

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

**LOK SABHA  
UNSTARRED QUESTION NO - 1084  
ANSWERED ON 05<sup>TH</sup> FEBRUARY 2026**

**STATUS OF COMPLETION OF NH PROJECTS**

**1084. SHRI NEERAJ MAURYA:  
SHRI LALJI VERMA**

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

सड़क परिवहन और राजमार्ग मंत्री

**be pleased to state:**

- (a) the number of National Highway (NH) projects that have not been completed within the stipulated time since 2014, State-wise;**
- (b) the reasons for serious delays in NH and other related projects in the country;**
- (c) whether such delays have resulted in any increase in project cost and if so, the details thereof;**
- (d) the amount of loans taken by the National Highways Authority of India (NHAI) for various projects from 2015 to till date, year-wise; and**
- (e) the details of the proposed NHs passing through Ambedkar Nagar, Bareilly, Budaun and Shahjahanpur districts and the time by which the construction of the said highways are likely to be completed?**

**ANSWER**

**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS**

**(SHRI NITIN JAIRAM GADKARI)**

**(a) From amongst all the National Highway (NH) projects started since 1<sup>st</sup> April 2014, there are 653 under construction projects that have spilled beyond their original completion schedule, without attaining any of the various stages of project completion and excluding projects under consideration for termination/ foreclosure. The State/UT-wise details are at Annexure-I.**

**(b) The primary reasons for delay in NH projects are issues / bottlenecks relating to land acquisition, statutory clearances / permissions, utility shifting, encroachment removal, law & order, financial crunch of Concessionaire / Contractor, poor performance of Contractor / Concessionaire, and Force Majeure events like Covid-19 pandemic, heavy rainfall, floods, cyclone, landslides/avalanches, etc.**

**(c) Cost escalation is not incurred in all delayed projects. If delay is not attributable to the Contractor, price escalation is paid as per contract conditions, which may or may not result in additional cost, depending upon final value of price escalation determined on actual completion of project and final settlement of bills. If delay is attributable to the Contractor, damages are imposed and there is no additional cost due to delay.**

**(d) The year - wise details of Internal and Extra Budgetary Resources (IEBR) raised by National Highways Authority of India (NHAI) since 2015-16 onwards are at Annexure-II.**

**(e) There are 9 under construction NH projects passing through Bareilly, Budaun, Shahjahanpur and Ambedkar Nagar districts of Uttar Pradesh. All these projects are targeted to be completed by FY 2027-28 in phased manner.**

**ANNEXURE-I**

**ANNEXURE REFERRED TO IN REPLY TO PART (a) OF LOK SABHA UNSTARRED QUESTION NO. 1084 ANSWERED ON 05.02.2026 ASKED BY SHRI NEERAJ MAURYA AND SHRI LALJI VERMA REGARDING STATUS OF COMPLETION OF NH PROJECTS**

**The State/UT wise details of under construction National Highway (NH) projects started since 1st April 2014 that spilled beyond their original completion schedule without attaining any of the various stages of project completion and excluding projects under consideration for termination/ foreclosure**

<b>S. No.</b>	<b>State/UT</b>	<b>No. of Projects</b>
1	<b>Andhra Pradesh</b>	<b>37</b>
2	<b>Arunachal Pradesh</b>	<b>8</b>
3	<b>Assam</b>	<b>24</b>
4	<b>Bihar</b>	<b>34</b>
5	<b>Chhattisgarh</b>	<b>14</b>
6	<b>Goa</b>	<b>7</b>
7	<b>Gujarat</b>	<b>18</b>
8	<b>Haryana</b>	<b>11</b>
9	<b>Himachal Pradesh</b>	<b>14</b>
10	<b>Jharkhand</b>	<b>20</b>
11	<b>Karnataka</b>	<b>46</b>
12	<b>Kerala</b>	<b>14</b>
13	<b>Madhya Pradesh</b>	<b>28</b>
14	<b>Maharashtra</b>	<b>68</b>
15	<b>Manipur</b>	<b>23</b>
16	<b>Meghalaya</b>	<b>4</b>
17	<b>Mizoram</b>	<b>4</b>
18	<b>Nagaland</b>	<b>12</b>
19	<b>Odisha</b>	<b>29</b>
20	<b>Punjab</b>	<b>20</b>
21	<b>Rajasthan</b>	<b>17</b>
22	<b>Sikkim</b>	<b>9</b>
23	<b>Tamil Nadu</b>	<b>23</b>

<b>S. No.</b>	<b>State/UT</b>	<b>No. of Projects</b>
<b>24</b>	<b>Telangana</b>	<b>27</b>
<b>25</b>	<b>Tripura</b>	<b>5</b>
<b>26</b>	<b>Uttar Pradesh</b>	<b>50</b>
<b>27</b>	<b>Uttarakhand</b>	<b>30</b>
<b>28</b>	<b>West Bengal</b>	<b>15</b>
<b>29</b>	<b>Union Territories (UT's)</b>	<b>42</b>
	<b>Grand Total</b>	<b>653</b>

**ANNEXURE-II**

**ANNEXURE REFERRED TO IN REPLY TO PART (d) OF LOK SABHA UNSTARRED QUESTION NO. 1084 ANSWERED ON 05.02.2026 ASKED BY SHRI NEERAJ MAURYA AND SHRI LALJI VERMA REGARDING STATUS OF COMPLETION OF NH PROJECTS**

**Year-wise details of Internal and Extra Budgetary Resources (IEBR) raised by National Highways Authority of India (NHAI) since 2015-16 onwards**

<b>Year</b>	<b>IEBR (Rs. in crores)</b>
<b>2015-16</b>	<b>23,281</b>
<b>2016-17</b>	<b>33,118</b>
<b>2017-18</b>	<b>50,533</b>
<b>2018-19</b>	<b>61,217</b>
<b>2019-20</b>	<b>74,988</b>
<b>2020-21</b>	<b>65,036</b>
<b>2021-22</b>	<b>65,150</b>
<b>2022-23</b>	<b>798</b>
<b>2023-24</b>	<b>0</b>
<b>2024-25</b>	<b>0</b>
<b>2025-26</b> <b>(upto December, 2025)</b>	<b>0</b>

**Note: IEBR has been discontinued from FY 2023-24**

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