

1	2	3	4	5	6	7	8
6.	Goa	6.60	0.00	6.57	1.10	6.35	18.37
7.	Gujarat	135.00	132.58	139.42	139.42	141.01	100.70
8.	Haryana	66.17	64.99	67.56	136.69	66.42	66.42
9.	Himachal Pradesh	31.22	26.04	32.19	23.07	32.19	24.80
10.	Jammu and Kashmir	110.59	108.61	113.58	111.93	113.80	79.19
11.	Jharkhand	50.56	16.28	52.14	30.00	51.46	46.14
12.	Karnataka	133.67	131.28	138.29	138.29	138.06	138.06
13.	Kerala	45.29	0.00	46.47	124.86	46.70	70.40
14.	Madhya Pradesh	173.02	233.87	179.55	197.79	178.87	178.87
15.	Maharashtra	225.57	0.00	234.63	234.63	236.67	621.40
16.	Manipur	11.43	5.84	11.56	5.95	11.79	6.03
17.	Meghalaya	13.41	16.50	13.83	13.83	14.06	11.40
18.	Mizoram	10.55	6.90	10.88	3.63	10.88	5.55
19.	Nagaland	8.57	11.53	8.84	15.55	8.84	0.00
20.	Odisha	91.46	110.47	94.53	33.20	93.85	53.68
21.	Punjab	57.82	105.32	57.36	62.25	56.22	55.83
22.	Rajasthan	201.16	196.92	207.43	187.18	208.56	221.22
23.	Sikkim	3.96	4.05	4.08	2.56	4.08	0.00
24.	Tamil Nadu	123.78	160.10	128.77	128.77	129.90	127.82
25.	Tripura	5.94	9.81	6.12	0.00	6.12	3.79
26.	Uttarakhand	33.19	0.00	34.01	34.01	33.78	119.46
27.	Uttar Pradesh	180.28	177.06	184.76	184.76	182.72	182.72
28.	West Bengal	66.62	63.33	68.92	68.92	68.01	86.81

* Funds to some states have been released more than accrual of a State from the unspent balance of previous years of that States.

New system for construction of roads

2710. SHRI KALPATARU DAS: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is proposed to bring in a new system to fast-track construction of roads under Build-Operate-Transfer (BOT) process;

(b) if so, the details thereof;

(c) whether it is proposed to grant certain exemptions to the developers in the matter; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI KRISHAN PAL): (a) to (d) No, Sir. However, Ministry of Road Transport and Highways and National Highways Authority of India (NHAI) have taken a number of steps for speedy completion of National Highway (NH) projects including streamlining of process of land acquisition and other statutory clearances, securitisation of road sector loans, introduction of revamped dispute resolution mechanism and close coordination with other Ministries etc. Ministry of Environment and Forests (MoEF) has also de-linked the grant of Environment Clearance from the Forest Clearance for linear projects and treated the strengthening and widening of NH projects differently from the new projects and allowed the construction of the NH in the Non-Forest areas. Reserve Bank of India (RBI) has also advised all scheduled commercial banks to treat road sector debt as secured within the limits of 90 % of debt due enabling banks to allocate a larger portion of lending to road sector and also to reduce the cost thereon. Concessionaires/developers have also been allowed for harmonious substitution and re-schedulement of Premium quoted by them.

Migration from PPP to EPC model for highway projects

†2711. SHRI PRABHAT JHA:

SHRI VIJAY GOEL:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that the Public-Private Partnership (PPP) model is proving ineffective in highway projects;

(b) if so, the details thereof;

(c) whether Government is considering to implement Engineering, Procurement and Construction (EPC) model in highway projects; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI KRISHAN PAL): (a) and (b) No, Sir. However, due to lack of equity in the market there has been a lukewarm response from the bidders for the projects under Public-Private Partnership (PPP) mode during 2012-13 and 2013-14. During the year 2013-14, National Highways Authority of India (NHAI) had awarded 17 projects for a

†Original notice of the question was received in Hindi.