

| 1 | 2 | 3 | 4 | 5 | 6 |
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| 2. | 4-laning of NH-37 from Numaligarh to Dibrugarh | About 178 km. is being implemented by NHAI on BOT (Annuity) basis under SARDP-NE Phase "A". Request for Proposals (RFP) have already been called by NHAI. | | | |
| 3. | 4-laning from Nagaon - Silghat - Misanchariali - Halem - Gohpur - Holongi in Assam | The Feasibility Report is under preparation by Assam PWD. The State Government is yet to finalise the acquisition of land and shifting of utilities for the 170 km. long stretch. | | | |
| 4. | 4-laning of Itanagar to Holongi section of NH-52A under SARDP-NE, Phase 'A' | 264.16 | Ministry is not allocating funds Job-wise | 128.28 | 35% |
| 5. | Construction of proposed North Lakhimpur Bypass from existing Km. 338/924 to Km. 349/213 of NH-52. | 127.24 | | 6.75 | 9% |

Sironcha-Renigunta stretch from Andhra Pradesh for N.H.

1972. SHRI DEVENDER GOUD T.: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that Sironcha - Mahadevpura - Parkal - Warangal - Tungaturthy - Nakrekal - Nalgonda - Chimakusthi - Macherla - Yerragondapalem - Thotapalli - Markapur - Bestavaripeta - Renigunta stretch has been sent by Government of Andhra Pradesh for declaring as National Highway;

(b) if so, the details thereof;

(c) the estimated cost that is required to complete this; and

(d) the steps that the Ministry has taken so far on the above request?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) to (d) Yes, Sir. This stretch has been identified by the Inter Ministerial Committee for declaration as new National Highway. Development of new National Highway is a continuous process and taken up from time to time depending upon, *inter-se* priority and availability of funds. It is premature to indicate any cost estimate at this stage.

Per day penalty to private developers

1973. SHRI T.M. SELVAGANAPATHI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that the National Highways Authority of India (NHAI) has decided to pay per day penalty to private developers in build, operate and transfer projects;

(b) if so, the details thereof;

(c) whether it is also a fact that this move will increase the NHAI's accountability in PPP projects; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) and (b) NHAI follows norms as envisaged in Model Concession Agreement of Government. There is a provision under Art-5 of MCA (clause 4.2) on the concession agreement for per day penalty to be paid to the concessionaire if the authority fails to fulfill its obligation within the specified period. The authority shall pay to the Concessionaire Damages in an amount calculated at the rate of 0.1% (zero point one per cent) of the Performance Security for each day's delay until the fulfilment of such Conditions Precedent, subject to a maximum of 20% (twenty percent) of the Performance Security.

(c) and (d) NHAI is accountable to fulfill certain Conditions Precedent which are pre-requisite to A- declaration of Appointed Date. Condition Precedent are procured by way of, ensuring the Right of Way at the project site in accordance with the provisions of concession agreement, approval of the Railway authorities in the form of a general arrangement drawing (GAD) that would enable the concessionaire to construct road overbridges/underbridges at level crossings on the Project Highway in accordance with the specifications and standards and subject to the terms and