

1	2	3	4	5
72	Tamil Nadu	Kerala/ TN Border Kanyakumari	47 & 47B	70
73	Tamil Nadu	Nagapatnam – Thanjavur	67	77
74	Tamil Nadu	Trichy – Karaikudi	210	120
75	Tamil Nadu	Karaikudi – Ramanathapuram	210	80
76	Tamil Nadu	Dindigul – Perigulam – Theni & Theni – Kumili	45 & 220	130
77	Tamil Nadu	Madurai – Ramnathpuram – Rameshwaram – Dhanuskodi	49	186
78	Tamil Nadu	Walajpet – Poonamalee	4	92
79	Uttar Pradesh	Bareilly – Sitapur	24	153
80	West Bengal	Realignment to Ghoshpukur – Salsalabari	31-D	164
81	West Bengal	Barasat – Krishangar	34	84
82	West Bengal	Krishangar-Bahrapore	34	78
TOTAL			8024	

Amendment in the model concession agreement for highway projects

4428. SARDAR SUKH DEV SINGH DHINDSA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government proposes any amendment in the model concession agreement for highway projects to enable concessionaries to take up additional work without any financial assistance from Government; and

(b) if so, the details thereof?

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

(b) Does not arise.

Bids for mega road projects from cash-rich players

4429. SHRI MOINUL HASSAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has decided to invite bids from only cash-rich players for Mega Road Projects and also decided the number of joint venture partners bidding for above projects would not be more than two;

(b) if so, the reasons therefor; and

(c) what will be fate of smaller players in the road sector?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) to (c) All projects under National Highways Development Project (NHDP) are awarded on the basis of international competitive bidding. No constraint has been placed on the number of partners in any consortium. Certain amendments have been made in the Request for Qualification (RFQ) documents, to curb name-lending and for ensuring that the benefits accruing to a consortium are aligned with the equity structure, to keep the non-performers/black-listed entities out, curb international or accidental accumulation of the projects by bidders, who may overstretch themselves with resultant difficulty in securing financing, and rule out frivolous bidders with a view to accelerate the implementation of projects under NHDP. Further, bidders can participate in the bidding process for various projects in accordance with their capacity, subject to fulfillment of the eligibility criteria.

Cost escalation of NHAI projects

4430. SARDAR SUKH DEV SINGH DHINDSA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the number of highway projects under NHAI which are facing cost overruns;

(b) the details of the projects;

(c) the main reasons for cost escalation; and

(d) the remedial measures 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) As regards cost overruns relating to delayed projects, the Engineering Procurement Construction (EPC) contracts provide for variation and payment of escalation including escalation on extended completion period, where extension of time is granted due to delays not attributable to the contractors.

(c) The main reasons for cost escalation include increase in cost of material and labour due to rise in inflation, variations in the project, and change in scope of works.