

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO - 1056
ANSWERED ON – 31/07/2024

DELAYS IN HIGHWAY PROJECTS

1056. SHRI RAGHAV CHADHA:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the reasons for delays and cost overruns in the construction of highways in the past three years;
- (b) whether Government plans to address the issue of delays in land acquisition, utilities shifting and environmental clearances which hinder the construction projects;
- (c) the details thereof; and
- (d) the details on plans to ramp up the maintenance of existing roads and infrastructure particularly in Punjab?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) The primary reasons for delay in National Highway (NH) projects are issues / bottlenecks relating to land acquisition, statutory clearances / permissions, utility shifting, encroachment removal, law & order, financial crunch of Concessionaire / Contractor, 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 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 of project and final settlement of bills. If delay is attributable to the Contractor, damages are imposed and there is no additional cost due to delay.

(b) and (c) The Ministry has taken steps to streamline land acquisition, environmental clearance, utility shifting. The Ministry is also leveraging the mechanism of review at various levels for resolution of bottlenecks / hindrances in ongoing projects, in active collaboration with the State Governments and other stakeholder.

(d) The Ministry has evolved a mechanism to ensure Maintenance and Repair (M&R) of all NH sections through accountable maintenance agencies, including the State of Punjab.

M&R of NH stretches, where development works have commenced or Operation, Maintenance and Transfer (OMT) Concessions / Operation and Maintenance (O&M)

Contracts have been awarded, are the responsibility of the concerned Concessionaires / Contractors till the end of Defect Liability Period (DLP) / Concession Period. Similarly, for NH stretches undertaken under TOT (Toll Operate and Transfer) and Infrastructure Investment Trust (InvIT), M&R responsibility lies with concerned Concessionaire till the end of Concession Period.

For remaining NH stretches, the Ministry has taken policy decision to undertake maintenance works either through Performance based Maintenance Contract (PBMC) or through Short Term Maintenance Contract (STMC).
