

Conversion of Shimla-Rohru State Highway to National Highway

†1662. SHRIMATI BIMLA KASHYAP SOOD : Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the road from Shimla district to Rohru in Himachal Pradesh is in a very dilapidated condition for the last 15-20 years for which agitation, strike and foot march was carried out;

(b) whether due to dilapidated condition of this road, people are not able to transport their fruits/vegetables to various markets and patients are not able to reach hospitals on time;

(c) if so, whether Government would consider to declare this Shimla-Rohru Highway as a National Highway; and

(d) if so, by when and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) to (d) Shimla-Rohru road does not form a part of National Highway and hence does not come under the purview of this Ministry as this Ministry is primarily responsible for maintenance and development of National Highways. However, this Ministry has declared road starting from its junction with new NH-5 at Theog connecting Kotkhai, Jubbal and terminating at its junction with NH 707 at Hatkoti (at about 13 km. away from Rohru) as NH keeping in view the NH connectivity requirement.

Maintenance of road network

1663. SHRI RAVI PRAKASH VERMA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the road network built at a huge cost needs to be maintained properly to prevent disintegration and deterioration;

(b) if so, whether it is a fact that maintenance of roads is treated as a non-plan activity resulting/tended to be neglected because of financial constraints;

(c) if so, the details thereof;

(d) whether roads which are maintained by State PWDs are poorly managed primarily because funds made available to them for maintenance are well short of the requirement as per the norms; and

(e) if so, the response of the Central Government thereto?

†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) to (e) This Ministry is primarily responsible for development and maintenance of National Highways (NHs). Regular and periodic maintenance and repair works are needed to be taken up on NHs, depending upon nature of development/maintenance works taken up on it, time elapsed since implementation of last such works, traffic density, climatic/terrain conditions, etc., in order to prevent their progressive deterioration. Maintenance and Repair (M&R) works on NHs are taken up primarily out of Non-Plan allocation earmarked for this purpose. The allocation earmarked for M&R is always less than that of requirement as per Ministry's Maintenance norms. This is the primary reason leading to inability to maintain the NHs as per stipulated standards. The Ministry had taken up the issue of enhancement of allocation of funds for maintenance of NHs with the Ministry of Finance from time to time and also in the last financial year 2014-15. Accordingly, allocation under M&R was increased to ₹ 2,599.40 crore at Revised Estimate (RE) stage from ₹ 2,099.93 crore at Budget Estimate (BE) stage during the year 2014-15.

Pending road projects

1664. SHRI VIJAY JAWAHARLAL DARDA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the details of road projects sanctioned, running behind schedule/under dispute/arbitration, completed and those terminated during the last three years along with the corrective action taken by Government in this regard;

(b) the targets fixed for road construction for 2013-14 and 2014-15 and the likely achievements thereof;

(c) the projects sanctioned, so far, and the steps taken for timely completion of these projects; and

(d) the steps taken to attract more private participation?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) During the last three years, 1427 projects sanctioned, 437 projects are running behind schedule, 101 projects are under dispute/arbitration, 1022 projects are completed and 57 projects are terminated.

(b) 6300 km were targeted for construction during 2013-14 as well as 2014-15. Achievements during 2013-14 and 2014-15 are 4260 km. and 4410 km. respectively.

(c) and (d) To expedite completion of these projects and attract private participation various steps are taken which includes streamlining of land acquisition and statutory clearances, award of projects after ensuring acquisition of land and obtain all regulatory