

Under construction National Highways in Rajasthan

†1311. SHRI ASHK ALI TAK: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the length of the under construction National Highways (NHs), in kilometers, in Rajasthan during 2013-14 and the length of the NHs, in kilometers, on which work has been completed; and

(b) whether the remaining work would be completed within the prescribed time-frame and if so, by when?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI KRISHAN PAL): (a) and (b) During 2013-14, 2970 km length of National Highways (NHs) was under construction and 550 km length of the NHs has been completed. All out efforts would be made to complete the remaining length within stipulated time-frame depending upon resources and statutory clearance.

White paper on construction of roads

†1312. 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 National Highways Authority of India (NHAI) has released a white paper holding the previous United Progressive Alliance (UPA) Government responsible for the failure to construct the roads under National Highways Development Project (NHDP);

(b) if so, whether a detailed inquiry is being conducted in this regard;

(c) whether many suggestions have been given in the white paper for improvement of road construction projects; and

(d) if so, the details thereof and whether Government is contemplating to implement these suggestions at the earliest?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI KRISHAN PAL): (a) and (b) National Highways Authority of India (NHAI) had submitted a white paper on National Highways Authority of India (NHAI) covering basic objectives of NHAI, major impediments during the last 5 years, corrective action taken in the last three years, and further corrective action required. Question of fixation of any responsibility does not arise at this stage.

†Original notice of the question was received in Hindi.

(c) and (d) NHAI has suggested that functional autonomy of NHAI should be enhanced, clear targets be given, empowerment of NHAI to chart its own course to achieve such targets, power to NHAI to carry out necessary changes in project documentation, adoption of market oriented delivery mechanism if market responds and alternate strategies for commercially non-viable projects and stretches which are critical in the completion of grids keeping the financial commitments within the budgetary flows promised, positive approach towards critical clearances by concerned Ministries/ Departments for orderly execution of road projects, optimum co-operation by State Governments for state support measures and sector specific relaxations from the Reserve Bank of India for road sector encouraging more funds. 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, harmonious substitution of Concessionaire, re-schedulement of Premium quoted by concessionaries, securitization of road sector loans, introduction of revamped dispute resolution mechanism and close coordination with other ministries etc.

Old and new highways in MP

1313. SHRI SATYANARAYAN JATIYA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the details of old and new proposed highways in Madhya Pradesh, indicating their lengths, highways wise; and

(b) the measures taken for maintenance of old highways as per standard and the action plan for concretization of these highways?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI KRISHAN PAL): (a) The details of National Highways (NHs) in the State of Madhya Pradesh are given in Statement (*See* below).

(b) Maintenance of NHs including the old NHs to keep in traffic worthy condition is a continuous process and are undertaken time to time subject to availability of fund and *inter-se* priority of works. Concretization of routes depends on various factors and is taken up on the case to case basis.