

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) Yes, Sir.

(b) and (c) There is already a Jaipur by-pass on western side of NH-8 connecting NH-8 (Delhi-Jaipur), NH-11 (Jaipur-Bikaner) and NH-8 (Jaipur-Ajmer). Proposal for construction of ring road/bypass is included in National Highway Development Project (NHDP) Phase-VII approved by the Government.

Cutting of trees for construction of roads

2857. SHRI GANGA CHARAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether trees planted along the roads in the country have been cut during the construction of roads under your department;

(b) the total number of trees cut all over the country including Uttar Pradesh and the details of the varieties of these trees along with their botanical names, State-wise;

(c) whether the trees of the same variety have been planted in lieu of the trees which have been cut and if not, the reasons therefor; and

(d) whether Government has any plan to plant trees of the same variety which have been cut, so that the environment can be saved?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) During widening and improvement of National Highways, existing trees are generally preserved as far as possible. Where the cutting of trees are unavoidable, the executing Agencies take clearance from the concerned Government Departments. For major projects, environment clearance which includes cutting of trees, is obtained from the Ministry of Environment & Forests.

(b) Details of the number of trees cut all over the Country including Uttar Pradesh, is not maintained.

(c) and (d) Requisite amount for compensatory afforestation is deposited with the Forest Departments. At least twice the number of trees cut are planted under compensatory afforestation. The choice of species is left to the discretion of Forest Departments.

Allocation of funds for NHDP-IV

2858. SHRI S. ANBALAGAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the target fixed for completion of highways under National Highways Development Project (NHDP-IV);

(b) the length of road laid so far and the length of road for which contract has been awarded but the work has not been started and the length of road for which contract has not been awarded so far;

(c) the amount allocated for the project (NHDP-IV) since its launching and the amount spent so far; and

(d) the reasons for very slow progress of the programme and the steps proposed to be taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) Government has, so far, approved 5000 km National Highways length under NHDP-IV A, with target date of completion as December, 2013.

(b) Feasibility Studies for 3200 km length have been initiated. No contract has so far been awarded.

(c) The estimated cost for 5000 km length is Rs.6950 crore (Based on March, 2007 price). Out of which, Government share is Rs.2342 crore. So far, Rs.0.22 crore has been spent for ongoing feasibility report preparation.

(d) The programme is proceeding as per schedule.

Sluggish progress in implementation of highway projects

2859. SHRI N.R. GOVINDARAJAR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the National Highways Authority of India has submitted a report to Government on the reasons behind the sluggish progress in implementing the highway project;

(b) if so, the details thereof and the response of Government on the findings of the report;

(c) whether private investors have expressed difficulty in supporting highway projects due to certain provisions of the model concession agreement, particularly the termination clause;

(d) if so, the response of Government thereto; and

(e) the corrective measures being taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) and (b) No, Sir. Review of progress of implementation of National Highways Development Project (NHDP) by the National Highways Authority of India (NHAI) is an ongoing process. During the process of review, various constraints in implementation are identified and necessary steps are taken for resolution of the issues so as to ensure timely implementation of the project. Modes of delivery, process of pre-qualification, Model Concession Agreement and effect of global slowdown, etc. are some of the issues which have been identified in this regard on the basis of recent review.

(c) to (e) Model Concession Agreement (MCA) lays down the framework for development of highways on Public Private Partnership (PPP) basis. The private investors have pointed out some