

Stringent norms for private highway concessionaires

1876. SHRI MAJEED MEMON: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether Government is going to declare private highway players as nonperformers if they fail to infuse equity in ongoing works and delay in disbursement of loans;
- (b) whether there are some other conditions put on concessionaires to complete the work within the stipulated time and save themselves from being debarred from bidding for new projects; and
- (c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) to (c) No, Sir. But as per provisions of concession agreement, termination clause can be invoked in case, financial close is not achieved within a period of 300 days or within the time extended by the Authority and not fulfilling the Conditions Precedent by the concerned concessionaire. Penalty clauses are also there in the concession agreements, in case construction is delayed due to default on the part of concessionaire. In case of ongoing projects, termination can be invoked if default on the part of concessionaire continues for 120 days or more.

Guidelines for safe traffic system design

1877. SHRI RAM KUMAR KASHYAP: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether Government has framed guidelines for Safe Traffic System design to prevent road traffic deaths and serious injuries and if so, the details thereof;
- (b) whether there is any proposal to prevent pedestrians and cyclists from accessing motorways and preventing motor vehicles from entering pedestrian zones to minimize contact between high-speed traffic and unprotected road users; and
- (c) whether there is any proposal to conduct road safety audits to check that the road design, etc. are consistent with safety principles and to examine whether further changes are needed to prevent crashes?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) and (b) Ministry of Road Transport and

Highways is mainly responsible for development and maintenance of National Highways. Design, construction and maintenance of roads including that of National Highways are carried out as per the laid down Indian Roads Congress codes, standards and specifications. These standards also include safety aspects for different road users including vulnerable road users like pedestrians, cyclists etc. Wherever separate facilities like pedestrian pathways/ footpaths are provided, motor vehicles are not expected to enter those areas and vice-versa.

(c) Safety audits of the roads are carried out as per the Indian Roads Congress publication, IRC:SP: 88-2010, "Manual on Road Safety Audit" for identifying safety concerns for their rectification. Ministry also issues guidelines on different safety aspects and safety audits from time to time. Contract documents such as Engineering Procurement Construction (EPC) and Build Operate Transfer (BOT) have provisions for carrying out road safety audits.

Feasibility studies for new road projects

1878. DR. V. MAITREYAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased state:

(a) whether Government has conducted feasibility studies to go ahead with new road projects;

(b) if so, the details thereof, State-wise particularly in Tamil Nadu;

(c) the measures taken by the National Highways Authority of India (NHAI) to mobilize funds for speedy completion of pending and incomplete projects;

(d) whether there is progress in Public-Private Partnership projects during the last five years in the country, State-wise and NH-wise; and

(e) the total expenditure incurred during the last five years to execute National Highway projects under Public-Private Partnership across the country?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) and (b) The State-wise details of feasibility studies completed for National Highway (NH) projects during 2014-15 and 2015-16 so far is given in the Statement-I (*See below*).

(c) Various initiatives taken by the National Highways Authority of India (NHAI) for facilitating mobilization of funds and revival of stalled projects include securitization of future cash flows in Build, Operate, Transfer (BOT) projects, premium deferment in