

GOVERNMENT OF INDIA  
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

**LOK SABHA**  
**UNSTARRED QUESTION NO. 1812**  
ANSWERED ON 20<sup>TH</sup> DECEMBER, 2018

**NH IN COASTAL AREAS**

1812. SHRI BHOLA SINGH:  
PROF. PREM SINGH CHANDUMAJRA:  
DR. SUNIL BALIRAM GAIKWAD:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS  
सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) the total length of National Highways (NHs) along the coastline, State-wise;
- (b) the length of coastal highways not yet notified as NHs, State-wise along with the steps taken by the Government to notify the same as NHs;
- (c) the norms laid down by the Government for development of NHs in the coastal areas of the country;
- (d) whether the Government has received proposals from some States for construction of NHs in coastal areas;
- (e) if so, the details thereof along with the action taken thereon including the funds allocated for the purpose, State-wise; and
- (f) the time by which the said projects are likely to be completed?

**ANSWER**

THE MINISTER OF STATE IN THE  
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

(SHRI MANSUKH L. MANDAVIYA)

(a) Total length of National Highways (NHs) along the coastline, State/Union Territory (UT) wise is as follows:-

Sl. No.	State/Union Territory (UT)	Total Length of NHs along coastline in km
1.	Andhra Pradesh	974
2.	Andaman & Nicobar Islands	25
3.	Daman & Diu	22
4.	Goa	262
5.	Gujarat	1362
6.	Karnataka	298
7.	Kerala	692
8.	Maharashtra	493
9.	Odisha	447
10.	Puducherry	41
11.	Tamil Nadu	576
12.	West Bengal	14

(b) to (f) The Ministry keeps on receiving proposals for declaration of various State road stretches, including those along coastline, from various States/Union Territories (UTs), etc., as new NHs. Expansion of NH network is a continuous process and declaration of State roads as new NHs are made from time to time depending upon requirement of connectivity, inter-se-priority and availability of funds.

The Ministry had taken up detailed review of NHs network with a view to develop the road connectivity to Border areas, development of Coastal roads including road connectivity for Non-Major ports, improvement in the efficiency of National Corridors, development of Economic Corridors, Inter Corridors and Feeder Routes along with integration with Sagarmala, etc., under Bharatmala Pariyojana. The programme envisages development of about 26,000 km length of Economic Corridors, which along with Golden Quadrilateral (GQ) and North-South and East-West (NS-EW) Corridors are expected to carry majority of the Freight Traffic on roads. Further, about 8,000 km of Inter Corridors and about 7,500 km of Feeder Routes have been identified for improving effectiveness of Economic Corridors, GQ and NS-EW Corridors. The programme envisages development of Ring Roads / bypasses and elevated corridors to decongest the traffic passing through cities and enhance logistic efficiency.

The Cabinet Committee on Economic Affairs (CCEA) approved the proposal for investment approval for Phase-I of “Bharatmala Pariyojana” during its meeting held on 24.10.2017. “Bharatmala Pariyojana” Phase-I comprises 24,800 km of roads along-with 10,000 km of balance road under National Highways Development Project (NHDP). The programme is targeted for completion by 2021-2022 at an overall investment of about Rs. 5,35,000 crore. This includes development of 9,000 km of Economic Corridors (Rs. 1,20,000 crore), 6,000 km of Inter-Corridors and Feeder Routes (Rs. 80,000 crore), 5,000 km of National Corridors Efficiency improvements (Rs. 1,00,000 crore), 2,000 km of Border and International connectivity roads (Rs. 25,000 crore), 2,000 km of Coastal and Port Connectivity roads (Rs. 20,000 crore), 800 km of Expressways (Rs.40,000 crore) and balance length of about 10,000 km of roads under National Highways Development Project (NHDP) (Rs. 1,50,000 crore).

The approved financing plan upto 2021-22 for phase-I of Bharatmala Pariyojana alongwith various other NH/ road development schemes envisages total investment of about Rs.6,92,324 crore. The sources of funds include NH share of Central Road and Infrastructure Fund (CRIF) [i.e. the erstwhile Central Road Fund (CRF)], Gross Budgetary Support (GBS), monetization of NHs through Toll-Operate-Transfer (TOT), Toll Remittances, Market borrowing and Private Investment.

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