

GOVERNMENT OF INDIA  
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS  
RAJYA SABHA  
UNSTARRED QUESTION NO-1845  
ANSWERED ON 11/12/2024

**Delays and Cost Overruns in Infrastructure Projects**

**1845. Shri Mohammed Nadimul Haque:**

Will the Minister of **Road Transport and Highways** be pleased to state:

- (a) whether it is a fact that, as of March 2024, 41.59 per cent of Government infrastructure projects above ₹ 150 crore are delayed, contributing to significant time and cost overruns;
- (b) if so, the reasons for these persistent delays specifically in large infrastructure projects like highways and railways; and
- (c) the State-wise breakup of delayed projects and the cost overruns incurred in each case and the steps being taken to mitigate such recurring delays and prevent the estimated additional burden of ₹ 5 lakh crore on taxpayers?

**ANSWER**

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (c) From amongst 952 projects, including National Highways (NHs) projects, costing more than Rs.150 crore which were under construction in March 2024, 419 projects spilled beyond their original completion schedule, missing one or the other of the various stages of project completion up to March 2024 and excluding projects under consideration for termination / foreclosure. State/UT wise details are **annexed**.

The primary reasons for delay in NH projects are issues / bottlenecks relating to land acquisition, delay in getting statutory clearances / permissions, utility shifting, encroachment removal, law & order, poor performance of Contractor / Concessionaire, and Force Majeure events like Covid-19 pandemic, heavy rainfall, floods, cyclone, landslides / avalanches, etc.

Cost overrun is not incurred in all delayed projects. If delay is not attributable to the Contractor, price escalation as per defined formula is paid as per contract conditions, which may or may not result in additional cost, depending upon final value of price escalation determined on actual completion and final settlement of bills after expiry of the project contract/concession period. If delay is attributable to the Contractor, damages are imposed and there is no additional cost due to delay.

The Government in the Ministry of Road Transport & Highways (MoRT&H) has taken steps to streamline land acquisition, environmental clearance, utility shifting. Government is also leveraging the mechanism of review at various levels for resolution of bottlenecks / hindrances in ongoing projects, in active collaboration with State Governments and other stakeholders.

**ANNEXURE REFERRED TO IN REPLY TO PARTS (a) to (c) OF RAJYA SABHA UNSTARRED QUESTION NO. 1845 ANSWERED ON 11/12/2024 ASKED BY SHRI MOHAMMED NADIMUL HAQUE REGARDING 'DELAYS AND COST OVERRUNS IN INFRASTRUCTURE PROJECTS'**

Sn.	State	No. of Projects	No. of Delayed Projects
1	Andaman and Nicobar	2	2
2	Andhra Pradesh	75	19
3	Arunachal Pradesh	16	14
4	Assam	44	9
5	Bihar	44	19
6	Chhattisgarh	20	12
7	Delhi	5	3
8	Goa	2	1
9	Gujarat	31	22
10	Haryana	22	9
11	Himachal Pradesh	22	6
12	Jammu and Kashmir	38	17
13	Jharkhand	20	8
14	Karnataka	48	22
15	Kerala	18	4
16	Madhya Pradesh	44	8
17	Maharashtra	101	59
18	Manipur	29	23
19	Meghalaya	9	5
20	Mizoram	17	14
21	Nagaland	25	8
22	Odisha	34	16
23	Punjab	32	6
24	Rajasthan	30	14
25	Sikkim	13	10
26	Tamil Nadu	40	18
27	Telangana	30	10
28	Tripura	8	5
29	UT Ladakh	5	4
30	Uttar Pradesh	78	22
31	Uttarakhand	31	16
32	West Bengal	19	14
<b>Total</b>		<b>952</b>	<b>419</b>

\*\*\*\*\*