

during the period 1993-2000 for the Member of Parliament Local Area Development Scheme (MPLADS) for development projects in Member's constituencies, but of this, the MPs utilized only Rs. 3.221 crores, a mere 64 per cent;

(b) whether it is a fact that the balance Rs. 1.795 crores lies either unspent or in the category status not known; and

(c) if so, the reason therefor and the action Government propose to take to improve the implementation of scheme?

THE MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION (SHRI OSCAR FERNANDES): (a) Yes Sir, during the period from December 1993 to March 2000, Rs. 5017.80 crore were released to the Heads of Districts of States for execution of the works recommended by the Members of Parliament. As on 31.3.2000, the District Administration reported utilization of Rs. 3221.43 crore. The percentage utilization over fund release was 64.2.

(b) The balance fund of Rs. 1796.37 crore were available for works execution recommended by MPs.

(c) Rs. 12906.30 crore has been released by the Government of India to the districts upto 30.11.2004 under MPLADS, out of which Rs. 11182.26 crore has been utilised. As a result of the steps taken by the Government, the position of utilization of fund has improved from 64.2% in March 2000 to 86.64% in November, 2004. The position will improve further with the adoption of the software of monitoring of MPLADS works by all District Administrations.

#### **Time and Cost Overrun Projects**

838. SHRI RAJEEV SHUKLA: Will the MINISTER OF STATISTICS AND PROGRAMME IMPLEMENTATION be pleased to state:

(a) whether Government are aware that a majority of infrastructure projects in highways, railways and shipping are delayed;

(b) if so, which are top five projects in terms of time and cost overruns each;

[9 December, 2004]

RAJYA SABHA

(c) the steps planned to ensure timely completion of such projects in future; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION (SHRI OSCAR FERNANDES): (a) Yes, Sir.

(b) The top five projects in terms of time and cost overrun in highways, railways and shipping sectors have been summarized in the enclosed Statement (See below)

(c) to (d) The steps taken to ensure timely completion of these projects are as follows:

- (i) Adoption of two-stage clearance system and stricter appraisal of project before investment approval;
- (ii) taking up of projects for implementation only after funds have been fully tied up;
- .. (iii) in-depth review of projects on monthly and quarterly basis by the Government;
- (iv) Follow up with the State Governments in respect of problems relating to land acquisition, rehabilitation related issues, forest clearances, infrastructure facilities and ensuring law and order at project sites, etc.
- (v) setting up of an Empowered Committee in the administrative Ministries for review of departmentally executed projects;
- (vi) inter-ministerial coordination for resolving unresolved problems;
- (vii) setting up of Standing Committees in the Ministries/Departments to fix responsibility for time and cost overruns;
- (viii) appointment of nodal officers for each project with continuity of tenure; and
- (ix) issue of guidelines on standard bidding documents for adoption.

*Statement*

*List of top five delayed projects in each infrastructure Sector (Railways, Road Transport & Highways, Shipping & Ports) w.r.t. Original Schedule*

| Sr. Project No.  | Original Date of Approval | Date of Commissioning Original Revised | Now Anticipated Date of Commissioning | Time Over-run w.r.t. Original Approved Schedule (Months) | Approved cost in (Rs. Crore) Original Revised | Now Anticipated cost (Rs. Crore) | Total Expenditure upto 30/06/2004 (Rs. Crore) |
|--|---------------------------|--|---------------------------------------|--|---|----------------------------------|---|
| Railways   |                           |  |                                       |  |   |                                  |   |
| 1. Rail Coach Factory, Kapurthala PH-II (NR) Punjab, Kapurthala        | 8/1985                    | 3/1992<br>3/2003                       | 3/2006                                | 168  | 180.00<br>451.26                              | 452.68                           | 433.16  |
| 2. Nangaldam-Talwara (NL), NR PBW                                      | 3/1981                    | 3/1995<br>3/1995                       | 3/2008                                | 156  | 37.68<br>150.00                               | 210.00                           | 92.72   |
| 3. Adilabad-Mudkhed GC (SCR) AP/MH,SCR:Adlabad                         | 8/1996                    | 3/1995<br>3/1995                       | 3/2007                                | 144  | 117.97<br>178.00                              | 199.06                           | 66.52   |
| 4. Remod of YD. PH-IST-I, ER West Bengal, Bardman                      | 3/1987                    | 12/1992<br>6/1996                      | 7/2004                                | 139  | 20.10<br>22.58                                | 30.90                            | 42.13   |
| 5. Guna-Etawah (NCR), NL M.R/UP. Road Transport & Highways             | 4/1985                    | 3/1994<br>3/1994                       | 3/2005                                | 132  | 158.77<br>274.56                              | 400.00                           | 331.16  |
| 6. Lko-KanpurK60[76GQEWI Uttar Pradesh                                 | 4/2000                    | 12/2001<br>12/2000                     | 5/2005                                | 41   | 51.28<br>51.28                                | 51.28                            | 28.26   |
| 7. Naini Bridge & Link RD. Between NH2 & NH-27 Uttar Pradesh, Allhabad | 3/1995                    | 6/2001<br>12/1998                      | 7/2004                                | 37   | 100.36<br>300.00                              | 219.78                           | 281.11  |

RAJYA SABHA

[9 December, 2004]

|                                      |         |         |         |    |       |       |        |                                       |
|--------------------------------------|---------|---------|---------|----|-------|-------|--------|---------------------------------------|
| 8. P'Nea-G*Kotak 410-419EWI<br>Bihar | 4/2000  | 3/2002  | 12/2004 | 33 | 62.98 | 62.98 | 43.92  | [9 December, 2004]<br><br>RAJYA SABHA |
|                                      |         | 3/2002  |         |    | 62.98 |       |        |                                       |
|                                      | 4/2000  | 12/2002 | 12/2004 | 24 | 90.06 | 90.06 | 57.57  |                                       |
|                                      |         | 12/2002 |         |    | 90.06 |       |        |                                       |
|                                      | 4/2000  | 4/2003  | 22/2005 | 22 | 71.00 | 71.00 | 25.75  |                                       |
|                                      |         |         |         |    |       |       |        |                                       |
|                                      |         | 4/2003  |         |    | 71.00 |       |        |                                       |
|                                      | 5/1997  | 5/1999  | 8/2004  | 63 | 49.63 | 76.37 | 42.89  |                                       |
|                                      |         | 5/1999  |         |    | 49.63 |       |        |                                       |
|                                      | 1/1997  | 1/2000  | 7/2004  | 54 | 46.16 | 46.18 | 47.6   |                                       |
|                                      |         | 1/2000  |         |    | 46.18 |       |        |                                       |
|                                      | 12/1997 | 3/2001  | 4/2005  | 49 | 26.00 | 31.34 | 20.56  |                                       |
|                                      |         | 3/2001  |         |    | 26.00 |       |        |                                       |
|                                      | 3/1999  | 3/2001  | 12/2004 | 45 | 9.93  | 31.25 | 1.69   |                                       |
|                                      |         | 3/2001  |         |    | 31.25 |       |        |                                       |
|                                      | 8/1999  | 4/2001  | 9/2004  | 41 | 30.90 | 30.90 | 21.18. |                                       |
|                                      |         | 4/2001  |         |    | 30.90 |       |        |                                       |