

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

LOK SABHA
UNSTARRED QUESTION NO. 1875
ANSWERED ON 28TH JULY, 2022

CONSTRUCTION OF RUBBERIZED ROAD

1875. SHRI KULDEEP RAI SHARMA:
DR. SUBHASH RAMRAO BHAMRE:
SHRIMATI SUPRIYA SULE:
SHRI SUNIL DATTATRAY TATKARE:
DR. AMOL RAMSING KOLHE:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) the total length of rubberized roads constructed along with the expenditure incurred thereon in the country during the last three years and the current year, State-wise;**
- (b) whether the Government has conducted any study regarding the difference between bituminous and rubberized roads and if so, the details thereof;**
- (c) whether the Government/National Highways Authority of India (NHAI) proposes to use rubberized bitumen in the construction of National Highways (NHs) in the country and if so, the details thereof;**
- (d) the target fixed and achieved by the Government for construction of NHs in the country during the said period, year-wise;**

- (e) whether the number of road projects of NHAI could not be completed within the stipulated time period and if so, the details thereof and the reasons therefor and the corrective steps taken in this regard;**
- (f) whether most of the roads under NHAI are in bad condition leading to fatal road accidents and if so, the details thereof; and**
- (g) the steps taken/being taken by the Government to construct quality roads in the country?**

ANSWER

THE MINISTER OF ROAD TRANSPORT & HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

- (a) The state-wise length of roads constructed with rubber modified bitumen during the last three years and the current year up to June 2022 are given in Annexure-I. Expenditure position is maintained project wise and not separately for different items of a project.**
- (b) Rubber modified bitumen is a mixture of bitumen and crumb rubber/natural rubber manufactured in a special process. Studies conducted by various research/academic institutes have established that use of modified bitumen in construction/maintenance of bituminous roads significantly improve the pavement performance and is cost effective, when life-cycle cost is taken into consideration.**
- (c) Rubber modified bitumen is being utilized in wearing course of flexible pavement on National Highways following Indian Roads Congress guidelines “IRC SP-53, Guidelines on use of Modified Bitumen in Road Construction”.**
- (d) The target fixed and achieved by the Government for construction of NHs in the country during the said period are given year-wise at Annexure-II.**
- (e) There are 192 numbers of delayed National Highways projects with NHAI. National Highway projects have been delayed due to multiple reasons, such as poor performance of contractor, delay in utility shifting, environment/forest clearance & land acquisition, cash flow problem of the concessionaire/contractor, etc. The following steps have been taken by NHAI/Government to expedite the construction of highways:**

- **The process of project appraisal commences on receipt of Final Detailed Project Reports (DPR) and Technical Schedules.**
- **Award of projects after adequate availability of working front.**
- **Close coordination with other Ministries and State Government to ensure streamlining of all pre-construction activities, necessary clearances etc.**
- **Regular reviews at various levels for ensuring smooth progress of projects.**
- **One time fund infusion scheme**
- **Dispute resolution mechanism revamped**
- **Rationalized exit for equity investors**
- **Rationalized compensation for delays attributed to Authority.**
- **Notification of Guiding Principles for Resolution of Stuck Projects aiming at foreclosure of projects which are stuck on account of the concessionaire/contractor in NCLT or mutual default of both Authority and Contractor/Concessionaire.**

(f) No. However, maintenance & repair of National Highways is an ongoing process.

(g) National Highways works are executed duly following the specifications and standards laid down by Ministry of Road Transport & Highways (MoRT&H) and Indian Road Congress (IRC). To ensure that the works are executed as per prescribed specifications and standards, there is strong in-built mechanism of MoRTH and its implementing agencies. Deficiencies/lapses in quality assurance & quality control and premature defects/failures are dealt strictly as per provisions of contract agreement.

ANNEXURE-I

ANNEXURE REFERRED TO IN PART (a) OF REPLY TO LOK SABHA UNSTARRED QUESTION NO. 1875 FOR ANSWER ON 28.07.2022 ASKED BY SHRI KULDEEP RAI SHARMA, DR. SUBHASH RAMRAO BHAMRE, SHRIMATI SUPRIYA SULE, SHRI SUNIL DATTATRAY TATKARE AND DR. AMOL RAMSING KOLHE REGARDING CONSTRUCTION OF RUBBERIZED ROAD.

The State-wise rubberized roads which have been constructed during the last three year and as on June, 2022 in current financial year

Sr. No	State/UTs	Rubberized Roads Constructed Length (km)			
		2019-20	2020-21	2021-22	2022-23 (up to June, 2022)
1	Assam	0	7.9	0	0
2	Andhra Pradesh	0.38	11.07	8.39	0
3	Delhi	0	0	6	0
4	Kerala	175.20	326	63.46	10.20
5	Odisha	0	10	0	0
6	Tamil Nadu	79.49	122.82	75.70	0
7	Telangana	0	98.94	25.73	74.88

Annexure-II

ANNEXURE REFERRED TO IN PART (d) OF REPLY TO LOK SABHA UNSTARRED QUESTION NO. 1875 FOR ANSWER ON 28.07.2022 ASKED BY SHRI KULDEEP RAI SHARMA, DR. SUBHASH RAMRAO BHAMRE, SHRIMATI SUPRIYA SULE, SHRI SUNIL DATTATRAY TATKARE AND DR. AMOL RAMSING KOLHE REGARDING CONSTRUCTION OF RUBBERIZED ROAD.

The target fixed and achieved by the government for construction of NHs in the country during the said period, year-wise on June, 2022 in current financial year.

Year	Length of construction of NHs in the Country (in Km)	
	Target	Achievement
2019-20	11000	10237
2020-21	11000	13327
2021-22	12000	10457
2022-23	12200	1966 (upto June, 2022)
