Orissa	1329
Punjab	151
Rajasthan	4066
Tamil Nadu	2012
Uttarakhand	123
Uttar Pradesh	2330
West Bengal	828
TOTAL	23864

डॉ. रमेश पोखरियाल निशंक (हरिद्वार): अध्यक्ष महोदय, मैं पहले माननीय नितिन गडकरी जी और राज्य मंत्री जी को उत्तराखण्ड की जनता की ओर से धन्यवाद देता हूँ।... (व्यवधान) जो कुछ पड़ी योजनाएँ थीं और उपेक्षा का दंश झेल रही थीं, इस सरकार के आने के बाद उन योजनाओं में गति आयी है।... (व्यवधान) इसलिए मैं मंत्री जी और सरकार को बधाई देना चाहता हूँ।... (व्यवधान) मेरा मूल प्रश्न यह था कि भूमि अधिग्रहण में विलम्ब हो रहा है और उस एक्ट का दुरुपयोग हो रहा है।... (व्यवधान) उसमें मेरा मूल विषय यह है कि उत्तराखण्ड में केन्द्र सरकार के राष्ट्रीय राजमार्ग अधिनियम, 1956 की धारा (3) के अंतर्गत जिन योजनाओं के लिए भूमि अधिग्रहित होनी थी, उनमें से कितनी परियोजनाएँ ऐसी हैं जिनके लिए कितने वर्षों से अभी तक भूमि का अधिग्रहण नहीं हो सका है?... (व्यवधान) जिन योजनाओं में काम भी हो रहा है, जिस एक्ट का माननीय मंत्री जी ने संदर्भ दिया है, उस एक्ट का खुल्लम-खुल्ला उल्लंघन हो रहा है।... (व्यवधान) यदि मंत्री जी को यह मालूम है कि विशेष एन.एच. और केन्द्रीय सहायता के तहत जो बल्लूपुर, बल्लीवाला, जोगीवाला, भंडारीबाग, आई.एस.बी.टी. समेत तमाम पुल और जो परियोजनाएँ हैं, उनमें उस एक्ट का जो दुरुपयोग हुआ है, यदि यह उनकी जानकारी में है तो उन अधिकारियों के खिलाफ क्या कार्रवाई हुयी है? ... (व्यवधान) यदि उन्हें यह जानकारी नहीं है तो कब तक इन समस्त परियोजनाओं की जांच करके मंत्री जी उनके खिलाफ कार्रवाई करेंगे?... (व्यवधान)

SHRI PON RADHAKRISHNAN: Madam, development of National Highways is a continuous process.... (Interruptions) Works are taken up based on the requirement of connectivity, industry priority and availability of funds. ... (Interruptions) We have the second largest road network in the world. ... (Interruptions) In the last three years, we have acquired more than 23,000 hectares of land and we have paid Rs. 22,295 crore as compensation. ... (Interruptions) In the State of Uttarakhand, three notifications have been issued for acquiring 2,086 hectares of land and Section 3D notifications have been given for acquiring 2,033 hectares of land.... (Interruptions)

(e1/1120/rep/nk)

The possession was taken of 450 hectares.... (Interruptions) If there is any particular complaint about any particular officer, definitely we will take action against him.... (Interruptions)

श्री. रमेश पोखरियाल निशंक (हरिद्वार): माननीय मंत्री जी ने अपने जवाब में कहा है कि वर्ष 2012-13, 2013-14 और 2014-15 में उत्तराखण्ड के लिए भूमि अर्जन का मुआवजा 22,241 करोड़ रुपये जारी हुआ था. ... (व्यवधान) पिछले तीन वर्षों में मुआवजे की जारी राशि में से कितना मुआवजा राज्य सरकार ने दिया है ... (व्यवधान) और यदि नहीं दिया तो क्यों? ... (व्यवधान) उत्तराखण्ड सामरिक, अध्यात्मिक, सांस्कृतिक और दो विदेशी सीमाओं से दृष्टि से भी महत्वपूर्ण है। ... (व्यवधान) चार धाम यात्रा बन्नीनाथ, केदारनाथ, गंगोत्री और यमुनोत्री, हेमकुण्ड और कैलाश मानसरोवर यात्रा की सुदृढीकरण के लिए सरकार की कोई योजना है, ... (व्यवधान) यदि है तो उसका ब्योरा क्या है और यह कब तक लागू होगी ?

SHRI PON RADHAKRISHNAN: Madam, the five important National Highways leading to Char Dham are damaged because of the recent rainfalls....

(Interruptions) Keeping in view the improvement required for long-term perspective, these damaged National Highways need to be improved with great degree of stability to avoid such damages in the rains and floods in the future....

(Interruptions) To achieve such improvement, comprehensive design study for identifying the alternative alignments, stabilization of fragile hill slopes including high level and long span bridges and application of modern technology is required.

... (Interruptions) Regarding the amount, we will furnish the details to the hon. Member.... (Interruptions)

HON. SPEAKER: Prahlad Singh Patel ji.

... (Interruptions)

HON. SPEAKER: Only questions and answers will go on record. Nothing else will go on record.

... (Interruptions)... (Not recorded)

SHRI MALLIKARJUN KHARGE (GULBARGA): Madam, in protest, we walk out.... (Interruptions)

1123 hours

(At this stage, Shri Mallikarjun Kharge, Shrimati Sonia Gandhi and some other hon. Members left the House.)

श्री प्रहलाद सिंह पटेल (दमोह) : अध्यक्ष जी, सबसे पहले मैं सरकार को बधाई देना चाहता हूँ। मेरा प्रश्न पूर्वोत्तर को लेकर है, ... (व्यवधान) मणिपुर में दो राष्ट्रीय राजमार्ग हैं। ... (व्यवधान) पहले राजमार्ग को आतंकवादियों के कारण कई बार बंद कर देना पड़ता है। ... (व्यवधान) इम्फाल में गैस की कीमतें तीन-चार हजार रुपये होती हैं, ... (व्यवधान) दूसरे रास्ते में चार बड़े पुल हैं जिसमें मणिपुर का नाम नहीं है। ... (व्यवधान) यहाँ की राज्य सरकार इस बात को लेकर गंभीर नहीं है, ... (व्यवधान) इसलिए मैं आपके माध्यम से मंत्री जी से जानना चाहता हूँ, ... (व्यवधान) आप मुआवजे की राशि देने के लिए तैयार हैं अगर राज्य सरकार उसे लेने और बाँटने के लिए तैयार नहीं है, ... (व्यवधान) मणिपुर का दूसरा राष्ट्रीय राजमार्ग जिसमें पुल हैं और अपेक्षाकृत शांत रास्ता है, ... (व्यवधान) क्या सरकार का प्लान उसे बनाने का है।

श्री मुलायम सिंह यादव (आज़मगढ़) : हम सदन से बॉक आउट करते हैं ... (व्यवधान)

1124 बजे

(संरक्षित श्री मुलायम सिंह यादव, श्री जयप्रकाश नारायण यादव और कुछ अन्य माननीय सदस्य सभा से बाहर चले गए।)

SHRI PON RADHAKRISHNAN: Madam, the Government is taking all the appropriate steps to complete the works in all the affected areas. Particularly to Uttar Pradesh, we are giving more concentration for the completion of the works.... (Interruptions)

SHRI PRALHAD JOSHI (DHARWAD): Thank you, Madam. On NH 63, the stretch between Hubli and Hospet was declared to be converted as four-lane on October 4, 2012. But, as far as land acquisition and the progress of work is concerned, it is very slow. Of course, I can say, after Shri Nitin Gadkari took over, things have improved. But, still, it is the main connectivity between Hubli and Hospet stretch which provides connectivity to important industrial towns of Hospet, Hubli and Bellary. Iron ore transportation is a big business there. That is why, land acquisition and its conversion to four-lane has to be expedited. ... (Interruptions)

That is why, I would like to know through you, Madam, what is the status of land acquisition on NH 63, between Hubli and Hospet and its conversion from two-lane to four-lane. Thank you, Madam.... (Interruptions)

SHRI PON RADHAKRISHNAN: Madam, we know the importance of the National Highway 63. We are very much particular about the land acquisition and we are speeding up the land acquisition process. ... (Interruptions)

(fl/1125/rp-rjs)

Unfortunately, the State Governments are not cooperating in the acquisition of land. But we are in the process of acquiring land for these projects.

श्री जगदम्बिका पाल (डुमरियागंज): अध्यक्ष महोदया, माननीय मंत्री जी ने नेशनल हाईवे अथॉरिटी ऑफ इंडिया के लैंड एक्वीजिशन के प्रोसेस के बारे में बताया है। मैं आपके माध्यम से माननीय मंत्री जी को कहना चाहता हूँ कि लैंड एक्वीजिशन की कार्रवाई होने के बाद नेशनल हाईवे के कुछ प्रोजेक्ट्स के टेक्नीकल बीड, फाइनेंशियल बीड, स्टेट एप्रुवल और वर्क अवार्ड आदि होने के बाद भी उन्हें एनजीटी, यानी नेशनल ग्रीन ट्रिब्यूनल ने स्टे कर दिया। इस कारण नेशनल हाईवे के उन प्रोजेक्ट्स का निर्माण कार्य नहीं हो पा रहा। इसी तरह नेशनल हाईवे नम्बर 233, जो नेपाल के ककरवहा से निकलकर बाराणासी तक है, नेशनल हाईवे नम्बर 730 या इस तरह के और प्रोजेक्ट्स हैं, whether he is aware about the fact that NGT has stayed some projects of NHAI? If so, then, what steps are they going to take in this regard and how will it be resolved?

SHRI PON RADHAKRISHNAN: Madam, there are some cases pending in the National Green Tribunal. We will furnish the details to the hon. Member regarding National Highway 233 within a specific time.

(ends)

HON. SPEAKER: Q. No. 345 – Shri Dharmendra Yadavji. He is not there.

Shri Adhalrao Patil Shivajirao.

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA
STARRED QUESTION NO. 344
ANSWERED ON 13TH AUGUST 2015

NORMS/GUIDELINES FOR ACQUISITION OF LAND

*344. DR. RAMESH POKHRIYAL "NISHANK":

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग ढढढढढढ

be pleased to state:

- (a) whether any guidelines/norms have been fixed for acquiring land for the construction of the National Highways and flyovers and if so, the details thereof;
- (b) whether the land has been acquired by various States including Uttarakhand for the National Highways in accordance with the guidelines/norms stipulated by his Ministry and if so, the details thereof;
- (c) the land in hectares acquired for the above purpose, during the Twelfth Five Year Plan period in various States, including Uttarakhand along with amount of compensation paid/package provided, State/UT-wise; and
- (d) the present status of ongoing National Highways in Uttarakhand?

ANSWER

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

(SHRI PON. RADHAKRISHNAN)

(a) and (b) For the purpose of construction of the National Highways (NH), including flyovers, land is acquired under the provisions of the Section 3 of the National Highways Act, 1956.

(c) The details of land acquired by the National Highways Authority of India (NHAI) in various states including Uttarakhand during 12th Five Year Plan period upto June, 2015, is annexed. The amount of compensation released during the last three years is as follows:

Financial Year	2012-13	2013-14	2014-15
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(d) Development of National Highways (NHs) is a continuous process and works are taken up in stretches, keeping in view the requirement of connectivity, inter-se priority and availability of funds. At present there are thirty two ongoing National Highway projects in the State of Uttarakhand which are under various stages of completion.

ANNEXURE

ANNEXURE REFERRED TO IN REPLY TO PART (c) OF LOK SABHA STARRED QUESTION NO. 344 ANSWERED ON 13.08.2015 ASKED BY DR. RAMESH POKHRIYAL "NISHANK REGARDING NORMS/GUIDELINES FOR ACQUISITION OF LAND

Name of States	Land Acquired (in ha)
Andhra Pradesh	805
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Meghalaya	27
Orissa	1329
Punjab	151
Rajasthan	4066
Tamil Nadu	2012
Uttarakhand	123
Uttar Pradesh	2330
West Bengal	828
TOTAL	23864

(प्रश्न 344)

श्री. रमेश पोखरियाल निशंक (हरिद्वार): अध्यक्ष महोदया, मैं पहले माननीय नितिन गडकरी जी और राज्य मंत्री जी को उत्तराखण्ड की जनता की ओर से धन्यवाद देता हूँ। ... (व्यवधान) जो धुंध पड़ी योजनाएँ थीं और उपेक्षा का दंश डोल रही थीं, इस सरकार के आने के बाद उन योजनाओं में गति आयी है। ... (व्यवधान) इसलिए मैं मंत्री जी और सरकार को बधाई देना चाहता हूँ। ... (व्यवधान) मेरा मूल प्रश्न यह था कि भूमि अधिग्रहण में विलम्ब हो रहा है और उस एक्ट का दुरुपयोग हो रहा है। ... (व्यवधान) उसमें मेरा मूल विषय यह है कि उत्तराखण्ड में केन्द्र सरकार के राष्ट्रीय राजमार्ग अधिनियम, 1958 की धारा (3) के अंतर्गत जिन योजनाओं के लिए भूमि अधिग्रहित होनी थी, उनमें से कितनी परियोजनाएँ ऐसी हैं जिनके लिए कितने वर्षों से अभी तक भूमि का अधिग्रहण नहीं हो सका है? ... (व्यवधान) जिन योजनाओं में काम भी हो रहा है, जिस एक्ट का माननीय मंत्री जी ने संदर्भ दिया है, उस एक्ट का खुल्लम-खुल्ला उल्लंघन हो रहा है। ... (व्यवधान) यदि मंत्री जी को यह मालूम है कि विशेष एन.एच. और केन्द्रीय सहायता के तहत जो बल्लपुर, बल्सीवाला, जोगीवाला, भंडारीबाग, आई.एस.बी.टी. समेत तमाम पुल और जो परियोजनाएँ हैं, उनमें उस एक्ट का जो दुरुपयोग हुआ है, यदि यह उनकी जानकारी में है तो उन अधिकारियों के खिलाफ क्या कार्रवाई हुयी है? ... (व्यवधान) यदि उन्हें यह जानकारी नहीं है तो कब तक इन समस्त परियोजनाओं की जाँच करके मंत्री जी उनके खिलाफ कार्रवाई करेंगे? ... (व्यवधान)

SHRI PON RADHAKRISHNAN: Madam, development of National Highways is a continuous process.... (Interruptions) Works are taken up based on the requirement of connectivity, industry priority and availability of funds. ... (Interruptions) We have the second largest road network in the world. ... (Interruptions) In the last three years, we have acquired more than 23,000 hectares of land and we have paid Rs. 22,295 crore as compensation. ... (Interruptions) In the State of Uttarakhand, three notifications have been issued for acquiring 2,086 hectares of land and Section 3D notifications have been given for acquiring 2,033 hectares of land.... (Interruptions)

(e1/1120/rep/nk)

The possession was taken of 450 hectares.... (Interruptions) If there is any particular complaint about any particular officer, definitely we will take action against him.... (Interruptions)

डॉ. रमेश पोखरियाल निशंक (हरिद्वार): माननीय मंत्री जी ने अपने जवाब में कहा है कि वर्ष 2012-13, 2013-14 और 2014-15 में उत्तराखण्ड के लिए भूमि अर्जन का मुआवजा 22,241 करोड़ रुपये जारी हुआ था, ... (व्यवधान) पिछले तीन वर्षों में मुआवजे की जारी राशि में से कितना मुआवजा राज्य सरकार ने दिया है ... (व्यवधान) और यदि नहीं दिया तो क्यों? ... (व्यवधान) उत्तराखण्ड सामरिक, अध्यात्मिक, सांस्कृतिक और दो विदेशी सीमाओं से दृष्टि से भी महत्वपूर्ण है। ... (व्यवधान) चार धाम यात्रा बड़ीनाथ, केदारनाथ, गंगोत्री और यमुनोत्री, हेमकुंड और कैलाश मानसरोवर यात्रा की सुदृढीकरण के लिए सरकार की कोई योजना है, ... (व्यवधान) यदि है तो उसका ब्योरा क्या है और यह कब तक लागू होगी ?

SHRI PON RADHAKRISHNAN: Madam, the five important National Highways leading to Char Dham are damaged because of the recent rainfalls....

(Interruptions) Keeping in view the improvement required for long-term perspective, these damaged National Highways need to be improved with great degree of stability to avoid such damages in the rains and floods in the future....

(Interruptions) To achieve such improvement, comprehensive design study for identifying the alternative alignments, stabilization of fragile hill slopes including high level and long span bridges and application of modern technology is required.

... (Interruptions) Regarding the amount, we will furnish the details to the hon. Member.... (Interruptions)

HON. SPEAKER: Prahlad Singh Patel ji.

... (Interruptions)

HON. SPEAKER: Only questions and answers will go on record. Nothing else will go on record.

... (Interruptions)... (Not recorded)

SHRI MALLIKARJUN KHARGE (GULBARGA): Madam, in protest, we walk out.... (Interruptions)

1123 hours

(At this stage, Shri Mallikarjun Kharge, Shrimati Sonia Gandhi and some other hon. Members left the House.)

श्री प्रहलाद सिंह पटेल (दमोह) : अध्यक्ष जी, सबसे पहले मैं सरकार को बधाई देना चाहता हूँ। मेरा प्रश्न पूर्वोत्तर को लेकर है, ... (व्यवधान) मणिपुर में दो राष्ट्रीय राजमार्ग हैं। ... (व्यवधान) पहले राजमार्ग को आतंकवादियों के कारण कई बार बंद कर देना पड़ता है। ... (व्यवधान) इम्फाल में गैर की कीमतें तीन-चार हजार रुपये होती हैं, ... (व्यवधान) दूसरे रास्ते में चार बड़े पुल हैं जिसमें मणिपुर का नाम नहीं है। ... (व्यवधान) वहाँ की राज्य सरकार इस बात को लेकर गंभीर नहीं है, ... (व्यवधान) इसलिए मैं आपके माध्यम से मंत्री जी से जानना चाहता हूँ, ... (व्यवधान) आप मुआवजे की राशि देने के लिए तैयार हैं अगर राज्य सरकार उसे लेने और बाँटने के लिए तैयार नहीं है, ... (व्यवधान) मणिपुर का दूसरा राष्ट्रीय राजमार्ग जिसमें पुल है और अपेक्षाकृत शांत रास्ता है, ... (व्यवधान) क्या सरकार का प्लान उसे बनाने का है।

श्री मुलायम सिंह यादव (आज़मगढ़) : हम सदन से वॉक आउट करते हैं ... (व्यवधान)

1124 बजे

(तत्पश्चात् श्री मुलायम सिंह यादव, श्री जयप्रकाश नारायण यादव और कुछ अन्य माननीय सदस्य सभा से बाहर चले गए।)

SHRI PON RADHAKRISHNAN: Madam, the Government is taking all the appropriate steps to complete the works in all the affected areas. Particularly to Uttar Pradesh, we are giving more concentration for the completion of the works.... *(Interruptions)*

SHRI PRALHAD JOSHI (DHARWAD): Thank you, Madam. On NH 63, the stretch between Hubli and Hospet was declared to be converted as four-lane on October 4, 2012. But, as far as land acquisition and the progress of work is concerned, it was is very slow. Of course, I can say, after Shri Nitin Gadkari took over, things have improved. But, still, it is the main connectivity between Hubli and Hospet stretch which provides connectivity to important industrial towns of Hospet, Hubli and Bellary. Iron ore transportation is a big business there. That is why, land acquisition and its conversion to four-land has to be expedited. ... *(Interruptions)*

That is why, I would like to know through you, Madam, what is the status of land acquisition on NH 63, between Hubli and Hospet and its conversion from two-lane to four-lane. Thank you, Madam.... *(Interruptions)*

SHRI PON RADHAKRISHNAN: Madam, we know the importance of the National Highway 63. We are very much particular about the land acquisition and we are speeding up the land acquisition process. ... *(Interruptions)*

(fl/1125/rp-rjs)

Unfortunately, the State Governments are not cooperating in the acquisition of land. But we are in the process of acquiring land for these projects.

श्री जगदम्बिका पाल (डुमरियागंज): अध्यक्ष महोदया, माननीय मंत्री जी ने नेशनल हाईवे अथॉरिटी ऑफ इंडिया के लैंड एक्वीजिशन के प्रोसेस के बारे में बताया है। मैं आपके माध्यम से माननीय मंत्री जी को कहना चाहता हूँ कि लैंड एक्वीजिशन की कार्रवाई होने के बाद नेशनल हाईवे के कुछ प्रोजेक्ट्स के टेक्नीकल बीड, फाइनेंशियल बीड, स्टेट एप्रूवल और वर्क अवार्ड आदि होने के बाद भी उन्हें एनजीटी, यानी नेशनल ग्रीन ट्रिब्यूनल ने स्टे कर दिया। इस कारण नेशनल हाईवे के उन प्रोजेक्ट्स का निर्माण कार्य नहीं हो पा रहा। इसी तरह नेशनल हाईवे नम्बर 233, जो नेपाल के ककरवहा से निकलकर धाराणासी तक है, नेशनल हाईवे नम्बर 730 या इस तरह के और प्रोजेक्ट्स हैं, whether he is aware about the fact that NGT has stayed some projects of NHAI? If so, then, what steps are they going to take in this regard and how will it be resolved?

SHRI PON RADHAKRISHNAN: Madam, there are some cases pending in the National Green Tribunal. We will furnish the details to the hon. Member regarding National Highway 233 within a specific time.

(ends)

HON. SPEAKER: Q. No. 345 – Shri Dharmendra Yadavji. He is not there.

Shri Adhalrao Patil Shivajirao.

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

LOK SABHA
UNSTARRED QUESTION NO. 4034
ANSWERED ON 13TH AUGUST, 2015

ACQUISITION OF LAND

4034. SHRI SANGANNA AMARAPPA:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) whether the acquisition of land for NH-63 from Hubli to Hospet is still under process;
- (b) if so, the details thereof; and
- (c) the steps taken by the Government in this regard?

ANSWER

THE MINISTER OF STATE IN THE
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
(SHRI PON. RADHAKRISHNAN)

(a) : Yes, Madam.

(b) and (c): A total of 1024 hectare land is required out of which 495 hectare is in possession. The acquisition of balance land is under process.

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA
STARRED QUESTION NO. 266
ANSWERED ON 17TH DECEMBER, 2015

EXPRESSWAYS

*266. SHRI SUKHBIR SINGH JAUNAPURIA:
SHRI RAM CHARAN BOHRA:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) the details of expressways under operation and those under construction;
- (b) the funds allocated and utilised in the expressways including Delhi-Jaipur expressway during each of the last three years and the current year;
- (c) whether any time-frame has been fixed for completion of work on such expressways including Delhi-Jaipur expressway, if so, the details thereof; and
- (d) whether the budgetary provisions for projects have been revised and if so, the details thereof?

ANSWER

MINISTER OF ROAD TRANSPORT AND HIGHWAYS

— (SHRI NITIN JAIRAM GADKARI)

(a) to (d): Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF LOK SABHA STARRED QUESTION NO. 266 FOR ANSWER ON 17TH DECEMBER, 2015 ASKED BY SHRI SUKHBIR SINGH JAUNAPURIA AND SHRI RAM CHARAN BOHRA REGARDING EXPRESSWAYS

- (a) Ahmedabad-Vadodara Expressway is under operation. This Expressway was 4 laned in 2004.

Eastern Peripheral Expressway is under construction. The contract agreements for this expressway were signed in August 2015 under six different packages on EPC mode. The start date for all six packages is 14.09.2015.

- (b) No expressway wise funds are being allocated to or allocated by NHAI.

~~Delhi-Jaipur expressway is under consideration. Implementation and financing options are being explored.~~

The expenditure on Eastern Peripheral Expressway are as follows:

Project Name	Expenditure (Rs. in crores)			
	2012-13	2013-14	2014-15	2015-16
Eastern Peripheral Expressway	123.91	58.94	62.98	143.94

- (c) Completion period for Eastern Peripheral Expressway is 30 months. The appointed date is 14.09.2015. Schedule completion is March, 2018.
- (d) Funding requirements of Expressways are met out of overall resources available with MoRTH & NHAI.

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA
UNSTARRED QUESTION NO. 357
ANSWERED ON 25TH FEBRUARY, 2016

MISUTILISATION OF FUNDS BY DEVELOPERS

357. SHRI KAMAL NATH:
SHRI JYOTIRADITYA M. SCINDIA:

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

be pleased to state:

- (a) whether the Government is aware that several highway developers have diverted funds of the projects awarded to them;
- (b) if so, the details thereof;
- (c) whether the Government has decided to investigate such cases by CBI; and
- (d) if so, the action to be taken thereon and the time by which investigations are likely to be completed?

ANSWER

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

(SHRI PON. RADHAKRISHNAN)

(a) and (b) Based on the news published in various newspapers about diversion of funds by highway developers, Central Vigilance Commission (CVC) and Central Bureau of Investigation (CBI) has sought certain details/comments from National Highways Authority of India (NHAI).

(c) and (d) Government has not referred any case related to diversion of such funds by highway developers to CBI. However, one such matter has been referred to Enforcement Directorate (ED). Examinations of such allegations are underway in NHAI.

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA
STARRED QUESTION NO. 110
ANSWERED ON 3RD MARCH 2016

ROAD SAFETY

*110. SHRIMATI KIRRON KHER:

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

be pleased to state:

- (a) the details of the safety norms taken into consideration for the planning, designing and construction of National Highways along with the penalty fixed for their non-compliance;
- (b) whether it is proposed to reduce the penalty for faulty road design leading to accidents in the Road Safety Bill;
- (c) if so, the reasons therefor including the average annual rate of accidental deaths;
- (d) whether the Government has developed or proposes to develop an independent empowered agency for road safety; and
- (e) if so, the salient features thereof including its composition and the mode of appointment?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS
(SHRI NITIN JAIRAM GADKARI)

(a) to (e) A statement is laid on the table of the house.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF THE LOK SABHA STARRED QUESTION NO. 110 ANSWERED ON 3.3.2016 ASKED BY SHRIMATI KIRRON KHER REGARDING ROAD SAFETY.

(a) National Highways in the country are designed and constructed as per the laid down Indian Road Congress codes, standards and specifications on different aspects including safety norms. Specific aspects of conducting safety audits of Roads including National Highways are covered in IRS SP: 88-2010 "Manual on Road Safety Audit". In Detailed Project Reports (DPRs) / designs of road projects, if any discrepancy is found including that in respect of safety norms the same is corrected before bidding / execution. If any discrepancy is found during execution stage, concessionaire or contractor is penalized as per the conditions of contract.

(b) to (e) Ministry of Road Transport & Highways is finalizing the Road Transport and Safety Bill in consultation with the States / Union Territories.

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA
STARRED QUESTION NO. 78
ANSWERED ON 28TH APRIL, 2016

BHARAT STAGE-II FOUR WHEELERS

*78. SHRI BIDYUT BARAN MAHATO:
DR. SUNIL BALIRAM GAIKWAD:

Will the Minister of ROADTRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) the number of Pre Bharat Stage-II four wheeler vehicle that are older than 12 years in the country;
- (b) whether the Government has prepared a draft modernisation policy for voluntary vehicle fleet for Pre Bharat Stage-II four wheelers older than 12 years;
- (c) if so, the details thereof along with the aims and objectives of the said policy;
- (d) whether the Government has consulted Ministries of Finance, Law and Environment and other stakeholders in this regard, and if so, the outcome thereof; and
- (e) the time by which the said policy is likely to be made effective?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS
(SHRI NITIN JAIRAM GADKARI)

(a) to (e): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF THE LOK SABHA STARRED QUESTION NO. 78 ANSWERED ON 28.04.2016 ASKED BY SHRI BIDYUT BARAN MAHATO AND DR. SUNIL BALIRAM GAIKWAD REGARDING BHARAT STAGE-II FOUR WHEELERS.

(a) The number of Pre-Bharat Stage II (BS-II) four wheeler vehicles registered as on 31.03.2005 as per the Transport National Register is 54,34,927 which excludes old vehicle records which are not digitized.

(b) to (e) Sub-rule 1 to 4 of rule 88 of Central Motor Vehicles Rules, 1989 (CMVR, 1989) provides that

"No national permit to be granted in respect of goods carriage, other than multi axle vehicle, which is more than 12 years old; for multi axle goods carriage vehicle which is more than 15 years old and in respect of multi axle trailer approved to carry GVW of more than 50 tons which is more than 25 years old".

Rule 82(2)(a) and (2)(b) of the CMVR, 1989 provides that :-

"2(a) A Tourist permit shall be deemed to be invalid from the date on which the motor vehicle covered by the permit completes 9 years in the case of a motor cab and 8 years where the motor vehicle is other than a motor cab, unless the motor vehicle is replaced.

2(b) Where a vehicle covered by a tourist permit is proposed to be replaced by another, the latter vehicle shall not be more than 2 years old on the date of such replacement".

A proposal for the replacement of old vehicles will be prepared in due course after discussions with all stakeholders.

LOK SABHA
UNSTARRED QUESTION NO. 1913
ANSWERED ON 5TH MAY, 2016

FITNESS AND POLLUTION CENTRES

1913. DR. P. VENUGOPAL:

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

be pleased to state:

- (a) whether the Government is considering to target to cover about 3,000 km. of roads this year to reduce the number of accidents;
- (b) whether the Government will also open 3,000 training, fitness and pollution centres to train drivers; and
- (c) if so, the details thereof?

ANSWER
THE MINISTER OF STATE IN THE
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
(SHRI PON. RADHAKRISHNAN)

(a) Road accident black spots are identified and notified based on fatalities on National Highways. Road Safety audits are carried out as part of the development project or separately. Safety concerns identified through Audits and identified road accident black spots are rectified which is an ongoing continuous process. No separate target of 3000 km or such other limit is fixed as target for this year.

(b) & (c) Ministry of Road Transport & Highways has two schemes one each for setting up of Institute of Driving Training and Research (IDTR) and automated Inspection and Certification (I & C) Centre.) During 12th Plan, Ministry of Road Transport & Highways has set a target to set up 10 IDTRs, 25 Regional Driving Training Centres (RDTC) and 10 I & C Centre. Priority will be given to those States where no IDTR / I & C Centre have been sanctioned earlier. Till date, Ministry has sanctioned 4 IDTR to be set up one each in the States of Andhra Pradesh, Chhatisgarh, Telangana and Maharashtra and 6 I & C Centre to be set up one each in the States of West Bengal, Odisha, Kerala, Punjab, Chhattisgarh and Sikkim during 12th Plan. The details of IDTR and I & C Centre are annexed.

Annexure

ANNEXURE REFERRED TO IN REPLY TO PARTS (b) & (c) OF LOK SABHA UNSTARRED QUESTION NO. 1913 ANSWERED ON 5.5.2016 ASKED DR. P. VENUGOPAL REGARDING FITNESS AND POLLUTION CENTRES

Driver Training Institute (DTI) sanctioned during 10th Five Year Plan

S. No.	Name of the Driving Training Institute.	Status (functional or not)
1	Driving Training Institute, Betkuchi, Assam	All DTIs are functional.
2	Krishna District Lorry Owners' Association Vijayawada, Andhra Pradesh	
3	Hagaribommanahalli, Bellary, Distt. Karnataka.	
4	Jessore Road, West Bengal	
5	Jassur, Himachal Pradesh,	
6	Edappal, Kerala	
7	Sarai Kale Khan, New Delhi	
8	Dehradun, Uttrakhand	
9	Allen Forest, Kanpur, Uttar Pradesh	
10	Chandikhole, Jajpur, Orissa	
11	Dimapur, Nagaland	
12	Indore, Madhya Pradesh	
13	Bahadurgarh, Haryana	

Institute of Drivers Training and Research (IDTR) sanctioned during 11th Five Year Plan

S. No.	Name of the Driving Training Institute.	Status (functional or not)
1.	CIRT, Pune, Maharashtra	Functional
2.	Rail Magra Town, Rajsamand District, Rajasthan,	
3.	Chhindwara, Madhya Pradesh	
4.	Sarkaghat, Mandi, Himachal Pradesh	Civil construction is in progress.
5.	Kaluwas, Near Bhiwani, Haryana	
6.	Agartala, Tripura,	
7.	Aurangabad, Bihar,	
8.	Raibareilly, Uttar Pradesh	

Institute of Drivers Training and Research (IDTR) sanctioned during 12th Five Year Plan

S. No.	Name of the Driving Training Institute.	Status (functional or not)
1.	Naya Raipur, Chhattisgarh	Civil construction is to be started.
2.	Mandepalli, District Karimnagar, Telangana	
3.	Lodga, District Latur, Maharashtra	
4.	Darsi, District Prakasam, Andhra Pradesh	

Inspection and Certification (I & C) Centre sanctioned during 11th Five Year Plan

S. No.	Name of the I & C Centre	Status
1	I & C Centre , Nasik, Maharashtra	Operational
2	I & C Centre, Chhindwara, Madhya Pradesh	Civil construction completed, Equipment installed and commissioned.
3	I & C Centre, Railmagra, Rajasthan	
4	I & C Centre, Neilmangala, Karnataka	
5	I & C Centre , Delhi	
6	I & C Centre, Rohtak, Haryana	Civil construction completed, Equipment installed
7	I & C Centre, Hyderabad, Telangana	Civil construction is in progress.
8	I & C Centre, Surat, Gujarat	
9	I & C Centre, Lucknow, Uttar Pradesh	

Inspection and Certification (I & C) Centre sanctioned during 12th Five Year Plan

S. No.	Name of the I & C Centre	Status
1	I & C Centre , Odisha	Civil construction is to be started.
2	I & C Centre, Kerala	
3	I & C Centre, Punjab	
4	I & C Centre, Chhatishgarh	
5	I & C Centre , West Bengal	
6	I & C Centre, Sikkim	

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

LOK SABHA
UNSTARRED QUESTION NO. 1978
ANSWERED ON 5TH MAY, 2016

ACCIDENT INVESTIGATION SYSTEM

1978. SHRI NINONG ERING:

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

be pleased to state:

- (a) whether the Government has developed a standard accident investigation format which also takes into account faulty road design;
- (b) if so, the details thereof and if not, the reasons therefor;
- (c) whether the Government takes punitive action against engineers and contractors responsible for faulty road design, construction and maintenance;
- (d) if so, the details of the action taken in this regard for the last three years, State/ UT-wise and year-wise; and
- (e) if not, the reasons therefor?

ANSWER
THE MINISTER OF STATE IN THE
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
(SHRI PON. RADHAKRISHNAN)

- (a) & (b) A standard Road Accident Reporting format is existing in IRC Code IRC:53:2012 which take into account Road Environment at accident location.
- (c) Road design, construction and maintenance are reviewed and scrutinized through different mechanisms like independent Engineer, Authority Engineer, Proof Consultant, Departmental Engineers etc. The deficiencies noticed are corrected suitably and actions are taken against those responsible as per relevant clauses of the contract conditions and Departmental rules.
- (d) & (e) The information is being collected and will be laid on the table of the House.

Extracts from Manual of Parliamentary Procedures in the
Government of India, Ministry of Parliamentary Affairs,
New Delhi

Chapter 8

Assurances

8.1 During the course of reply given to a question or a discussion, if a Minister gives an undertaking which involves further action on the part of the Government in reporting back to the House, it is called an 'assurance'. Standard list of such expressions which normally constitute assurances as approved by the Committee on Government Assurances (CGA) of the respective House, is given at Annex-3. As assurances are required to be implemented within a specified time limit, care should be taken by all concerned while drafting replies to the questions to restrict the use of these expressions only to those occasions when it is clearly intended to give an assurance on the floor of the House.

8.2 An assurance given in either House is required to be fulfilled within a period of three months from the date of the assurance. This limit has to be strictly followed.

8.3 To ensure early fulfilment of assurances, entire process beginning from calling out of assurances from the proceedings of the House to the submission of Implementation Report including extension of time, dropping and transfer of assurances have been automated through a Software Application named "Online Assurances Monitoring System" (OAMS). Requests for extension of time, dropping or transfer of assurances and submission of Implementation Report through any other offline mode shall not be entertained under any circumstances.

Definition

Time limit for fulfilling an assurance

Online Assurances Monitoring System (OAMS)

Calling out of
Assurances

8.4 When an assurance is given by a Minister or when the Presiding Officer, directs the Government to furnish information to the House, it is extracted by the Ministry of Parliamentary Affairs, from the relevant proceedings and communicated to the Department concerned online through 'OAMS' normally within 20 working days of the date on which it is given on the floor of the House.

Deletion from the
list of assurances

8.5 If the administrative Ministry/Department has any objection to treating such a statement as an assurance or finds that it would not be in the public interest to fulfill it, it may upload its request at 'OAMS' within a week of treating such statement as assurance for getting it deleted from the list of assurances. Such action will require prior approval of the Minister concerned and this fact should be clearly indicated in their communication containing the request. If such a request is made towards the end of stipulated period of three months, then it should invariably be accompanied with a request of extension of time. The department should continue to seek extension of time till the decision of the Committee on Government Assurances is conveyed through 'OAMS'. Requests received through offline mode shall not be entertained by either Rajya Sabha/Lok Sabha Secretariat or Ministry of Parliamentary Affairs.

Extension of time
for fulfilling an
assurance

8.6 If the Department finds that it is not possible to fulfill the assurance within the stipulated period of three months or within the period of extension already granted, it may seek further extension of time as soon as the need for such extension becomes apparent, indicating the reasons for delay and the probable additional time required alongwith details of action taken/progress made in the matter. All such request should be submitted at 'OAMS' for decision by CGA thereon with the approval of the concerned Minister.

Registers of
Assurances

8.7.1 The particulars of every assurance will be entered by the Parliament Unit of the Ministry/Department concerned in a register as at Annex 4 after which the assurance will be passed on to the concerned section

8.7.2 Even ahead of the receipt of communication from the Ministry of Parliamentary Affairs through 'OAMS' the section concerned should take prompt action to fulfill such assurances and keep a watch thereon in a register as at Annex 5.

8.7.3 The registers referred to in paras 8.7.1 and 8.7.2 will be maintained separately for the Lok Sabha and the Rajya Sabha assurances, entries therein being made session wise.

The Section Officer in charge of the concerned section will: Role of Section Officer and Branch Officer

- (a) scrutinize the registers once a week;
- (b) ensure that necessary follow-up action is taken without any delay whatsoever;
- (c) submit the registers to the branch officer every fortnight if the House concerned is in session and once a month otherwise, drawing his special attention to assurances which are not likely to be implemented within the period of three months; and
- (d) review of pending assurances should be undertaken periodically at the highest level in order to minimize the delay in implementing the assurances.

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

8.9.1 Every effort should be made to fulfill the assurance within the prescribed period. In case only part of the information is available and collection of the remaining information would involve considerable time, an Implementation Report(IR) containing the available information should be uploaded at 'OAMS' in part fulfillment of the assurance, within the prescribed time limit. However, efforts should continue to be made for expeditious collection of the remaining information for complete implementation of the assurance at the earliest. Procedure for fulfillment of an assurance

8.9.2 Information to be furnished in partial or complete fulfillment of an assurance should be approved by the Minister concerned before it is uploaded at 'OAMS' in both English and Hindi versions in the prescribed pro forma as at Annex-6, together with its enclosures. After online submission of the Report for fulfillment of the assurance partial or complete as the case may be, four hard copies each in Hindi and English version with one copy of each version duly authenticated by the officer concerned should be sent to the Ministry of Parliamentary Affairs for laying until e-laying is adopted by the concerned House.

8.9.3 The Implementation Report should be submitted at 'OAMS' only. Implementation Report sent by any other mode or sent to Rajya Sabha/Lok Sabha Secretariat directly, will not be considered for laying.

Laying of the
Implementation
Report on the Table
of the House

8.10 The Ministry of Parliamentary Affairs, after scrutiny of the Implementation Report, will arrange to lay it on the Table of the House concerned. A copy of the Implementation Report, as laid on the Table, will be forwarded by Ministry of Parliamentary Affairs to the member(s) concerned. Details of laying of Implementation Report submitted by the Ministry/Department concerned would be made available by the Ministry of Parliamentary Affairs at 'OAMS'. The Parliament Unit of the Ministry/Department concerned and the concerned section will, on the basis of information available at 'OAMS', update their records.

Obligation to lay a
paper on the Table
of the House versus
an assurance on the
same subject

8.11 Where there is an obligation to lay any paper (rule/order/notification, etc.) on the Table of the House and for which an assurance has also been given, it will be laid on the Table, in the first instance, in fulfillment of the obligation, independent of the assurance given. After this, a formal report regarding implementation of the assurance indicating the date on which the paper was laid on the Table will be submitted at 'OAMS' in the prescribed pro forma (Annex-6) in the manner already described in para 8.9.2

8.12 Each House of Parliament has a Committee on Government Assurances nominated by the Chairman/Speaker. It scrutinizes the Implementation Reports and the time taken in the fulfillment of Government Assurances and focuses attention on the delays and other significant aspects, if any, pertaining to them. Instructions issued by Ministry of Parliamentary Affairs from time to time as available on 'OAMS' are to be followed strictly.

Committee
on Government
Assurances
RSR 211-A
LSR 323, 324

8.13 The Ministries/Departments will, in consultation with the Ministry of Parliamentary Affairs, scrutinize the reports of these two Committees for remedial action wherever called for.

Reports of the
Committee on
Government
Assurances

8.14 On dissolution of the Lok Sabha, the pending assurances do not lapse. All assurances, promises or undertakings pending implementation are scrutinized by the new Committee on Government Assurances for selection of such of them as are of considerable public importance. The Committee then submits a report to the Lok Sabha with specific recommendations regarding the assurances to be dropped or retained for implementation by the Government.

Effect on assurances
on dissolution of
the Lok Sabha

MINUTES

COMMITTEE ON GOVERNMENT ASSURANCES
 (2019-2020)
 (SEVENTEENTH LOK SABHA)
 SEVENTH SITTING
 (24.02.2020)

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

PRESENT

Shri Rajendra Agrawal - **Chairperson**

MEMBERS

2. Shri Nihal Chand Chauhan
3. Shri Ramesh Chander Kaushik
4. Shri Kaushalendra Kumar
5. Shri Pashupati Kumar Paras
6. Shri M.K. Raghavan

SECRETARIAT

1. Shri Pawan Kumar - Joint Secretary
2. Shri Lovekesh Kumar Sharma - Director
3. Shri S.L. Singh - Deputy Secretary

WITNESSES**Ministry of Road Transport and Highways**

- | | | |
|-----|-------------------------|-------------------------------|
| 1. | Shri Sanjeev Ranjan | - Secretary (RT&H) |
| 2. | Ms. Leena Nandan | - Special Secretary |
| 3. | Shri I.K. Pandey | - Director General (RD) & SS |
| 4. | Shri Y. Balakrishna | - Additional Director General |
| 5. | Shri Amit Kumar Ghosh | - Joint Secretary |
| 6. | Shri Kamlesh Chaturvedi | - Joint Secretary |
| 7. | Shri Sudip Chaudhury | - Chief Engineer |
| 8. | Shri Sanjeev Kumar | - Chief Engineer |
| 9. | Shri Rahul Gupta | - Chief Engineer |
| 10. | Shri Narendra Sharma | - Superintending Engineer |
| 11. | Shri Rajesh Kumar | - Superintending Engineer |
| 12. | Shri Pankaj Mourya | - Superintending Engineer |
| 13. | Shri Purshottam Kumar | - Superintending Engineer |
| 14. | Shri Mahinder Singh | - Director |
| 15. | Shri Paresh Kumar Goel | - Director |
| 16. | Shri Piyush Jain | - Director |

National Highways Authority of India

1. Shri Alok - Member
2. Shri R.K. Pandey - Member
3. Shri V.K. Sharma - Chief General Manager
4. Shri Aditya Prakash - Chief General Manager
5. Shri Ajmer Singh - Chief General Manager
6. Shri Alok Deepankar - Chief General Manager
7. Shri Rajeev Saxena - Chief General Manager

Ministry of Parliamentary Affairs

1. Shri P.K. Halder - Under Secretary

XXXX	XXXX	XXXX	XXXX	XXXX
XXXX	XXXX	XXXX	XXXX	XXXX
XXXX	XXXX	XXXX	XXXX	XXXX

3. Thereafter, the representatives of the Ministry of Road Transport and Highways and the Ministry of Parliamentary Affairs were ushered in. Welcoming the witnesses to the sitting of the Committee, the Chairperson impressed upon them to not disclose the deliberations of the Committee to any outsider, especially the Print and Electronic Media. The Committee then took oral evidence of the representatives of the Ministry of Road Transport and Highways regarding pending Assurances. Expressing concern over the long pendency of as many as 76 Assurances of the Ministry, the Chairperson asked the Secretary, Ministry of Road Transport and Highways to give an overview of the pending Assurances of the Ministry and also enquired about the internal mechanism and system of monitoring and reviewing the implementation of pending Assurances in the Ministry.

4. The Secretary, Ministry of Road Transport and Highways accordingly briefed the Committee on the above issues highlighting the periodic meetings of all the divisional heads and Joint Secretaries held every month to review the Parliamentary Assurances.

5. The Chairperson and Members thereafter raised various queries and sought certain clarifications on the 19 pending Assurances (Annexure III) taken up for the day. The witnesses responded to these queries and also provided clarifications. As some queries required detailed reply and inputs from various quarters, the Chairperson asked the witnesses to furnish written reply on the same in due course.

6. The Chairperson thanked the witnesses for deposing before the Committee and furnishing the available information on the queries raised and clarifications sought by them.

7. The evidence was completed.

8. The witnesses, then, withdrew.
9. A verbatim record of the proceedings has been kept.
The Committee then adjourned.

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XXXX	XXXX	XXXX	XXXX	XXXX

COMMITTEE ON GOVERNMENT ASSURANCES (2019-2020), LOK SABHA
STATEMENT OF PENDING ASSURANCES RELATING TO
THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
 [(From the 15th Lok Sabha to the 16th Lok Sabha (upto 08th Session))]

Sl.No.	SQ/USQ No. dated	Subject
1.	* USQ No. 1267 dated 26.11.2009	Scrappage Scheme for Vehicle Owners
2.	USQ No. 3809 dated 25.08.2011	ROB at Tori Station
3.	@ USQ No. 2424 dated 27.08.2012	Delhi- Jaipur Expressway
4.	\$ USQ No. 3828 dated 17.12.2012	Irregularities in NH Projects
5.	\$ SQ No. 192 dated 11.03.2013	Quality of Roads
6.	\$ USQ No. 1959 dated 19.08.2013	Quality of Roads
7.	\$ USQ No. 2050 dated 19.08.2013	Irregularities in NH Projects
8.	USQ No. 3006 dated 11.12.2014	Model Concession Agreement
9.	* USQ No. 582 dated 26.02.2015	Subsidy for Vehicles
10.	USQ No. 2956 dated 06.08.2015	Six Laning of Bangalore- Chennai Expressway
# 11.	SQ No. 344 dated 13.08.2015 (Supplementary by Shri Jagdambika Pal, M.P)	Norms/ Guidelines for Acquisition of Land

# 12.	SQ No. 344 dated 13.08.2015 (Supplementary by Dr. Ramesh Pokhriyal "Nishank", M.P)	Norms/ Guidelines for Acquisition of Land
13.	USQ No. 4034 dated 13.08.2015	Acquisition of Land
14.	@ SQ No. 266 dated 17.12.2015	Expressways
15.	USQ No. 357 dated 25.02.2016	Misutilisation of Funds by Developers
# 16.	SQ No. 110 dated 03.03.2016	Road Safety
17.	* SQ No. 78 dated 28.04.2016	Bharat Stage-II Four Wheelers
18.	USQ No. 1913 dated 05.05.2016	Fitness and Pollution Centres
# 19.	USQ No. 1978 dated 05.05.2016	Accident Investigation System

* @ \$ Similar Subjects

Implementation Report laid on 16.09.2020

MINUTES
COMMITTEE ON GOVERNMENT ASSURANCES
(2019-2020)
(SEVENTEENTH LOK SABHA)
FIFTEENTH SITTING
(25.08.2020)

The Committee sat from 1100 hours to 1215 hours in Committee Room 'C' Parliament House Annexe, New Delhi.

PRESENT

Shri Rajendra Agrawal - Chairperson

Members

2. Shri Nihal Chand Chauhan
3. Shri Ramesh Chander Kaushik
4. Shri Kaushalendra Kumar
5. Shri Santosh Pandey
6. Shri Pashupati Kumar Paras

Secretariat

1. Shri Pawan Kumar - Joint Secretary
2. Shri Lovekesh Kumar Sharma - Director
3. Shri S.L. Singh - Deputy Secretary

At the outset, the Chairperson welcomed the Members to the sitting of the Committee and apprised them regarding the day's agenda. Thereafter, the Committee considered and adopted the following seven (07) draft Reports without any amendments:-

- (i) Draft Third Report (17th Lok Sabha) regarding 'Review of Pending Assurances pertaining to the Ministry of Law and Justice (Legislative Department)';

- (ii) Draft Fourth Report (17th Lok Sabha) regarding 'Review of Pending Assurances pertaining to the Ministry of Culture';
- (iii) Draft Fifth Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Acceded to)';
- (iv) Draft Sixth Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Not Acceded to)';
- (v) Draft Seventh Report (17th Lok Sabha) regarding 'Review of Pending Assurances pertaining to the Ministry of Road Transport and Highways';
- (vi) Draft Eighth Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Acceded to)'; and
- (vii) Draft Ninth Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Not Acceded to)';

2. The Committee also authorized the Chairperson to present the Reports.

XXX	XXX	XXX	XXX	XXX	XXX
XXX	XXX	XXX	XXX	XXX	XXX

The Committee then adjourned.