

required to also hold equity equal to at least 5% of the Total Project Cost for a period of two years after commissioning of the Project.

- g. The commitment of the O&M partner specified in Clause 2.2.3 has now been reduced from 26% to 10%.
- h. A new Clause 2.3.5 has been added to allow withdrawal of a Consortium member, who has Conflict of Interest, within 10 days of the date of Application Due Date.
- i. In order to disincentivise submission of incomplete or incorrect information, Clause 2.17.7 and 2.17.8 have been added to enable Project Authorities to exclude erroneous claims for determining the Experience Score and also impose a penalty equal to the score so rejected, and to disqualify applicant where patently false claims are made.
- j. The Project Authority has been required to extend the Application Due Date by a minimum of 15 days and 7 days for submission of RFQ in case of substantive and minor amendments respectively.
- k. An enabling provision has been made in Clause 3.2 for making suitable amendments to meet the requirements of social sectors and other projects.
- l. Definition of PPP and Core sectors has been modified in Clause 3.2.1 to exclude Petroleum and Natural Gas and include logistics park and metro rail. In the case of real estate development, standalone housing would not be included while townships and residential complexes would continue to qualify.
- m. Project Authorities are now being permitted variation in Factors for Experience by 15% instead of 33%. (Clause 3.2.6)
- n. A Clause 3.2.7 has been added to the effect that Projects in OECD countries will get a weightage of 50% as compared to projects in developing countries.
- o. The number of short-listed bidders has been increased to 6, and further increased to 7 in case of projects costing less than Rs.500 cr or for repetitive projects (clause 3.5.2). Further, a provision for preparation of reserve list of bidders has been made for substitution of bidders in the event of their withdrawal or rejection (Clause 3.5.3). In so far as road projects are concerned, the existing exemption from short-listing of bidders would continue.

Subject to the above changes, the other provisions of OM dated 5.12.2007 shall continue to apply.

Cutting red tapes for improving National Highways

1280. SHRI JESUDASU SEELAM: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether National Highways Authority of India (NHAI) have urged Government to cut red tape to open roads;
- (b) if so, what are main points NHAI has suggested to Government:

- (c) whether they have also suggested that Government should not limit private bids to eight projects;
- (d) if so, whether all issues raised by NHAI have been fully considered;
- (e) if so, to what extent it will be possible for Government to improve National Highways; and
- (f) whether there has been considerable delay in sanctioning proposal for extensions of National Highways?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) No, Sir.

(b) Does not arise.

(c) The provision under clause 3.5.2 of the model Request for Qualification (RFQ) limiting the number of short listed bidders was deleted on 22.09.08 for roads projects. In the revised Model Request for Qualification issued by the Ministry of Finance on 18.05.2009, this exemption from short listing of bidders has been continued for road projects.

(d) to (f) The Government has approved upgradation of 33,639 km. of national highways by the National Highways Authority of India (NHAI) under various phases of National Highways Development Project (NHDP) out of which 11,639 km. length has been completed and 6,004 km length is under implementation.

Sanctioning of Road Projects in Kerala

1281. SHRI A.VIJAYARAGHAVAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that the Competent Authority of Kerala had submitted for sanction/special sanction for Kollam Bypass of length 13.141 km., at km. 502/804 of NH-47, Alapuzha Bypass of length 7,005 km. at km. 416/200 of NH 47, Thalarery-Mahe Bypass of length 18.031 km. from Ch. 170/718 km. at NH-17 and Calicut Bypass of length 28.124 of NH 17 at km. 231/000;

- (b) if so, the details and the present status of above submissions;
- (c) whether action will be taken in affirmative to above submissions;
- (d) if so, the details thereof; and
- (e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) to (e) Kollam bypass, Alapuzha bypass, Thalassery - Mahe bypass and Calicut bypass are in various stages of progress through State PWD. Balance work for above bypasses will be taken up along with 4-laning of NH 17 and NH - 47 under NHDP Phase III through NHAI which is targeted for completion by December, 2013.