

**Statement***A. Details of projects sanctioned and length completed/improved during the last three years for the NH stretches with the State PWD*

Sl. No.	Year	Projects sanctioned		Length constructed/ developed/ improved (in km)	Funds released (Rs. in crore)
		Amount (in Rs. crore)	Length (in km)		
1.	2009-10	451.38	290.85	158.00	215.57
2.	2010-11	110.83	100.00	261.68	200.16
3.	2011-12	2293.52*	782.53*	216.40*	119.36

\* These include PPP projects implemented through the State PWD.

*B. Details of projects awarded under different phases of National Highway Development Project (NHDP) and length completed/improved during the last three years for the NH stretches with NHAI*

Sl. No.	Year	Projects awarded		Length constructed/ developed/ improved (in km)
		Amount (in Rs. crore)	Length (in km)	
1.	2009-10	1854.87	130.42	40.40
2.	2010-11	926.51	126.88	56.40
3.	2011-12	9219.81	967.02	221.61

**Irregularities in NHAI**

606. DR. T.N. SEEMA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether some irregularities have been detected in the bidding and awarding of the road projects of the National Highways Authority of India (NHAI) during the last three years;

(b) if so, the details thereof and the action taken against the authorities responsible;

(c) the mechanism in place to enforce accountability of contractors with regard to construction/development of National Highways and roads in the States; and

(d) whether Government will take steps to improve the functioning of NHAI through transparent tendering and procurement process, better vigilance and clear-cut transfer policies?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATHYANARAYANA): (a) and (b) Central Bureau of Investigation (CBI) had investigated the award of contract package 'Nagpur-Betul' section of NH-69. It had concluded that no evidence regarding criminal conspiracy could be established in the award of work or any wrongful gain to concessionaire or loss to National Highways Authority of India (NHAI) in the award of the said work. However, the CBI had proposed major penalty proceeding against some NHAI officers, which are underway.

(c) Contractor/developer has to follow Standard and specifications specified in the Contract/Concession which is monitored by Engineer/Independent Engineer for Item Rate and Built-Operate-Transfer (BOT) Contracts respectively. Provisions of performance security are inbuilt in Contract/Concessions, which are enforced based on defaults of the Contractor/Concessionaire. In Engineering Procurement Construction (EPC) mode of delivery, contractor is liable to rectify the defects in the Defect Liability Period which is generally 1 year after completion of work. In BOT Contract the developer is liable for maintenance of stretch as per standards specified in the Concession Agreements during the entire concession period after work is completed.

(d) As regards the transparency in the road development programme on Public-Private-Partnership (PPP) mode, introduction of e-Procurement for the PPP projects has improved transparency further in the procurement process. The bid document and its addendum, clarifications etc., important dates, list of bidders, etc. are also placed on NHAI website for viewing in public domain for transparency in tendering process. Bids are invited through e-tendering after wide publication in Newspapers and the entire tendering process and important stages are hosted on NHAI website also. Model Standard Pre-qualification Documents, evolved by the Government, enable the bidders to know in advance whether he is technically qualified for the project or not. Public is also involved right from the project

preparation stage to the construction, operation and maintenance phases of the project cycle. Public hearings are conducted in consultation with the Local Government. In order to increase the public involvement, NHAI's account has also been opened on face book, where the people could their complaints, grievances and/or suggestions and get their answer and solutions quickly.

#### **Linking of districts with National Highways**

607. SHRI BASAWARAJ PATIL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the details of districts which are not connected by National Highways;
- (b) whether Government wants to link all districts with National Highways;
- (c) if so, the target thereof;
- (d) in how many years Government wants to connect all districts with National Highways;
- (e) the total length of roads covered by National Highways; and
- (f) how many kilometres Government intends to add in the existing network of National Highways in the next three years?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATHYANARAYANA): (a) and (b) As per assessment made by this Ministry about 90 districts Headquarters are not connected with National Highways (NHs). There is no scheme to connect all districts Headquarters with NHs.

(c) and (d) Does not arise.

(e) and (f) The total length of NH network is 79,743 km. Declaration of State Roads as new NHs is considered from time to time depending upon requirement of connectivity, *inter-se* priority and availability of funds.

#### **Approval of national highways in Maharashtra**

608. SHRI PIYUSH GOYAL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether it is a fact that many projects in Maharashtra, submitted under the Annual Plan of National Highways are yet to be approved;