

ORAL ANSWERS TO QUESTIONS**Progress of Bharatmala 2.0 project**

*16. SHRI V. VIJAYASAI REDDY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that Government is going to start Bharatmala 2.0 to construct 3,000 kms. of Highways in the country;

(b) whether it is also a fact that Government has not identified even a single stretch in Andhra Pradesh under Bharatmala 2.0;

(c) if so, the reasons therefor;

(d) whether it is also a fact that Andhra Pradesh Government has been requesting for taking up some important stretches under Bharatmala/National Highways Development Project; and

(e) if so, the status thereof?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI): (a) to (e) A Statement is laid on the Table of the House.

(a) to (c) No such scheme as Bharatmala 2.0 has been approved by the Government of India till date.

(d) and (e) The Government of India approved the implementation of Bharatmala Pariyojna Phase-I in October, 2017 with an estimated outlay of ₹ 5,35,000 Crore for development of 34,800 kms length of National Highways (including 10,000 km residual NHDP road works) in the entire country. Under this programme, 13 nos. of Road Projects with total length of about 506 kms and total cost ₹ 12,785 crores have been approved till March, 2019 for the State of Andhra Pradesh. Out of these projects, 12 nos. of Road Projects with aggregate length of about 479 kms and total cost ₹ 12,187 crores have been awarded till March, 2019. Further, ring road at Vijaywada/Amravati in the State of Andhra Pradesh has also been identified for development.

Under the Grand Challenge Mechanism, which is a component of Bharatmala Pariyojana, there is a provision for taking up such road projects on the request of the States where the State Governments share at least 50% of land acquisition cost. Meetings with officers of Government of Andhra Pradesh have been held regarding the development of an Access controlled Green Field Expressway connecting the new capital city of Amaravati to Anantapuramu. The alignment of the aforesaid road

stretch has been finalized with a length of approximately 384 kms. Government of Andhra Pradesh has agreed to bear 50% of the cost of the land to be acquired and to obtain requisite statutory clearances (*i.e.* environment, forest, wildlife etc.) expeditiously.

(MR. DEPUTY CHAIRMAN *in the Chair*)

SHRI V. VIJAYASAI REDDY: Sir, the Minister in his reply responded by saying that the ring road at Vijaywada/Amravati in the State of Andhra Pradesh has been identified for the development. However, work on the ring road has yet to be started. Why is this delay and why the works have not been awarded so far?

SHRI NITIN JAIRAM GADKARI: Sir, the problem is related to land acquisition. During the tenure of the previous Government, there was a discussion with the then Chief Minister and he promised to give us 50 per cent cost of the land acquisition from the State Government. In the first meeting, it was decided that 100 per cent cost would be borne by the State Government. After that, when I was in Amravati, he specially requested me and after that I recognized that problem and we sanctioned that we would give 50 per cent and they would add their 50 per cent in land acquisition. There is one suggestion to the State Government. In road construction, 15-20 per cent cost is related to the GST on royalty of aggregates and other things, and tax on cement and steel. We already suggested this to the Chief Minister of Kerala and other Chief Ministers also because the cost of land acquisition has increased very much. It is very problematic, because the cost of project comes to ₹ 1,300 crore and land acquisition cost comes to ₹ 800 crore. It is not practically possible and it is not economically viable. So my suggestion to the State Government is that if they are ready to give us all the taxes which they are getting from that project, it will be treated as equity given by the State Government to the project and we can reduce the cost and the other land acquisition cost the Central Government is ready to add to it. It will become easier for us to implement the project. This project has been principally accepted by us but it is up to the State Government to give the exact MoU. We want to do it with the new Government. This is the reason.

SHRI V. VIJAYASAI REDDY: Sir, there will be an Access Controlled Greenfield Express Highway between Amravati and Anantapur, the cost of which was estimated to be around ₹ 2,000 crore. In fact, the Centre has requested the State Government to absorb and bear fifty per cent of the cost of the acquisition of land. The State Government is under serious financial crisis. Why can't the Central Government consider absorbing the entire 100 per cent land cost?

MR. DEPUTY CHAIRMAN: It is your suggestion. Please put question.

SHRI V. VIJAYASAI REDDY: Sir, it is a question. The Minister in his reply has stated that it is subject to environmental clearance. I would like to know whether the process has been initiated to get the environmental clearance or not.

SHRI NITIN JAIRAM GADKARI: Sir, frankly speaking, land acquisition cost is really a problem for my Ministry. In the last regime, we awarded works of more than Rs.11 lakh crore. We have three modes. One is PPP mode, another is Hybrid Annuity Mode and the third is EPC mode. The problem is, the land acquisition is so much that it is very difficult for the Government to bear the cost. Ultimately, we are not in a position, but I am telling you that in Uttar Pradesh, already the State Government has taken up the responsibility to give 50 per cent of the land acquisition cost for the Ring Road. Many States are coming forward. Maharashtra is also coming forward. So, this is the time for the State Governments to try and find a way out. This is a very serious problem in Kerala because land acquisition cost there is very high. It is beyond imagination. So, for that reason, we want to find out a solution. We are very positive. Ultimately, the State Government has to bear this cost and find out some way for that.

SHRI MANISH GUPTA: Sir, the Minister be kind to state that there is a delay in this whole project. Is it because of reluctance on the part of certain functionaries to proceed with DPRs? This is directly affecting West Bengal. We would like to know the stretches in West Bengal which are envisaged under this project.

SHRI NITIN JAIRAM GADKARI: Sir, I don't have details about West Bengal. I will give you afterwards because it is available in the office.

श्री उपसभापति: ठीक है, आपका मंत्रालय सूचित कर देगा।

SHRI NITIN JAIRAM GADKARI: But, Sir, now, the projects are not delayed because of land acquisition. It is a great achievement of our Government under the leadership of Prime Minister, Modiji. When I took charge as a Minister, there were a number of projects, about 403 projects, which were stalled projects and the amount involved was ₹ 3,85,000 crore. Sir, it is a great achievement of our Government that we saved the Indian bankers from the NPA of ₹ 3 lakh crore and now, 90 per cent of the projects are moving fast and transparently. And without 80 per cent land acquisition, we are not giving appointment date. We are implementing this very strictly and that is the reason why, it is moving ahead.

डा. विनय पी. सहस्रबुद्धे: उपसभापति महोदय, मैं आपके माध्यम से मंत्री जी से पूछना चाहता हूँ तक ऐसा भी सुनने में आया है कि रोड कंस्ट्रक्शन में गति बढ़ाने की दृष्टि से और उसकी

गुणवत्ता को बरकरार रखने की दृष्टि से स्पेस टेक्नोलॉजी और ड्रोन टेक्नोलॉजी का उपयोग किया जा रहा है। अगर सदन को इसके बारे में मंत्री जी कुछ जानकारी दे दें, तो बढ़िया रहेगा।

SHRI NITIN JAIRAM GADKARI: Sir, there is a system named as Radar. We are using the space technology. From satellite, we take information and for preparation of DPRs, we use all the new innovative methods of technology by which our DPRs should be perfect. The maximum problem in construction is related with DPR. The quality of DPR was not good earlier but now we are making it mandatory to use all types of sophisticated new modern technology related with space science, satellite, drones and everything. That is the reason why we are getting good results and we are encouraging all new types of innovations and new types of research, particularly in making DPRs. Even in road construction, we are using new technology.

DR. T. SUBBARAMI REDDY: Sir, I would like to ask the hon. Minister this. In his reply, he has stated that the Government of India approved implementation of Bharatmala Pariyojana Phase-I in October, 2017 to the tune of ₹ 5,35,000 crore for development of 34,800 kilometres of national highways. Sir, I would like to ask the hon. Minister: What is the programme? How are you going to raise this amount of ₹ 5,35,000 crore and in how many years, are you going to spend this? And in how many years, do you plan to complete the length of 34,800 kilometres of national highways?

SHRI NITIN JAIRAM GADKARI: Sir, actually, Bharatmala project totally involved 65,000 kilometres of new roads. The Bharatmala project is under implementation. The first phase is of 34,800 kilometres of Bharatmala. It is under Bharatmala Phase-I. Another 10,000 kilometres are of NHDP which is old project. That is also added in it. It is a pleasure for me to inform that out of that, project for 8,000 kilometres is already awarded. Actually, Sir, the most important thing is this. The total project is costing quite high. Phase-2 is not calculated but it is going up to ₹ 10 lakh crore.

DR. T. SUBBARAMI REDDY: My question was: How are you raising the money?

MR. DEPUTY CHAIRMAN: Please.

SHRI NITIN JAIRAM GADKARI: Sir, we are raising money from the market. In the total cost for this Bharatmala, the Finance Ministry has not given a single rupee to us. We are getting money only from the capital market. We are making TOT models. We are capitalizing the project. We are raising the funds from market. ...*(Interruptions)*...

श्री उपसभापति: धन्यवाद मंत्री जी, हम इस पर अलग से बहस कर सकते हैं। प्रश्न संख्या. 17, माननीय महेश पोद्दार।