

length of Border and International connectivity roads, about 2,000 km length of Coastal and port connectivity roads, about 800 km length of Expressways and balance length of about 10,000 km of roads under National Highways Development Project (NHDP). The programme is targeted for completion in 2021-2022.

Total investment of ₹ 6,92,324 crore is envisaged under Bharatmala Pariyojana Phase-I and other NHs/road development schemes upto 2021-22; this includes investment of ₹ 5,35,000 crore for Bharatmala Pariyojana Phase-I and projects under NHDP.

(c) The details of development works of NHs infrastructure/ Roads including Bridges/ Road Over Bridges (ROBs) identified in the States of Punjab and Haryana are as follows:-

Sl. No.	State	No. of works	Total Length (km)	Total Cost (₹ in crore)
1.	Haryana	34	975	39,658
2.	Punjab	32	1,171	25,433

Status of road projects to be constructed under BOT mode

2545. SHRI D. KUPENDRA REDDY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that a number of road projects on Build-Operate-Transfer (BOT) mode struggle to take off;

(b) if so, the details thereof and the reasons therefor; and

(c) the steps taken being taken by Government to find out a solution to this?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI): (a) and (b) Some BOT (Toll) projects are facing a few challenges such as unforeseen delays, especially in land acquisition and completion of construction by Concessionaires which have resulted in increased contingent liabilities and litigations.

(c) The Government has taken several steps to rekindle the interest of private investors and lenders in the Build-Operate-Transfer (BOT) projects which include:-

- (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