

The Government has approved in principle the proposal of the Ministry of Home Affairs' (MHA) for setting up of Integrated Check Posts (ICPs) at 13 locations on the India-Pakistan, India-Nepal, India-Bangladesh and India-Myanmar borders for facilitating trade and commerce. The Phase-I of the programme includes development of 6 ICPs at Petrapole, Moreh, Raxaul, Wagah, Dawki and Akhaura, including their back linkages (road connectivity) on priority. This Ministry is taking necessary action for improvement of the NH back linkages for these proposed ICPs under Phase-I for harmonizing their completion with the setting up of the ICPs. The development of the road linkage other than the NHs is to be taken up by the Ministry of Home Affairs through concerned State Governments.

Pending road claims

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

(a) whether it is a fact that more than 1600 cases of road projects with claims valued at Rs. 11,084 crores pending with various Tribunals and Courts involving major players like L and T, Lanes etc.;

(b) if so, the details thereof and whether Government has also decided to set up a Committee to hear disputes between the NHAI and private players on road projects; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) to (c) Yes, Sir. There are 156 cases pending in Courts involving an amount of Rs 900 crores approximately and 179 cases pending before Arbitral Tribunals involving an amount of Rs 12,000 crores approximately. These cases are between the National Highways Authority of India (NHAI) and various developers for the settlement of disputed claims of varying amount. As per the recommendations of the B.K. Chaturvedi Committee and as accepted by the Government, an Independent Expert Group (IEG) headed by a retired Chief Justice of High Court and Members comprising of a retired Vigilance Commissioner, a retired Dy. C and AG and a retired DG (RD) in the Ministry of Road Transport and Highways has been constituted to resolve the disputes.

Four laning of road from Chennai to Kolkata

403. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that NH 5, four lane road from Chennai to Kolkata have not yet been completed till today;

(b) the names of the major contractors;

(c) whether it is a fact that they have not paid one per cent cess to the

State Construction Workers, Welfare Board of Orrisa and West Bengal as per Building and Other Construction Regulation Cess Act, 1996; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) Yes, Sir. Four laning of about 10 km length in Chennai-Kolkata corridor of NH-5 under Golden Quadrilateral is not completed.

(b) The names of the major contractors are M/s KNR Construction Limited, KMC-RK-SD-JV and BBEL-MIPL JV.

(c) and (d) No, Sir. One percent cess to the State Construction Workers Welfare Board has been deducted from the Bills of the Contractors and desposited with the concerned Department.

Rehabilitation package for displaced persons

404. SHRI DILIPBHAI PANDYA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has formulated a three-pronged approach for widening of highways by giving better compensation for acquisition, a special State rehabilitation package for the displaced and starting of work on highway bypasses where there would be least displacement;

(b) if so, the details thereof;

(c) whether the views of the State Governmetns including Gujarat and other stake-holders have been solicited in this regard;

(d) if so, the response thereto; and

(e) the follow-up action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) to (e) The land acquisition for National Highways is done under the provisions of the National Highways Act, 1956 which involves due consultation with the stake holders as per the provisions of the Act. Highways are linear projects that involve widening of existing roads and opening of new road for bypasses, and have a long and narrow corridor of impact. The linear acquisition of land results in minimal displacement of families and loss of livelihood. On the other hand, development of highways results in the socio-economic development of the area, ultimately benefiting the local population.

Relevant provisions of National Policy on Rehabilitation and Resettlement, 2007 in relation of Land Acquisition of National Highways provides that in case of linear acquisitions, in projects relating to railway lines, highways, transmission lines, laying of pipelines and other such projects wherein only a narrow stretch of land is acquired for the purpose of the project is utilized for right of ways, each khatedar in the affected family shall be offered by the acquiring body an ex-gratia payment of