

**GOVERNMENT OF INDIA  
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 1910  
ANSWERED ON 14<sup>TH</sup> DECEMBER, 2023**

**BHARATMALA PARIYOJANA**

**1910. SHRI S. VENKATESAN:**

**Will the Minister of ROAD TRANSPORT AND HIGHWAYS**

सड़क परिवहन और राजमार्ग मंत्री

**be pleased to state:**

- (a) the revised cost of the projects under Bharatmala Pariyojana;**
- (b) the details of channels used for augmenting finance for the above projects and proportion of each channel;**
- (c) the share of LIC of India for augmenting finance for the same during the last five financial years;**
- (d) whether LIC of India would contribute Rs. 1.24 Lakh crores by 2024; and**
- (e) if so, the details thereof along with the projects for which LIC funds are used?**

**ANSWER**

**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS  
(SHRI NITIN JAIRAM GADKARI)**

- (a) The revised cost of Bharatmala Pariyojana Phase-I is 10.95 lakh crore as appraised by Public Investment Board (PIB).**

**(b) Funds for development of highways are provided by the Government through budgetary allocation and approval to NHAI for borrowing under Internal and Extra Budgetary Resources (IEBR). Additionally, NHAI mobilizes resources through Asset monetization. These borrowing are used for projects other than Bharatmala also. Year-wise breakup of borrowing in last 5 years is Annexed.**

**(c) The borrowings from LIC during last 5 year is Rs. 10,309 crore.**

**(d) & (e) The borrowings of fund by NHAI have been discontinued.**

## **ANNEXURE**

### **ANNEXURE REFERRED TO IN REPLY TO PART (b) OF LOK SABHA UNSTARRED QUESTION NO. 1910 ANSWERED ON 14.12.2023 ASKED BY SHRI S. VENKATESAN REGARDING BHARATMALA PARIYOJANA**

**The details of borrowing made during last 5 years is as under:**

<b>(Rs. in Crore)</b>	
<b>FY</b>	<b>Amount (Principal)</b>
<b>2018-19</b>	<b>61,217</b>
<b>2019-20</b>	<b>74,987</b>
<b>2020-21</b>	<b>65,080</b>
<b>2021-22</b>	<b>76,150</b>
<b>2022-23</b>	<b>798*</b>

**\* NHAI has raised only Rs.798 crore through 54EC bonds in FY 2022-23.  
Further there is no IEBR for FY 2023-24 onwards.**

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