

1	2	3	4	5
36.		Muzzaffarpur-Darbhanga-Purnea	56	4
37.		Purnea-Siliguri Section	-	1
38.	Madhya Pradesh	Agra-Gwalior Section	3	3
39.		Operation & Maintenance for Lalitpur-Sagar-Lakhandone section	26	4
40.	Kerala	Operation & Maintenance for Edapally-Vytilla-Aroor section	66	1
41.	Maharashtra	Operation & Maintenance for Borkhedi-Jam-Wardner section	7	1
42.	Karnataka	Hubli-Haveri, Karnataka	NH-48 (old NH-4)	1
43.		Haveri-Dhavengiri	NH-48 (old NH-4)	1
44.		Dhavengiri-Chitradurga	NH-48 (old NH-4)	1
45.	Odisha	Balasore-Chandikhole	16	2
46.		Bhubaneshwar-Sunakhala	16	3
47.	Andhra Pradesh	Sunakhala-Icchapuram	16	
48.		Icchapuram- Anandpuram	16	4
49.		Anandpuram-Visakhapatnam-Anakapalli	16	1
50.		Divancheruvu-Gundugolanu	5	2
51.		Operation and Maintenance for Hyderabad-Bangalore section	7	5

**Shortage of skilled workers for road construction**

796. DR. K.V.P. RAMACHANDRA RAO: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that, due to non-availability of skilled workers, the construction of Highways is being delayed;

(b) if so, the details thereof; and

(c) whether Government has any plans to train the construction workers and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) and (b) No Sir. However, some of the projects have been delayed due to problems in Land Acquisition, Utility shifting, Non availability of soil/aggregates, poor performance of contractors, Environment/ Forest/ Wildlife Clearance, ROB and RUB issue with Railways, Public agitation for additional facilities, Arbitration/ contractual disputes with contractors etc.

(c) Yes Sir. There is a proposal to give the training in various trades of construction of National Highways to create additional employment opportunities and also to upgrade skills.

#### **Financial closure of road projects**

797. SHRI AHMED PATEL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) how many road projects have reached the financial closure during the last two years;

(b) what types of modes of delivery, *e.g.* Hybrid Annuity Model, BOT, etc., for implementing the highways projects are currently in use;

(c) whether there are any challenges faced by the Ministry in such modes and if so, the details thereof; and

(d) what are the top three issues faced by private developers in such projects, if any, and what initiatives have been taken to address such issues?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) 7 BOT projects have reached financial closure in the last 2 years.

(b) to (d) Modes of delivery for implementing National Highway (NH) projects are Build Operate Transfer (BOT) (Toll), BOT (Annuity), Hybrid Annuity and Engineering Procurement and Construction (EPC). BOT(Toll) remains the default mode of delivery subject to project viability on case to case basis. Some of the challenges faced by BOT projects are lack of equity with developers, over leveraged balance sheet of the