

MINISTRY OF ROAD TRANSPORT & HIGHWAYS

**ESTIMATES AND FUNCTIONING OF NATIONAL HIGHWAY PROJECTS
INCLUDING BHARATMALA PROJECTS**

[Action taken by the Government on the recommendations contained in the 7th
Report (Seventeenth Lok Sabha) of the Committee on Estimates]

**COMMITTEE ON ESTIMATES
(2022-23)**

SIXTEENTH REPORT

(SEVENTEENTH LOK SABHA)



**LOK SABHA SECRETARIAT
NEW DELHI**

SIXTEENTH REPORT

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(2022-23)

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(Presented to Lok Sabha on 08-08-2022)



LOK SABHA SECRETARIAT

NEW DELHI

.....August, 2022/.....Sravana, 1944 (Saka)

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COMPOSITION OF THE COMMITTEE ON ESTIMATES (2022-2023)

Shri Girish Bhalchandra Bapat – Chairperson

Members

2. Shri Kunwar Danish Ali
3. Shri Kalyan Banerjee
4. Shri Sudarshan Bhagat
5. Shri Harish Dwivedi
6. Shri Srinivas Kesineni
7. Shri P.P. Chaudhary
8. Shri Parvatagouda Chandanagouda Gaddigoudar
9. Shri Nihal Chand Chauhan
10. Dr. Sanjay Jaiswal
11. Shri Dharmendra Kumar Kashyap
12. Shri Mohanbhai Kalyanji Kundariya
13. Shri Jugal Oram
14. Shri K. Muraleedharan
15. Shri Saikia Dilip
16. Shri Kamlesh Paswan
17. Dr. K.C. Patel
18. Col. Rajyavardhan Singh Rathore
19. Shri Vinayak Bhaurao Raut
20. Shri Ashok Kumar Rawat
21. Shri Magunta Srinivasulu Reddy
22. Shri Rajiv Pratap Rudy
23. Shri Francisco Cosme Sardinha
24. Shri Jugal Kishore Sharma
25. Shri Prathap Simha
26. Shri Pinaki Misra
27. Smt. Sangeeta Kumari Singh Deo
28. Shri Sunil Dattatray Tatkare
29. Shri Shyam Singh Yadav
30. Shri Parvesh Sahib Singh Verma

Secretariat

Smt. Anita B. Panda
Shri Muraleedharan. P
Smt. Geeta Parmar
Shri Kuldeep Pegu

Additional Secretary
Director
Additional Director
Under Secretary

INTRODUCTION

I, the Chairperson of the Committee on Estimates,(2022-23) having been authorized by the Committee to present the Report on their behalf, do present this 16th Report on action taken by the Government on the recommendations contained in the 7th Report of the Committee(2020-21) on the subject 'Estimates and Functioning of National Highway Projects including Bharatmala Projects' pertaining to the Ministry of Road Transport and Highways.

2. The 7th Report of the Committee on Estimates (2020-21) was presented to Lok Sabha on 9th February, 2021. The Government furnished their replies indicating action taken on the recommendations contained in the 7th Report on 26 November, 2021. The draft report was considered and approved on 02 August, 2022, by the Committee.

3. An analysis of action taken by the Government on the recommendations contained in the 7th Report of the Committee on Estimates is given in Appendix-II.

NEW DELHI;
05 August, 2022
Sravana 14 , 1944 (Saka)

GIRISH BHALCHANDRA BAPAT,
CHAIRPERSON,
COMMITTEE ON ESTIMATES.

CHAPTER - I

REPORT

This Report deals with the action taken by the Government on the Observations/Recommendations of the Committee contained in their Seventh Report (Seventeenth Lok Sabha) on the subject 'Estimates and Functioning of National Highway Projects including Bharatmala Projects' pertaining to the Ministry of Road Transport and Highways.

2 The Seventh Report was presented to Lok Sabha on 09.02.2021. It contained 17 Observations/Recommendations. Action Taken Replies of the Government in respect to all the Observations/Recommendations have been received and are categorised as under:-

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

Rec. Para No. 2,3,4,5,6,7,8,10,11,12,13,15 and 17

Total 13
(Chapter-II)

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

Rec. Para No. NIL

Total: 00
(Chapter-III)

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

Rec. Nos. 1, 9, 14 and 16

Total- 04
(Chapter-IV)

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

Rec. No. NIL

Total: 00
(Chapter-V)

3. The Committee desire that Action Taken Notes in respect of the Observations/Recommendations contained in Chapter-I of this Report may be furnished to them at the earliest.

4. The Committee will now deal with some of their earlier Observations/Recommendations which require reiteration or merit further comments in the succeeding paragraphs:

(Recommendations Para No. 1)

5. In their earlier Report, the Committee had noted that out of ₹6,92,324 crore allocated for National Highway Projects for the period 2017-18 to 2021-22, the Government had approved ₹5,35,000 crore for Bharatmala Pariyojana Phase-I and ₹1,57,324 crore for other schemes for development of Roads/National Highways. Year-wise allocation under Bharatmala and other Road Development programmes was ₹1,14,621.90 crore(2017-18), ₹1,28,394.69 crore(2018-19) and ₹1,46,489 crore (2019-20). The Committee had desired the Government to make timely allocation of funds and ensure that the financial and physical targets set for Bharatmala Pariyojana Phase-I and other ongoing schemes for development of Roads/National Highways are effectively completed in a time bound manner so as to avoid time and cost over runs.

6. The Ministry of Road Transport and Highways, in their Action Taken Note furnished to the Committee, has stated as follows:-

"Allocation and Expenditure for Bharatmala Pariyojana Phase-I and other ongoing schemes are made/incurred based on the progress of work and fund requirement projected by Agencies.

Status of Bharatmala Pariyojana Phase-I as on 30.9.2021 is as under:-

Expenditure / Release during the last seven years and current year for NHDP/ Bharatmala Phase-I:-

Amount in Rs. crore								
Year	CRF Cess	Toll Remittances	TOT Remittances	Total (GBS)	IEBR Raised	Total Budgetary	Pvt. Sector Investment	Grand Total
2014-15	9,565	5,448		15,013	3,343	18,356	19,232	37,588
2015-16	21,018	6,500		27,518	23,281	50,799	29,770	80,569
2016-17	7,410	7,500		14,910	33,118	48,028	16,029	64,057
2017-18	15,429	8,462		23,891	50,533	74,424	16,501	90,925
2018-19	16,567	9,570	9,682	35,819	61,217	97,036	20,618	1,17,654

2019-20	15,733	10,600	5,000	31,333	74,988	1,06,321	21,926	1,28,247
2020-21	27,249	11,500	7,262	46,011	65,036	1,11,047	12,476	1,23,523
2021-22*	22,500	9,488	0	31,988	26,200	58,188	9,405	67,593
* - (Till 30.09.2021)								

Status of appraisal and award: -

As on 30.09.2021								
Sr No.	Type of Corridor (approved length & amount)	Awarded		Appraised but Pending for Award		Total		Completed Length (km)
		No. of Projects	Length (km)	No. of Projects	Length (km)	No. of Projects	Length (km)	
1	Economic Corridors	179	5,536	7	242	186	5,778	1,398
2	Inter Corridor Routes	49	1,875	3	78	52	1,953	395
3	Feeder Routes	16	553	3	116	19	669	111
4	National Corridor	59	1,552	1	45	60	1,596	613
5	National Corridor Efficiency Improvement	25	705	1	23	26	728	319
6	Expressway	72	2,041	9	224	81	2,265	380
7	Border Roads	14	1,282	1	31	15	1,313	1,105
8	Coastal Roads	2	77	0	0	2	77	37
9	Port Connectivity	4	91	4	96	8	187	11
	Bharatmala Total	420	13,711	29	854	449	14,565	4,370
10	NHDP	121	5,257	4	96	125	5,353	2,064
	Grand Total	541	18,968	33	950	574	19,918	6,433

The progress of works and expenditure incurred are being critically reviewed and timely allocation of funds are being made so as to ensure their time bound implementation.

Completion of Bharatmala Pariyojana has been revisited and targeted for completion by 2026-27. Total proposed revised outlay for the Bharatmala Pariyojana phase -I is about ₹ 10,30,000 crore against the original approval of ₹ 5,35,000 crore. "

7. The Committee are not satisfied with the progress with regard to Bhartmala Pariyojana Phase-I, which as on 30.09.2021 shows that out of a total of 541 awarded projects for 18,968 kms. of length, only 1/3rd i.e. 6,433 kms. of length had been completed, which cannot be termed a satisfactory performance. Work related to 29 projects with a total length of 854 kms is not even awarded yet while the original year of completion was 2022-23. Though, the Ministry has stated to have been critically reviewing the progress of work, expenditure incurred, and timely allocations of funds, the Committee feel that there is an urgent need to address the reasons hampering the smooth progress of the projects under Bharatmala Pariyojana and take remedial measures accordingly. Keeping in view that Bharatmala Pariyojana has now been revisited and target for completion of the projects has been revised as 2026-27 with an outlay of ₹ 10,30,000 crore which is double the original outlay, the Committee feel that COVID pandemic has also pushed the deadline further away and even the revised targets would also be a challenge to achieve, despite same record achievements in road construction recently. The Committee desire the Ministry to go all out for the speedy progress of works and timely release of funds so as to achieve the target without further time and cost over runs. They desire to be apprised of the latest progress at the action taken stage.

(Recommendation Para No. 5)

8. In their Seventh Report, the Committee had noted that there were about 1469 ongoing National Highways Projects pertaining to various States and Union Territories. The Ministry of Road Transport and Highways, however, could not specify the reasons for slow progress of the projects and corrective steps, if any, taken in this regard. Therefore, the Committee had desired that a detailed study be made to find out the reasons for slow progress of the projects and also corrective steps initiated, if any, taken be apprised to them within three months of the presentation of the Report.

9. The Ministry of Road Transport and Highways in their Action Taken Note furnished to the Committee has stated as follows:-

"Generally Projects are delayed due to site/ local/ project specific factors attributable to either Authority or Contractor/Concessionaire or both or Force Majeure reasons. Delays in land acquisition, pre-construction activities, law and order issues, Contractors' /Concessionaires' cash flow problems, poor performance of Contractors /Concessionaires, etc. are common reasons for project delays and time overrun.

Details of delayed projects costing ₹100 crore and above have been analyzed. State / UT - wise details of such projects along with likely date of completion are at Annexure – I and II. Progress of these projects are being critically reviewed towards ensuring resolving of outstanding issues and their time bound completion.

The Ministry has taken many initiatives to avoid or reduce project delays, including streamlining of land acquisition & environment clearances, online approval of GAD of Railways ROB/RUB, frequent review meetings at various levels with State Governments, Contractors/Concessionaires/ Project Developers, close coordination with other Ministries, revamping of dispute resolution mechanism, premium re-scheduling, One-Time Fund Infusion (OTFI), etc. The Ministry has also provided several relief measures to Contractors/Concessionaires/Consultants under Atmanirbhar Bharat to mitigate delays and expedite the construction of National Highways during the COVID-19 pandemic period.

Apart from the above corrective steps, the Ministry has adopted Multi-tiered review mechanism for effective project management with timely identification and resolution of reviews which are as under: -

- **District Level Reviews** under **District Magistrate/ Collector** for local project specific issue resolution with Project Directors
- **State Level High Powered Committee** under the Chief Secretary for state-level issues and resolution across projects with Regional Officers / Member
- **Monthly state level reviews chaired by Secretary (MoRTH)** for review of progress on projects and issues
- **Committee on Infrastructure** headed by Hon'ble Minister (RT&H) for inter-ministerial coordination and policy level decisions
- **Pragati Review** by Hon'ble Prime Minister for inter-ministerial issue resolution
- **Professional project management consultant** for major schemes (e.g., Bharatmala Pariyojana) to support project monitoring and data-backed decision making
- **Digital program management through Data Lake/ PMIS** to ensure

- tracking of projects across the lifecycle while also raising red flags in case of delay in project execution
- **Lean organization structure** of implementing agencies (e.g., NHAI, NHIDCL) supported by **consultants across project lifecycle** (pre-project preparation, project and O&M supervision) "

(Recommendation Para No. 8)

10. The Committee had observed that about 375 projects of National Highways including Bharatmala were pending due to reasons like Land Acquisition, forest clearance, utility shifting, contractor issue and so on in various States. Those projects had surpassed their date of completion and the government apparently had not reviewed them. The Committee had, therefore, recommended that the Government should review all such projects and take effective remedial action at the earliest.

11. The Ministry of Road Transport and Highways in their Action Taken Note furnished to the Committee has stated as follows:-

"Details of delayed projects costing Rs. 100 crore and above have been analyzed. State / UT - wise details of such projects along with likely date of completion are at **Annexures – I and II**. Progress of these projects are being critically reviewed towards ensuring resolving of outstanding issues and their time bound completion. "

12. In their action taken note, the Ministry have cited the reasons for slow progress in respect of the ongoing projects i.e. site/ local/ project specific factors attributable to either Authority or Contractor/Concessionaire or both or Force Majeure reasons, delays in land acquisition, pre-construction activities, law and order issues, Contractors' /Concessionaires' cash flow problems, poor performance of Contractors /Concessionaires, etc. The Committee now note that the Ministry have critically reviewed their delayed projects costing ₹100 crore and above, for ensuring resolution of outstanding issues and their time bound completion. State / UT - wise details of such projects along with likely date of completion are provided to the Committee as per Annexure – I and II. In this context, the Committee note that many projects are targeted for completion during 2021 and 2022. Hence they would like to be informed of the status of all

such projects, whose likely date of completion are shown as 31st December, 2021 and 31st March, 2022 in Annexure-I and II.

13. The Committee further take note of the multi-tiered review mechanism put in place by the Ministry for effective project management with timely identification and resolution of reviews like district Level Reviews under District Magistrate/ Collector for local project; specific issue resolution with Project Directors; State Level High Powered Committee under the Chief Secretary for State-level issues and resolution across projects with Regional Officers / Member; Monthly State level reviews chaired by Secretary (MoRTH) for review of progress on projects and issues and Committee on Infrastructure headed by Hon'ble Minister (RT&H) for inter-ministerial coordination and policy level decisions, digital programme management through Data take/PMIS etc. The Committee appreciate the initiatives taken by the Ministry for intended progress of their projects and desire that the present momentum needs to be continued to get the desired results.

(Recommendations Para No. 9)

14. The Committee had noted in their earlier Report that land acquisition had been a contentious issue in any Government project owing to acquisition of land and giving compensation thereon. They were dismayed to note various instances where though the farmers/land owners had already given their lands for NH Road construction in good faith, the compensations for the same were yet to be received even after the completion of construction of that particular NH road. Also, in some cases, farmers/land owners were given compensation much less than the prevailing market values and hence the project was stuck in legal wrangles between farmers/land owners and Government. The Committee had desired that the affected farmers/land owners be compensated adequately and timely. They had further desired that the Government should explore ways to make the parties affected in land acquisition as stake-holders in the NH Road construction projects by ensuring means for regular income for them for a specific period of time, so that public resistance to acquisition of land may be reduced and disputes regarding amount of compensation/valuation of land may be mitigated.

15. The Ministry of Road Transport and Highways in their Action Taken Note furnished to the Committee has stated as follows:-

"(a) In so far as the delay in payment of compensation is concerned, the compensation is generally been deposited with CALA (Competent Authority for Land Acquisition) but may not have been disbursed/paid to the farmers/land owners. Some common reasons for non-disbursement of compensation could be as under: -

- A number of landowners do not come to know about the Award having been announced by the CALA;
- The landowners do not furnish the details of their Bank Accounts to the CALA in time, for whatsoever reasons. As a result, the compensation amount cannot be deposited in the accounts of the concerned landowners using the PFMS and the RTGS system of Banking;
- There are certain landowners who do not maintain their usual residence where the land is situated and can be called as absentee landowners. These absentee landowners visit the CALA offices for collection of compensation amount as per their convenience;
- The land records are not updated and the successors-in-interest are not clearly identified with their respective shares.
- Field offices have been specifically requested to make dedicated efforts and maintain close coordination with CALAs to expedite the payment of compensation for land acquired.

(b) Land compensation is being paid as per the provisions of the RFCTLARR (Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement) Act 2013.

(c) Ministry is in the process of exploring ways for innovative land acquisition process with the participation of the stake holders. "

16. The Committee are not convinced with the submission of the Ministry that the compensation on acquisition of land is generally deposited with Competent Authority for Land Acquisition (CALA) but may not have been disbursed/paid to the farmers/land owners. The reasons for non-disbursement of compensation are stated as a number of landowners do not come to know about the Award having been announced by the CALA; the landowners do not furnish the details of their Bank Accounts to the CALA in time, for whatsoever reasons and as a result, the compensation amount cannot be deposited in the accounts of the concerned landowners using the PFMS and the RTGS system of Banking. The Committee feel that landowners are keen to get compensation and hence these reasons do not hold much credibility. Certain other reasons have also been cited, i.e. certain

landowners do not maintain their usual residence where the land is situated and can be called as absentee landowners and these absentee landowners visit the CALA offices for collection of compensation amount as per their convenience. Besides, sometimes the land records are not updated and the successors-in-interest are not clearly identified with their respective shares. The Committee are of the opinion that there is an urgent need to mitigate the above stated constraints being faced resulting in non-disbursement of compensation so that the process of disbursement of compensation to land owners is facilitated smoothly and resistance/disputes are kept to the minimum. While noting that the Ministry has specifically asked the field officers to make dedicated efforts and maintain close coordination with CALAs, the Committee would further recommend that complaints relating to non-payments/delayed payments of fair compensation, rehabilitation, resettlement etc. should be kept at a centralised database, shared with all the affected parties and followed up diligently.

17. The Committee appreciate that pursuant to their recommendation, the Ministry is in the process of exploring ways for innovative land acquisition process with the participation of the stakeholders. The Committee desire to be assured that this endeavor will continue till its logical end so that issues related to land acquisition are resolved fast.

(Recommendations Para No. 14)

18 While appreciating the efforts of the Ministry in bringing World Class Road Network across the country, the Committee had expressed their concern with regard to the inconveniences faced by villagers in crossing NHs in absence of any specific clear due indications, underpass or overpass near their villages. The Committee had, therefore, emphasised on a need to consider the needs of the local villagers living near to the Highways at the time of planning and preparation of National Highways network. Again, due to increased elevation of National Highways, the villagers living near to National Highways faced water logging problems during rainy season. Therefore, the Committee had recommended that road crossing facilities on National Highways should be provided close to villages in consultation with the villagers living nearby, while ensuring clear indications at appropriate places duly visible, for more safety and also that the quality and design of such crossings should be such that they remain usable during all seasons.

19. The Ministry of Road Transport and Highways in their Action Taken Note furnished to the Committee has stated as follows:-

" In order to avoid vehicle-vehicle & vehicle-pedestrian conflict on at-grade junctions on National Highways (NHs), NHAI has issued policy guidelines for Removal of at-grade junctions from National Highways and construction of passenger cross movement facility in rural/urban areas on the completed 4/6 lane NHs by providing Vehicular underpasses (VUP) and Light Commercial vehicular underpasses (LVUP) in a phased manner. For provision of VUP / LVUP criteria already laid down in the Manual shall be followed and locations shall be prioritised on the basis of junction with NH, SH (State Highway), Industrial parks, others category roads. Junction under specific category say junction with NH further be prioritised based on traffic and accidents. While planning, it also needs to be ensured that adequate sight distance is available on VUP/LVUP locations.

Further, NHAI also issued policy guidelines (vide policy guideline no. 1.1.27 dated 20.03.2018: CP-24) for providing safe road crossing facilities (pedestrian underpass/ subway and Footover bridges) at places of large public movements eg. Educational Institutes, Religious places, Hospitals and local haats/Bazaars near Highways in consultation with road safety experts, Project directors and local authorities. "

20. The Committee note from the action taken reply that NHAI has issued policy guidelines for removal of at-grade junctions from National Highways and construction of passenger cross movement facility in rural/urban areas on the completed 4/6 lane NHs by providing Vehicular underpasses (VUP) and Light Commercial vehicular underpasses (LVUP) in a phased manner. Also, NHAI has issued policy guidelines for providing safe road crossing facilities (pedestrian underpass/ subway and Footover bridges) at places of large public movements like Educational Institutes, Religious places, Hospitals and local haats/Bazaars near Highways in consultation with road safety experts, Project directors and local authorities. However, the reply of the Ministry is silent on the recommendation of the Committee to provide road crossing facilities on NHs close to villages in consultation with the villagers living nearby, while ensuring clear indications at appropriate places duly visible, for more safety and also that the quality and design of such crossings should be such that they remain usable

during all seasons. The Committee are aware that many MPs have been sending their concerns to the MoRTH since long on these requirements and hence, reiterate their earlier recommendation. They would like to be informed on the action taken within three months of the presentation of the Report.

(Recommendations Para No. 16)

21 While observing that in spite of International level of Roads being developed in the country, Indian highways especially expressways have become infamous for frequent fatal accidents, the Committee had opined that driving hours of drivers should be regulated by introducing log in and log out system for driving and driving hours per day be restricted to specific number of hours. The Committee had further desired that the aforesaid system be introduced in all National Highways and Expressways so that the movement of each and every vehicle is monitored to check zigzag/rash driving on NH to minimize the cases of accidents. Also, lane discipline in driving must be strictly enforced on NHs and violators should be severely penalized. The Committee had urged the Government to put in place a stringent mechanism/system so as to assist law enforcement agencies/local authorities to compound vehicles of errant drivers.

22. The Ministry of Road Transport and Highways in their Action Taken Note furnished to the Committee has stated as follows:-

" For enforcing driving and traffic disciplines, Ministry has taken following action: -

i) The recently passed motor vehicles (Amendment) Act, 2019 provides for strict enforcement through use of technology and further provides for strict penalties for ensuring strict compliance and enhancing deterrence for violation of traffic rules.

ii) Rules for protection of Good Samaritans as per MV (Amendment) Act, 2019 have been published.

The Ministry has also taken following steps to improve the vehicle engineering for reducing the accidents: -

i) Safety standards for automobiles have been improved.

ii) Ministry has notified fitment of Speed Limiting devices on all transport vehicles

iii) Scheme for setting up one model Inspection & Certification Centre in each State/UT with Central assistance for testing the fitness of vehicles through an automated system

Further to minimize fatal road accidents owing to driver's fault, a panel of AISC (Automotive Industry Standards Committee) is being constituted to formulate standards on Driver Drowsiness and Alertness System. "

23. The Committee note that the Ministry has not spelt out the action taken on the recommendation of the Committee to regulate the driving hours of drivers by introducing log in and log out system for driving and restricting the driving hours per day to some specific hours. The Committee have, however, been informed that a panel of Automotive Industry Standards Committee (AISC) is being constituted to formulate standards on Driver Drowsiness and Alertness System in order to minimize fatal road accidents owing to driver's fault. In this regard, the Committee would like to be updated with regard to the constitution of AISC. The Committee also reiterate their earlier recommendation and trust that the same will be duly considered by AISC while finalising its report.

24. The Committee note that in order to minimize fatal accidents, motor vehicles (Amendment) Act, 2019 has been passed which provides for strict enforcement through use of technology and strict penalties for ensuring strict compliance and enhancing deterrence for violation of traffic rules. Also, rules for protection of Good Samaritans as per MV (Amendment) Act, 2019 have been published. Besides, steps have been taken to improve the vehicle engineering for reducing the accidents. The Committee considers these steps to be in right direction. However, they would desire the Ministry of Road Transport and Highways to keep a watch on the compliance with regard to the measures so taken and in case of any violations of the relevant rules, take corrective actions. They would also like to be furnished with the data of fatal/near fatal accidents on NHs in the last two years.

Chapter – II

Observations/Recommendations which have been accepted by the Government

Observations/Recommendations(Para No 2)

The Committee are glad to note that the allocation for Central Road Sector has been increased from ₹52,266 crore in the year 2017-18 to ₹74,767 crore in the year 2019-20 and ₹84,057 crore in 2020-2021, however, expenditure during the years 2019-20 and 2020-2021 have not been utilised fully so far. The BE, RE and Actual Expenditure in the National Highways, State Roads under CRF/CRIF Schemes and Road Transport sector during the last five years has also increased to boost the Road Sector investments in the country. The Market borrowings (IEBR) which was ₹3,343.00 crore in the year 2014-15 increased to 23,281.00 crore in 2015-16, ₹33,119.00 crore in 2016-17, ₹50,533.00 crore in 2017-18 and ₹61,217.00 crore in 2018-19. The Budgetary allocations for these years have also increased from ₹29,338.45 crores in the year 2014-15 to ₹76,015.72 crore in 2018-19. However, the percentage increase of government investments in Road Sector has not been commensurate to private sector investments from the year 2014-15 onwards. The Committee further note that against the allocation of ₹1,14,621.90 crore during the year 2017-18 for NHs share of CRF/CRIF, GBS (SARDP, EAP etc), Toll remittances and Market Borrowings (IEBR)], ₹9,228.42 crore remained unutilised. Similar trend is also seen during the year 2018-19 where a sum of ₹1,007.86 crore has not been utilised under Bharatmala and other Road Development programmes against the allocations made during the year 2018-19. The Committee recommend that necessary comprehensive guidelines may be prepared for regulating investments by various participants of Central Road Sector and thereby ensuring that investments in unviable road stretches do not suffer for want of funds by investors. The Committee also urge the Government to ensure that funds allocated for Bharatmala and other Road Development programmes are fully utilised during the period for which the allocations are made.

Reply of the Government

Year	Allocation (Rs. In crore)			Expenditure (Rs. In crore)			Reason for unutilized amount
	Budgetary	IEBR	Total	Budgetary	IEBR	Total	
2017-18	61,000	59,279	120,279	59,636	50,533	110,169	Mainly due to less raising under IEBR of Rs. 8,746 crore
2018-19	78,625	62,000	140,625	76,137	61,217	1,37,354	Due to less expenditure under Maintenance and Repair and less raising of IEBR

Further, the Ministry has modified the Model Concession Agreements to increase the private sector participation in the road sector. Ministry has also adopted new models like Toll operate Transfer (ToT), InvIT (Infrastructure Investment Trust) and SPVs (Special Purpose Vehicles). Financially viable projects are being undertaken under BOT(Toll) / BOT(HAM) mode. Unviable stretches are being taken up under EPC (Engineering, Procurement and Construction) mode and investments in unviable road stretches are not suffering for want of fund by investors.

Observations/Recommendations(Para No. 3)

Central Road and Infrastructure Fund (CRIF)

Central Road and Infrastructure Funds were allocated to the State Governments/UTs as per para 3 of the CRF Rules 2014 till amendment of CRF Act, 2000 vide the Finance Act, 2018 to Central Road & Infrastructure Fund Act, 2000 and its further amendments vide the Finance Act, 2019. The Committee was apprised that the Ministry of Road Transport and Highways had submitted the draft criteria for State Roads to Department of Economic Affairs in September, 2019. Further, it was noted that funds released for development of State Roads under CRF/CRIF Scheme had registered growth of more than three times from the year 2014-15 (₹2,094.78 crore to ₹6,784.50 crore) to 2018-19, and similarly growth was noticed in the funds released/spent under Economic Importance & Inter State Connectivity scheme during the same period. In order to streamline the fund allocation, the Committee recommend the Ministry of Road Transport and Highways to pursue the matter with Department of Economic Affairs for expediting finalisation of criteria for development of State Roads including the basis of allocation of funds to States under Central Road & Infrastructure Fund.

Reply of the Government

Criteria for allocation of funds for development of State Roads under the Central Road & Infrastructure Fund (CRIF) Act, 2000 was proposed by the Ministry with the approval of Hon'ble Minister (RT&H) and have been finalized by M/o Finance with approval of Hon'ble Finance Minister and issued on 31.01.2020. The same has been circulated.

Observations/Recommendations(Para No 4)

Physical Progress

The Committee appreciate the work of National Highways Authority of India in completing construction of 39,386 km. of Roads during the period 2014- 15 to 2018-19. Targets for construction were fixed annually based on progress of ongoing projects, targets for award, available resources, estimated Market borrowings by NHAI, estimated private sector investments, etc. However, the Committee are

constrained to note that the targets for the development of NHs/Roads fixed during the years 2014-15 to 2017-18 could not be achieved, whereas for the year 2018-19, the target itself has been reduced in comparison with the previous three years. During the years 2014-15, 2015-16, 2016-17 and 2017-18, as against the target of 6,300 km, 10,950 km, 15,000 km and 15,000 km, the achievement was 4,410 km, 6,061 km, 8,231 km and 9,829 km respectively. As regards the year 2018-19, the target was 10,000 km which has been considerably reduced as compared to the previous year and the achievement has been 10,855 km.

The shortfall has varied from 30 to 45 percent. The Committee also note that against the total awarded road length of 56,566 km, the construction of only 39,368 km has been completed under schemes like Bharatmala (including subsumed NHDP), Special Accelerated Road Development Programme for NE region (SCRDP-NE) including Arunachal Pradesh Package of Roads, Improvement of road connectivity in Left Wing Extremism (LWE) affected areas including Vijayawada Ranchi Corridor and Externally Aided Project. Analysis reveals that 30 percent of the targets during these five years have not been achieved. The Committee urge upon the Government to conduct a study to find out and evaluate the factors due to which NHAI has not been able to achieve the targets fixed in respect of construction of roads. The Committee desire that the Government be more realistic while fixing targets and ensure that they are on real-time basis.

Reply of the Government

The matter of shortfall in the achievement of the targets fixed for construction has been addressed and the Ministry is now setting practical targets considering various factors affecting progress of works. It is evident from the fact that in years 2019-20 & 2020-21, 10,237 km & 13,327 km of NH length were constructed against the construction target of 11,000 km in each of these 2 years.

It is pertinent to note that the Ministry has achieved the record construction pace of 37 km/year in the year 2020-21 despite the fact that the world was brought to a standstill by the COVID pandemic.

Further, the Ministry has set construction target of 12,000 km for the current Financial Year 2021-22 based on practical and realistic field conditions.

Observations/Recommendations(Para No. 5)

During the course of detailed examination of the subject, the Committee noted that there were about 1469 ongoing National Highways Projects pertaining to various States and Union Territories. The Ministry of Road Transport and Highways has not been able to specifically furnish the reasons for delay, slow progress and corrective

steps, if any, taken with regard to these delayed projects. In some cases, the Committee have been informed that the ongoing projects have been delayed due to reasons like land acquisition, delay in approval, forest clearance, poor mobilisation of resources by contractor, land slide, arbitration and so on. Further, in some cases where percentage of progress is not satisfactory, the Ministry has not been able to explain the reasons for the same. The Committee desire that there should be proper stringent monitoring of each of these ongoing projects and remedial measures be taken wherever necessary. The Committee seek a detailed study about the delay, slow progress of projects and corrective steps initiated, if any, within three months of the presentation of this Report.

Reply of the Government

Generally Projects are delayed due to site/ local/ project specific factors attributable to either Authority or Contractor/Concessionaire or both or Force Majeure reasons. Delays in land acquisition, pre-construction activities, law and order issues, Contractors' /Concessionaires' cash flow problems, poor performance of Contractors /Concessionaires, etc. are common reasons for project delays and time overrun.

Details of delayed projects costing Rs. 100 crore and above have been analyzed. State / UT - wise details of such projects along with likely date of completion are at Annexures - I and II. Progress of these projects are being critically reviewed towards ensuring resolving of outstanding issues and their time bound completion.

The Ministry has taken many initiatives to avoid or reduce project delays, including streamlining of land acquisition & environment clearances, online approval of GAD of Railways ROB/RUB, frequent review meetings at various levels with State Governments, Contractors/Concessionaires/ Project Developers, close coordination with other Ministries, revamping of dispute resolution mechanism, premium re-scheduling, One-Time Fund Infusion (OTFI), etc. The Ministry has also provided several relief measures to Contractors/Concessionaires/Consultants under Atmanirbhar Bharat to mitigate delays and expedite the construction of National Highways during the COVID-19 pandemic period.

Apart from the above corrective steps, the Ministry has adopted Multi-tiered review mechanism for effective project management with timely identification and resolution of reviews which are as under: -

- **District Level Reviews** under **District Magistrate/ Collector** for local project specific issue resolution with Project Directors
- **State Level High Powered Committee** under the Chief Secretary for **state-level issues and resolution** across projects with Regional Officers

/ Member

- Monthly state level reviews chaired by Secretary (MoRTH) for review of progress on projects and issues
- Committee on Infrastructure headed by Hon'ble Minister (RT&H) for inter-ministerial coordination and policy level decisions
- Pragati Review by Hon'ble Prime Minister for inter-ministerial issue resolution
- Professional project management consultant for major schemes (e.g., Bharatmala Pariyojana) to support project monitoring and data-backed decision making
- Digital program management through Data Lake/ PMIS to ensure tracking of projects across the lifecycle while also raising red flags in case of delay in project execution
- Lean organization structure of implementing agencies (e.g., NHAI, NHIDCL) supported by consultants across project lifecycle (pre-project preparation, project and O&M supervision)

Observations/Recommendations(Para No.8)

Development of Roads also enhances an area, improves standard of living of people in and around such areas by way of increase in employment opportunities. Delays in projects invariably affect the inhabitants also. In the course of examination, it was seen that there were about 375 projects of National Highways including Bharatmala, pending due to reasons like Land Acquisition, forest clearance, utility shifting, contractor issue and so on in various States. These included projects across the country namely in Andhra Pradesh, Assam, Bihar, Chattisgarh, Goa, Gujarat, Haryana, Himachal Pradesh, Jammu & Kashmir, Jharkhand, Karnataka, Madhya Pradesh, Maharashtra, Meghalaya, Odisha, Punjab, Rajasthan, Tamil Nadu, Telangana, Uttar Pradesh, Uttarakhand and West Bengal. These projects have surpassed their date of completion and the government apparently has not reviewed them. The Committee, therefore, strictly recommend that the Government should review all such projects and take effective remedial action at the earliest. The Committee may be apprised of the progress and outcome of the same within three months of the date of presentation of this report in Lok Sabha.

Reply of the Government

Details of delayed projects costing Rs. 100 crore and above have been analyzed. State / UT - wise details of such projects along with likely date of completion are at Annexures - I and II. Progress of these projects are being critically reviewed towards ensuring resolving of outstanding issues and their time bound completion.

Comments of the Committee on Para Nos. 5 and 8

(Please see Para nos. 12 and 13 of Chapter I)

Observations/Recommendations(Para No. 6)

The financing Plan for other ongoing schemes is ₹1,57,324croreduring the years 2017-18 to 2021-22. This is for Phase-A of Special Accelerated Road Development Programme for North Eastern region (SARDP-NE) including Arunachal Pradesh Package of Roads, Development of road connectivity in Left Wing Extremism affected areas, Externally Aided Projects - viz. National Highway Interconnectivity Improvement Programme by World Bank Loan Assistance, Japan International Cooperation Agency Loan Assistance, Asian Development Bank Loan Assistance, Char-Dham Pariyojana. The Committee are dismayed to note that the progress of construction of roads under these categories has been very slow in the last three years. The construction of roads for which JICA has been assisting is 8.44 percent, Char-Dham Pariyojana is 55.10 percent and SARDP-NE including Arunachal Pradesh package is only 52.68 percent. The Committee urge the Government to ensure that the ongoing schemes are effectively completed within the stipulated timeframe.

Reply of the Government

Status of Japan International Cooperation Agency (JICA)funded projects and projects are SARDP-NE is as under. Ministry is taking all steps to complete the project within the revised time frame fixed for these projects.

JICA Loan Assistance:-

Sl. No.	Agency	No. of Projects	Length Awarded (km)	Length Completed (km)	Remarks
1	State PWD (BSRDCL)	1	93	60	Initially work was delayed due to non-availability of land & slow progress of Contractor. Now, encumbrance free land is available. The overall progress of the project is 70% achieved till Sept. 2021. It is expected that work is expected to complete till 30.06.2022.
2	NHAI	1	127	15.30	About 15.30 km of length has been completed so far. Initially due to poor performance of the first Company as well as Company going to NCLT, the project has been foreclosed. Work has been re-awarded in 3 packages to the different contractor in smaller sizes & the overall progress of the balance work of the project is 11% achieved. It is expected that work is expected to complete till 31.12.2022.
3	NHIDCL	5 (22)	594	84	All projects are under progress and likely to be

	packages)		completed between 2022 to 2027. State / Package wise details of all the projects at Annexure-III.
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Char Dham:-

Total length	Length Sanctioned (km)	Length Awarded (km)	Length Completed (km)	Remarks
827	673	647	556	Targeted for completion by December 2024. Majority of the balance to be sanctioned projects are held up on account of pending litigation in the Hon'ble Supreme Court.

Special Accelerated Road Development Programme for North-Eastern region (SARDP-NE):-

Sl. No.	Scheme	Total Length (km)	Length Awarded (km)	Length Completed (km)	Remarks
1	SARDP-NE Phase 'A'	4,007	3,654	2,777	Targetted for completion by March, 2024.
2	Arunachal Pradesh Package	1,991	1,991	1,169	Targetted for completion by March, 2024.
3	SARDP-NE Phase 'B'	Phase 'B' of SARDP-NE, covers 3,723 km (2,210 km NHs and 1,513 km of State roads) of road. Phase 'B' SARDP-NE shall be taken up after completion of Phase 'A'.			

Observations/Recommendations(Para No. 7)

According to Bharatmala Pariyojana Phase-I, the total length of Roads of National Highways is 29,337 km and is targeted to be completed by the year 2021-22. While analyzing the progress, the Committee have noted that only 8,632 km of length of projects has been awarded and 1040 km of length of projects has been appraised so far. The Detailed Project Report for a length of 19,665 km is still under preparation stage when only two years are left as per the schedule fixed for completion of Phase-I. The Committee strongly desire the Government to examine the causes for delay in construction of Roads under Phase-I and take requisite remedial measures expeditiously so as to remove the stumbling blocks in order to achieve the targets fixed.

Reply of the Government

Award Performance: -

As part of the Bharatmala Pariyojana conceptualized to develop 34,800 km in 2017, projects have been awarded at a record pace in the last two years. As of September '21, projects of length 18,968 km have been awarded with over 6400 km

already constructed. The remaining length of 15,800 km of the Phase I part of Bharatmala Pariyojana are targeted to be awarded by FY24.

Causes for delay in award of projects under Phase I of Bharatmala Pariyojana:

A detailed optimization exercise was undertaken and finalized in 2018 to optimize the alignments in consultation with the State Governments, post the approval of the programme. This resulted in delays in initiation and finalization of the DPRs (Detailed Project Reports) for the flagship corridors being implemented in Phase I of Bharatmala Pariyojana.

One of the key reasons for delay in award of projects is due to hurdles and issues in land acquisition stage and pre-project preparation stage like obtaining of approvals from different agencies like MOEF&CC (Ministry of Environment, Forest and Climate Change) for environmental, forest, wildlife clearance etc., utility shifting estimates from agencies, rail bridge clearances from Railways and local state government clearances like PWD etc.

Lessons learnt from bottlenecks and issues faced during the execution of Bharatmala Pariyojana Phase I: -

- One of the key learning from the delays faced in land acquisition is the need to improve the on-ground team to expedite surveying and completing land acquisition accurately. This is being addressed by enhancing involvement of all stake holders spanning across PIU, DPR Consultants, Contractors and Independent Engineers in land acquisition process. The scope of the DPR consultants has been refined accordingly with clear indication of manpower required to be deployed for the purpose of land acquisition. Technology has been effectively utilized by processing of various notification on Bhumi-Rashi portal as also making the payment digital mode. Through this, significant reduction in the time taken for land acquisition has been witnessed.
- Real time monitoring of issues for all projects is important to identify and resolve issues at an early stage. Steps have been taken to ensure that fortnightly/monthly review of projects are conducted as per the stage of the project and issues flagged by all stakeholders so that they can be resolved through early interventions. This has also been supported through robust digital platforms and tools like Data Lake which supports dynamic and intelligent tracking of all processes, including land acquisition, clearances and approvals.
- With the expanding project portfolio, all existing Project Implementation Units (PIU) have been overburdened with workload which leads to diluted concentration on multiple projects. The Ministry and NHAI are working towards assessing the growing workload of PIUs and setup new PIUs at strategic locations to increase the network of PIUs as well as coverage projects optimally

through increased presence on the field. A few new PIUs have already been created for expediting implementation of strategic projects such as the Delhi Mumbai Expressway.

- DPRs for projects have been initiated at earlier stages and with more robust monitoring mechanisms to ensure that DPRs are developed accurately to ensure that re-work of alignment, approvals and estimates are minimized. For instance, DPRs have been initiated for projects identified for development in Phase II(A) of Bharatmala Pariyojana.
- The Ministry is undertaking steps to ensure that the remaining length of projects pending award as part of Phase I of Bharatmala Pariyojana programme are awarded over the next two financial years.

Observations/Recommendations(Para No. 10)

Delay in starting and completion of NH projects

The Committee note with concern that some NH projects are delayed due to multiple reasons which inter-alia include poor performance of contractor, utility shifting, delay in environment/forest clearance, land acquisition, cash flow problem of the concessionaire/contractor and so on. Delay in the projects has resulted in increase in the overall cost of the projects. The Committee are constrained to note that there is time and cost over-run in many projects of the Government. Amongst them, for example, is the Char-Dham Mahamarg Vikas Priyojana - Improvement of NH Connectivity to Char-Dham (Kedarnath, Badrinath, Yamunotri & Gangotri) in the State of Uttarakhand, foundation stone of which was laid in December, 2016 by the Hon'ble Prime Minister. It was initially targeted for completion by March 2020, but the Committee was informed that it has been delayed due to litigation relating to forest and environment clearance in various courts and the exact date of completion of the programme depends on the final outcome of the case.

The Committee further note that to tide over these issues, some steps have been taken by the Government, viz. (a) streamlining of land acquisition; (b) revamping of Disputes Resolution mechanism; (c) award of projects after adequate preparation in terms of land acquisition, clearances etc. and process of obtaining clearances from different Ministries/Department would commence as soon as the alignment is finalized and final feasibility report is submitted; (d) correctly worked out utility estimates is to be obtained at the earliest after the alignment finalization and shall form part of appraisal proposal; (e) the process of project appraisal to commence at the earliest on receipt of the Final Detailed Project Report (DPR) and Technical schedules; (f) the procedure for General Arrangement Drawing (GAD) approved by Railways for Road over Bridges (ROBs) simplified and made online, maintenance charges which were hampering the progress of many projects stand

waived by railways and standard design put on website; (g) close coordination with other Ministries and State Governments; (h) one time fund infusion; (i) completion of major portion of land acquisition prior to initiation of bid; (j) regular review at various levels; (k) proposed exit for Equity Investors; (l) securitization of road sector loans; (m) rationalization of compensation for delays attributed to authority; (n) notification of Guiding Principles for Resolution of Stuck Projects aiming at foreclosure of projects which are stuck on account of the concessionaire/contractor in NCLT or mutual default of both authority and concessionaire/contractor; (o) Schedule J of contract document specifies timeline for construction based on the experience gained by the Ministry and circulars issued by the Ministry from time to time regarding estimated time for completion of various types of projects; and (p) Revision of the Ministry's various policies/ guidelines from time to time based on experiences gained, difficulties reported and feedback received.

In the light of the above, the Committee strongly recommend that MoRTH and its implementing agencies like NHAI, BRO, State PWDs and NHIDCL should fix realistic timelines for projects after taking into account all the possible scenarios and timeline once set should be strictly adhered to. The Committee call for an effective coordination mechanism between the implementing agencies and the contractors/concessionaires. Further, MoRTH and MoEF&CC should work in tandem with regard to those NH projects which are awaiting environmental/forest clearance or held up for want of environmental clearance.

Reply of the Government

Concerns of the Committee have been noted for needful compliance. Further, the views of the Committee have been conveyed to the MoEF&CC (Ministry of Environment, Forest and Climate Change).

Observations/Recommendations(Para No. 11)

During the course of detailed examination, the Committee found that acquiring land and clearing forest to make way for NH roads involved cutting/felling of trees which has had an irreversible impact on the ecological balance of the area. In order to restore ecological balance, the Committee desire that the Ministry come up with a policy of compensatory afforestation in cases when trees are felled for NH projects. The Committee would like to be apprised of the efforts made by the Ministry in this regard.

Reply of the Government

It is submitted that to compensate the ecological loss or carbon sequestration imbalance due felling of trees for road widening and construction purposes, NHAI deposit the funds with CAMPA (Compensatory Afforestation Fund Management and

Planning Authority) towards Net Present Value (Rate of NPV 4.38 lakhs/ha to 10.43 lakhs/ha based on eco-class of forest and legal status) and compensatory afforestation in double of the forest area being diverted for the NHAI project.

The comprehensive scheme for the compensatory afforestation including maintenance up to 10 years, is prepared by the concerned forest official of State Govt. as per provisions of Forest Conservation Act 1980.

Generally, at least 1000 trees are being planted per hectare irrespective of the no. of trees to be felled in forest area. There is provision to plant 2-10 times nos. of trees under local laws (state specific) in respect to nos. of trees felled. This is in addition of compensatory afforestation which is to be carried out on identified compensation afforestation area. The similar types of 2-10 times plantation are done for non-forest area.

Provision of avenue and median plantation on available RoW has been made as part of the civil work as per provision of IRC SP-21:2009 and Green Highway Policy, 2015. Hence, the quantum of plantation as per applicable Acts/Guidelines/Policies are way higher than the trees being felled for any projects.

It is submitted that NHAI is implementing Greenfield projects and Brownfield projects under Bharatmala Pariyojana. In this regard, there are guidelines of MoRTH for choice of alignment in such manner so that it involves bare minimum felling of trees and diversion of forest area. In addition, the alignments are chosen in such a manner, which try to avoid forest area, alternatively alignment should pass through the lean part of forest area, wherever it is inevitable to avoid forest area. Majority of projects under Bharatmala Pariyojana, follow a new Greenfield alignment, which involves mainly private land and bare minimum forest land.

The choice of species for plantation is based on climatic condition and topography of the area. Preferably, native species are being selected for plantation so that survival rate remains high. It is further submitted that after attaining their natural growth, species are capable for multiple times for absorption of carbon dioxide/GHG's (Green House Gases) in comparison to the bare minimum trees felled for construction purposes.

Keeping in view the above, it is submitted that the felling of trees may not be considered as irreversible impact on ecological balance.

Observations/Recommendations(Para No. 12)

As the National Highways come under the purview of the Central Government, all ceremonial functions like inauguration/bhoomi-pujan/foundation stone laying etc. related to National Highways are undertaken by the Ministry of Road Transport and

Highways. The executing agencies have to intimate the Government of India three months in advance about the likely start/completion of any work to be inaugurated. The Committee note that there have been cases like NH-13 in Arunachal Pradesh, NH-38 in Assam, NH-43 in Chhattisgarh, Jammu & Kashmir Srinagar ring-road, ROB on NH-50, construction of 2-lane-Viyayapura- Sankeswar section, NH-150A, NH-206 in Karnataka, NH-66 in Maharashtra, NH-101 (New NH-331), NH-28B in Bihar, NH-510 in Sikkim, Ring Road at Basti, 84 Kosi Parikrama, Ram Van Gaman Marg, NH-76, NH-86, etc. in Uttar Pradesh, where guidelines on foundation stone laying issued by the Government vide their notification dated 16.12.2011 have been violated. The Committee also note that scheduled dates of completion/likely dates of completion of some of these projects have not been submitted to the Committee. Further, where information has been furnished, it is seen that in cases like construction of 2-lane road in Arunachal Pradesh Akajan-Likabali-Bame Road, NH-84, NH-28A in Bihar, NH-43, NH-111, NH-12A in Chhattisgarh, NH-24 in Delhi, NH-168, ROB on NH-168A in Gujarat, construction of 4-lane Pinjor bypass in Haryana, NH-33, NH-32, NH-06 in Jharkhand, NH-218, NH-4, NH-169A, NH-73, NH-50, NH-63 in Karnataka, NH-752B, NH-752C, NH-753L, NH-347 BG NH-7 in Madhya Pradesh, NH-966, NH-85 in Kerala, Shahpur-Patgaon I & II, Patgaon-Khopoli I & II, Shirad-Shahapur-Vasmat, Chikali- Tatarkhed, Nilajphata-Bhadara Phata in Maharashtra, construction of 4-lane linking NH-95 with NH-1, 4-laning of Chandigarh-Kharar section of NH-21 in Punjab, Nagapattinam-Thanjavur section of NH-67 in Tamil Nadu, Delhi-Meerut Expressway Pkg IV, EPE crossing at Baghpat section of NH-709B Meerut- Muzaffarnagar section of NH-58, 4-laning of Rudrapur-Kathgodam section of NH- 87 in Uttar Pradesh, etc., the projects are lagging behind their scheduled date of completion. Dwelling on these issues, the Committee voiced their serious concern particularly about projects having foundation stones laid long time back but their completion was nowhere in sight. This resulted in both cost and time overrun and thus made the project unviable or NPA in the long run. Taking a serious view of these aspects, the Committee urge the Government to ensure that NH Projects that are undertaken be completed within the time schedule and the same be monitored closely for effective execution.

The Committee also recommend that 4-laning of Pune-Nashik (NH-60), Pune-Tamhini-Mangaon-Diveagar (NH-756), Hadapsar-Saswad-Jejuri-Lonand- Phaltan-Mohol (NH-965), Patas-Baramati-Akluj-Tondale (NH-65G) and 6-laning of Pune-Solapur (NH-65), Kolhapur to Vaibhavwadi-Vijaydurg under Bharatmala and Alibaug to Sindhudurg coastal National Highway in the State of Maharashtra, extension of Patna-Areraj road to Bettiah, Ramgarhwa and Raxaul in the State of Bihar, road connecting Anmod at the border of Goa to Londa, widening of SundarBani-Seri-Jangar-Lam Road in Rajouri district in Jammu be taken up at the earliest.

Reply of the Government

Concerns of the Committee have been noted for needful compliance.

With regard to taking up of projects in the States / UTs of Maharashtra, Bihar, Karnataka and Jammu & Kashmir, the following details are submitted: -

Sr No	Name of Project	Length (Km)	Completed Length (Km)	Balance Length (Km)	Status
A	Pune - Nashik (NH-60)				
(i)	Khed-Sinnar (NH-60)	137.8	105		
(ii)	Balance work of KhedGhat realignment (km.46/981 to km.51/400) and Narayangaon Bypass (km.76/300 to km.81/200) (total length- 9.319 km) in Khed -Sinnar section of NH-50 (new - NH-60) On EPC mode (RSIPL)	9.319	9.319	0	Work substantially completed.
(iii)	Balance work under Phase-I for 4 laning of Khed Sinner Section of NH-50 (New NH-60) comprising of the stretches Khed Bypass (km 42.000 to km 46.981), Peth (km 56.100 to km 56.780), Manchar bypass and linear length of Eklahre from km 60.100 to km 68.576 (T&T)	14.14	0	14.14	Work in progress
(iv)	Balance work under phase-II for 4 laning of KhedSinnar section of NH-50(New NH-60) comprising of the stretches of Kalamb Bypass (From KM 68/576 To KM 72/390), Linear Length Of Bhatkalwai (From KM 89/550 To KM 90/400) & Alephata Bypass (KM 92/030 To KM 96/000)(VMM)	8.63	0	8.63	Work in progress
(v)	6-laning of Indrayani River to Khed section of NH-60 - (From km.24.230 to km.42.000)	17.7	-	17.7	Under bidding
B	Pune-Tamhini-Mangaon-Diveagar				
(i)	Mangaon - Dighi Port (NH-753F)	54.75	50.68	4.07	Likely date of completion is 31.12.2021.
(ii)	Pune to Male Village (NH-753A)	30.125	19.15	10.98	
(iii)	Male Village to Pune-RaigadDist Border (NH-753A)	37.6	32.04	5.56	
(iv)	Pune-RaigadDist Border to Mangaon (NH-753A)	34.775	30.04	4.735	
C	Hadapsar-Saswad-Jejuri-Lonand-Phaltan-Mohol (NH-965)				

Sr No	Name of Project	Length (Km)	Completed Length (Km)	Balance Length (Km)	Status
(i)	Mohol to Wakhri section of NH-965 (SantDyaneshwarPalkhi Marg)	44.7	19	25.7	Work in progress
(ii)	Wakhri to Khudus section of NH-965 (SantDyaneshwarPalkhi Marg)	33.1	16.50	16.60	Work in progress
(iii)	Khudus to Dharmapuri section of NH-965 (SantDyaneshwarPalkhi Marg)	39.2	9.50	29.70	Work in progress
(iv)	Dharampuri - Lonand, (SantDyaneshwarPalkhi Marg)	49.4	-	49.4	4-laning work awarded.
(v)	Lonand-Jejuri, (SantDyaneshwarPalkhi Marg)	31.6	-	31.6	DPR stage
(vi)	Jejuri-Hadapsar, (SantDyaneshwarPalkhi Marg)	36.1	-	36.1	DPR stage
D Patas - Baramati - Akluj - Tondale (NH-965G)					
(i)	Patas to Baramati. (Part of SantTukaramPalakhi Marg including Indapur Bypass)	41.4	-	41.4	4-laning work awarded.
(ii)	Baramati - Indapur (SantTukaramPalkhimarg)	42.1	-	42.1	4-laning work awarded.
(iii)	Indapur - Akluj - Tondale - Bondale (SantTukaramPalkhimarg)	46.7	-	46.7	4-laning work awarded.
E 6-laning of Pune-Solapur (NH-65) DPR for 6-laning of Pune-Vijayawada section is in progress. Pune - Solapur section is part of this DPR.					
F Kolhapur to Vaibhavwadi-Vijaydurg and Alibaug to Sindhudurg in the State of Maharashtra.					
	Kolhapur -Vaibhavwadi (NH-166G)	76.8	-	76.8	DPR ready.
	Vaibhavwadi - Talere (NH-166G)	15	-	15	DPR ready.
	Talere-Vijaydurg	The Ministry is primarily responsible for development and maintenance of National Highways (NHs). Talere-Vijaydurg Road is not a NH.			
	Alibaug -Sindhudurg	The Ministry is primarily responsible for development and maintenance of National Highways (NHs). Alibaug -Sindhudurg Road is not a NH.			
G Patna-Areraj-Bettiah					
		Patna - Areraj - Bettiah is covered under Bharatmala, for which Detailed Project Report (DPR) has already been completed for the Hajipur- Areraj section and Land Acquisition process has been started. The DPR for Areraj - Bettiah - Valmikinagar has been completed and alignment is under finalisation. Land Acquisition process has been initiated.			

Sr No	Name of Project	Length (Km)	Completed Length (Km)	Balance Length (Km)	Status
H	Patna-Areraj-Ramgarhwa-Raxaul				Patna – Areraj - Betiah is covered under Bharatmala, for which Detailed Project Report (DPR) has already been completed for the Hajipur– Areraj section and Land Acquisition process has been started. Further Ramgarhwa to Raxaul is being developed as 2L+PS as part of PiprakothiRaxaul section. These two roads are connected by State Highways.
I	Road connecting Anmod at the border of Goa to Londa				The project of Khanapur- Goa Border of NH4A (Anmod - Londa is part of this project) was awarded on 27.02.2018 to DBL with construction period of 910 days. Appointed date was 05.11.2018. However WP no 3350/2019 has been filled by Suresh Heblkar and others regarding Environmental Clearance. Hon'ble High Court granted stay on 28.11.2019. The stay has been vacated by Hon'ble High Court on 30.03.2021. Before stay, contractor achieved progress of 69%. Due to prolonged stay, contractor requested for contract foreclosure due to Force Majeure. Accordingly, project has been foreclosed. Now, to complete the remaining works, bid documents have been submitted to NHAI HQ and project is likely to be awarded by March 2022 for balance work.
J	Widening of SundarBani-Seri-Jangar-Lam Road in Rajouri district in Jammu				The Ministry is primarily responsible for development and maintenance of National Highways (NHs). SundarBani-Seri-Jangar-Lam Road is not a NH.

Observations/Recommendations(Para No. 13)

Declaration of NPA in NH projects

In the course of examination of the subject, the Committee note that PSU Banks had made investments on NH BoT (Toll/Annuity) and HAM projects involving a total Loan amount of ₹1,27,007.76 crore against the Total Project Cost of ₹1,85,038.20 crore of BoT projects and ₹51,487.03 crore of HAM projects. The Committee were given to understand that before awarding the work to the contractor and concessionarie, their financial, managerial and technical capabilities are examined by the Ministry of Road Transport & Highways and NHAI and the whole exercise is carried out prior to opening their financial bids. The Financial Bids of only those contractors/concessionaries who are capable or who are found capable of handling the work are opened. According to the Ministry, for projects which are funded by Public Sector Banks, the declaration of a particular project as NPA (Non-Performing Asset) is at the discretion of the Banks. The Committee opine that even

though financing may be done by the banks, judicious utilization of the loans, executing and completing the project within the stipulated budget and time, is the responsibility of the Ministry. Therefore, the Ministry is also equally responsible for a particular project becoming viable or unviable and the Ministry cannot absolve itself of this responsibility. The Committee also take serious note that the Ministry has not furnished specific information about the schedule of completion of NH projects, but have merely indicated as ' * ' which is not clear and can have many connotations. The Committee, urge upon the Ministry to take all necessary measures to check National Highways projects from becoming NPA and also desire that the information regarding completion of projects be furnished into.

Reply of the Government

NHAI has taken various steps to reduce the NPAs in respect of PPP projects addressing the cause of the bottleneck of the progress. Apart from addressing the land acquisition and other clearances, One Time Fund Infusion System (OTFS) through NHAI and deferment of premium in BOT Projects was also allowed.

Specific projects for which "" was indicated were projects which were completed / terminated / foreclosed. Details of these projects are at Annexure-IV.

Observations/Recommendations(Para No. 15)

Implementation of FASTags at toll booths

NHAI has introduced FASTags in October 2019 to collect tolls electronically for ensuring smooth and un obstructive traffic flow especially at toll plazas. The faulty/outdated equipments, speed breakers at toll plazas, non- availability of enough FASTags for consumers and lack of awareness among road users has resulted in increase in waiting time at toll plaza and long queues. In addition, FASTag users are apprehensive that their movements are being tracked. The Committee were given to understand that the Government has been developing a protocol for protection of data in co-ordination with the National Payments Corporation of India. The Committee are concerned about privacy of data of FASTag users and desire that the protocol to ensure privacy of consumers of Fastag be developed expeditiously. The Committee recommend that NHAI takes all necessary corrective steps to streamline the operation of FASTag facility at toll plazas in a time bound manner in order to ensure uninterrupted movement of vehicles as well as to ensure that vehicles pass through plazas in a certain specific speed so that no inconvenience is caused to the commuters. The Committee desire that latest/upgraded FASTag gadgets/equipments may also be installed and speed barriers/breakers installed at toll booths may be removed.

Reply of the Government

In order to promote digital payment and facilitate quick and fast movement of vehicles at fee plaza without any stop over resulting in saving of fuel, less pollution, less congestion and smooth running at User Fee plazas due to reduced waiting time, Government of India on 13.02.2021 has declared all lanes of fee plazas on National Highways as FASTag Lane of the fee plaza w.e.f. midnight of 15th February, 2021 vide circular No. H-25016/02/2020-Toll dated 13.02.2021 by leveraging the statutory compliance under Motor Vehicle Rules of having FASTag on all 'M' and 'N' category vehicles.

Currently, FASTag technology runs on globally accepted RFID 18000- 6C standard for radio frequency identification (RFID) devices.

Financial transactions are processed in compliance to the prevailing guidelines of RBI.

FASTag programme was transitioned into multiple-acquirer-multiple-issuer model in Dec 2016 by engaging NPCI for providing clearing and settlement services. RBI has also recognised the FASTag programme in 2019.

The data privacy aspects of FASTag users are managed as below: -

- Customer on-boarding is done by respective Issuer Banks and like any other banking product, the respective banks follow the robust privacy policy and store the data in a secure way.
- The toll plaza only capture the RFID tag data [EPC (electronic Product Code)ID & TID (Tag ID)] and no customer related data is captured.
- The data captured at the plaza is processed by the Acquiring Bank and sent to Issuing Bank through NPCI. This again is carried out through a separate secured channel. The entire transaction processing again doesn't have any customer related data. Only the RFID tag data and the Vehicle number are passed along with the toll fares.
- All the transaction data is stored with the respective entities (Acquiring Banks, NPCI & Issuer Banks)
- As per agreement with IHMCL, NPCI also share the transaction data with IHMCL. Again Customer data remains with the respective Issuer Banks and is not shared with anyone.
- As per NHAI/IHMCL directive, NPCI has also made provision to share transaction data with GSTN (Goods and Service Tax Network)& RFID Tag data with VAHAN without sharing customer data.

Further it is informed that Multiple POS (Point of Sale) were set up at user fee plazas to issue FASTag to road users. Number of POS were also made available at

petrol pumps along NH, CSC (Common Service Centers), via online eCommerce portal etc. More than 3.1 Crore FASTags have been issued till date.

Further, it is pertinent to mention here that Chairman, NHAI during the implementation of 100% FASTag Mandate has given directions to all field officers of NHAI to remove speed breakers from user fee plazas.

Observations/Recommendations(Para No. 17)

Services to be made available along NHs

Appreciating the Government's efforts with respect to construction of roads to match International standards, the Committee note that travelling on National Highways entails long driving hours making commuters spend long time on Highways. In this scenario, various services and basic amenities are required to be available for the commuters along the Highways at regular intervals. Services/facilities like eateries/dhabas/restaurants, rest rooms, toilets, petrol pumps, board and lodging facility, hospitals/trauma centres, lay-bys are absolutely necessary along the Highways. The Committee observe that many of these services/facilities are not adequate. In terms of quality, hygiene and sanitation, many of these facilities/services available along our NHs are found to be wanting, which render them as non-existent. The Committee, therefore, recommend that necessary provisions may be incorporated at the stage of Detailed Project Report itself so that these services/facilities along NHs are available at regular intervals making these NHs at par with international standards and the Government should also ensure the upkeep and maintenance of the services/facilities.

Reply of the Government

Ministry / NHAI has issued policy guidelines for identification of wayside amenities land parcels as a part of the DPR preparation. Further development of wayside amenities is also being taken up separately depending upon the availability of land parcels. During 2020-21, the Ministry has awarded 34 nos. of way side amenities work. Further during 2021-22, there is a target of awarding 30 nos. of way side amenities.

CHAPTER III

Observations/Recommendations which the Committee do not desire to pursue in view of Government's replies

NIL

CHAPTER IV

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

Observations/Recommendations(Para No 1)

Financial Performance

The Committee note that for the period 2017-18 to 2021-22, out of ₹6,92,324 crore, the Government has approved ₹5,35,000 crore for Bharatmala Pariyojana Phase-I and ₹ 1,57,324 crore for other schemes for development of Roads/National Highways. Year-wise allocation under Bharatmala and other Road Development programmes was ₹ 1,14,621.90 crore (2017-18), ₹ 1,28,394.69 crore (2018-19) and ₹ 1,46,489 crore (2019-20). From the foregoing, it is seen that only 56.26 percent of the total approved amount has been allocated and only two years are left for the targeted year of completion. The Committee desire that the Government should make timely allocation of funds and ensure that the financial and physical targets set for Bharatmala Pariyojana Phase-I and other ongoing schemes for development of Roads/National Highways are effectively completed in a time bound manner so as to avoid time and cost overruns.

Reply of the Government

Allocation and Expenditure for Bharatmala Pariyojana Phase-I and other ongoing schemes are made/incurred based on the progress of work and fund requirement projected by Agencies.

Status of Bharatmala Pariyojana Phase-I as on 30.9.2021 is as under: -

Expenditure / Release during the last seven years and current year for NHDP/ Bharatmala Phase-I:-

Amount in Rs. crore								
Year	CRF Cess	Toll Remittances	TOT Remittances	Total (GBS)	IEBR Raised	Total Budgetary	Pvt. Sector Investment	Grand Total
2014-15	9,565	5,448		15,013	3,343	18,356	19,232	37,588
2015-16	21,018	6,500		27,518	23,281	50,799	29,770	80,569
2016-17	7,410	7,500		14,910	33,118	48,028	16,029	64,057
2017-18	15,429	8,462		23,891	50,533	74,424	16,501	90,925

2018-19	16,567	9,570	9,682	35,819	61,217	97,036	20,618	1,17,654
2019-20	15,733	10,600	5,000	31,333	74,988	1,06,321	21,926	1,28,247
2020-21	27,249	11,500	7,262	46,011	65,036	1,11,047	12,476	1,23,523
2021-22*	22,500	9,488	0	31,988	26,200	58,188	9,405	67,593
* - (Till 30.09.2021)								

Status of appraisal and award: -

As on 30.09.2021								
Sr No.	Type of Corridor (approved length & amount)	Awarded		Appraised but Pending for Award		Total		Completed Length (km)
		No. of Projects	Length (km)	No. of Projects	Length (km)	No. of Projects	Length (km)	
1	Economic Corridors	179	5,536	7	242	186	5,778	1,398
2	Inter Corridor Routes	49	1,875	3	78	52	1,953	395
3	Feeder Routes	16	553	3	116	19	669	111
4	National Corridor	59	1,552	1	45	60	1,596	613
5	National Corridor Efficiency Improvement	25	705	1	23	26	728	319
6	Expressway	72	2,041	9	224	81	2,265	380
7	Border Roads	14	1,282	1	31	15	1,313	1,105
8	Coastal Roads	2	77	0	0	2	77	37
9	Port Connectivity	4	91	4	96	8	187	11
	Bharatmala Total	420	13,711	29	854	449	14,565	4,370
10	NHDP	121	5,257	4	96	125	5,353	2,064
	Grand Total	541	18,968	33	950	574	19,918	6,433

The progress of works and expenditure incurred are being critically reviewed and timely allocation of funds are being made so as to ensure their time bound implementation.

Completion of Bharatmala Pariyojana has been revisited and targeted for completion by 2026-27. Total proposed revised outlay for the Bharatmala Pariyojana phase -I is about Rs. 10,30,000 crore against the original approval of Rs. 5,35,000 crore.

Comments of the Committee

(please see para no. 7 of chapter I)

Observations/Recommendations(Para No. 9)

Land Acquisition and Compensation issues

Land acquisition has always been a contentious issue in any project of the Government owing to acquisition of land and giving compensation thereon. Likewise, many NH road construction projects are stuck due to land acquisition and related issues such as valuation of land, environmental clearance, delay in compensation to affected farmers/land owners, litigation due to disagreement on the amount of compensation, public resistance, and so on. MoRTH has submitted that for streamlining Land Acquisition (LA) under NH Act, 1956 and applicability of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation & Resettlement (RFCTLARR) Act 2013 for LA of NH projects, it has issued comprehensive guidelines on 28.12.2017 in supersession of all previous guidelines/circulars on the issue after obtaining legal advice from learned Attorney General of India. These guidelines cover all possible aspects related to applicability of the RFCTLARR Act, 2013 to the NH Act, 1956, such as determination of market value of land, payment of additional amount, issues regarding multiplication factor, bulk acquisition/purchase of land through consent of land owners, determination of compensation amount by competent authority, disbursement of compensation amount and possession of land, etc.

The Committee note that the Government has also initiated steps for streamlining land acquisition, viz. (a) All NH projects to be taken up in a prioritized manner in case State Governments commit to bear at least 25 percent of cost of land acquisition; (b) NHAI has directed its ROs to engage at least one LA (land acquisition) support officer and the recruitment process has been initiated; (c) A proposal to appoint a legal officer in each RO is currently under consideration; (d) NHAI ROs have been empowered to appoint supplementary arbitrators in high case load districts for speedy resolution of disputes; (e) The Ministry has developed an online Portal (Bhoomi Rashi) for processing land acquisition notifications and payment of compensation thereof to the rightful owner of the land. This includes payment of compensation to the land owners/beneficiaries on real time basis through integration with PFMS. The Utility has been made more user-friendly by adding the feature of SMS services to the

beneficiaries, so as to enhance timelines in dissemination of information, along with transparency. States can be encouraged to adopt the portal for all development projects. Competent Authority for Land Acquisition (CALA) offices have been strengthened with additional manpower and infrastructure.

Despite the above steps, the Committee are dismayed to note that many instances have come to notice where farmers/land owners have already given their lands for NH Road construction in good faith and compensations for the same are still yet to be received by the affected farmers/land owners even after construction of that particular NH road has been completed. In some cases, farmers/land owners have been given compensation which is far lesser than the prevailing market values and hence the project is stuck in legal wrangles between farmers/land owners and Government. The Committee are of the concerted opinion that the affected farmers/land owners be compensated adequately and timely. The Committee would like the Government to explore ways to possibly make the parties affected in land acquisition as stake-holders in the NH Road construction projects by ensuring means for regular income for them for a specific period of time, so that public resistance to acquisition of land may be reduced and disputes regarding amount of compensation/valuation of land may be mitigated.

Reply of the Government.

(a) In so far as the delay in payment of compensation is concerned, the compensation is generally been deposited with CALA (Competent Authority for Land Acquisition) but may not have been disbursed/paid to the farmers/land owners. Some common reasons for non-disbursement of compensation could be as under: -

- A number of landowners do not come to know about the Award having been announced by the CALA;
- The landowners do not furnish the details of their Bank Accounts to the CALA in time, for whatsoever reasons. As a result, the compensation amount cannot be deposited in the accounts of the concerned landowners using the PFMS and the RTGS system of Banking;
- There are certain landowners who do not maintain their usual residence where the land is situated and can be called as absentee landowners. These absentee landowners visit the CALA offices for collection of compensation amount as per their convenience;
- The land records are not updated and the successors-in-interest are not clearly identified with their respective shares.
- Field offices have been specifically requested to make dedicated efforts and maintain close coordination with CALAs to expedite the payment of compensation for land acquired.

(b) Land compensation is being paid as per the provisions of the RFCTLARR (Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement) Act 2013.

(c) Ministry is in the process of exploring ways for innovative land acquisition process with the participation of the stake holders.

Comments of the Committee

(Please see Para no. 16 and 17 of Chapter I)

Observations/Recommendations(Para No. 14)

Road crossing facility on NHs

The Committee do appreciate the efforts of the Ministry in bringing World Class Road Network across the country inspite of the fact that the concept and culture of India particularly in rural areas is different. However, crossing on NHs is of highly serious concern to the Committee as villagers are subjected to inconveniences while crossing especially in the absence of any specific clear due indications, underpass or overpass near their villages. They invariably have to walk long distances to cross the highway even for reaching their farms which happen to be on the other side of the road. The Committee feel that the needs and necessities of these villagers have not been taken into account while constructing National Highways. The Committee strongly emphasise that at the time of planning and preparation of National Highways network, there is a need to take into consideration the needs of the local villagers living near to the Highways. The Committee opine that if need be, the concerned villagers should be consulted and the points where they need crossing or underpass should be taken into consideration and clearly indicated, as it would affect their day to day activities. Another issue which the Committee dwelt on was that, due to increased elevation of National Highways, the villagers living near to National Highways faced water logging problems during rainy season. Further, the flooding of the underpass during rainy season would render it unusable. **The Committee, therefore, strongly recommend that road crossing facilities on National Highways should be provided close to villages in consultation with the villagers living nearby, while ensuring clear indications at appropriate places duly visible, for more safety and also that the quality and design of such crossings is such that they are usable during all seasons.**

Reply of the Government

In order to avoid vehicle-vehicle & vehicle-pedestrian conflict on at-grade junctions on National Highways (NHs), NHAI has issued policy guidelines for Removal

of at-grade junctions from National Highways and construction of passenger cross movement facility in rural/urban areas on the completed 4/6 lane NHs by providing Vehicular underpasses (VUP) and Light Commercial vehicular underpasses (LVUP) in a phased manner. For provision of VUP / LVUP criteria already laid down in the Manual shall be followed and locations shall be prioritised on the basis of junction with NH, SH (State Highway), Industrial parks, others category roads. Junction under specific category say junction with NH further be prioritised based on traffic and accidents. While planning, it also needs to be ensured that adequate sight distance is available on VUP/LVUP locations.

Further, NHA1 also issued policy guidelines (vide policy guideline no. 1.1.27 dated 20.03.2018: CP-24) for providing safe road crossing facilities (pedestrian underpass/ subway and Footover bridges) at places of large public movements eg. Educational Institutes, Religious places, Hospitals and local haats/Bazaars near Highways in consultation with road safety experts, Project directors and local authorities.

Observations/Recommendations(Para No. 16)

Occurrence of Accidents on NHs

The Committee note with highly serious concern that though International level of Roads are being developed in the country, Indian highways especially expressways have become infamous for frequent fatal accidents that are happening day in and day out. Causes of such fatal accidents are over-speeding, drunken driving, lack of lane discipline amongst the commuters, drivers falling asleep due to excessive driving hours, faulty road design, black spots, etc. The Committee opine that driving hours of drivers be regulated by introducing log in and log out system for driving and driving hours per day be restricted to specific number of hours, beyond which the system may not permit the driver to drive. The Committee strongly desire that the aforesaid system be introduced in all National Highways and Expressways so that the movement of each and every vehicle is monitored, which will enable to check zigzag/rash driving on NH and also minimize the cases of accidents. Further, lane discipline in driving must be strictly enforced on NHs and violators should be severely penalized. The Committee, therefore, urge the Government to put in place a stringent mechanism/system which will assist law enforcement agencies/local authorities to compound vehicles of errant drivers.

Reply of the Government

For enforcing driving and traffic disciplines, Ministry has taken following action:-

i) The recently passed motor vehicles (Amendment) Act, 2019 provides for strict enforcement through use of technology and further provides for strict penalties for ensuring strict compliance and enhancing deterrence for violation of traffic rules.

ii) Rules for protection of Good Samaritans as per MV (Amendment) Act, 2019 have been published.

The Ministry has also taken following steps to improve the vehicle engineering for reducing the accidents: -

i) Safety standards for automobiles have been improved.

ii) Ministry has notified fitment of Speed Limiting devices on all transport vehicles

iii) Scheme for setting up one model Inspection & Certification Centre in each State/UT with Central assistance for testing the fitness of vehicles through an automated system

Further to minimize fatal road accidents owing to driver's fault, a panel of AISC (Automotive Industry Standards Committee) is being constituted to formulate standards on Driver Drowsiness and Alertness System.

Comments of the Committee

(Please see Para no 23 and 24 of Chapter I)

CHAPTER V

Observations/ Recommendations in respect of which final replies of Government
are still awaited

NIL

NEW DELHI;
05 August, 2022
Sravana 14, 1944 (Saka)

GIRISH BHALCHANDRA BAPAT,
CHAIRPERSON,
COMMITTEE ON ESTIMATES.

MINUTES OF SIXTH SITTING OF THE COMMITTEE ON ESTIMATES (2022-2023)

The Committee sat on Tuesday, the 2nd August, 2022 from 1600 hrs. to 1720 hrs.
In Committee Room 'D', Parliament House Annexe, New Delhi.

PRESENT

Shri Nihal Chand Chauhan- Convener

Members

2. Shri Kunwar Danish Ali
3. Shri Sudarshan Bhagat
4. Shri P.P. Chaudhary
5. Shri Parvatagouda Chandanagouda Gaddigoudar
6. Shri Kalyan Banerjee
7. Dr. Sanjay Jaiswal
8. Shri K. Muraleedharan
9. Shri Rajiv Pratap Rudy
10. Shri Magunta Srinivasulu Reddy
11. Shri Prathap Simha
12. Shri Francisco Cosme Sardinha
13. Shri Shyam Singh Yadav
14. Shri Harish Dwivedi

SECRETARIAT

1. Smt. Anita B. Panda - Additional Secretary
2. Shri Muraleedharan.P - Director
3. Smt. Geeta Parmar - Additional Director

WITNESSES

XXX

XXX

XXX

XXX

XXX

XXX

2. At the outset, the Chairperson welcomed the Members to the sitting of the Committee and briefed them about the agenda of the sitting viz. (i) Consideration and adoption of the draft report(s) and (ii) xxx xxx xxx

3. The Committee than took up for consideration and adoption of the following draft reports:

(i) XXX XXX XXX
XXX XXX XXX

(ii) Action taken Report on the Recommendations/Observations contained in the 7th report (17th Lok Sabha) of the Committee on Estimates on the subject 'Estimates and Functioning of National Highway Projects Including Bharatmala Projects'.

(iii) XXX XXX XXX
XXX XXX XXX

4. XXX XXX XXX

5. XXX XXX XXX

6. XXX XXX XXX

7. The verbatim proceedings of the sitting of the Committee has been kept on record.

The Committee, then, adjourned.

APPENDIX II

ANALYSIS OF Action taken by the Government on the recommendations contained in the 7th Report of the Committee on Estimates (Seventeenth Lok Sabha)

(i)	Total number of recommendations/observations	17
(ii)	Recommendations/Observations which have been accepted by the Government: (Sl. NO. 2,3,4,5,6,7,8,10,11,12,13,15 & 17)	13
	Percentage of total recommendations	76.47%
(iii)	Observations/Recommendations which the Committee do not desire to pursue in view of Government's reply:	Nil
	Percentage of total recommendations	0%
(iv)	Observations/Recommendations in respect of which Government's replies have not been accepted by the Committee: (Sl. NO. 1,9,14 & 16)	4
	Percentage of total recommendations	23.52%
(v)	Observations/Recommendations in respect of which final reply of Government is still awaited:	Nil
	Percentage of total recommendations	0%

State / UT-wise details of delayed projects under implementation by Roads Wing of MoRTH

Sl.No.	State Name	Project Name	Total Length (km)	TPC	Appointed Date	Scheduled Completion Date	Likely Completion Date	Cumulative Physical Progress In %
1	Andhra Pradesh	Rehabilitation and upgradation of NH 326A from km 0/0 to 41979 (excluding km 2255 to 3/572 and km 36/20 to 38/275) (Odisha border to Narasimpet) to two lane with paved shoulders in the State of Andhra Pradesh under NH(O) on EPC Mode	39	228.32	29-Sep-16	27-Mar-20	30-Apr-22	81.02
2	Andhra Pradesh	Rehabilitation & Upgradation of NH-214(New NH-214) from Km 34/230 to Km 84/550 (Loseri to Machavaram Section) to two lane with paved shoulder in the state of Andhra Pradesh under NHDP-IV through Engineering, Procurement & Construction (EPC) mode.	49	445.22	8-Sep-16	7-Sep-18	31-Mar-22	69
3	Andhra Pradesh	Rehabilitation and Up-gradation of Dhandi - Digamaru section from Km 126/510 to Km 126/740 of NH-214(New NH-214) and digamaru-Loseri section from Km 0/000 to Km 34/230 of NH-214 A(New NH-214) to two lane with paved shoulder in the state of AP-NH	42	318.06	11-May-16	11-May-18	31-Mar-22	81.63
4	Andhra Pradesh	Rehabilitation and up-gradation of Karnataka/Andhra Border to Gooly section from Km.368/920 to Km. 424/225 of NH-47 to four lane with paved shoulder in the state of Andhra Pradesh under NHDP-IV on EPC basis	57.29	965.09	9-May-18	5-May-18	30-Jun-22	81
5	Andhra Pradesh	Rehabilitation and upgradation of Gurusapelli village - Polalur village section from km.41/181 to 56/505 and Komaragiri-passatopudi section (km 70/400 to 105/170) of NH-214 (New NH-214) to two lane with paved shoulder in the state of Andhra Pradesh	50.38	348.95	10-Aug-16	9-Aug-18	31-May-22	74
6	Andhra Pradesh	Rehabilitation and up-gradation of NH-42 from km 24/930 to km 29/775 (Madanapalli-Pangunuru-Palammanuru Section) to two lane with paved shoulder in the state of Andhra Pradesh under Corridor Scheme on EPC Mode	54.84	372.68	2-Feb-17	1-Feb-19	31-Dec-21	90
7	Andhra Pradesh	Rehabilitation and up-gradation of NH-167 from Km 14/900 to Km70/000 (Design Ch. 14/900 to 69/700) (Chintakunta to Adoni section) to two lane with paved shoulders in the State of Andhra Pradesh under Corridor Approach through Engineering, Procurement & Co	54.8	290.15	31-May-17	30-May-19	30-Jun-22	87
8	Andhra Pradesh	Rehabilitation and up-gradation of NH-75(Old NH-224) from Km 609/100 to Km 608/700 and Km 518/700 to Km 534/350 (Design Ch. Km 609/100 to 608/650 and 518/700 to 534/100) Mangalore to Thiruvannamalai Road to two lane with paved shoulders in the State of Andhra Pradesh on EPC mode	18	147.88	30-Aug-18	29-Aug-19	31-Dec-21	93
9	Andhra Pradesh	Rehabilitation and up-gradation of NH-340 from km 0+000 to km 60+380 (Design Ch. 0/000 to 60/025) (Rayachoty to Angul) section) to two lane with paved shoulders in the State of Andhra Pradesh under Corridor Approach through Engineering, Procurement & Con	58	318.28	24-Aug-17	23-Aug-19	31-Mar-22	84
10	Andhra Pradesh	Rehabilitation and Up-gradation of Thinnapuram to Gurusapelli section from Km 29/150 to Km 41/161 of NH - 214 (New NH - 214) to two lane with paved shoulder in the state of Andhra Pradesh under NHDP-IV	19	350.81	5-Jan-17	8-Jul-18	30-Jun-22	95.25
11	Andhra Pradesh	Rehabilitation and upgradation of Machilipatnam to Avanigadda section from km 84/550 - 124/200 of NH 214A (New NH 214) to two lane with paved shoulder in the State of AP under NHDP-IV through EPC basis	34	376.25	28-Aug-17	27-Aug-19	31-Jan-22	80.04
12	Andhra Pradesh	Rehabilitation and Up-gradation of Pasatopudi to Dhandi section from Km 105/170 to Km 125/510 of NH - 214 (New NH - 214) to two lane with paved shoulder in the state of Andhra Pradesh under NHDP-IV	20.82	263.45	27-Sep-17	26-Sep-19	30-Aug-22	12
13	Andhra Pradesh	Rehabilitation and upgradation of Repalle to Eppuppalem section from Km 129/827 to Km 195/000 of NH-214A (New NH-214) to two lane with paved shoulder under NHDP-IV on EPC basis	62	578.48	23-Jan-18	23-Jan-20	30-Apr-22	68.52
14	Andhra Pradesh	Rehabilitation and up-gradation of NH-544E from Km 0/00 to Km 59/803 (Design Ch. 0/00 to 59/803) (Kodikonda Junction to Madakasa section) to two lane with paved shoulder in the State of Andhra Pradesh under NH(O) on EPC mode	57	504.19	5-Nov-16	7-May-20	31-Dec-21	97
15	Andhra Pradesh	Construction of 4-lane bypass to Vijayanagara Town from 537/6 to 552/0 (Raipur- Vijayanagara section)	17	429.43	23-Nov-17	22-Nov-19	30-Apr-22	87.78
16	Andhra Pradesh	Rehabilitation and upgradation of Donala T Junction to Panchalokona Km 381/327 to 425/4 of NH-665 in the state of Andhra Pradesh.	42.31	418.03	8-Aug-18	8-Aug-20	15-Dec-21	93
17	Andhra Pradesh	Rehabilitation and upgradation of New NH 544DD from design Chainage Km, 58/000 to 102/20 of Kalyandurg - Molakalmuru Section	48	289.67	18-Aug-18	7-Feb-20	31-Mar-22	83
18	Andhra Pradesh	Construction of 4-Lane RDBand its approaches in lieu of existing level crossing No. 162/2E @ Km 281.200 of NH 205 in the State of A.P. Job No. NH-205 (AP)15-16-518-SAR(B) dt 31-03-2016	1	128.2	11-Oct-18	10-Oct-20	5-Mar-22	88
19	Andhra Pradesh	4-laning of NH-415 from design Chainage 295/00 to 404/00 (Bansagar to Bandarowse section) in the State of Andhra Pradesh under Annual Plan 2018-19 on EPC Mode, Package 6E A.	10.8	243.89	21-Sep-17	20-Sep-20	31-Dec-21	97.57
20	Assam	2 laning from Kanubari to start of Bogbeel Bridge	63	390.73	28-Feb-11	4-Feb-14	8-May-22	97.53
21	Assam	Construction of Proposed North Lakhimpur Bypass from existing km 338/924 to km 349/213 of NH-52 in the state of Assam (Job No.052-AS-2011-12-069)	12.51	127.24	29-Sep-12	28-Sep-15	31-Dec-21	85.1
22	Assam	Strengthening with paved shoulder from km 30/0 to km 48/0, km 54/0 to km 61/0, km 69/0 to km 80/0 and km 80/0 to km 95/0 of NH-39 for the year 2015-16 including toll plaza (Job No.039-AS-2016-17-153)	49.54	159.85	10-Jul-19	9-Sep-21	23-Feb-22	91
23	Bihar	Sheohar-Sitamarhi Section km 40,000 to 78,400 km Lot-I	28.5	179	4-May-16	3-May-18	30-Jun-22	86
24	Bihar	Sitamarhi-Jaynagar Section km 78,400 to km 156,500 Lot-II	77	370	30-Jan-16	29-Dec-18	30-Jun-22	78.25
25	Bihar	Bihar 6E' Bihar Section km 0.0 to Km 104 NH 6E' 108	108	780.77	3-Oct-16	2-Oct-19	30-Jun-22	43.3
26	Bihar	Jaynagar-Namha Section km 156,500 to km 218,945 Lot-III	63.45	653	12-May-18	11-Nov-18	31-Mar-22	86
27	Bihar	Gaya-Husa-Rajgh-Nalanda-Biharsharif section km 0.00 to 92.935 NH-62	93	1408.85	20-Oct-16	19-Oct-18	31-Mar-22	73.48
28	Bihar	Construction of ROB on NH-103 at Km 12	0	182.14	28-Aug-19	25-Aug-21	30-Jun-22	61.8
29	Bihar	W&S in km 142.05 to 187.465 of NH-120	23	115.1	28-Oct-19	27-Apr-21	31-Mar-22	74.2
30	Bihar	Rehabilitation of four lane 5.575 km long, four lane MG Belt over Ganga river on NH-19 from km 212.72 to km 218.296 by dismantling the damage pre-stressed cantilever spans superstructure and subsequent redecking by steel truss in piers.	0	1742	10-Nov-16	18-May-20	18-May-22	84.51
31	Bihar	Construction of 4-lane ROB of km 119 of NH-30 (Job no. NH-30/Bihar (B)15-16/917-SAR(B))	0	126.6	31-Aug-17	30-Nov-19	31-Dec-21	89
32	Bihar	Widening to 2 lane with paved shoulder and strengthening from km 45.00 to 95.00 (design length- 18.990) of NH-101 (New NH-331) on EPC Mode in the State of Bihar.	18.99	104.91	13-Sep-19	13-Mar-21	30-Jun-22	82.5
33	Bihar	Strengthening and widening to 2 lane with paved shoulder from km 103.855 to 142.050 (Gaya-Goh) of NH-120	38	153	27-May-19	28-Nov-20	28-Feb-22	80
34	Chhattisgarh	Kawardha to Simpa Section	71	394.2	23-Mar-15	21-Mar-17	30-Jun-22	94.38
35	Chhattisgarh	Rajnagar to Saraspalli (Km 3.8 to km 80.4 NH-216)	81	496.92	12-Mar-15	11-Mar-17	31-Mar-22	47.42
36	Chhattisgarh	Rehabilitation and up-gradation of NH-43 from Km 130,000 to 180,000 Kanher to Bedma section to 2 lane with PS	53	572.66	8-Aug-16	24-Feb-18	30-Jun-22	37.27
37	Chhattisgarh	Rehabilitation and Up-gradation of NH-111 (New NH-130) from km 183,400 to 215,800 (Shivnagar to Ambikapur) to 2-lane with Paved Shoulder in the State of Chhattisgarh under NHDP- IV on EPC Basis.	62	335.32	12-Jun-17	11-Apr-19	31-Mar-22	89.46
38	Chhattisgarh	Rehabilitation and Up gradation of NH-12A From Km. 191.422 to Km. 242.300 (Chhily to Kawardha Secto	51	291.84	8-Apr-18	9-Oct-17	31-Dec-21	96.24
39	Chhattisgarh	Bansri to Mesanlekate (Km 178.9 to km 241.5) (2L, PS, NHDP, 68 km, EPC)	66	543.73	24-Sep-16	23-Sep-18	31-Mar-22	81.34
40	Chhattisgarh	Rehabilitation and upgradation of NH-78 from Km. 373.505 to 486.600 (Starting point of Ambikapur Byp	96	731.5	8-Oct-16	5-Oct-18	30-Jun-22	74.17
41	Chhattisgarh	Rehabilitation and upgradation of NH-200 from Km.241.853 to 312.600 Masanlekate to Rangapalli/Odisha Border section	60	634.3	14-Sep-16	13-Sep-18	31-Jan-22	98.48
42	Chhattisgarh	Rehabilitation and upgradation of NH-78 from Km. 469 to 531 (Patthalayson to Kunkur) to 2L-PS	62	435.61	15-Jul-16	14-Jul-18	31-Dec-22	16.72
43	Chhattisgarh	Bijapur- Aursoli-Jagargunda Road	70	168.51	22-Feb-12	21-Mar-15	30-Jun-22	75
44	Chhattisgarh	Dampal- Chintalner- Jagargunda Road	66	116.88	16-Feb-15	28-Jan-16	31-Mar-22	67
45	Chhattisgarh	Narayanpur-Marcda	78	123.82	24-Dec-14	18-Jul-16	31-Dec-22	33
46	Chhattisgarh	Rehabilitation and upgradation to two lane with paved shoulders from Km. 531.250 to 697.948 (Gunzini to CG/IAH Border) of NH-78	87	423.78	8-Jan-18	8-Jan-20	31-Dec-21	96
47	Chhattisgarh	MPICG, BORDER-SURAJPUR	78	378.16	28-Nov-17	27-Nov-19	15-Dec-21	99.25
48	Chhattisgarh	Strengthening and widening of existing 2 lane road to two lane paved shoulder from km 7.750 to 26.542 & km. 32.093 to 45.786 of NH-130 on EPC mode in the state of chhattisgarh.(Job No. 130-CG-2017-18-348)	32.4	188.8	24-May-19	24-Nov-20	31-Mar-22	74.58

State / UT -wise details of delayed projects under implementation by Roads Wing of MoRTH

Sl.No.	State Name	Project Name	Total Length (km)	TPC	Appointed Date	Scheduled Completion Date	Latest Completion Date	Cumulative Physical Progress In %
49	Chhattisgarh	Construction of 4 Nos Grade separator between km. 281.000 to km. 307.500 (km. 286.400 kumhari km. 295.000 Transport Nagar km. 302.000 Power House km. 304.000 Chandra Moura Chowk to km. 305.000 (supra) of NH-53 (old NH-06) Rajpur -Durg 4 Lane on EPC mode in the state of chhattisgarh Job NO. NH-53(old NH-06) CG-2017-16-56	0	349.03	28-Jan-19	27-Jan-21	15-Jul-22	58.8
50	Goa	Zarf bridge Package - I (Widening to 4/8 lanes of existing NH-17 (new NH-66) from km 522/616 (near GMC) to km 530/650 joining new Zarf bridge in Panjim - Mangalore section in the State of Goa (Package - I) on EPC mode (Job no. NH-17-Goa-2015-16-170)	8.23	619.95	8-Jun-18	7-Dec-18	31.03.2022	85.64
51	Goa	Zarf bridge Package - II (Widening to 4/8 lanes of existing NH-17 (new NH-66) from km 531/934 (after Zarf bridge) to km 536/250 (Jn. with Verna Industrial Zone) in Panjim - Mangalore section in the State of Goa (Package - II) on EPC mode - Job no. NH-17-Goa-2015-16-171)	3.67	773.94	8-Jun-18	7-Dec-18	31.03.2022	95.5
52	Goa	Zarf bridge package II (Bridge proper) (Construction of bridge including approaches across river Zarf on NH-17 (New NH-66) in Panjim -Mangalore section in the State of Goa (Fig. II Km 530/550 to km 531/934 on EPC mode)(Job no. NH-17-Goa-2015-16-169))	1.08	636.41	11-Apr-18	10-Apr-19	30.09.2022	87.49
53	Goa	Patravdi - Karsawada 4L, 4L from existing km 475.000 to 502.500 of NH-17 (Patravdi to Karsawada section)	26.5	634.32	8-May-18	7-May-20	30.06.2022	71.78
54	Goa	Karsawada - Bambolim - 4L NH-17 [4L of NH-17 from existing km 602.500 to km 514.830 and km 517.880 to km 622.790	17.44	852.67	8-Dec-17	7-Dec-19	30.06.2022	71.55
55	Gujarat	Construction of Sigapura Bridge between Dwarika & bay Dwarika and its approaches in the State of Gujarat on EPC Mode (NH-51/Gujarat(22) 17-20-S & R (B))	6	902.42	19-Mar-18	19-Sep-20	31-Dec-22	36.92
56	Gujarat	Development of Chioda - Gandhinagar- Sarkhej eNH-147 (old NH-8C) Package-I Ch. 0.0 to 18.290 Km	16.35	184.64	22-Nov-18	21-Nov-20	31-Dec-21	77.94
57	Gujarat	Development of Chioda - Gandhinagar- Sarkhej eNH-147 Package -II	14.95	211.26	22-Nov-18	21-Nov-20	31-May-22	70.8
58	Gujarat	Development of Chioda - Gandhinagar- Sarkhej eNH-147 Package - III	4.18	322.58	20-Sep-18	19-Sep-20	31-Dec-21	84.45
59	Gujarat	Development of Chioda - Gandhinagar- Sarkhej eNH-147 (old NH-8C) Package- IV Ch.35.430 to 44.420	9	147.52	20-Sep-18	19-Sep-20	30-Jun-22	72.72
60	Gujarat	Up gradation of newly declared NH-341 to two-lane with Paved shoulder configuration between Km. 65.478 to Km 182.209 (Bhuj Airport Jn - Khavra - India bridge to Dharmahata section) in the State of Gujarat.	96.7	270.06	1-Jul-19	30-Jun-21	28-Feb-22	76
61	Gujarat	Construction of Mising Inka (single lane) in Lakhpat- Gadudi-Hajip- Odra-Dholavira-Mezuvana-Geddiabel-Sentapur road along the Indo-Pakistan Border in the State of Gujarat (Newly declared National Highway No. 754K)	79.6	394.44	31-May-19	30-Nov-20	30-Jun-22	59
62	Haryana	Construction of four lane Pirore Bypass from Km. 0.00 to 7.70 on EPC Mode.	7.7	140.34	12-Dec-17	11-Dec-19	30-Apr-22	78
63	Haryana	Construction of 4 Laning in Km 98.00 to 114.375 & Bihawal Bypass from Km. 125.920 To 135.141 NH 148B PKG-V	24.8	247.25	29-Sep-17	23-Mar-19	31-Dec-21	94.58
64	Jharkhand	Widening and Strengthening of Road work and reconstruction of culverts in km 31 to 61 (Chainage km 30 to 60.50) of NH-99	31	100	27-Jan-17	26-Jan-19	18-Dec-21	70
65	Jharkhand	Widening and Strengthening work in Km 141 to 184 of NH-144A	44	196	13-Sep-19	12-Sep-21	11-Dec-21	88
66	Karnataka	Bijapur-Hubli section Km 68.000 to Km106.000 of NH-218	60	159.1	1-Jan-18	31-Dec-17	31-Dec-21	97.88
67	Karnataka	Bijapur-Hubli section Km. 106.00 to 153.00	47	155.87	1-Jan-18	31-Dec-17	31-Dec-21	94.85
68	Karnataka	Madhujiri-Chidambalurpuru- Mulbagal Section Km 343.800 to Km 400.330 Lot -I of NH-234	56.56	148.42	20-Jul-18	18-Jul-17	30-Jun-21	94.35
69	Karnataka	Widening to two lane with paved shoulder from Km 194.900 to Km 243.200 of NH-234 basevara-Huliyer Section in Karnataka state under EPC mode (Job no: NH-234-IHT-2017-16-870)	48	191.8	4-Oct-18	3-Oct-20	3-Apr-22	90.6
70	Karnataka	Widening to Two lane to two lane with paved shoulders from Km 24.60 to Km 70.063 of Mudigere 8 th Kasur section of NH-173 through EPC mode (JOB No. NH-173-IHT-2017-16-873)	45.46	318.28	18-Jan-19	17-Jan-21	30-Jun-22	85
71	Karnataka	Improvements and Reconstruction to Two lane with Paved Shoulders from Km. 243.200 to Km. 290.200 of NH-234 Huliyer to Sira Section in the State of Karnataka on EPC Mode	47	241.61	14-Feb-17	13-Feb-19	31-Dec-21	89.89
72	Karnataka	Widening to 24L with PS from Km.0 to 54.37 (Mah Border to Bidar) of NH 50 under EPC	54	396.98	23-Mar-17	23-Mar-19	31-Mar-22	90.86
73	Karnataka	Chittapur Cross-Start of Yadry Bypass	37	314.8	1-Mar-17	30-Mar-19	30-Sep-22	78.7
74	Karnataka	Widening to two lane to four lane from km 128.850 to km 142.750 of NH-83 Anikole Gooty section passing through Hubballi city limits on EPC mode	13.4	171.5	27-Jun-18	26-Jun-20	17-Feb-22	63.06
75	Karnataka	Widening to Two lane with paved shoulders from km 20.150 to km 40.00 of BC road to Kottegehara Section of NH-234 (New NH-73) in the state of Karnataka through EPC Mode, (Job No NH-234-IHT-2017-16-875)	20	159.7	9-Jul-18	8-Jan-20	31-Dec-21	97.48
76	Karnataka	Reconstruction to two lane with paved shoulder Da.Ch.442.180(Ex.Km.448.00) to Da. Ch. 465.240 (Ex.km.494.000) of Huliyer to KB Cross section and from Da.Ch. 532.100(Ex.Km.533.190 to Da.Ch.539.100 (ex.km. 540.175) from KB Cross to Nelligere section of NH- 160A in the State of Karnataka on EPC mode (JOB No. NH-160A-IHT-2017-16-890)	60	242.81	2-Aug-19	30-Jan-21	31-Mar-22	42.78
77	Kerala	Widening to 2 Lanes with paved shoulders from Km.87/000 to 133/720 (Mathalad to Thanasi Jn. in Palakkad) of NH-986 (Old NH-218) on EPC mode Basis under NH(O) Annual Plan 2016-17 in the state of Kerala	48.72	294.28	23-Aug-17	22-Aug-19	31-Dec-21	60
78	Kerala	Widening to 2-lane with Paved Shoulders from km 119/017 to km 161/500 on NH 85 (Old NH 49)	41.78	380.78	1-Sep-17	31-Aug-19	31-Mar-22	79
79	Madhya Pradesh	Rehabilitation and upgradation of Barais to Mandla section of NH-12A from Existing Km. 226 to Km. 89/6 in the State of MP to two lane with paved shoulders on EPC mode under NHDP-IVA	63.65	390.61	17-Dec-16	9-Jun-17	31-Mar-22	97.39
80	Madhya Pradesh	Rehabilitation and upgradation of Barail to Gohargar section of NH-12 from existing km 163/0 to km 255/300 in the State of .	69.75	677.8	10-Jun-17	10-Jun-19	31-Dec-21	88.24
81	Madhya Pradesh	Balance work for Rehabilitation and upgradation of Satna-Bela section of NH-76 from km. 165.0 to Km. 202.040 to four lane with PS on Engineering Procurement and Construction (EPC) mode	47.04	428.55	6-May-18	4-Nov-19	31-Dec-21	95.89
82	Madhya Pradesh	Upgradation of Thiloi-Arjad road to 2L + PS	34.7	248.05	9-Jul-18	9-Jan-20	31-Dec-21	94.05
83	Madhya Pradesh	Upgradation of Eisora-Makaudargah road to 2L + PS	41.88	254.17	23-May-18	23-Nov-19	31-Mar-22	87.01
84	Madhya Pradesh	Upgradation of Makaudargah-Stranj road to 2L + PS	56.16	278.44	9-Oct-18	6-Apr-20	30-Nov-21	89.93
85	Madhya Pradesh	Rehabilitation and upgradation Umaria to Shahdol section of NH-78 from Existing Km. 684 to Km. 1422 to 2L+PS including construction of Binlimgapur and Shahdol Bypass on EPC mode under NHDP-IVA	73.1	611.83	1-Aug-15	31-Jul-17	31-Dec-22	79.79
86	Madhya Pradesh	Rehabilitation and upgradation of Sindoor River to Start of Barail Bypass section of NH-12 from existing km 130/10 to km 194/0 (Design Ch. 130.000 to Ch. 193.000) in the State of Madhya Pradesh to 4L+PS on EPC mode under NHDP-III	63	808.18	5-Jul-16	4-Jul-18	31-Dec-21	93.86
87	Madhya Pradesh	Construction of road from Km. 1 to Km. 484 of NH-25A in the State of Madhya Pradesh.	48.7	205.08	24-Apr-17	23-Apr-19	29-Dec-21	86.22
88	Madhya Pradesh	Jabalpur to Hiran river (Km 10.400 to Km 68.00) (NH-12) Four lane with PS (Fig-4)	55.8	628.45	23-Jan-18	23-Jan-20	30-Nov-21	99.82
89	Madhya Pradesh	Upgradation of Pachore- Shujapur road to 2L + PS	39.81	194.82	24-May-18	23-Nov-19	31-Dec-21	90.43
90	Madhya Pradesh	Upgradation to 2L with paved shoulder Jan river near Aranganj to start of Pawal bypass from Km 77+00 to Km 108+00	34	143.05	7-May-18	6-Nov-19	26-Jun-22	59.07
91	Madhya Pradesh	Upgradation of Pawai-Saleha-Jasso-Nagod road to 2L + PS	69.43	214.89	18-May-18	17-Nov-19	27-Jun-22	57
92	Madhya Pradesh	Upgradation of Rawa-Simour road to 2L + PS	36.71	182.58	4-Jun-18	3-Dec-19	31-Dec-21	96.39

State / UT -wise details of delayed projects under implementation by Roads Wing of MoRTH

Sl.No.	State Name	Project Name	Total Length (km)	TPC	Appointed Date	Scheduled Completion Date	Likely Completion Date	Cumulative Physical Progress in %
93	Madhya Pradesh	Rehabilitation and up-gradation of existing intermediate lane flexible pavement to 2-lane paved shoulders flexible pavement from Km 119+650 (End of Chaudhali Realignment) to Km 163+850 (at junction with NH-30 Katni Bypass), length 44.20 Km on Gulgari - Amarganj - Patel - Katni road NH-43 EXT. in the State of Madhya Pradesh.	45.95	169.63	2-Feb-19	25-Jul-20	22-Apr-22	45.91
94	Madhya Pradesh	Construction of Two Lane with paved shoulders with Flexible Pavement on Khalghat to Sarawadeia Road (NH-347C) Design Length- 79.59 Km (Excluding Kasrawad, Salant, Khargone & Ramp; Bypasses) in the State of Madhya Pradesh on EPC Mode.	79.59	264.5	3-Sep-19	3-Mar-21	31-Mar-22	70.22
95	Maharashtra	NH-4P - Ahmednagar to Khavnand Kasar (Pathardi) Section from Km 232 - 284	51.75	225.81	27-May-20	18-Jul-17	31.03.2022	71.00
96	Maharashtra	Mhaswad to Tembhumani section of NH-548C - 2L + PS	57.88	488.8	1-Aug-17	31-Jul-19	31.03.2022	69.61
97	Maharashtra	Patur to Bodhrad section of NH-753L - 2L + PS	44.78	244.93	1-Jun-18	1-Jun-20	31.03.2022	87.50
98	Maharashtra	Ahmednagar to Pimpri section of NH-548D - 2L+PS	85.82	422.38	18-Aug-17	18-Aug-19	31.01.2022	74.00
99	Maharashtra	Rolegaon-Vadner (Ramdidi) between Km 000 to 27/1106 joining NH-7 to 2L-PS	27.2	210.81	27-Jul-17	8-May-19	17.01.2022	94.00
100	Maharashtra	Kurudwad to Pandharpur section of NH-065C - 2L + PS	48.37	307.83	1-Aug-17	1-Aug-18	31.12.2021	94.00
101	Maharashtra	Kolj to Kuntalan section of NH-548C - 2L + PS	60.73	554.78	1-Aug-17	31-Jul-19	31.01.2022	81.00
102	Maharashtra	Wakan - Pal - Khopoli - section of NH-548A - 2L + PS	40.8	378.18	1-Aug-17	1-Aug-19	31.03.2022	62.00
103	Maharashtra	Pandharpur To Saroga section of NH-065C - 2L + PS	34.35	218.28	1-Aug-17	31-Jul-19	31.12.2021	98.00
104	Maharashtra	Jahirebad-Nhar-Latur section of NH-752K - 2L+PS	84.93	481.86	27-Nov-17	27-Nov-19	31.12.2021	97.00
105	Maharashtra	Palhan - Shirur section 2L+PS Km 0.8 to 55.00	55.94	341.8	2-Jun-17	2-Jun-18	30.06.2022	60.00
106	Maharashtra	Doori to Amogon section of NH-543 - 2L + PS - Length 34.20 Km.	38.2	409.82	25-May-17	25-May-19	31.03.2022	71.00
107	Maharashtra	Osmannagar - Kundan section of NH-181A on EPC mode - 2L+ PS	82.73	344.25	5-Jun-18	3-Jun-20	30.06.2022	69.50
108	Maharashtra	Takarkhad to Jalna section of NH-733A - EPC - 4L + PS	40.28	417.9	30-Jun-18	29-Jun-20	31.01.2022	88.00
109	Maharashtra	Nij phata - Bhandara section of NH-247 - 2L + PS km 109/700 to km 163/650	63.26	420.63	29-May-18	27-May-20	30.06.2022	63.00
110	Maharashtra	Nanded - Jalot section of NH-50 - 2L+PS - from km 4440 to 453545 & km 4810 to km 513890	55.95	458.93	8-Jun-18	30-Jan-20	31.01.2022	81.00
111	Maharashtra	Nalgona bendi - Mangrup section of NH-181A (Km 400 to 750) - EPC - 2L+PS	35	244.04	30-Jan-18	30-Jan-20	31.12.2021	95.00
112	Maharashtra	Ami - Nalgona section of NH-181A (Km 000 - 4000) - EPC - 2L+PS	45.82	309.94	7-Jun-18	7-Jun-20	31.01.2022	81.00
113	Maharashtra	Himaynagar - Phulawangi section of NH-752J (Km 64700 - km 103/713) - EPC - 2L+PS	39.1	294.87	5-Jun-18	6-Jun-20	31.01.2022	65.00
114	Maharashtra	Arthapur - Himaynagar section of NH-752J (Km 0.00 - km 84.700) 2L+PS	84.7	428.06	5-Jun-18	3-Jun-20	30.06.2022	61.00
115	Maharashtra	Kolha to Nasarpur section of NH-81 - 2L+PS - from km 4440 to 453545 & km 4810 to km 513890	51.5	281.78	13-Apr-17	13-Apr-19	30.06.2022	62.00
116	Maharashtra	Bargagan to Rahaike B. section of NH-222 - 2L + PS from Km 658/200 to km 615/90	55.5	288.11	15-Mar-17	14-Sep-18	31.01.2022	87.00
117	Maharashtra	Kashad to Pantharum Ghat section of NH-68 from Km 181/600 - Km 205/400 - 4L + PS	42.33	1142.62	1-Feb-19	2-Feb-20	31.01.2022	88.00
118	Maharashtra	Arasli Kantis section of NH-170(NH-65) 4L + PS from Km.241/300 to 281/500	39.24	1101.58	13-Nov-17	13-Nov-19	31.12.2022	8.00
119	Maharashtra	Karis - Waked section of NH-86 4L + PS from Km.281/300 to 332/200	48.81	1230.02	13-Nov-17	12-Nov-19	31.12.2022	18.00
120	Maharashtra	Guhagar - Rampur - 2L-PS - km 000 (Guhagar) to 28/220 (Rampur) and 40/00 (Mijoli) to 53/600 (Sai) on NH-180E	39.83	407.19	13-Jun-17	13-Jun-19	31.03.2022	67.00
121	Maharashtra	Karad to Tasgaon section of NH-266 - 2L + PS	58.83	537.81	27-Jun-17	28-Jun-19	31.03.2022	51.00
122	Maharashtra	Indapur to Wadpale section of NH-86 from Km 84/000 to 110/750 - 4L + PS	26.76	1202.52	18-Dec-17	17-Dec-19	30.06.2022	35.00
123	Maharashtra	Veer to Bhogon Kard section of NH-86 from Km 110/760 to 148/00 - 4L + PS	38.78	1898.47	28-Nov-17	29-Nov-19	31.03.2022	71.00
124	Maharashtra	Kahvara - Gondia section of NH-763 from km 28/00 to km 142/40 - 2L+PS	14.4	118.62	12-Apr-18	19-Nov-19	31.12.2021	85.00
125	Maharashtra	Aurangabad - Phulanbari - Sliod NH-753F - km 0+000 - km 21+000 & 28+000 to 47+500 4L+PS 854+470 to 60+000(overly)	60.84	395.32	15-Jun-17	14-Mar-20	31.03.2022	72.00
126	Maharashtra	Sliod-Ajrisi-Farlep section of NH-753F 2L/4L+PS from Km. 60+630 to Km. 99+680	39.03	337.48	12-Jun-17	12-Jun-19	31.03.2022	64.00
127	Maharashtra	Fardapur-Patur-Jalgaon section of NH-753F - 2L/4L+PS from Km. 99+680 to Km. 144+750	47.72	542.91	12-Jun-17	10-Mar-20	31.03.2022	74.00
128	Maharashtra	Molavade - Chitaur section of NH-363E - 2L-PS from Km 16/000 to 47/700	31	322.53	5-Jun-17	4-Jun-19	31.12.2021	86.00
129	Maharashtra	Chikar - Weitara - 2L-PS from Km 47/700 to 98/250 on NH-363E	42.75	487.7	4-Mar-17	3-Mar-19	31.03.2022	57.00
130	Maharashtra	Mul - Chandrapur - 2L-PS from Km 23/000 to 27/450 on NH-990	39.87	162.34	25-Jul-17	25-Jul-19	31.01.2022	72.00
131	Maharashtra	Gachiroli - Bili - 2L-PS from Km 188/000 to 233/00 NH-430	-1.62	484.15	27-Jun-17	28-Jun-19	31.01.2022	88.00
132	Maharashtra	Sarsam - Kohari of NH-181A - 2L + PS from Km.33/00 to 80/80	67	545.84	27-Jun-17	27-Jun-19	30.06.2022	62.00
133	Maharashtra	Hisarapur to Bargagan section of NH-81 2L/4L + PS from Km.51/400 to 558/200	30.05	408.54	8-Sep-17	7-Sep-19	31.03.2022	65.00
134	Maharashtra	Tembum-Uruli-Visapur Karnataka Border section of NH-518A - 2L-PS	54.34	422.02	13-Jul-17	13-Jul-19	31.01.2022	92.00
135	Maharashtra	Rehabilitate/Up-gradation of Sainli 4 th Lakhendar 4 th Watisa 4 th Gadchiroli 4 th Ashi 4 th Aligali - Sirocha Road NH-353C (Section Gadchiroli to Ashi) from Km. 113/650 to Km. 115/800, Km. 123/100 to Km. 151/020 & Km. 159/020 to Km. 161/020 length 33.075 Km to two lane with paved shoulder rigid Pavement configuration in the State of Maharashtra on EPC mode	33.07	396.48	8-Dec-18	8-Jun-21	31.03.2022	69.00
136	Maharashtra	Mantha Talukas border to Partur section of NH-548C - 2L + PS	51.27	486.2	1-Aug-17	31-Jul-19	31.01.2022	92.00
137	Maharashtra	Partur to Malgaon section of NH-548C - 2L+PS from km 61/282 to 101/740	60.49	420.57	1-Aug-17	31-Jul-19	31.01.2022	88.00
138	Maharashtra	Moral-Chandurbazar-Achapur to 2L+PS (NH-363J)	53.72	341.16	13-Jun-17	13-Jun-19	31.01.2022	88.00
139	Maharashtra	Ajrisi-Budhane to 2L-PS (NH-753E) from km 000 to km 48/130	48.13	400.98	23-Aug-17	23-Aug-19	31.01.2022	88.00
140	Maharashtra	Digra-Darvha-Karantia to 2L+PS (NH-361C)	74.35	292.8	13-Jun-17	12-Jun-19	28.02.2022	88.00
141	Maharashtra	Akole-Deori-Akole to 2L-PS (NH-181A) from km 000 to km 39/286	39.29	313.95	25-Nov-20	21-Aug-19	30.06.2022	48.00
142	Maharashtra	Helwak - Karad - 2L+PS from 85.00 (Helwak) to 133.417 (Karad) on NH 186E	48.42	416.99	11-Jul-17	10-Jul-19	28.02.2022	75.00
143	Maharashtra	Aranjan-Betal to 2L+PS (NH-546C)	41.28	359	14-Jun-17	14-Jun-19	31.12.2021	86.00
144	Maharashtra	Mangon to Dighi Port section of NH-753F - 2L+PS	84.78	457.52	11-Jul-17	11-Jul-19	31.12.2021	93.00
145	Maharashtra	Indapur-Agramanda section of NH-753F - 2L+PS	42.34	355.17	11-Jul-17	11-Jul-19	31.12.2021	98.00
146	Maharashtra	Kolde village to Khatia MP border section 2L + PS	48.62	605.78	27-Jul-17	27-Jul-19	31.01.2022	92.00
147	Maharashtra	Pimpri to Marjumbha section of NH-648D - 2L + PS	81.89	698.17	18-Aug-17	18-Aug-19	31.01.2022	75.00
148	Maharashtra	Marjumbha to Churnad phata section of NH- 648D - 2L + PS	32.17	228.54	18-Aug-17	18-Aug-19	31.12.2021	85.00
149	Maharashtra	Shrod Shapur to Yasmal phata section of NH-752 J - 2L + PS	22.43	211.34	1-Aug-17	31-Jul-19	31.12.2021	98.00
150	Maharashtra	Jinkar to Pathari section no. 7621 - 2L + PS	38.42	358.98	20-Sep-17	20-Sep-19	30.06.2022	52.00
151	Maharashtra	Saras-Want-Pimpalgaoon-Basmani Section of NH-663 - 2L + PS - Km 121/600 to 161/281	39.42	250.48	14-Jun-17	13-Jun-19	31.12.2021	98.00
152	Maharashtra	Shivur-Yenda section from 65+937 km to 114+486 km to 2L+PS4L	58.59	381.77	17-Jun-17	16-Jun-19	28.02.2022	74.00
153	Maharashtra	Satara Mhaswad Plikor Pandapur section of NH-548E - 2L + PS	83.06	388.44	28-Jun-17	28-Jun-19	28.02.2022	84.00
154	Maharashtra	Sainli - Bhandara - 2L + PS from km 000 to km 55/800 of NH-353C	55.8	382.98	8-Nov-17	8-Nov-19	31.01.2022	79.00
155	Maharashtra	Upgradation of Pathari to Garghad section of NH-752K	35.89	228.19	30-Jun-18	29-Dec-19	31.01.2022	90.00
156	Maharashtra	Khavnandi - Rajvi 2L+PS	36.9	278.96	6-Jun-18	27-Nov-19	31.03.2022	74.38
157	Maharashtra	Shivur - Yeola 2L PS	28.1	181.06	30-Jun-18	22-Dec-19	30.11.2021	99.00
158	Maharashtra	Pal Phata Phulambli - Koutibad 2L+PS	31.82	227.19	30-Jun-18	29-Dec-19	31.12.2021	94.00
159	Maharashtra	(Dhad to Bhokardan to Sliod) Dhad 28.00 to Bhokardan 67.80 & Bhokardan 12.500 to sliod 0.00	64.5	338.21	30-Jun-18	29-Dec-19	31.01.2022	91.00
160	Maharashtra	Helvli (Chilke) to Dhad	28	188.48	30-Jun-18	30-Jun-20	31.03.2022	72.00
161	Maharashtra	Pargan to Dharampur & Parali to Inegaon 2L+PS	24.78	110.83	30-Jun-18	30-Jun-20	31.03.2022	86.00
162	Maharashtra	Pen to Khopoli 2L+PS	33.33	301.39	8-Jun-18	21-Dec-19	30.06.2022	45.00
163	Maharashtra	Telegaon to Gonaer 2L+PS	43.3	284.41	30-Jun-18	22-Dec-19	31.01.2022	91.98
164	Maharashtra	Mangrup to Mahrani 2L+PS	32.5	222.12	6-Jun-18	29-Nov-19	31.01.2022	61.07
165	Maharashtra	Jalgaon to Mandara 2L+PS	25.84	177.34	28-Jun-18	18-Dec-19	31.12.2021	88.50
166	Maharashtra	Wardha to Hingghat 2L+PS	35.48	218.9	27-Jun-18	18-Dec-19	31.01.2022	84.00
167	Maharashtra	Wardha to Arvi 2L+PS	63.71	313.58	15-Oct-18	6-Apr-20	28.02.2022	82.00
168	Maharashtra	Karad to Vila 2L+PS	47.5	344.85	7-Jul-18	29-Dec-20	31.01.2022	76.00

State / UT -wise details of delayed projects under implementation by Roads Wing of MoRTH

Sl.No.	State Name	Project Name	Total Length (km)	TPC	Appointed Date	Scheduled Completion Date	Likely Completion Date	Cumulative Physical Progress in %
169	Maharashtra	Vta to Nagaj 2L+PS	48.56	304.58	7-Jul-18	29-Dec-19	31.03.2022	81.44
170	Maharashtra	Sangola to Jesh 2L+PS	44.78	257.38	30-Jun-18	31-Dec-19	28.02.2022	87.45
171	Maharashtra	Rahuri - Sonal-Shani-Shingapur 2L+PS	26.16	136.3	5-Jun-18	27-Nov-19	31.01.2022	88.00
172	Maharashtra	Widening to Akkalkot 2L+PS	39.83	274.5	30-Jun-18	31-Dec-19	31.03.2022	76.50
173	Maharashtra	Shapur to Patgaon section I (Design Ch. Km 0+000 to 20+130) NH-548A	20.13	150.79	30-Jun-18	21-Dec-19	31.03.2022	60.37
174	Maharashtra	Shapur to Patgaon section II (Design Ch. Km 20.130 to 43.783) NH-548A	23.65	140.2	30-Jun-18	21-Dec-19	31.03.2022	72.00
175	Maharashtra	Patgaon to Khopoli Section I (Design Ch. Km 43+783 to 69+508) NH-548A	25.73	170	30-Jun-18	21-Dec-19	31.12.2021	83.00
176	Maharashtra	Patgaon to Khopoli Section II (Design Ch. Km 69+508 to 91+130) NH-548A	21.63	119.79	30-Jun-18	21-Dec-19	31.12.2021	94.00
177	Maharashtra	Pune to Male Village (Ch 1+275 to 31+400) NH-753F	30.13	228.83	30-Jun-18	30-Dec-19	31.03.2022	72.50
178	Maharashtra	Male Village to Pune Rajgarh District Border NH-753F	37.6	256.15	30-Jun-18	30-Dec-19	31.03.2022	85.00
179	Maharashtra	Pune Rajgarh District Border To Mangaraj (Ch 89+000 to 103+775) NH-753F	34.78	223.48	30-Jun-18	30-Dec-19	31.03.2022	42.47
180	Maharashtra	Kashedi ghati tunnel NH-68 (Bhopoon Khurd - Kashedi section) 4 lanes under NHDP on EPC mode	8.96	743.21	15-Oct-18	14-Apr-21	30.08.2022	72.50
181	Maharashtra	Pacharal to Mandarghera NH-965DD	59.73	381.08	8-Dec-18	7-Jun-20	31.12.2022	2.50
182	Maharashtra	Mahad to Rajgad Fort	25.81	237.4	13-Nov-18	12-May-20	31.12.2022	6.79
183	Maharashtra	Jaloti to Toprai NH-50	45.45	299.92	30-Jun-18	30-Dec-19	31.01.2022	86.28
184	Maharashtra	Kohari to Dhanori NH-181A Km 90/00 to 147/650	58	377.18	30-Jun-18	8-Aug-20	31.03.2022	73.59
185	Maharashtra	Satara to Miranwal	85.89	653.48	1-Aug-17	1-Aug-19	31.03.2022	64.38
186	Maharashtra	2 lane with paved shoulder in km.83/350 to 132/00 Jamkhed - Jalgaon - Shirgonda - Kashi - Inamgaon - Navhra NH - 548 D	48.5	311.88	26-Nov-19	25-May-21	28.02.2022	88.48
187	Maharashtra	2 lane + PS Asthmode - Trivadi (Design ch. Km 24.300 - 62.00) (Km 134.98-172.86 of NH-53)	37.67	228.82	15-Jan-20	15-Jul-21	30.08.2022	42.00
188	Maharashtra	2 lane + PS Pimpri to Satara (Design chainage km 21.427 to 84.00) of NH-762G)	42.57	277.42	15-Jan-20	8-Jul-21	30.08.2022	8.00
189	Maharashtra	2 lane + PS Chandwad - Menwad (Design chainage km 194.600 - 128.650) NH-762G)	24.05	168.46	15-Jan-20	14-Jul-21	31.03.2022	65.85
190	Mizoram	Construction of a new 2 Lane Highway from Km 0.00 (on NH-64 near Lawngta) to Km 38.00 (Crossing with GS Road) (Length=38 Km) in Mizoram to support Kaladan Multi Modal Transit Transport Project in Phase 'A' of SARDP-NE in the state of Mizoram	35	377.89	27-Oct-10	10-Nov-14	30-Jun-22	94.55
191	Mizoram	Construction of a new 2-lane Highway from km 38/00 to 71/00 in Mizoram to support Kaladan Multi Modal Transit Transport Project in Phase 'A' of SARDP-NE (Package MM-4)	26	322.24	27-Oct-10	30-Sep-14	15-Dec-21	98.12
192	Mizoram	Construction of a new 2-lane Highways from km 71/00 to km 96/83 in Mizoram to support Kaladan Multi Modal Transit Transport Project in SARDP NE Phase A	27	327.92	27-Oct-10	30-Sep-14	30-Jun-22	94.95
193	Mizoram	Widening to 2-Lane, re-alignment and geometric improvement from Km 11/00 to Km 114/818 of NH 44 A	104	992.67	17-Mar-11	17-Mar-14	31-Mar-22	90.02
194	Mizoram	Construction for 2-laning with paved shoulder of NH-150 of stretch from Km 42/800 - Km 60/300	18	206	15-Jan-18	22-May-21	31-Mar-22	81.12
195	Nagaland	Strengthening and widening to two lane with paved shoulder of NH-61 from Km 40.00 to Km 72.40 under EPC mode in the State of Nagaland during FY 2016-17 (package-I from km 40.00 to km 58.00)	16	187.64	7-Dec-17	7-Dec-20	30-Nov-21	99.01
196	Nagaland	Strengthening and widening to two lane with paved shoulder of NH-61 from Km. 40.00 to Km 72.40 under EPC mode in the State of Nagaland during 2016-17(package-II from km 58.00 to km 72.40)	15.4	172.83	7-Dec-17	7-Dec-20	30-Nov-21	88.83
197	Nagaland	Construction of 2 lane with paved shoulder from Km. 188.00 to 183.783 (Yesemyong to Unger) on Mokokchung to Tuil Section of NH-61 under EPC mode in the State of Nagaland.	16	217.35	16-Nov-18	16-Nov-20	31-Mar-22	66.97
198	Odisha	Widening to 2L with PS from Km 173/270 to Km 228/400 of NH-59 in the state of Odisha.	53.79	214.23	8-Aug-18	31-Dec-20	15-Jun-22	87.21
199	Odisha	Widening to 2L with PS from Km 228/400 to 328/200 of NH-49 in the state of Odisha.	56.5	198.18	1-Aug-18	31-Jan-20	31-Mar-22	90.56
200	Odisha	Upgrading to 2L with PS from km 9/00 to 15/80 (Nuzapada-Banga Munda) of NH 217 under NHSP Scheme in the state of Odisha.	68	171.98	13-Jun-14	11-Jun-18	31-Mar-22	79.85
201	Odisha	Widening to 2L with PS from km 58 to 116.1 (Naidikela-Boudhi) of NH-153B in the state of Odisha.	58.1	208.88	4-Apr-18	3-Apr-20	31-Mar-22	83.26
202	Odisha	Widening to 2L with PS from km 73/80 to 295/0 (Nayagadh - Khurtha) of NH-57 in the state of Odisha.	54.4	223.5	6-Aug-18	6-Aug-20	31-Mar-22	83.57
203	Odisha	Widening to 2L with PS from km 5/00 to 14/09 (Sonepur to Madhapur) of NH-57 in the state of Odisha	86.61	295.87	15-Feb-17	14-Feb-19	14-Feb-22	92.37
204	Odisha	Widening to 2L with PS from km 0/0 to 11/80 (Except 81-91) of NH-157 (Cherchhakh to Bharja Nagar) in the state of Odisha.	106.82	287.7	15-Feb-17	14-Feb-19	10-Feb-22	94.86
205	Punjab	Jalandhar-Hoshiarpur section of NH-70 (New NH No.	39.13	1069.59	23-Oct-17	22-Oct-19	31-Jul-22	40
206	Punjab	ROB at Nagpal In Km. 58.870 on LC No. 85-C	0	123.8	8-Jun-18	7-Jun-20	30-Apr-22	84.5
207	Punjab	Widening/Upgradation of Moga-Kot lae Khan-Maichu-Haria-Khaira Road (NH-703B)	75.16	326.84	4-Feb-19	3-Aug-20	30-Dec-21	82
208	Punjab	Widening and paved shoulder of Tobaan (in Haryana) Punjab/Haryana Border to Moonsak-Jaichal-Budhade-Bhoni from Km 238.600 to 287.710 of NH-148B	45.88	331.8	4-Feb-19	3-Aug-20	31-Mar-22	87.18
209	Punjab	Widening / Upgradation of Malhu-Aritha Road Section	24.8	170.57	15-Nov-19	14-May-21	30-Dec-21	47
210	Rajasthan	Construction of two lane with paved shoulder of Kanai Bypass of New NH-752 (old NH-90) from Km 41+560 to Km 60+650 (Design Ch-0+000 to 8+700) in Jalawar in the State of Rajasthan.	9	115	16-Oct-19	15-Apr-21	31-Dec-22	5
211	Tamil Nadu	widening & strengthening from (i) 2 lane to 2 lane with paved shoulder from Km 0/550-1/00,5/700-2/070,2/1500-3/4200 A 3/4870-38/000 & (strengthening of existing 4 lane from Km 0/000-0/650,1/100-1/780,2/420-5/700,2/1070-2/1600,3/4200-3/4870 & 2 lane from Km 1/780-2/420(Dindigul-Nadnam section) of NH 383 in the state of Tamilnadu on EPC	38	240.38	6-Jun-19	7-Dec-20	5-Mar-22	77
212	Telangana	Widening of existing 2-lane/intermediate lane to 2-lane with paved shoulders in km.87/2 to 109/0 of NH-383 under Corridor Approach on EPC mode	41.58	153.21	24-Jul-15	23-Jan-17	31-Mar-22	93.11
213	Telangana	Widening and Strengthening from km 227/600 to 283/00 in Hoggarl - Raichur - Jachcherla section of NH 167 in the state of Telangana	38.55	127.24	12-Feb-15	11-Feb-17	30-Nov-21	99
214	Telangana	Rehabilitation and upgradation of NH-221 from km 12/10 to 185/0 (Rudrampur to Bhadrachalam section) to two lane with paved shoulder under NHDP in the state of Telangana through EPC mode	43.19	271.32	26-Feb-15	24-Feb-17	31-Mar-22	81.34
215	Telangana	Widening to 2+1 Lane with paved shoulders from Km 182,120 to Km 227,500 of NH 167 on Hoggarl-Jachcherla Road on EPC mode under NH(O) in the state of Telangana	45.92	298	21-Feb-17	20-Feb-19	21-Mar-22	67
216	Telangana	Widening to two/lane with paved shoulder from Km.180,800 to Km.223,000 of NH-63 on Nizamsabad-Jagadalpur road on EPC mode under NH(O) in the state of Telangana.	42.4	253.98	29-Mar-17	28-Mar-19	30-Sep-22	68.15
217	Telangana	8-laning of km 8,900 to km 19/848 (Arangath to Shamshabad Section) of Hyderabad-Bangalore section of NH-44 Under NH(O) EPC basis in the state of Telangana	10.05	283.15	11-May-18	9-May-20	31-Dec-21	58
218	Telangana	8CWidening to Two Lane with Paved Shoulders from Km 87,000 to Km 114,425 of Kalwanthi- Mallespally Section of NH 167 (Enbethele section of SH MC16) in the State of Telangana on EPC mode under NH (O) Annual Plan 2016-17	47.01	300	5-May-17	4-May-19	31-Mar-22	90
219	Telangana	Rehabilitation and upgradation of NH-167 from design km 113,900 to 154,479 (Mallespally Haiys section) to two lane with paved shoulders on EPC mode in the state of Telangana	40.58	314.93	13-Jun-18	28-Nov-19	30-Jun-22	71.53
220	Telangana	Construction of six lane elevated corridor from km 7,950 (Uppal) to km 14,200 of NH-163 to De-Congest the urban limits of Hyderabad-Roopalpatnam section on EPC mode in the state of Telangana	6.25	626.76	2-Jul-18	1-Jul-20	31-May-22	33.28
221	Telangana	Rehabilitation and upgradation of NH-167 from design km 157,707 to 187,723 (design length 30.016 km) to two lane with paved shoulders of Albnagar-Miryasaguda Sec on EPC mode in the state of Telangana	40.58	220.28	17-May-18	12-Nov-19	31-Mar-22	91.42
222	Telangana	Rehabilitation & upgradation of NH - 167 from design km 187,723 to 234,434 (Miryasaguda to Kodad section) to two lane with paved shoulder on EPC mode in the state of Telangana	47	322.81	3-Sep-18	3-Sep-20	30-Jun-22	78.34
223	Telangana	Rehabilitation and upgradation from km 121/000 to 154/000 (Palarekhal to Malampally section of NH-385 to 2 lane with paved shoulders in the state of Telangana in the EPC mode	33	152.1	8-Jun-18	8-Dec-19	31-Mar-22	67

State / UT-wise details of delayed projects under implementation by Roads Wing of MoRTH

SLNo.	State Name	Project Name	Total Length (km)	TPC	Appointed Date	Scheduled Completion Date	Likely Completion Date	Cumulative Physical Progress in %
224	Telangana	Widening and Strengthening/ reconstruction of existing pavement to four lane with paved shoulders from Km 266.348 to Km 283.000 of Mahabubnagar-Jachhala section of NH-187 on EPC mode in the state of Telangana (187-TS-2018-19-48)	16.65	193.19	18-Oct-19	12-Jan-21	15-Jan-22	38
225	Tripura	Widening to 2-lane with paved shoulder including geometric improvement from km 318.00 to km 339.940 on Churalbari-Agarbala section of NH-44 in Tripura under EPC mode	21.94	172	1-Aug-18	1-Aug-20	30-Nov-21	92.44
226	Uttar Pradesh	Rehabilitation and upgradation of existing pavement to two lane with paved shoulder from Ch 537.600 to km 564.750 (Kaptanganj to Padma section) of NH-730	27.15	242.05	11-Oct-18	10-Apr-20	10-Mar-22	78
227	Uttar Pradesh	Four lane widening & strengthening of NH-29E from km. 81.420 to 98.935 Sonu-Gorakhpur Road (Jangal Kaudiya to Mohaddipur Section)	17.53	323.38	19-Feb-19	18-Aug-20	18-Dec-21	75
228	Uttar Pradesh	Rehabilitation and Up-gradation of existing pavement to four lane with Paved Shoulder from Ch 138.23	17.03	306.59	2-Dec-19	1-Jun-21	30-Nov-21	70
229	Uttar Pradesh	Improvement and upgradation of existing carriageway to two lane with paved shoulder from km 0.00 to km 55.00 of NH-227A	55	281.45	1-Jul-18	30-Jun-21	30-Mar-22	61.2
230	Uttarakhand	Construction of 2-lane with paved shoulders configuration & strengthening of NH-68 from km 350.00 to km. 355.00 (Kalyansur re-alignment) in the State of Uttarakhand on EPC Mode	5.72	148.15	16-Jan-18	15-Jul-20	31-May-22	28.33
231	Uttarakhand	Widening and Strengthening of existing intermediate / 2-lane to 2-lane with paved shoulder configuration from km. 0.00 (Design km. 0.00) to km. 18.440 (Design km. 18.700) including existing 3.470 km of Rudrapur Bypass of NH-100 in the State of UK	18.7	141.47	21-Nov-17	20-Nov-18	31-Dec-21	94.99
232	Uttarakhand	Rehabilitation and up gradation to 2-lane with paved shoulder from existing km 172.900 to km 194.160 (Design change km 48.300 to km 70.300) on bypass to Yamnoli road of NH-134(old NH 94) in the state of uttarakhand under improvement of NH connectivity to chardham.	21	293.58	16-Jan-19	8-Jan-21	4-Dec-21	77.23
233	Uttarakhand	Widening of existing single lane road to two lane with paved shoulder from km. 235.00 to 268.00 of NH-68 including 600 m marine drive viaduct portion near Bysal in Uttarakhand under EPC mode	30.89	248.22	30-Dec-17	29-Dec-19	30-Dec-21	66
234	Uttarakhand	Reconstruction of existing 2 L/L to 2L with paved shoulder from existing km 52.200 to 92.880 of NH-	40.68	282.08	19-Jun-17	18-Jun-18	31-Dec-21	86.57
235	Uttarakhand	Construction & Widening (including Agumundi Bypass Ch-16.545 to Ch - 18.890) to 2L/PS from Km 18.645-Km 33.130 & 45.880 -57.975 (Agumundi to Kund & Gupkashi to Sikapur) on NH 109 in UK	30.67	418.89	17-Feb-18	18-Feb-20	31-Dec-21	75.25
236	Uttarakhand	Rehabilitation and upgradation to 2 lane with paved shoulder configuration from km 122.00 (Dhawanu Bend) to km 147.230 (Sikayara Bend) of NH-94 in the state of Uttarakhand	24.3	237.79	30-Nov-17	28-Nov-19	31-Dec-21	69.28
237	Uttarakhand	Widening and Strengthening/ Reconstruction of Existing 2-Lane To 2 Lane with Paved Shoulder Configuration from existing km 338+100 (Design km 333.400) to km 369+000 (Design km 380.578) excluding existing km 349+600 to km. 355+405 (Kalyansur Bypass) of NH-68 in the State of Uttarakhand through an Engineering, Procurement and Construction (EPC) Contract	22.48	136.43	21-Aug-18	25-Aug-20	31-Dec-21	87.23
238	Uttarakhand	Construction of 2 lane with paved shoulder of Kund Bypass from Design Km 35.130 to Km 47.700 (existing Km 33.130 to Km 41.280) of NH-109 in the State of Uttarakhand	12.57	247.89	7-May-18	6-May-20	31-Dec-21	81.75
239	West Bengal	Upgradation of NH-81 with a minimum of 2-lane with paved shoulder configuration starting from Km. 18.205 to Km 48.550 in the District of Malda including cost of Land Acquisition on EPC mode in the State of West Bengal under Annual Plan-2017-18. (Job No. 081-WB-2017-18421).	26.75	426.16	5-Sep-18	3-Sep-20	31-Dec-22	28.98
240	West Bengal	Development of (new section of NH-31 from Km. 551.38 (Ghosulpur) to Km. 663.28 (Bihar Mon.Bagdogra) in Darjeeling District, West Bengal on EPC Mode (Project length- 11.90 Km.) under AP-2017-18. (Job No. 031-WB-2017-18423).	11.9	254.3	3-Oct-18	1-Oct-20	31-Dec-22	63.55
241	West Bengal	Construction of new road at the missing link portion of NH-31 along approved alignment between Harishchandrapur and Eastern approach of Kalkindi Bridge from Km 48.550 to Km 59.897 in the district of Malda.	13.15	291.2	2-Nov-18	1-Nov-18	31-Dec-22	67.06
242	West Bengal	Widening to 2 lane paved shoulder of Nandakumar - Contal - Chandeshwar from km 0.00 to km 25.5 & Km 41 to 64.7 on NH-116B, NH-116B-WB-2018-17408	48.2	396.86	6-Sep-17	6-Sep-19	31-May-22	83.54
243	West Bengal	Construction of Teles 2-lane ROB and its approaches in replacement of existing level crossing Gate No. -KA-34 (Fly km 16025-16027) between Mindapora & Barjana stations in Kurali at km 154.817 of NH-80.	0	253.26	7-Sep-19	6-Sep-21	31-Dec-22	14.82
244	West Bengal	Construction of ROB and its approaches in lieu of Level Crossing No. 68/T at km 284.170 on NH-60	0	149.19	10-Oct-18	8-Oct-20	31-Dec-22	33.25
245	West Bengal	Construction of Teles 2-lane ROB and its approaches in replacement of Level Crossing at km 815.5 of NH-31	0	102.57	12-Mar-18	11-Mar-20	31-Mar-22	81.47

State / UT -wise details of delayed projects under implementation by NHAI: -

Sl. No.	State	Project	NH	Cost (In Rs. Cr)	Date of start	Likely date of completion
1.	Maharashtra	Four Lane Stand Alone Ring Road/Bypasses for Nagpur City, Package-I From Km. 0+500 to Km. 34+000 (Total Length-33+500 Km.) in the State of Maharashtra On BOT (Hybrid Annuity) basis.	Outer Ring Road, Nagpur	531.00	05.01.2017	Likely to be terminated
2.	Maharashtra	Four Lane Stand Alone Ring Road/Bypasses for Nagpur City, Package-I From Km. 0+500 to Km. 34+000 (Total Length-33+500 Km.) in the State of Maharashtra On BOT (Hybrid Annuity) basis.	Outer Ring Road, Nagpur	639.00	20.01.2017	Likely to be terminated
3.	Maharashtra	Flyover at Km.544.650 including ROB, Service Roads ,Footpath for RCC drains on urban link to Nagpur -Raipur road (Pardi octroi Naka to Itwari)	NH-53 (Old NH-6)	448.32	31.03.2016	March-22
4	Maharashtra	Four laning of Solapur MAH / KNT border section of NH-9 from Km. 249+000 to Km. 348+000 on BOT Basis	65	923.04	03.06.2014	Dec, 2021
5	Maharashtra	6 laning of Pune Satara section of NH-4	48	1724.55	10.01.2010	Dec, 2021
6	Delhi	Construction of Dwarka Expressway from Road under Bridge (RuB) near Sector 21 Dwarka To Delhi Haryana Border (Km 5.300 To Km 9.500) – Package 2 in State of Delhi on EPC Mode	NH-248 BB (New)	2068	17.10.2019	25.06.2022
7	Haryana	Construction of 8-Lane Dwarka Expressway (NH-248 BB) from Delhi-Haryana Border to Start of Railway over Bridge, Gurugram (Km 9+500 to Km 19+700) in the state of Haryana on EPC mode Pkg.-3	NH-248 BB (New)	2228	29.11.2018	Dec, 2021
8	Haryana	Construction of 8-Lane Dwarka Expressway (NH-248 BB) from Railway Over Bridge (ROB) till End Point Km 40NH-8-SPR intersection near Kherki Daula (Km 19+700 to Km 28+460) in the State of Haryana on EPC mode Pkg.-4	NH-248 BB (New)	1859	05.12.2018	Dec, 2021
9	Karnataka	BRT Tiger Reserve Boundary (Km.287.500) to Bangalore Section (Km.458.420) of NH-209 in Karnataka	948	1008	21/08/2017	31-12-21
10	Karnataka	Hassan (km 184.912) to Maranahally (km 230.060) of NH - 75 in Karnataka	75	573.92	06/03/2017	10-03-22
11	Karnataka	Chitradurga - Davanagere including Chitradurga bypass of NH-48 (Old NH-4)	NH-48(Old NH-4)	1434	27/12/2017	31-12-21
12	Karnataka	Six laning of Haveri (Km 340) to Hubli (Km	48	1200	22/02/2018	23.11.21

Sl. No.	State	Project	NH	Cost (In Rs. Cr)	Date of start	Likely date of completion
		403.400) section of NH4 in Karnataka				
13	Karnataka	Davanagere - Haveri of NH-48 (Old NH-4) from km. 260.00 to km. 338.923	NH-48(Old NH-4)	1177	24/01/2018	31-12-21
14	Karnataka	4L of Hubli - Hospet Section of NH-63 from: Km 128.850 to Km 272.571	67 (old NH 63)	1334.7	15/03/2017	31-12-21
15	Karnataka	Hospet-Bellary-Karnataka/AP Border from Km.280.080 to Km.375.450	67 (old NH 63)	870	31/03/2017	31/12/2021
16	Uttar Pradesh	Ghaziabad-Aligarh	34	1141	25-02-2011	Mar, 2022
17	Uttar Pradesh	Meerut-Muzaffarnagar-Additional Work (Structures)	58	207	20-01-2018	Mar, 2022
18	Uttar Pradesh	4-Laning of Bareilly-Sitapur section of NH-24	24	1046	01.03.2011	Terminated w.e.f. 13.04.2019. Balance Work has been awarded to J.V M/s Raj Corporation Ltd Siddharth Construction & Jagdish Saran. JV Letter of Commencement has been issued on 17.12.2019. Currently Physical Progress is 25.91%.
19	Uttar Pradesh	Two laning with paved shoulders of Bareilly-Sitarganj section of NH-74	74	279	24.01.2014	Terminated on 01.10.2019. Balance Work has been awarded to J.V of M/s SRSC Infra with M/s Rajinder Infra Pvt Ltd. Letter of Commencement has been issued on 10.03.2021.
20	Bihar	4 Laning of Simaria-Khagaria NH-31	31	567	05.10.2016	Dec, 2021
21	Bihar	Bakhtiyarpur-Mokama	31	878.94	14.06.2017	30.06.2022
22	Bihar	Forbesganj-Jogbani	57A	247.36	18.04.2016	Dec, 2021
23	Bihar	Chhapra-Hajipur	31	575	27.01.2011	30.12.2021
24	Bihar	Hajipur-Muzaffarpur	22	671	12.08.2010	31.12.2021
25	Bihar	Chhapra- Siwan-Gopalganj	85	692.59	07.12.2015	Dec, 2021
26	Bihar	Koilwar-Bhojpur	84	825.17	17.08.2015	Dec, 2021
27	Bihar	Bhojpur-Buxar	84	681.67	18.04.2018	Dec, 2021
28	Bihar	Varansi-Aurangabad	2	2848	12.09.2011	31.12.2021
29	Bihar	Patna-Bakhtiyarpur	30	574	26.09.2011	Dec, 2021

Sl. No.	State	Project	NH	Cost (In Rs. Cr)	Date of start	Likely date of completion
30	Bihar	Balance Work of Piprakothi-Raxul	28A	333.60	4.10.2019	31.03.22
31	Chhattisgarh	Four / Six laning of Raipur - Simga (PKG-1)	NH-130	513	21.04.2016	31.12.2021
32		Four laning of Raipur -Kodebad section of NH-43	NH-43	304.07	11.03.2017	
33		Four laning of Kodebad - Dhamtari section of NH-43	NH-43	356.62	11.03.2017	
34	Uttar Pradesh & Uttarakhand	Haridwar-Nagina	74	827.05	24.01.2018	31.12.2021
35	Nagina-Kashipur	74		1155.70	28.10.2017	Dec, 2021
36	Uttar Pradesh	Four laning of Rampur-Kathgodam section of NH-87 (Pkg-1)	87	738	31.03.2017	Dec, 2021
37	Uttarakhand	Four laning of Rampur-Kathgodam section of NH-87 (Pkg-2)	87	657	28.10.2017	Dec, 2021
38	Uttarakhand	Four laning of Kashipur-Sitarganj section of NH-74	74	757.41	05.03.2014	31.12.2021
39	West Bengal	Six-laning of Dhankuni-Kharagpur Section of NH-6 from Km. 17.600 to Km. 129.00 in the state of West Bengal	NH-6 (New NH-16)	1396.18	01.04.2012	Dec 2021
40	West Bengal & Jharkhand	6-laning of Barwa-Adda-Panagarh Section of NH-2 in the states of Jharkhand and West Bengal	NH-2 (New NH-19)	1665	01.04.2014	June 2022
41	West Bengal	4-Laning of Krishnagar-Baharampore Section of NH-34 from Km.115.000 to Km.193.000	NH-34 (New NH-12)	702.16 Revised TPC – 1154.5	10.01.2012	Dec 2021
42	West Bengal	4-laning of Berhampore – Farakka Section of NH-34 from Km 191.416 to Km 294.684	NH-34 (New	998.79	03.02.2011	June 2022

Sl. No.	State	Project	NH	Cost (In Rs. Cr)	Date of start	Likely date of completion
			NH-12)			
43	West Bengal	Construction of balance work of Dalkhola bypass including ROB	NH-34 (New NH-12)	104.95	11.10.2017	Dec, 2021
44	West Bengal	Ghoshpukur-Dhupguri section from Km 0.00 to Km 83.785	NH-31D	1133.02	17.12.2015	Dec, 2021
45	West Bengal	Four laning of NH-31D from km 113.200 to km 154.854 (Pkg-IIA) Ghoshpukur-Salsalabari Section	NH-31D	1030	21.01.2019	June 2023
46	West Bengal	4-Laning of Chichira-Kharagpur Section of NH-6 from Km. 185.150 to Km. 134.400	NH-6	613.8	16.03.2017	Dec, 2021
47	Rajasthan	Six laning of Gurgaon -Kotputli-Jaipur section of NH-8(48)	8(48)	1896.25 Cr./329.27 Cr. (Revised)	Appointed date 03.04.2009 schedule completion date 01.10.2011	31.12.2021
48	Rajasthan	Raj. Border-Fatehpur-Salasar Section	52 & 58	530.07	06.02.2014	Mar, 2022
49	Rajasthan	Construction/up-gradation of two lane with paved shoulder of NH from Raisinghnagar-Poogal (Design Ch. 101.000 to Design Ch. 263.460) Section (Length- 162.460 km) under Phase-I of BharatmalaParijojana on EPC Mode in the State of Rajasthan (Package-2)	911	687.07	27.02.2019	Dec, 2021
50	Rajasthan	4-laning of Bar-Bilara -Jodhpur, NH-112	112	649	27.03.2017	Dec, 2021
51	Rajasthan	Six Laning from km 287.400 to km 401.200 section of NH-8 in the States of Rajasthan & Gujarat (Approx. Length 113.800 Km.) on DBFOT (Toll) under NHDP Phase V (Package-V).	NH-8	1405 Cr. As per financial closure of Concessio-naire	03.07.2017	Dec, 2021
52	Rajasthan	Six Laning of Chittorgarh-Udaipur section of NH-76 from Km 212.000 to km 118.500 in the State of Rajasthan (Length 93.500 Km) on DBFOT (Toll) under NHDP Phase-V, Package-III	NH-76	2088 Cr. As per financial closure of Concessio-naire	03.09.2017	Mar, 2022
53	Rajasthan	Six lanning of Gulabpura to Chittorgarh section	NH-79 (New NH-48)	1239.82 Cr.	04.11.2017	Mar, 2022
54	Rajasthan	Six Laning of Kishangarh to Gulabpura Section of NH-79A and NH-79 in the state of Rajasthan (Length 90 Km) on DBFOT (Toll) under NHDP Phase V Package-I	NH-79A & NH-79	1031.95	21.02.2018	Mar, 2022
55	Rajasthan	Four Lane from km 299/0 to 346/540 (Darah-Jhalawar-Teendhar)-Package-II (Hybrid Annuity)	52	1316.83	24.05.18	Mar, 2022

Sl. No.	State	Project	NH	Cost (In Rs. Cr)	Date of start	Likely date of completion
56	Rajasthan	Gagariya-Bakasar & Sataa-Gandhav Section of NH-925&925A	925&925A	765.52	24.09.2018	Jan, 2022
57	Rajasthan	Jodhpur Ring Road Package-I (4-laning of Dangiawas to Jajiwai)	-	1161	14.12.2018	31.03.2022
58	Kerala	6 Laning of Vadakkanchery (Km 240.000) to Thrissur (Km 270.000) on NH-544 (Old NH-47) on BOT(Toll) basis	NH-544	910	15.09.2012 (revised appointed date)	Mar, 2022
59	Kerala	Four Laning of Mukkola Junction to Kerala / Tamil Nadu Border from Km.26.500 to Km.43.000 of NH-47 (New NH-66) under NHDP Phase III on EPC mode	NH-66	1147.79	15.06.2016	Mar, 2022
60	Kerala	4 laning of Thalassery-Mahe Bypass Section of NH-17(New NH-66) from Km. 170.600(Design Chainage Km.170.600) to Km. 188.000(Design Chainage Km. 189.200 on EPC Mode	NH-66	1232.76	04.12.2017	15.12.2021
61	Kerala	Construction of 4-lane ROB near Neeleshwaram Town (Pallikara Railway Gate) from Km. 93.468 (Existing Km. 95.650) to Km. 94.248 (Existing Km. 96.450) on NH-17 (New NH-66) on EPC Mode	NH-66	83.16	13.05.2018	Mar, 2022
62	Jharkhand	Two/Four laning with paved shoulders of Govindpur (Rajgunj)-Chas-West Bengal Border section of NH-32 from Km. 0.000 to Km. 56.889 in the State of Jharkhand on NHDP Phase-IV on EPC Mode.	32	486	10.12.2017	Mar, 2022
63	Jammu & Kashmir	Construction of 4 lane Ring Road/ Bypass road to Jammu City	244	2024	08.01.2018	31.03.2022
64	Jammu & Kashmir	Four laning from Udhampur-Chenani & Nashri-Ramban from km 67 to 89 & km 130 to 151	44	2136.97	28.12.2015	31.03.2022
65	Jammu & Kashmir	Four laning Ramban to Banihal section (Km. 151.00 to 187.00) of NH-1A (EPC Mode)	44	2168.66	28.12.2015	28.02.2022
66	Jammu & Kashmir	Four laning Quazigund to Banihal section of NH-1A (KM 189.350 to KM 220.700) Including 8.45 Km length twin tube tunnels (BOT)	44	2026.85	05.06.2011	Mar, 2022
67	Madhya	Construction of Four Lanning work from	12	504.63	25.07.2018	Mar, 2022

Sl. No.	State	Project	NH	Cost (In Rs. Cr)	Date of start	Likely date of completion
	Pradesh	Hiran River to Sindoor River from km 66.00 to 130.00 section of NH-12 under NHDP Phase-III on EPC Basis in the State of MP				
68	Madhya Pradesh	Balance works of Obedullaganj-Betul (Pkg-I)	69	894.38	14.11.2017	Mar, 2022
69	Madhya Pradesh	Balance works of Obedullaganj-Betul (Pkg-II)	69	650.56	22.02.2018	Mar, 2022
70	Madhya Pradesh	Four laning of Jhansi-Khajuraho section (Pkg-I)	NH-76/75	1689.89	18.05.2018	Mar, 2022
71	Madhya Pradesh	Four laning of Jhansi-Khajuraho section (Pkg-II)	NH-76/75	1781.11	13.02.2018	Mar, 2022
72	Andhra Pradesh	4 laning of Gundugolanu – Devarapalli – Kovvur section	16	1827	22.10.2018	Mar, 2022
73	Andhra Pradesh	6-Laning of Existing 4-Lane Road from Kalaparru (Design Km 1050.680) to Chinna Avutupalli (Design Km 1076.480) of NH-5 (New NH-16) including 6 Lane Hanuman Junction Bypass (Existing Km: 1055.680 to 1060.800) (Design Ch: 0+000 to Ch: 6+720), (Total Design Length 27.400 Km) in the State of Andhra Pradesh under NHDP Phase-V under Bharatmala Pariyojana on EPC Mode	NH-16 (Old NH-5)	512.43	21.02.2019	Mar, 2022
74	Andhra Pradesh	Development of Emergency Landing Facilities on National Highways- Construction of Emergency Landing Facility Km.1274+0000 to Km.1277+600 section Chilakaluripet - Nellore of NH-16 in the state of Andhra Pradesh on Engineering, Procurement & Construction (EPC) Mode	16	52.88	26.12.2019	Mar, 2022
75	Andhra Pradesh	Construction of six laning of dedicated port road to Krishnapatnam (Package-I) from Km. 0+000 to Km. 18+000 on EPC mode in the State of Andhra Pradesh under Bharatmala Pariyojna Phase-I	NH-67 (Old)	254.43	20.12.2018	31.03.2022 (Original Scheduled Completion Date: 18-12-2020)

Sl. No.	State	Project	NH	Cost (In Rs. Cr)	Date of start	Likely date of completion
76	Andhra Pradesh	Rehabilitation and up-gradation of NH-4 from Andhra Pradesh / Tamil Nadu Border (Existing Km 133.360 / Design Km 134+890) to Nalagampalli village (existing Km 171+590 / Design Km 172+000) four lane with paved Shoulder (Design Length = 37.110 Km) in the state of Andhra Pradesh under NHDP-IV on EPC Mode	NH-4 (New NH-69)	306	15.11.2017	Mar, 2022
77	Haryana	Bhiwani - Mundhal - Jind from Km.6.875 to Km. 68.857 of NH-709A (Package-I) under NH (O)	709 A	183	11/09/2018	Mar, 2022
88		Jhajjar - Loharu from Km.130.770 to Km. 228.630	334 B	136.25	17/12/2018	Mar, 2022
89		Jind-Gohana road from Design Km.0 000 to Km. 50 505 of NH-352A under NH (O)	352 A	132.55	11/09/2018	Mar, 2022
90	Delhi & Haryana	8-laning section of NH-1 (New NH-44) from Mukarba Chowk at Km 15.500 to Panipat at Km 86.000 on BOT (Toll) basis in the states of Delhi & Haryana	44	2128.72	27/10/ 2016	Mar, 2022
91	Punjab	4-laning of Ludhiana to Talwandi Section of NH-95 from km 92.00 to km 170.00 in the State of Punjab to be executed on BOT (Toll) on DBFOT basis under NHDP Phase-III	95	479	26.03.2012	Termination notice issued to concessionaire.
93		Construction of Elevated Corridor partially access controlled highway from Samrala Chowk at Km. 76.000 to Km. 85.980 of NH-95 (Section passing through Ludhiana City) in the State of Punjab	95	756.27	10/10/2017	30/09/2022
94		4-laning of existing two lane with paved shoulder road from Talwandi Bhai to Ferozepur NH-05 (Old NH-95) from Km.170.380 to Km.194.040 in the State of Punjab	95	207	15/01/2019	Dec,2021
95	Odisha	VUPs at Balikuda, Sikharpur and Badachana on Bhubaneswar-Chandikhole Section	16	46.44	03/07/2019	31/12/2021
96	Odisha	Four Laning of Angul to Sambalpur from Km.112.000 to Km.265.000	55	1509.76	03/03/2017	31/03/2022
97	Odisha	Birmitrapur - Brahmani Bypass end of NH-23	143	449.7	23/05/2018	31/03/2022
98	Odisha	Cuttack-Angul Section of NH-42 (New NH-55) from km 0.400 to km 60.200 (Pkg-I) in	55	686.77	19/01/2018	31/03/2022

Sl. No.	State	Project	NH	Cost (In Rs. Cr)	Date of start	Likely date of completion
		the State of Odisha				
99	Odisha	Rimuli Koida km 163 - km 206 of NH 215	520	649.62	12/05/2018	Dec,2021
100	Odisha	Four Laning of Teleibani - Sambalpur from Km.493.30 to Km.521.30 and Km.545.176 to Km.567.40	53	481.65	25/05/2017	31/03/2022
101	Odisha	Puintola to Tangi (km 284.00 to km 355.00) of NH-5 (New NH-16)	16	592.12	17/12/2018	31/03/2022
102	Odisha	Tangi to Bhubaneswar (km 355.0 to km 414.0) of NH-5 (New NH-16)	16	951.21	10/04/2019	31/03/2022
103	Odisha	Koida- Rajamunda (Pkg-II) km 206.00 - km 259.453 of NH 215	520	993.56	08/05/2018	31/03/2022
104	Odisha	Cuttack-Angul Section of NH-42 (New NH-55) from Km.60.200 to Km. 112.000 (Pkg-II) in the State of Odisha	55	623.16	12/03/2018	31/03/2022
105	Uttar Pradesh	Varanasi Gorakhpur Section Package IV from km. 149.540 to km. 215.160 (Mau-Gorakhpur)	NH-24	2967	10/04/2017	31-12-2021
106	Uttar Pradesh	Varanasi Gorakhpur Section from km. 84.160 to 149.540 (PKG III)	NH-24	3766	10/04/2017	31-12-2021
108	Uttar Pradesh	Four Laning of Ghaghra Bridge to Varanasi (PKG-III) [Gossai ki bazaar bypass (Km 240.340) to Varanasi (Km 299.350)]	NH-233	2376	01/01/2016	Dec,2021
109	Uttar Pradesh	Four Laning of Sultanpur to Varanasi (PKG-I) [from Sultanpur (Km 134.700) to Jaunpur (Km 209.230)]	NH-56	2922	01/01/2016	31-12-2021
110	Uttar Pradesh	Four Laning of Sultanpur to Varanasi (PKG-II) [from Jaunpur (Km 209.230) to Varanasi (Km 272.590)]	NH-56	2604	01/01/2016	Dec,2021
111	Uttar Pradesh	Four Laning of Ghaghra Bridge to Varanasi (PKG-II) [Budhanpur Urban section (Km 180.420) to Gossai ki bazaar bypass (Km 240.340)]	NH-233	3191	01/01/2016	Jan, 2022
112	Himachal Pradesh	Solan-Kaithlighat	22	598	09.11.2018	Dec, 2021
113	Himachal Pradesh	Nerchowk-Pandoh	21	873	14.01.2018	07.01.2023
114	Himachal Pradesh	Pandoh-Takoli	21	2604	26.03.2018	23.03.2022
115	Himachal Pradesh	Takoli-Kullu	21	328.83	02.06.2017	29.03.2022
116	Tamil Nadu	6-laning of Sriperumbudur Karaipettai Section	NH-4 (New no.48)	654.26	24.05.2019	24.02.2023
117	Tamil Nadu	6-laning of Karaipettai to Walajapet section	NH-4	533.36	11.02.2019	20.12.2022

Sl. No.	State	Project	NH	Cost (In Rs. Cr)	Date of start	Likely date of completion
			(New no.48)			
118	Tamil Nadu & Andhra Pradesh	Tirupati-Tiruthani-Chennai section	716	571.00	07-04-11	31-10-23
119	Tamil Nadu	Chennai-Tada	16	464.62	28-03-18	24.08.2022
120	Tamil Nadu	Trichirapalli (Km 0.000) to Kallagam (Km. 38.700)	227	1020.60	01.03.2019	31.01.2022
121	Tamil Nadu	Kallagam (km.38.700) to Meensurutti (Km.98.433)	227	1071.00	23.04.2019	27.01.2022

State / Package wise Details of JICA funded Projects under NHIDCL

SL. No.	State	Project / Package Details	NH No. (Old/ New)	Length (Km)	Details of MoRTH Sanction		Awarded Cost (In Cr.)	Date of Award	Date of Start/ Appointed Date	Total length completed (km)	Cumulative Physical progress %	Cumulative Financial progress %	Target Date of completion
					Date of Original / Revised Sanction	Final Sanctioned Cost/TPC (In cr.)							
1	Assam	4 lane Bridge including approaches over River Brahmaputra between Dhubri (on North Bank, Assam) and Phulbari (on south Bank, Meghalaya) on NH-127B	127B	19.262	5/8/2019	4997.04	3165.99	11/24/2020	12/15/2020	0	0.93%	0.74%	13-Sep-27
2	Meghalaya	Widening to 2-lane with Geometric Improvement of Tura-Dalu Road from Km 85.000 to Km 95.000 & Km 101.000 to km 145.000 to 2-lanes with paved shoulder of Tura-Dalu section	51	51.54	4/20/2017	553.41	358.65	3/28/2018	9/15/2018	24	39.31%	38.65%	31-Mar-22
3	Meghalaya	Improvement/Widening to 2-L. with Paved Shoulder from (design Km 0.00 to Km 10.670) / 4-Laning from (design Km 0.00 to Km 0.930) between Shillong-Dawki (Pkg-1)	40	11.60	7/13/2020	351.12	91.26	11/2/2020	12/14/2020	0	4.40%	1.43%	14-Dec-23
4	Meghalaya	Improvement/Widening to 2-Lane with Paved Shoulder from (design Km 10.670 to Km 37.550) between Shillong-Dawki (Pkg-2)	40	26.55	7/13/2020	525.68	210	11/24/2020	12/26/2020	0	13.09%	7.67%	16-Dec-23
5	Meghalaya	Improvement/Widening to 2-Lane with Paved Shoulder from (design Km 45.760 to Km 63.530) between Shillong-Dawki (Pkg-4)	40	17.77	7/13/2020	445.51	88.2	11/2/2020	12/14/2020	0	12.32%	11.35%	14-Dec-23
6	Meghalaya	Improvement/Widening to 2-Lane with Paved Shoulder / 4-Laning from (design Km 63.530 to Km 71.520) between Shillong-Dawki (Pkg-5)	40	7.99	7/13/2020	284.21	141.14	11/23/2020	12/28/2020	0	6.09%	2.45%	28-Dec-23
7	Mizoram	Widening and up-gradation to 2-lane with paved shoulder configuration and geometric improvements from km 8.00 to km 65.00 (Package-1) on Alzawi-Tulpang section	54	57	20-04-2017/ 30-09-2019	1089.95	699.3	11/25/2019	1/24/2020	2	12.74%	9.68%	25-Jul-23
8	Mizoram	Widening and up-gradation to 2-lane with paved shoulder configuration and geometric improvements from km 65.00 to km 125.00 (Package-2) on Alzawi-Tulpang section	54	53.263	20-04-2017/ 30-09-2019	1027.83	512	3/8/2019	12/23/2019	14.3	19.75%	18.14%	22-Jun-23
9	Mizoram	Widening and up-gradation to 2-lane with paved shoulder configuration and geometric improvements from km 125.00 to km 166.00 (Package-3) on Alzawi-Tulpang section	54	41	20-04-2017/ 30-09-2019	867.09	450.45	2/13/2019	10/25/2019	4	18.52%	17.93%	24-Apr-23
10	Mizoram	Widening and up-gradation to 2-lane with paved shoulder configuration and geometric improvements from km 166.00 to km 208.00 (Package-4) on Alzawi-Tulpang section	54	42.53	20-04-2017/ 30-09-2019	899.45	440.5	2/13/2019	10/25/2019	15.2	29.53%	27.98%	24-Apr-23

State / Package wise Details of JICA funded Projects under NHIDCL

SL. No.	State	Project / Package Details	NH No. (Old/ New)	Length (Km)	Details of MORTH Sanction		Awarded Cost (In Cr.)	Date of Award	Date of Start/ Appointed Date	Total length completed (km)	Cumulative Physical progress %	Cumulative Financial progress %	Target Date of completion
					Date of Original / Revised Sanction	Final Sanctioned Cost/TPC (in cr.)							
11	Mizoram	Widening and up-gradation to 2-lane with paved shoulder configuration and geometric improvements from km 208.00 to km 250.00 (Package-5) on Alzawl-Tulpang section	54	35.6	20-04-2017/ 30-09-2019	752.89	395.37	2/13/2019	10/25/2019	7.53	28.52%	28.00%	24-Apr-23
12	Mizoram	Widening and up-gradation to 2-lane with paved shoulder configuration and geometric improvements from km 250.00 to km 298.00 (Package-6) on Alzawl-Tulpang section	54	45.5	20-04-2017/ 30-09-2019	811.54	546.05	3/8/2019	12/16/2019	11.6	26.26%	23.60%	15-Jun-23
13	Mizoram	Widening and up-gradation to 2-lane with paved shoulder configuration and geometric improvements from km 298.00 to km 339.00 (Package-7) on Alzawl-Tulpang section	54	40.344	20-04-2017/ 30-09-2019	719.57	446.4	9/21/2020	10/1/2020	0	11.31%	8.33%	1-Apr-24
14	Mizoram	Widening and up-gradation to 2-lane with paved shoulder configuration and geometric improvements from km 339.00 to km 380.00 (Package-8) on Alzawl-Tulpang section	54	40	20-04-2017/ 30-09-2019	713.44	443.94	2/13/2019	3/16/2020	4.7	17.94%	16.23%	15-Sep-23
15	Mizoram	Construction of 2-L Chhiathlang -Serchhip Bypass (Pkg-1) on Alzawl-Tulpang section of NH-54	54	14.4	3/19/2020	275.02	153.1	9/30/2020	10/15/2020	0	0.00%	0.00%	15-Oct-22
16	Mizoram	Construction of 2-L Hnathial Bypass (Pkg-2) on Alzawl-Tulpang section of NH-54	54	7	3/19/2020	113.59	60.3	7/31/2020	10/1/2020	0	4.60%	0.00%	1-Apr-22
17	Mizoram	Construction of 2-L Lawngtlai Bypass (Pkg-3) on Alzawl-Tulpang section of NH-54	54	2.27	3/19/2020	58.84	31.14	10/29/2020	11/20/2020	0	13.58%	10.62%	21-May-22
18	Tripura	Improvement & widening to 2-lane with paved shoulder of road Kailashahar - Fultali section from Km 21.100 to Km 29.200 (Pkg-1)	208	8.1	1/8/2021	99.48	62.25	11/24/2020	12/29/2020	0	6.93%	0.00%	30-Jun-22
19	Tripura	Improvement & widening to 2-lane with paved shoulder of road Fultali - Jurichhara section from Km 29.200 to Km 49.200 (Pkg-2)	208	20	1/8/2021	206.78	121	11/24/2020	12/31/2020	0	12.28%	10.16%	2-Jul-22

State / Package wise Details of JICA funded Projects under NHIDCL

Sl. No.	State	Project / Package Details	NH No. (Old/ New)	Length (km)	Details of MoRTH Sanction		Awarded Cost (in Cr.)	Date of Award	Date of Start/ Appointed Date	Total length completed (km)	Cumulative Physical progress %	Cumulative Financial progress %	Target Date of completion
					Date of Original / Revised Sanction	Final Sanctioned Cost/TPC (in cr.)							
20	Tripura	Improvement & widening to 2-lane with paved shoulder of road Jurichhara - Bamanchara section from Km 49.200 to Km 63.700 (Pkg-3)	208	14.5	1/8/2021	280.91	199.49	11/24/2020	1/1/2021	0	32.00%	27.92%	3-Jul-22
21	Tripura	Improvement & widening to 2-lane with paved shoulder of road Bamanchara - Srirampur section from Km 63.700 to Km 75.700 (Pkg-4)	208	12	1/8/2021	159.13	84.48	11/24/2020	12/29/2020	0	8.80%	4.31%	30-Jun-22
22	Tripura	Improvement & widening to 2-lane with paved shoulder of road Srirampur - Khowal section from Km 75.700 to Km 101.300 (Pkg-5)	208	25.6	1/8/2021	332.14	149.92	11/24/2020	12/30/2020	0	7.69%	0.00%	1-Jul-22

Details of NH Projects under BOT (Toll / Annuity) which were Completed / Terminated / Foreclosed - Investment Bank wise & State wise

S. No.	Name of the Project	State	TPC of NHAI (Rs. In Crore)	TPC of Concessionaire (Rs. In Crore)	Senior Lender / Lead Bank	Loan (Rs. In Crore)
1	MP/MH Border – Dhule	Maharashtra	675	1415	PNB	1065
2	Pune - Sholapur (pkg-I)	Maharashtra	1110	1371	IDBI Bank	959
3	Kishangarh-Beawar	Rajasthan	795	1304.64	Central Bank of India	978
4	Hyderabad-Vijayawada	AP	1740	2194	IDBI Bank	1891.6
5	Armur-Adloor Yellareddy Section of NH-7	AP	490.5	490.5	Axis Bank	196.69
6	Hazaribagh- Ranchi	Jharkhand	625.07	869.18	Bank of India	688.18
7	Amritsar-Pathankot	Punjab	705	1445	IDFC	924
8	Pune - Sholapur (pkg-II)	Maharashtra	835	1402.68		957.68
9	Talegaon-Amravati	Maharashtra	567	888	IDFC	475
10	MP/MH Border – Nagpur Section of NH-7	Maharashtra	1170.52	1971.31	Bank of India	1288.68
11	Jaipur- Tonk- Deoli	Rajasthan	792.06	1733	IDFC	900
12	Jaipur-Reengus	Rajasthan	267.81	562.03	Sonata	393.43
13	Muzzafarnagar-Haridwar	UP	754	1100.6	Axis Bank	690.6
14	Haridwar-Dehradoon	UP	490	691.41	ICICI Bank	583.66
15	Moradabad-Bareilly	UP	1267	1983.63	Bank of Baroda	1318.65
16	Hyderabad-Yadgiri	AP	388	480.22	OBC	380.22
17	Godhara-Gujarat/MP Border	Gujarat	785.5	750	Bank of Baroda	525
18	Rohtak-Panipat	Haryana	807	1213.4	PNB	970.72
19	Goa/KNT Border-Panaji	Goa	471	832	IDFC	300
20	Changapalli-Walayar Section(excluding Coimbatore By Pass)	Tamilnadu	852	1123	IDBI Bank	797
21	Ahmedabad-Godhra	Gujarat	1008.5	1155.4	Axis Bank	799.83
22	Kandla-Mundra Port	Gujarat	953.88	1099.12	Yes Bank	769.39
23	Samkhiali-Gandhidham	Gujarat	805.39	1300	SBI	962
24	Rohtak-Bawal	Haryana	650	992.58	Bank of Baroda	794.06
25	Raiganj-Dalkhola	West Bengal	580.43	684.33	Yes Bank	321.63
26	Bijapur-Hungund	karnataka	748	1257.1	Bank of India	846.5

S. No.	Name of the Project	State	TPC of NHAI (Rs. In Crore)	TPC of Concessionaire (Rs . In Crore)	Senior Lender / Lead Bank	Loan (Rs. In Crore)
27	Hungund-Hospet	karnataka	946	1650.92	Axis Bank	1080
28	Hyderabad-Banglaore (Km. 534.720 to 556.840 of NH-7	karnataka	680	880.73	SBI	660
29	Deoli-Kota	Rajasthan	593.38	823.4	Yes Bank	658.7
30	Chenani-Nashri	J&K	2519	3720	SBI	3348
31	Jorabat-Shillong	Meghalaya	536	824	Union Bank of India	740
32	Bareilly-Sitapur	UP	1046	1951	SBI	1400
33	Tumkur-Chitradurga	karnataka	839	1142	IDFC	831
34	Hosur- Krishnagiri	karnataka	535	925.44	Canara	555
35	Devihalli-Hassan	karnataka	453	494	L&T Infra Finance	224
36	Trichy-Karaikudi	Tamilnadu	391	309.2	South Indian Bank	187
37	Dindigul-Theni	Tamilnadu	485	331.18	South Indian Bank	198
38	Belgaum-Dharwad	karnataka	480	694	IDFC	479
39	Sambalpur-Baragarh- Orissa/Chhattishgarh Border Section	Odisha	909	1142.18	Axis Bank	810
40	Mokama-Munger	Bihar	351.54	444	SBI	355
41	Rimuli - Roxy	Jharkhnad	586	772.75	Union Bank of India	407.1
42	Jammu-Udhampur	J&K	1814	2400	INR : IDFC ECB : SCB	2160
43	Shillong Bypass	Meghalaya	226.112	251	SBI, SBBJ	187
44	Piprakothe-Motihari-Raxaul	Bihar	376.9	429.31	Indian Bank	204.51
45	Bhopal-Sanchi	MP	209	149.73	Axis Bank	127.27
46	Bhubaneswar-Puri	Odisha	500	541.15	PNB	244
47	Belgaum-Khanapur Goa Karnataka Border	karnataka	359	394.88	SBI	296
48	Hazaribagh- Ranchi	Jharkhand	828	981	PNB	712
49	Purnia - Khagaria	West Bengal	664	735	SBI	616
50	Ranchi - Jamshedpur	Jharkhand	1479	1655	ALB, Dena, IDBI	1191.6
51	Barasat - Krishnagar	West Bengal	867	980	OBC	705.6
52	Kiratpur - Nerchowk	Punjab	1818.47	2291	Yes Bank	1655.62
53	Agra - Aligarh	UP	250.5	254.26	Axis bank	162.27
54	Kanpur - Kabral	UP	373.47	458.5	OBC	268
55	Aligarh - Kanpur	UP	723.68	1084.2	Axis Bank	600

S. No.	Name of the Project	State	TPC of NHAJ (Rs. In Crore)	TPC of Concessionaire (Rs. In Crore)	Senior Lender / Lead Bank	Loan (Rs. In Crore)
56	Ahmedabad - Vadodara	Gujarat	2125.24	4880	IDFC	3300
57	Beawer-Pali-Pindwara	Rajasthan	2388	2472	PNB	1854
58	Nagpur - Wainganga	Maharashtra	484.19	427.71	Yes Bank	328
59	Tindivanam - Krishnagiri	Tamilnadu	624.2	561.55	CBI	365
60	Kishangarh-Udaipur- Ahmedabad	Rajasthan	5387.3	7710	IDBI Bank	5400
61	Muzzafarpur - Barauni	UP	354.09	359.68	PNB	250
62	Lucknow - Raebareli	UP	635.9	659.5	Yes Bank	527.6
63	Etawah - Chakeri	UP	1698.5	2251	Axis Bank	1550
64	Sangareddy- MH/KNT Border	Maharashtra	1266.6	1272.5	PNB	890.75
65	Chh/OR Border - Aurang	Chhattisgarh	1232	1236	ICICI Bank	856
66	Jalgaon - GJ/MH Border	Maharashtra	2001.74	2040	ICICI Bank	1501.43
67	Amravati - Jalgaon	Maharashtra	2537.81	2725	ICICI Bank	2004.32
68	Mahulla - Behragora	Chhattisgarh	940	1158.59	Axis Bank	868.94
69	Rohtak Jind	Haryana	283.25	410.86	CBI	270
70	Walayar - Vedakkancherry	Kerala	682	900.51	CBI	500
71	Jowai - AS/MG Border	assam	390.74	359.09	ICICI	171.11
72	Rajsamand- Bhilwara	Rajasthan	677.79	676.1	ICICI Bank	276.4
73	Patna - Buxur	Jharkhand	1129.11	1507.27	PNB	985
74	Reengus - Sikar	Rajasthan	333.51	227.51	HDFC	135.2
75	Vijayawada - Gundugolanu	AP	1684	2087	Terminated	1670
76	Obedullaganj - Betul	MP	912	982.95	Terminated	690
77	Walajahpet - Poonamalee	Tamilnadu	1287.95	1548.61	Terminate	1020
78	Mulbagal - AP/KNT Border	karnataka	141.11	154.01	Corporation Bank	109.7
79	KNT/KL Border - Kannur	karnataka		1157.89	Terminated	815
80	Rohtak - Hissar	Haryana	959.25	1271.58	Canara bank	952.4
81	Khed - Sinnar	Maharashtra	1348.2	2015.29	Yes bank	1325
82	Gomti Chauraha - Udaipur	Rajasthan	914.5	1151.46	ICICI	840
83	Jabalpur - Rewa-Katni	MP	1895.45	1941.66	Terminated	971
84	Guna - Biora	MP	1012.9	901	IDBI Bank	654

S. No.	Name of the Project	State	TPC of NHAI (Rs. In Crore)	TPC of Concessionaire (Rs. In Crore)	Senior Lender / Lead Bank	Loan (Rs. In Crore)
85	Four laning of Thanjavur - Trichy Section of NH-67 stretch from Km 80+000 to Km 136+490	Tamilnadu	280	422	Canara bank	261
86	Improvement, Operation and Maintenance including Strengthening and widening of existing 2 lane to 4 lane carriageway from KM 407.1 to KM 456.1 of NH-1 (Jalandhar - amritsar section) on BOT basis.	Punjab	263	340.03 (Revised)	Canara Bank	236.48
87	Zirakpur-Parwanoo Section of NH-05	Punjab	295 Cr	738.1	ICICI Bank	300.00 Cr
88	Ambala Zirakpur NH 152	Punjab	298 Cr	391	Central Bank of India	282
89	Kurali to Kiratpur Sahib NH-205	Punjab	408.1	408.1	Vijaya Bank	260
90	4-Laning of Kalthal-Rajasthan Border Section of NH-152/65 from Km.33.250 (Design Km.0.500) to Km.241.580 (Design Km.165.759) in the State of Haryana under NHDP Phase-IV through Public Private Partnership (PPP) on Build, Design, Operate & Transfer (DBFOT)-Toll basis	Haryana	1393	2290	IDBI Bank	1400
91	Kondhall - Talegaon Section	Maharashtra	212	316.49	1) CANARA BANK 2) INDIA INFRASTRUCTURE FINANCE CO. LTD.	245.3
92	Six Laning from Km 102.035 to Km 144.680 on the Chengapalli to start of Coimbatore Bypass and Four Laning from Km 170.880 to Km 183.010 on end of Coimbatore Bypass to TN/Kerala Border Section of NH-47 in the State of Tamilnadu under NHDP Phase-II on DBFOT (Toll) basis -- Package No.NS-II/BOT/TN-08.	AP/Telangana	852	1292.08	IDBI Bank	1292.08
93	Four lane from Km 0+000 to Km 32+270 of Gorakhpur Bypass Section on NH-28 in State of Uttar Pradesh on BOT (Annuity) Basis	UP	600.24	721.2878487	IDFC First Bank Ltd, HDFC Bank Ltd, Aditya Birla Finance Ltd, ICICI Bank Ltd	429
94	Four laning of Pune Solapur section of NH-65 (Old NH-9) between Km. 40+000 and Km. 150+050 in the state of Maharashtra on DBFOT basis.	Maharashtra	904	1371	Kotak Mahindra Bank	959

S. No.	Name of the Project	State	TPC of NHAI (Rs. In Crore)	TPC of Concessionaire (Rs. In Crore)	Senior Lender / Lead Bank	Loan (Rs. In Crore)
95	Pimpalgaon -Dhule (Km 265.00 to Km 380.00)NH-3 (4 laning)	Maharashtra	556	788.98	Punjab National Bank	521.53 Cr
96	Vadape-Gonde (Km 539.50 to Km 440.00) section of NH-3. (4 laning)	Maharashtra	579	927.18	Kotak Mahindra	498.33
97	Solapur Yedashi section of NH-211 from Km. 0+000 to Km. 100+000 on BOT Basis	Maharashtra	972.5	1492	IDBI Bank Limited	910
98	Four Laning of Kagal - Satara Section of NH48 (old NH-4) from Km 592.240 to Km 725.000 in the State of Maharashtra	Maharashtra	724.90	604.69 (as per the estimates) b) Rs. 836.57 Cr. (as per the Balance Sheet)	Canara Bank, Syndicate Bank, J&K Bank, Allahabad Bank & Bonds	603.47
99	Six laning of Chilakaluripet - Vijayawada section of NH-16	AP/Telangana	675.38	.804 (Revised - Rs.1282.44 Crs for 68 Kms)	HSBC Bank (Mauritius) Limited	USD 60 Million
100	"4-Lane and strengthening of the existing 2 lane stretches from km. 200 to km. 253 of NH-5 from Rajahmundry - Dharmavaram (Vijayawada - Visakhapatanam) Section on BOT (Annuity Basis in the state of Andhra Pradesh"	AP/Telangana	321	256.4221491	Not Applicable	87
101	"4-Lane and strengthening of the existing 2 lane stretches from km. 253 to km. 300 of NH-5 from Dharmavaram - Tuni (Vijayawada - Visakhapatanam) Section on BOT (Annuity Basis in the state of Andhra Pradesh"	AP/Telangana	359	248.0760821	Not Applicable	84.5000001
102	Tuni to Anakapalli section from old chainage Km. 300 to Km. 359 in the state of Andhra Pradesh	AP/Telangana	438.51	295.240	IDBI (Lead Bank)	216.46
103	Vadodara Bharuch section of NH-48 from Km. 108.700 to Km. 192.000	Gujarat	1450	1450	ICICI	1406.5
	Total		87763.772	116861.5061		81874.7