

- (i) Policy of one time fund infusion to complete the projects.
- (ii) Policy of deferment of premium for financial stressed projects not able to meet subsistence revenue requirements.
- (iii) Policy of harmonious substitution for substitution of Special Purpose Vehicle (SPV) in consultation with lenders and concessionaire subject to certain conditions.

Apart from above, a new mode "Hybrid Annuity Model (HAM)" has been introduced where part construction cost is funded by NHAI and post construction, return of investor is assured through Annuities paid by the Authority.

Further, Government is also trying to revive private investments in highway projects by amending the Model Concession Agreement for BOT model.

#### **Speeding up of highway projects**

2546. DR. L. HANUMANTHAIAH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether Government has taken several measures to fast track the highway projects across the country, if so, the details thereof;
- (b) whether Government has noticed absence or slow growth in on-going highway projects in respect of all States including Karnataka;
- (c) if so, the details thereof; and
- (d) the details of steps taken in this regard?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI): (a) to (d) State-wise details of the 'National Highway projects including those in Karnataka facing time-overrun are given in the Statement (*See* below). These projects are delayed mainly due to land acquisition, utility shifting, non-availability of soil/aggregate, poor performance of contractors, environment/forest/wildlife clearances, ROB & RUB issues with Railways, public agitation for additional facilities, arbitration/contractual disputes with contractors etc. To fast-track these projects, various steps such as streamlining of land acquisition and environment clearances, premium re-scheduling, close coordination with other Ministries, revamping of dispute resolution

mechanism, frequent review meetings with project developers, State Government and contractors at various levels etc. have been taken up.

***Statement***

*State/UT-wise details of National Highway Projects including those in Karnataka facing time overrun (delayed)*

Sl. No.	State/UT Agency	Delayed Projects*		
		No.	Length(Km)	Cost (cr)
1	2	3	4	5
1.	Andhra Pradesh	22	1103	11034
2.	Arunachal Pradesh	23	711	5171
3.	Assam	36	842	4455
4.	Andman & Nicobar Islands	3	145	477
5.	Bihar	40	1711	18071
6.	Chhattisgarh	42	1874	11043
7.	Delhi	3	253	4332
8.	Goa	15	72	4816
9.	Gujarat	16	735	8003
10.	Haryana	11	574	7104
11.	Himachal Pradesh	28	293	2528
12.	Jammu and Kashmir	10	224	8003
13.	Jharkhand	27	411	2350
14.	Karnataka	48	1893	12921
15.	Kerala	15	366	4521
16.	Madhya Pradesh	42	2112	16750
17.	Maharashtra	148	6210	59401
18.	Manipur	5	71	320
19.	Meghalaya	3	0	47
20.	Mizoram	6	192	2017

1	2	3	4	5
21.	Nagaland	5	70	2033
22.	Odisha	30	1465	9356
23.	Puducherry	2	1	39
24.	Punjab	18	375	7909
25.	Rajasthan	23	1554	11022
26.	Sikkim	6	140	998
27.	Tamil Nadu	27	712	6368
28.	Telangana	26	967	6853
29.	Tripura	3	58	497
30.	Uttar Pradesh	30	1703	27176
31.	Uttarakhand	31	613	4839
32.	West Bengal	29	982	11517
TOTAL		773	28432	271971

\* ending December, 2019

#### Use of waterways for reducing cost of transportation

2547. SHRIMATI VIJILA SATHYANANTH: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that there was a need to use waterways more extensively to reduce the cost of transportation;

(b) whether it is also a fact that many waterways have been completed in recent times; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING (SHRI MANSUKH MANDAVIYA): (a) Yes, Sir. Significant savings in cost of transportation are expected by using Inland Water Transport (IWT) mode of transport. As per RITES Report of 2014 on "Integrated National Waterways Transportation Grid", the cost comparison on the modes of surface transport is given below:-