

and also allowed Rationalised Compensation to concessionaires, in case delays are not attributable to them, to address fund crunch in such highway projects. With a view to ameliorate the shortage of equity and improve liquidity, Government has also allowed Securitization of future cash flows, Deferment of Premium in stressed highway projects, Harmonious Substitution in financially stressed highway projects and 100% Equity Divestment after 2 years of construction of all highway projects under PPP mode. Various steps have also been taken by the Government/NHAI to remove the hurdles affecting the construction of NH projects which includes streamlining of land acquisition and regulatory clearances, close coordination with other Ministries, revamped Disputes Resolution Mechanism.

Progress of Bengaluru-Chennai Expressway project

2410. PROF. M. V. RAJEEV GOWDA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to State:

(a) whether the Bengaluru-Chennai Expressway project is progressing as per the schedule;

(b) if so, the details thereof; and

(c) if not, the reasons therefor along with the revised cost estimates and timelines?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH L. MANDAVIYA): (a) and (b) At present, Feasibility study of Bengaluru-Chennai Expressway project is in progress.

(c) The delay in progress of project is mainly due to finalisation of land acquisition and other pre-construction activities.

Delay in completion of expansion of National Highways works in Andhra Pradesh

2411. SHRI T. G. VENKATESH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has taken note of the delay being caused in completion of expansion of National Highways in Andhra Pradesh;

(b) if so, the details thereof and if not, the reasons therefor;

(c) which are the National Highways facing this problem;

(d) the details of works completed and yet to be completed, so far; and

(e) the steps being taken by the Ministry for their early completion?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH L. MANDAVIYA): (a) to (c) Yes, Sir. Two works on NH-5 and one work on NH-18 of National Highways Authority of India in Andhra Pradesh are delayed mainly due to delay in land acquisition and utility shifting.

(d) 48 development works were in progress in the State of Andhra Pradesh as on 01.04.2016. 3 works have been completed during 2016-17.

(e) The ongoing projects are regularly monitored by this Ministry, National Highways Authority of India and Regional Officers at Vijayawada. The pre-construction activities like land acquisition and utility shifting are being expedited through regular persuasion with the concerned authorities of the State Government of Andhra Pradesh.

Payment of penalty for delay in road projects

2412. SHRI MOHD. ALI KHAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether NHAI proposes to pay penalty to private developers in BOT projects in case it fails to get statutory clearances and approvals within the scheduled time-frame;

(b) if so, the details thereof;

(c) whether this move would place greater accountability on NHAI in PPP road projects and if so, the details thereof;

(d) whether any penalty clause has also been imposed on private developers who fail to achieve the target set by NHAI; and

(e) if so, the details thereof and the extent to which these changes are likely to encourage private developers in road infrastructure and speedy construction of highway?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH L. MANDAVIYA): (a) and (b) No, Sir. Such provisions already exist. If the authority does not procure fulfillment of any or all of the Conditions Precedent and the delay is not due to breach of agreement by the concessionaire or Force Majeure, the Authority shall pay to the Concessionaire Damages in an amount calculated at the rate of 0.1% of the Performance Security for each day's delay until the fulfillment of such Conditions Precedent, subject to a maximum of 20% of the Performance Security.

(c) Does not arise.

(d) and (e) Yes, Sir. The above provision encourages timely completion of project by the concessionaire.