

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

**LOK SABHA  
UNSTARRED QUESTION NO. 727  
ANSWERED ON 17<sup>TH</sup> SEPTEMBER, 2020**

**CASHLESS TREATMENT SCHEME FOR ROAD ACCIDENT VICTIMS**

**727. SHRI RAJAN VICHARE:  
SHRI KANUMURU RAGHU RAMA KRISHNA RAJU:**

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

सड़क परिवहन और राजमार्ग मंत्री

**be pleased to state:**

- (a) whether any scheme is being implemented or proposed for cashless treatment of victims of road/ motor vehicle accidents in the country and if so, the details and the present status thereof along with the proposed modalities of the scheme and the time by which it is likely to be implemented;**
- (b) whether the Government proposes to formulate any scheme to accord ranking to the roads for better service and if so, the details thereof;**
- (c) whether any rating is accorded to the contractors, advisors and persons who avail concession from the National Highways Authority of India(NHAI) and if so, the details thereof;**
- (d) whether NHAI is maintaining plantation along the National Highways and if so, the details thereof; and**
- (e) whether the Ministry has any project to contribute towards peace, progress and prosperity in Jammu, Kashmir and Laddakh and if so, the details thereof?**

**ANSWER**

**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS**

**(SHRI NITIN JAIRAM GADKARI)**

- (a) The Motor Vehicles (Amendment) Act, 2019 was published in the**

**Official Gazette on 09<sup>th</sup> August, 2019. Certain provisions have been implemented w.e.f. 01<sup>st</sup> September, 2019 vide S.O 3110 (E) dated 28.08.2019 and S.O 3147(E) dated 30.08.2019. For implementation of the rest of the provisions including section 51 of the Motor Vehicles (Amendment) Act, 2019, rules are being formulated and will be published in due course of time. Section 51 of the Motor Vehicles (Amendment) Act, 2019 provides for insertion of Section 162 which provides for the Central Government to make a scheme for the cashless treatment of victims of the road accident during the golden hour and such scheme may contain provisions for creation of a fund for such treatment.**

**(b) National Highways Authority of India (NHAI) has prepared and circulated the standard operating procedure for rating of 4 and 6 lane national highways to all its offices for implementation. Three main categories i.e. Highway Efficiency (45%), Highway Safety (35%) and User Services (20%) have been formulated which are judged on the basis of 39 parameters. The details of the parameters are annexed. The draft highway rating for 20,000 km has already been completed.**

**(c) Regarding rating of the Contractors, it may be mentioned that, to establish a transparent and comprehensive 'Performance Rating' System of the Contractors/ Concessionaires and Consultants engaged by NHAI, a Vendor Performance Evaluation System has been developed by NHAI. The portal for this is available on NHAI's Website under the link 'Vendor Performance Evaluation System'. With this, the accountability of the**

**vendors will increase thereby improving the quality of the highways. Under this portal, the vendors are required to conduct a self-assessment and upload the related documents which shall be assessed in NHAI. The submissions are reviewed at multiple levels based on which a vendor rating is generated. The rating is shared with the vendor who has the opportunity to appeal against the generated rating to the Expert Committee. The portal contains provision for rating the projects according to the mode of implementation and status of completion under Build Operate & Transfer (BOT) (Toll), BOT (Annuity), Hybrid Annuity Model (HAM), Engineering, Procurement & Construction (EPC) works and for Authority Engineer, Independent Engineer & DPR Consultants. The Vendors have uploaded the details on the Portal for 1001 projects. The evaluation of the same is under process.**

**(d) NHAI ensures plantations and their maintenance on national highway's available Right of Way (ROW) land. The plantation, transplantation, beautification and maintenance have been made core objectives of Green Highways Policy-2015. There are detailed IRC SP 21 2009 guidelines in place for highways landscaping, plantations and maintenance for protection, survival and good growth of trees by projects implementation through Concessionaires, State Forest Departments and other plantations agencies.**

**(e) The details of various projects as undertaken for the development of national highways in Jammu & Kashmir and Ladakh are annexed.**

**ANNEXURE REFERRED IN REPLY TO PART (b) OF LOK SABHA UNSTARRED QUESTION NO. 727 ANSWERED ON 17<sup>TH</sup> SEPTEMBER, 2020 ASKED BY SHRI RAJAN VICHARE AND OTHERS REGARDING CASHLESS TREATMENT SCHEME FOR ROAD ACCIDENT VICTIMS**

**Highway Rating Parameters with Weightage**

<b>Highway Efficiency (45%)</b>	<b>Operating Speed (50%+50% Trucks) on main carriage way (17%)</b>
	<b>Delay at toll plaza (4%)</b>
	<b>Access Control (2%)</b>
	<b>%Availability of service road in built-up area (3%)</b>
	<b>Traffic volume/Capacity Ratio/Level of Service (2.5%)</b>
	<b>Pavement quality Rating Value (6%)</b>
	<b>% Uniformity of carriageway width (road with structure)(1%)</b>
	<b>% Illumination in Habitation/Built-up Area (2%)</b>
	<b>Availability of Closed Tolling(0.5%)</b>
	<b>% of substandard signage (2%)</b>
	<b>% of substandard Markings (2%)</b>
	<b>Functionality of drains on main carriageway (1%)</b>
	<b>Functionality and appearance of Slope Projection (0.5%)</b>
	<b>Functionality and adequacy of structures: Major/Minor bridges, guide bunds, river training structures etc. (1%)</b>
	<b>Existing utilities laid as per MORTH norms (0.5%)</b>
<b>Highway Safety (35%)</b>	<b>Accidents per km per annum (4%)</b>
	<b>Accident Severity Index (Fatalities per 100 crash) (4%)</b>
	<b>Ambulance response time (4%)</b>
	<b>Incident response time (2%)</b>
	<b>Roadway clearance time after accident (2%)</b>
	<b>ATMS functionality (2%)</b>
	<b>Adequacy of Structures: Provision of grade separators at NH/SH (4%)</b>
	<b>No of grade junction/illegal median opening 2km (2%)</b>
	<b>No of median opening without functional Solar Blinker(3%)</b>
	<b>Footpath and railing in built-up area(1%)</b>
	<b>Functionality of structures for cross movement in habitation area (2%)</b>
	<b>% of missing/damaged crash barriers (1%)</b>
	<b>Condition of earthen shoulders(2%)</b>
	<b>Facilities disturbing traffic: illegal Bus stops/illegal parking (2%)</b>
	<b>User Facilities (20%)</b>
<b>Cleanliness along Highways (1%)</b>	
<b>Functionality of Wayside amenities of (4%)</b>	

	<b>Functioning of Toilet &amp; availability of drinking water at Toll Plaza (2%)</b>
	<b>Hindrance free from speed breaker (1%)</b>
	<b>Hindrance free from traffic barrier (1%)</b>
	<b>Availability of motor repair workshop (1%)</b>
	<b>Encroachment and illegal hoardings (2%)</b>
	<b>Noise Quality Index (1%)</b>
	<b>Satisfaction Index (4%)</b>

**ANNEXURE REFERRED IN REPLY TO PART (e) OF LOK SABHA UNSTARRED QUESTION NO. 727 ANSWERED ON 17<sup>TH</sup> SEPTEMBER, 2020 ASKED BY SHRI RAJAN VICHARE AND OTHERS REGARDING CASHLESS TREATMENT SCHEME FOR ROAD ACCIDENT VICTIMS**

**PROJECTS IN UT OF JAMMU & KASHMIR AND LADDAKH IMPLEMENTED BY NHAI**

**Projects completed:**

<b>Sl. No.</b>	<b>Work</b>	<b>Mode</b>	<b>Name of the Concessionaire / Contractor</b>	<b>Concession Period</b>	<b>Length (km)</b>	<b>Length Completed (km)</b>	<b>Estimated Cost (in Cr)</b>	<b>Date of Completion/ COD</b>
1)	Hiranagar to Lakhanpur (km 16.35 to km 50.00)	EP C	M/s ITD Cementation India Pvt. Ltd	36 months (Contract Period)	33.65	33.65	193.09	15.04.2012
2)	Vijaypur to Hiranagar (km 50.00 to km 80.00)	EP C		36 months (Contract Period)	30	30	166.27	15.04.2012
3)	Kunjwani to Vijaypur (km 80 to km 97.20)	EP C	BRO	36 Months (Contract Period)	17.20	17.20	110.00	Work foreclosed by NHAI on 27.04.2011
4)	Jammu Bypass (km. 0.00 to km 15.00)	EP C	M/s M. Venkata Rao Infra Projects Pvt. Ltd.	36 Months (Contract Period)	15.00	15.00	85.34	30.06.2012

<b>Sl. No.</b>	<b>Work</b>	<b>Mode</b>	<b>Name of the Concessionaire / Contractor</b>	<b>Concession Period</b>	<b>Length (km)</b>	<b>Length Completed (km)</b>	<b>Estimated Cost (in Cr)</b>	<b>Date of Completion/ COD</b>
5)	<b>Jammu to Udhampur (km 15.00 to km 67.00)</b>	<b>BO T (Annuit y)</b>	<b>M/s SP Jammu Udhampur Highway Pvt. Ltd.</b>	<b>20 years</b>	<b>64.57</b>	<b>64.57</b>	<b>1973.50</b>	<b>01.06.2014 (PCOD) 31.05.2018 (4 laning completed) Completion Certificate issued on 07.08.2019</b>
6)	<b>Chenani – Nashri Tunnel Project (km 89 to km 130)</b>	<b>BO T (Annuit y)</b>	<b>M/s Chenani Nashri Tunnel way Ltd. SPV of ILFS Transportation Ltd.</b>	<b>20 years</b>	<b>10.89</b>	<b>10.89</b>	<b>2547.95</b>	<b>08.03.2017 (PCOD)</b>
7)	<b>Banihal to Srinagar (km 187.00 to km 286 (except tunnel portion km 189.350 to km 204.60)</b>	<b>BO T (Annuit y)</b>	<b>M/s Srinagar Banihal Express way Ltd. SPV of Ramky Infra</b>	<b>20 years</b>	<b>65.41</b>	<b>65.41</b>	<b>1432.20</b>	<b>27.03.2018 (PCOD)</b>
8)	<b>Srinagar Bypass (Bridge Portion km</b>	<b>EP C</b>	<b>M/s Valecha Engg. Ltd.</b>	<b>36 Months (Contract</b>	<b>2</b>	<b>2</b>	<b>62.96</b>	<b>31.07.2013</b>

Sl. No.	Work	Mode	Name of the Concessionaire / Contractor	Concession Period	Length (km)	Length Completed (km)	Estimated Cost (in Cr)	Date of Completion/ COD
	286 to km 303.80)			Period )				
9)	Srinagar Bypass (Road Portion (Km 286 to km 303.80)	EP C	PBA Infra Ltd.	36 months (Contract Period )	17.80	17.80	60.66	31.12.2009
	<b>Total</b>				<b>256.52</b>	<b>256.52</b>	<b>6631.97</b>	

**Projects under implementation:**

S. No.	Name of Project	TPC/ Civil Cost (Rs. Crore )	Length (km)	Concessionaire / Contractor (Concession Period)	Authority Engineer/ Independent Engineer	Appointed Date	Scheduled/ Likely Date of Completion	Physical progress
1)	Construction of 4 lane Ring Road/ Bypass road to Jammu City	2024	58.26	M/s Gayatri - KMB (JV)	M/s ICT	08.01.2018	07.01.2021/ 31.07.2021	35.16 %
2)	Four laning from Udhampur-Chenani& Nashri-Ramban from	2136.97	40.07	M/s Gammn India Ltd.	M/s TPF Getinsa Euroestudios in association with	28.12.2015	20.12.2019/ 30.12.2021	68.00 %

<b>S. No.</b>	<b>Name of Project</b>	<b>TPC/ Civil Cost (Rs. Crore )</b>	<b>Length (km)</b>	<b>Concessionaire / Contractor (Concession Period)</b>	<b>Authority Engineer/ Independent Engineer</b>	<b>Appointed Date</b>	<b>Scheduled/ Likely Date of Completion</b>	<b>Physical progress</b>
	<b>km 67 to 89 &amp; km 130 to 151</b>				<b>Segmenta I</b>			
<b>3)</b>	<b>Four laning Ramban to Banihal section (Km. 151.00 to 187.00) of NH-1A (EPC Mode)</b>	<b>2168.66</b>	<b>32.10</b>	<b>M/s Hindustan Construction Co. Ltd.</b>	<b>M/s Euroestudios in association with Rodic Consultants</b>	<b>28.12.2015</b>	<b>26.06.19/31.12.21 except realignment portion</b>	<b>22.50%</b>
<b>4)</b>	<b>Four laning Quazigund to Banihal section of NH-1A (KM 189.350 to KM 220.700) including 8.45 Km length twin tube tunnels.</b>	<b>2026.85</b>	<b>16.27</b>	<b>M/s Navayuga Quazigund Expressway Ltd. SPV of Navayuga Engineering</b>	<b>M/s SMEC International in association with SMEC India &amp; Rodic Consultant</b>	<b>05.06.2011</b>	<b>31.12.2019/31.03.21</b>	<b>87.00%</b>

<b>S. No.</b>	<b>Name of Project</b>	<b>TPC/ Civil Cost (Rs. Crore )</b>	<b>Length (km)</b>	<b>Concessionaire / Contractor (Concession Period)</b>	<b>Authority Engineer/ Independent Engineer</b>	<b>Appointed Date</b>	<b>Scheduled/ Likely Date of Completion</b>	<b>Physical progress</b>
5)	<b>Construction of Emergency Landing facility from km 246+200 to km 249+700</b>	<b>125.47</b>	<b>3.5</b>	<b>M/s The E5 Company-M/s Gawar Construction Limited (JV)</b>	<b>Centro de Materiale s y Control de Obra, Sa in associati on with Introsoft Solutions</b>	<b>24.02.2020</b>	<b>21.10.20/ 19.04.2021</b>	<b>10.00 %</b>
6)	<b>Construction of 4 lane Ring Road/ Bypass road to Srinagar City</b>	<b>1860</b>	<b>42.10</b>	<b>M/s Ramky Infra</b>	<b>Contract terminated. Project is to be reawarded</b>			
7)	<b>Four Laning of Banihal Bypass from Km 187+000 to Km 189.350</b>	<b>296.68</b>	<b>2.372</b>	<b>M/s M G Contractors Pvt. Ltd.</b>	<b>Appointed Date yet to be declared.</b>			
	<b>Total:</b>	<b>10638.63</b>	<b>194.672</b>					

**PROJECTS IMPLEMENTED BY NHIDCL**

SL No.	Scheme	Name of Project	NH No. (Old/ New)	Length (Km)	Details of MoRTH Sanction		Awarded Cost (in Cr.)	Date of Award	Date of Start/ Appointed Date	Cumulative Physical progress %	Cum. Financial progress %
					Date of Original / Revised Sanction	Final Sanctioned Cost/ TPC (in cr.)					
<b>Tunnel Work</b>											
1	NH(O)	Work of construction, operation and maintenance of Z-Morh tunnel (including approaches on NH-1 (Srinagar Sonamarg Gumri road) on DBFOT (Annuity basis)	1	6.5	25.09.2012	2378.76	296.10 Semi-Annual Annuity	19.12.2019	24.06.2020	1%	2%
2	NH(O)	Construction of (I) Connecting road from Z-Morh Tunnel to Zojila Tunnel and (II) 14.150 Km long Bi-directional Tunnel accross Zojila Pass on Sonamarg - Kargil section of NH-01	1	32.78	18.01.2018	6808.69	4509.50	25.08.2020	-	-	
3	NH(O)	Construction of Bi-directional tunnel at Km 83 of Length 495 m	244	1.269	27.11.2019	91.29	76.49	07.02.2020	8.06.2020	-	-

		including approach road of 664 m and a Major Bridge of 110 m from Km 82.675 to Km 82.925 on NH-244 on EPC basis (Khellani-Kishtwar)									
		<b>Total</b>		<b>40.549</b>		<b>9278.74</b>	<b>4882.09</b>				
<b>Widening to 2-lane /4-lane</b>											
<b>4</b>	<b>NH(O)</b>	<b>Up-gradation to 4-lane with Paved Shoulder of Jammu-Akhnoor road section of NH-144A from Canal head (Km 0.800) to Ganesh Vihar (Km 6.000)</b>	<b>144-A</b>	<b>5.2</b>	<b>14.03.2018</b>	<b>402.46</b>	<b>272.77</b>	<b>15.03.2018</b>	<b>07.08.2018</b>	<b>33.03%</b>	<b>31.69%</b>
<b>5</b>	<b>NH(O)</b>	<b>Up-gradation to 4-lane with Paved Shoulder of Jammu-Akhnoor road section of NH-144A from Ganesh Vihar (Km 6.000) to Khati Chowk (Km 26.350)</b>	<b>144-A</b>	<b>20.35</b>	<b>14.03.2018</b>	<b>258</b>	<b>193.99</b>	<b>02.03.2019</b>	<b>12.07.2019</b>	<b>2.76%</b>	<b>2.25%</b>
<b>6</b>	<b>NH(O)</b>	<b>Widening and up-gradation to 2 lane with paved shoulder configuration and geometric improvement from km 0.000 to km 16.990 (Phase-I) on</b>	<b>244</b>	<b>16.99</b>	<b>14.03.2018</b>	<b>255.9</b>	<b>155.04</b>	<b>27.03.2018</b>	<b>22.11.2018</b>	<b>24.47%</b>	<b>23.18%</b>

		<b>Chenani Sudhmahadev section of NH- 244</b>									
7	NH(O)	<b>Up-gradation to 2-lane with Paved Shoulder from Km 12.850 to Km20.300 of 7.450Km length on Goha-Khellani section and a link road to Goha village of 2.016 km on NH-244 (Package I)</b>	244	9.46	14.07.2020	228.39	118.41	31.07.2020	01.10.2020	-	-
8	NH(O)	<b>Up-gradation to 2-lane with Paved Shoulder from Km 20.300 to Km 29.030 of 8.730 Km length on Goha-Khellani section on NH-244 (Package II)</b>	244	8.73	14.07.2020	210.79	99	31.07.2020	01.10.2020	-	-
9	NH(O)	<b>Strengthening &amp; Upgradation of existing carriageway to intermediate lane from km0.00 to km42.82 of Length 42.820kms on Baramulla-Gulmarg section</b>	701A	42.82	31.07.2020	146.31	84.62	31.08.2020	-	-	-
		<b>Total</b>		<b>103.55</b>		<b>1501.85</b>	<b>923.83</b>				
		<b>Grand Total</b>		<b>144.099</b>		<b>10780.59</b>	<b>5805.92</b>				

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