

## CHAPTER – III

### Physical Performance

3.1 The details of physical performance of construction of National Highways are given below:

Sr. No.	Parameter & Unit	2016-17		2017-18		2018-19		2019-20*	
		Target	Actual	Target	Actual	Target	Actual	Target	Actual
1	Road Length to be <b>Awarded</b> (km)	25,000	15,948	25,000	17,054	15,000	5,494	6,000	947
2	Completion of <b>Construction</b> (km)	15,000	8,231	15,000	9,829	10,000	10,855	11,000	3,015
3	Highway Length <b>Tolled</b> (km)	--	1,411.89	--	2,183.85		2,618		899.48 \$
4	Toll Collection(₹ Crore)	--	6,980.72	--	8,840.75		9,259		3,390.5
* Till July, 2019									
\$- Till June, 2019									

3.2 According to a written submission made to the Committee, it is stated that target for constructions are fixed annually based on progress of ongoing projects, targets for award, available resources, estimated Market borrowings by NHAI, estimated private sector investments, etc. The target and achievement for the development of NHs/roads during the period from 2014-15 to 2018-19 are submitted as follows:

Sl. No.	Year	Award (km)	Construction (km)
1.	2014-15	6,300	4,410
2.	2015-16	10,950	6,061
3.	2016-17	15,000	8,231
4.	2017-18	15,000	9,829
5.	2018-19	10,000	10,855

3.3 The Scheme-wise details of length completed during the last 5 years are as under:

Length in km											
Sr. No.	Scheme	Award (km)					Construction (km)				
		2014-15	2015-16	2016-17	2017-18	2018-19	2014-15	2015-16	2016-17	2017-18	2018-19



1	Bharatmala (incl. subsumed NHDP)	4,977	6,176	4,984	7,740	2,222	1,691	3,180	3,849	3,819	3,943
2	National Highways (Original)	1,956	2,865	9,601	8,853	2,807	1,743	2,076	3,364	4,911	6,189
3	Special Accelerated Road Development Programme for North-Eastern region (SARDP-NE) including Arunachal Pradesh Package of Roads	624	290	627	400	123	251	158	306	526	388
4	Improvement of road connectivity in Left Wing Extremism (LWE) affected areas including Vijayawada Ranchi Corridor	76	420	163	7	0	655	392	398	376	245
5	Externally Aided Projects	339	347	573	54	342	70	255	314	197	90
	<b>Total</b>	<b>7,972</b>	<b>10,098</b>	<b>15,948</b>	<b>17,054</b>	<b>5,494</b>	<b>4,410</b>	<b>6,061</b>	<b>8,231</b>	<b>9,829</b>	<b>10,855</b>

3.4 There are about 1469 number of ongoing National Highways Projects the details of which are given at **Appendix-II**.

3.5 The other ongoing schemes apart from Bharatmala Pariyojana/NHDP along with physical progress achieved for such schemes are as follows:

Sr. No.	Item	Total Length (km)	Length completed (km)
(i)	Phase-A of Special Accelerated Road Development Programme for NorthEastern region (SARDP-NE) including Arunachal Pradesh Package of Roads	6,418	3,057
(ii)	Development of road connectivity in Left Wing Extremism affected areas	5,453	4,812
(iii)	Externally Aided Projects		
	National Highway Interconnectivity Improvement Programme (NHIIIP) by World Bank Loan Assistance	1,120	855
	Japan International Cooperation Agency (JICA) Loan Assistance	645	54
	Asian Development Bank (ADB) Loan Assistance	128	127
(iv)	VGF / EPC Scheme under NH(O)	1,680	1,508
(v)	Vijayawada Ranchi Corridor	592	574
(vi)	Other NH works not covered under any of the above schemes under National Highways (Original) (Completed in last five years) (including Chardham Pariyojana)	61,334	18,283

3.6 In its written submission, MoRTH has stated that some National Highway projects were delayed due to multiple reasons, such as poor performance of contractor, utility shifting, delay in environment/forest clearance, land acquisition, cash flow problem of



the concessionaire/ contractor etc. In order to expedite the process the following steps are stated to have been taken by Government:

- i. Streamlining of land acquisition
- ii. Disputes Resolution mechanism revamped
- iii. Award of projects after adequate preparation in terms of land acquisition, clearances etc. Process of obtaining clearances from different Ministries/Department would commence as soon as the alignment is finalized and final feasibility report is submitted.
- iv. Correctly worked out utility estimates is to be obtained at the earliest after the alignment finalization and shall form part of appraisal proposal.
- v. The process of project appraisal should commence at the earliest on receipt of the Final Detailed Project Report (DPR) and Technical schedules.
- vi. Roll Over Bridges (ROBs): The procedure for General Agreement Drawing (GAD) approved by Railways for ROBs simplified and made online. Maintenance charges which were hampering the progress of many projects stand waived by railways. Standard design put on website.
- vii. Close coordination with other Ministries and State Governments
- viii. One time fund infusion
- ix. Completion of major portion of land acquisition prior to initiation of bid.
- x. Regular review at various levels
- xi. Proposed exit for Equity Investors
- xii. Securitization of road sector loans
- xiii. Rationalize compensation for delays attributed to authority
- xiv. Notification of Guiding Principles for Resolution of Stuck Projects aiming at foreclosure of projects which are stuck on account of the concessionaire/



contractor in NCLT or mutual default of both Authority and Contractor/Concessionaire.

3.7 When the Committee sought to know the States who had agreed to the streamlining process for land acquisition made by the Ministry and to bear 25% of cost of land acquisition, the Ministry in their written reply submitted as follows:

“The State of Kerala has agreed to bear 25% of cost of Land Acquisition for NH Projects under process or to be undertaken in the State. Apart from the above, it is pertinent to mention here that some State Governments have come forward and committed to bear the share of LA cost for construction of Bypasses around cities, details of such projects are as under”

- a. Amravati Ring Road in Andhra Pradesh (186 km)
- b. Jodhpur Ring Road in Rajasthan (101 km);
- c. Jaipur Ring Road in Rajasthan (47 km);
- d. Bhubaneswar-Cuttack Bypass in Odisha (64 km);
- e. Dhanbad Ring Road in Jharkhand (43 km);
- f. Ranchi Elevated Corridor in Jharkhand (3 km)- State Government has agreed to bear 100% land cost;
- g. Ring Road around Dehradun, Haridwar and Haldwani in Uttarakhand;
- h. Ring Road around Ambala and Karnal in Haryana;
- i. Lucknow Ring Road (95 km);
- j. Varanasi Ring Road (61 km);
- k. Udaipur Bypass (24 km);
- l. Peripheral Ring Road around Bengaluru (192 km);
- m. Madurai Ring Road (82 km);
- n. Urban Excess Road-II to provide connectivity to Delhi (70 km); and
- o. Thiruvananthapuram Ring Road (45 km)”.

3.8 MoRTH has also furnished State-wise details of National Highways including Bharatmala Projects which are pending due to Land Acquisition, along with the details

