

(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

developers, equity funded through borrowing by parent lender, stress on the existing road infrastructure loan portfolios of Financial Institutions (FIs)'s, corporate debt restructuring effected in many Special Purpose Vehicle (SPV) debt and sectoral exposure norms of FEs getting exhausted. Major steps undertaken include emphasis on better project preparation including land acquisition, undertaking major policy initiatives and simplification of procedure for project appraisal, exit policy for concessionaires, amicable settlement of disputes, addressing issues for languishing projects, extensive coordination with line Ministries/Departments, promoting innovative project implementation through Hybrid Annuity Model etc.

Steps to reduce fatal road accidents

798. SHRI SANJIV KUMAR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) what has been the total number of persons involved in fatal road accidents during the last three years in India and out of these how many were in Jharkhand;

(b) whether it is a fact that Government proposes to spend ₹ 11,000 crore over 5 years to fix black accident spots, correcting road designs addressing engineering issues and building underpasses and flyovers; and

(c) if so, how many such black spots and other locations, where corrective steps are planned, have been identified in Jharkhand?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) A Statement indicating State/UT- wise (including Jharkhand) total number of fatal road accidents occurred during the last three calendar years, 2013 to 2015 is given in the Statement (*See* below).

(b) Amount of ₹ 600 crore is provided for different Road Safety works including rectification of identified road accident black spots on National Highways for the financial year 2016-17.

(c) 26 Black spots have been identified in the State of Jharkhand based on road accident fatality data for the years 2011, 2012 and 2013 out of these 6 are on State Roads which are under the jurisdiction of Government of Jharkhand. Bypass has been constructed to take care for 4 spots.