

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

RAJYA SABHA
UNSTARRED QUESTION NO-2816
ANSWERED ON-12/08/2026

PROGRESS OF BHARATMALA PARIYOJANA

2816. SHRI G.C. CHANDRASHEKHAR:

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

- (a) the corridor-wise physical and financial progress of Bharatmala Pariyojana during Financial Year 2023-24 to Financial Year 2025-26;
- (b) the projects where costs have increased by more than 20 per cent over the original approval; and
- (c) the reasons for such cost escalation and revised completion schedule?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (c) Bharatmala Pariyojana Phase-I was approved in 2017 covering a length of 34,800 km across the country at an estimated outlay of Rs. 5,35,000 Crore. Under the program, projects covering a total length of 26,425 km had been awarded. Out of this, 22,709 km has already been constructed upto May 2026. New sanction of projects under Phase-I of Bharatmala Pariyojana has been discontinued since November 2023.

Some of the projects under Bharatmala Pariyojana Phase-I have spilled beyond their original completion schedule, missing one or other of the various stages of project completion. Further, cost-overflow 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. Final value of price escalation is determined on actual completion of the project contract/concession period. If delay is attributable to the Contractor, damages are imposed and there may not be additional cost due to delay.

In overall increase in the cost, one of the major component is land acquisition cost on account of determination of higher compensation consequent upon implementing of the principles for determination of compensation under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act, 2013.

The primary reasons for delay in National Highway (NH) projects are issues / bottlenecks relating to land acquisition, delay in getting statutory clearances, utility shifting, encroachment removal, law & order, non-availability of construction material / minerals, poor performance of Contractor / Concessionaire, and Force Majeure events like Covid-19 pandemic etc. The projects under Bharatmala are targeted for completion by 2028-29.

To expedite project execution, various initiatives have been undertaken including streamlining the land acquisition process through Bhoomi Rashi portal, revamping the Parivesh Portal through Ministry of Environment, Forests & Climate Change to expedite forest and environmental clearances, enabling online approval of General Arrangement Drawings (GAD) for Road over Bridges (ROBs) and Road under Bridges (RUBs) from the Railways, and conducting review meetings at various levels with all stakeholders, including State Governments. Government is taking all efforts to ensure timely completion of the projects.
