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National Highways Development Project: An Overview

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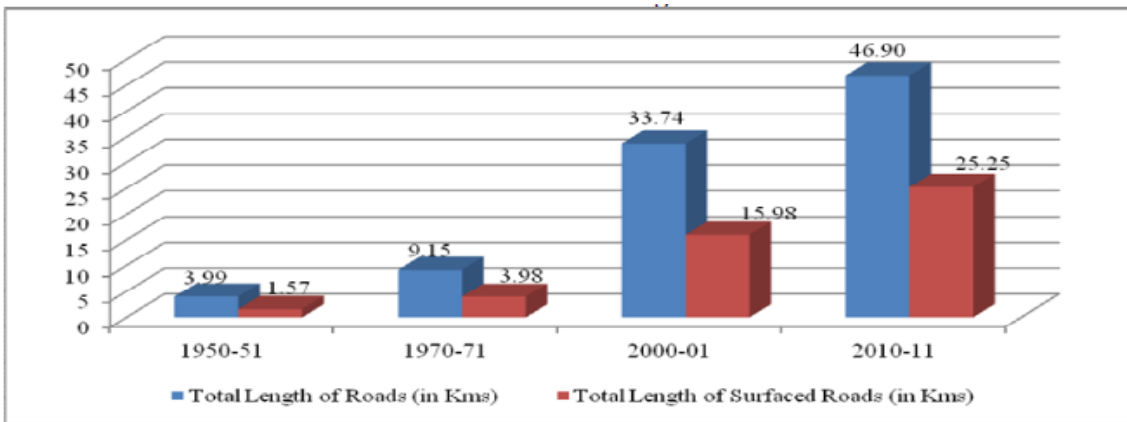
National Highways Development Project: An Overview

INTRODUCTION

Road network provides the arterial network to facilitate trade, transport, social integration and economic development. It facilitates specialization, extension of markets and exploitation of economies of scale. It is used for the smooth conveyance of both people and goods. Transportation by road has the advantage over other means of transport because of its easy accessibility, flexibility of operations, door-to-door service and reliability. Consequently, passenger and freight movement in India over the years have increasingly shifted towards roads vis-à-vis other means of transport.

The total road length in India increased more than 11 times during the 60 years between 1951 and 2011. From 3.99 lakh kilometer as on 31 March 1951, the road length increased to 46.90 lakh kilometers as on 31 March 2011. Concomitantly, the surfaced road length increased both in absolute and relative terms. The length of surfaced roads which was 1.57 lakh kilometers (39.35 per cent of total road length) as on 31 March 1951 increased to 25.25 lakh kilometers (53.83 per cent of total road length) as on 31 March 2011 as shown in the diagram below¹:

Total and Surface Road Length in India: 1951-2011



¹ India. Ministry of Road Transport and Highways, Basic Road Statistics of India, 2008-09, 2009-10 and 2010-11, August 2012, p. (i)

The road network of 46.90 lakh km. has road density of 1.43 km per square km². It consists of National Highways, Expressways, State Highways, Major Districts Roads, other Districts Roads and Village Roads with the following length distribution³:-

National Highways / Expressway	79,116 km
State Highways	1,55,716 km
Other Roads	44,55,010 km

National Highways in terms of width is as under:

Single Lane/Intermediate Lane	19,330 km (24%)
Double Lane	40,658 km (52%)
Four Lane/Six Lane/Eight Lane	19,128 km (24%)

(Source: Ministry of Road Transport and Highways, Annual Report, 2012-13, p. 7)

In India, Road infrastructure is used to transport over 60 per cent of total goods and 85 per cent of total passenger traffic. The Ministry of Road Transport and Highways encompasses within its fold Road Transport and Highways which includes construction and maintenance of National Highways (NHs), administration of Motor Vehicle Rules 1989, formulation of broad policies relating to road transport, environmental issues, automotive norms, fixation of user fee rate for use of National Highways etc. besides making arrangements for movements of vehicular traffic with neighbouring countries⁴.

NATIONAL HIGHWAYS AUTHORITY OF INDIA (NHAI) - ESTABLISHMENT

"The National Highways Authority of India was constituted by an act of Parliament, viz. the National Highways Authority of India Act, 1988.⁵ " It is entrusted with the responsibility of implementing a greatly expanded National Highways

² epaper.timesofindia.com dated 2.7.2013, by Dhananjay Mahapatra, NDA put NHs on fast track

³ India. Ministry of Road Transport and Highways, Annual Report 2012-13, p. 7

⁴ *Ibid*, p. 7

⁵. *Ibid*, p.8

Development Project (NHDP) spread over seven phases with an estimated expenditure of Rs.4,71,975 crores⁶ and envisages the improvement of more than about 54,500 km of arterial routes of National Highways network to international standards⁷

NATIONAL HIGHWAYS DEVELOPMENT PROJECT (NHDP)

- NHDP's prime focus is on developing International standard roads with facilities for uninterrupted flow of traffic with :⁸
- Enhanced Safety Features
- Better Riding Surface.
- Better Road Geometry
- Better Traffic Management and Noticeable Signage.
- Divided Carriageways and Service Roads
- Grade Separators
- Over Bridges and Underpasses
- Bypasses
- Wayside Amenities

Advantages of having a well developed network of world class highways, for a nation like India - poised to surge ahead are:⁹

- Savings in vehicle operating costs
- Faster, comfortable journeys
- Reduced fuel consumption
- Safer travel
- Benefits to trade especially in movement of perishable material
- Reduced maintenance costs
- Safer travel
- All round development of areas

Components of NHDP

The Government of India has launched major initiatives to upgrade and strengthen National Highways through seven phases of National Highways Development Project (NHDP), the main components of NHDP are as under¹⁰ :

⁶ *Ibid*, p. 14

⁷ India. Ministry of Road Transport and Highways, Outcome Budget 2013-14, p. 1

⁸ <http://www.nhai.org>

⁹ *Ibid*

¹⁰ *op.cit.*, Annual Report 2012-13, pp. 17-18

NHDP Phase – I and II

NHDP Phase I and II Comprises of the development of National Highways to 4/6 lane standards of the following routes;

- (a) Golden Quadrilateral (GQ) connecting 4 major metropolitan cities viz. Delhi-Mumbai-Chennai-Kolkata-Delhi
- (b) North South and East West Corridors (NS-EW) connecting Srinagar to Kanyakumari and Silchar to Porbandar with a spur from Salem to Cochin.
- (c) Road connectivity of major ports of the country to National Highways.
- (d) Other National Highway stretches

NHDP Phase I which was approved by Cabinet Committee on Economic Affairs (CCEA) in December 2000 at an estimated cost of Rs.30,300 crore (1999 prices) comprises 5,846 km of Golden Quadrilateral, 981 km of NS-EW corridors, 380 km of Port Connectivity and 315 km of other National Highways, a total of 7,522 km. During the year 2012-13, 22.39 km was completed upto December 2012.

NHDP Phase II which was approved in December 2003 at an estimated cost of Rs.34,339 crore (2002 prices) comprises mostly NS-EW Corridor (6,161 km) and other National Highways of 486 km length, the total length being 6,647 km. during the year 2012-13, 44.07 km was completed upto December 2012¹¹.

NHDP Phase-III

The Government has approved 4/6 laning of 12,109 km of National Highways on Build, Operate and Transfer (BOT) basis at an estimated cost of Rs.80,626 crore under NHDP-III. The phase has been approved in two parts i.e. Phase-III A consisting total length of 4,815 km at an approved cost of Rs.33,069 crore and Phase-III B, consisting total length of 7,294 km at an approved cost of Rs.47,557 crore. The scheduled date of completion of NHDP Phase-III is December 2013. Under this phase, the stretches have been identified as per the following criteria:

- i) High density traffic corridors not included in Phase I & II

¹¹ *Ibid*, p. 17

- ii) Providing connectivity of state capitals with NHDP (Phase I &II)
- iii) Connectivity of centers of tourism and places of economic importance

Against 12,109 km, a length of 4602 km has already been four laned up to 31 December 2012 and a length of 5734 km is under implementation. During the year 2012-13, 958.99 km has been completed upto December 2012¹².

NHDP Phase-IV

This Phase envisages upgradation of about 20,000 km of National Highways to 2-lane with paved shoulders on Public Private Partnership (PPP) basis. Till December 2012, a length of 62 km has already been four/two laned and a length of 4320 km is under implementation¹³.

NHDP Phase- V

Six laning of 6,500 km of existing 4 lane National Highways under NHDP Phase-V on Design – Build – Finance – Operate basis (DBFO) has been approved in October 2006 at an estimated cost of Rs.41,210 crore (at 2006 prices). Six laning of 6,500 km includes 5,700 km of GQ and 800 km of other stretches. Against 6500 km, a length of 1276 km has already been six laned up to 31 December 2012 and a length of 2804 km is under implementation. During the year 2012-13, 365.86 km has been completed upto December 2012¹⁴.

NHDP Phase- VI

NHDP PHASE- VI envisages development of 1,000 km fully access controlled expressways under Public Private Partnership (PPP) model following DBFO approach. The Phase VI of NHDP has been approved at an estimated cost of Rs.16,680 crore in November 2006 (at 2006 prices).

The total fund required for this phase is Rs.16,680 crore, out of which Rs.9,000 crore will come from private sector and the balance Rs.7,680 crore will be Government

¹² *Ibid*

¹³ *Ibid*, p. 18

¹⁴ *Ibid*

funding for bridging the viability gap as well as meeting the cost of land acquisition, utility shifting, consultancy, etc¹⁵.

NHDP Phase- VII

The Government has approved construction of stand alone Ring Roads, Bypasses, Grade Separators, Flyovers, Elevated Roads, Tunnels, Road Over-bridges, Underpasses, Service Roads etc. on BOT (Toll) mode under NHDP Phase VII in December 2007 at an estimated cost of Rs.16,680 crore (at 2007 prices). 36 stretches in different States have been identified under NHDP Phase-VII¹⁶.

The project-wise details of all the Phases of NHDP and other NHA Projects are given at *Annexure-I* and State-wise distribution of National Highways are given at the *Annexure-II*.

National Highways Development Project is being implemented in all Phases except Phase VI (Expressways) at present. The present phases are aimed at improving more than 49,260 km of arterial routes of NH Network to international standards¹⁷.

For expressways, the Government of India has not yet been able to identify a suitable funding model for the projects, while the cost of building expressways has escalated significantly over the years. At present, many experts estimate the cost of constructing expressways to be Rs. 500-800 million per km, as against Rs. 200 million per km estimated by NHA in 2010. As arranging the funds required to build expressways is a challenge for the Government, it has envisaged developing these projects on a Public-Private Partnership basis and is mulling alternative financial models. Besides, the ministry came up with a project report to formulate a master plan aimed at constructing 15,600 km by 2022, marking the end of the Thirteenth Five-Year Plan.¹⁸

¹⁵ *Ibid*

¹⁶ *Ibid*, p. 18

¹⁷ <http://www.nhai.org>

¹⁸ The Hindu Business Line dated 15.7.2013, by Abhaya Agarwal, Is India ready to drive on the expressway?

Major schemes under National Highway (Original) – NH (O) include Special programme for improvement of NHs to 2-lane standards following Corridor Development Approach, National Highway Interconnectivity Improvement Programme (NHIP) under the proposed World Bank Loan Assistance, Private Sector Investment for Development of Non-NHDP National Highways, 4-Laning Projects under JBIC Loan Assistance, Maintenance of Balance 17,500 km of NHs not covered under any of the above.¹⁹

The stretch of NH-34 from Kolkata to Dalkhola has developed some distresses including potholes in isolated stretches due to inadequate existing pavement crust and heavy traffic plying through this NH. The stretch has been awarded for 4-laning on BOT (Toll) / (Annuity) basis. An amount of Rs. 50.00 crore had been allocated during 2011-12 by this Ministry for maintenance of the existing carriageway in traffic worthy conditions.²⁰

TARGETS ACHIEVED BY NATIONAL HIGHWAYS AUTHORITY OF INDIA

The targeted and completed length under various schemes including Special Accelerated Road Development Programme for North Eastern region (SARDP-NE) and Left Wing Extremism (LWE) affected areas, since 2009-10 are as under:

Year	Target	Achievement	(in kms)
			Length constructed per day
2009-10	5830	5145	14.10
2010-11	5534	4439	12.16
2011-12	5824	5013	13.73
2012-13	6092	5726*	15.69*

(Source: Rajya Sabha Unstarred Question No. 3962 dated 02.05.2013)

Prime Minister, Dr. Manmohan Singh has already expressed concern over the tardy progress as the UPA Government in 2009 unveiled its ambitious target of building 35000 kms of highways in five years at the rate of 20 kms daily²¹.

¹⁹ www.pib.nic.in dated 20.2.2013.

²⁰ Lok Sabha Unstarred Question no. 6104 dated 14.5.2012

²¹ The Pioneer, New Delhi, dated 4.2.2013, by Deepak Kumar Jha, 'Highway Hit All Time Low'

The pace of progress of development of NHs has slowed down due to various problems, such as, delay in land acquisition, shifting of utilities, environmental and forest clearances, approval for rail over bridges as well as shortage of skilled / semi-skilled manpower and the economic slowdown. In order to expedite implementation of the projects, Regional Offices (ROs), headed by Chief General Manager (CGM) have been set up by the National Highways Authority of India (NHAI). Powers have been delegated to the CGMs for expediting forest / environmental clearances and monitor land acquisition matters as well as implementation of projects. Special Land Acquisition units have also been set up to expedite land acquisition. The Chief Secretaries of State Governments have been nominated as Nodal Officers to expedite highway projects. Projects are also closely and periodically reviewed at Headquarters as well as field units²².

Expansion during Five-Year Plans

Plan-wise addition to NH Network		
Period	Length added (km.)	Total length (km.)
As on 01-04-1947		21,378
Pre First Plan (1947-1951)	815	22,193
First Plan (1951-1956)		22193
Second Plan(1956-1961)	1,514	23,707
Third Plan (1961-1966)	179	23,886
Interregnum Period(Rolling Plan) 1966-1969	52	23938
Fourth Plan (1969-1974)	4819	28757
Fifth Plan (1974-1979)	220	28977
Interregnum Period(Rolling Plan (1979-1980	46	29023
Sixth Plan (1980-1985)	2957	31980
Seventh Plan (1985-1990)	1632	33612
Interregnum Period (Rolling Plan Period) (1990-1992)	77	33689
Eighth Plan (1992-1997)	609	34298
Ninth Plan (1997-2002)	23814	58112

²² Lok Sabha Unstarred Question no.1106 dated 4.3.2013

Tenth Plan (2002-2007)	9008*	66590
Eleventh Plan (2007-2012)	10228	76818

* 530 km length of National Highways of Madhya Pradesh has been de-notified

(Source: Ministry of Road Transport and Highways, Basic Road Statistics of India, 2008-09, 2009-10 and 2010-11, August 2012, p. vii.)

FINANCING OF NHDP PROJECTS

The NHAI is implementing the National Highway Development Programme (NHDP) and some other allied projects in accordance with the mandate approved by the Government. The development and maintenance of National Highways are financed by the following modes²³:

- a) Government of India's Gross Budgetary Support (GBS) and Additional Budgetary Support (ABS)
- b) Dedicated accruals under the Central Road Fund (share in the levy of cess on fuel) allocated through Union Budget.
- c) External Assistance in respect of International Institutions (World Bank; ADB; JBIC) funded projects allocated through Union Budget.
- d) Ploughing back of toll revenue including toll collection, negative grant, premium and revenue share deposited by NHAI into Consolidated Fund of India and in turn equivalent amount released to NHAI for development, maintenance and management of National Highways entrusted to it.
- e) Private financing under PPP frameworks
 - (i) Build Operate and Transfer (BOT)-Toll/Design Build Finance Operate and Transfer (DBFOT)-Investment by private agencies and return through levy and retention of user fee;
 - (ii) BOT (Annuity)-Investment by private agencies and return through semi-annual pre-determined payments from NHAI as per bid; and
 - (iii) Special Purpose Vehicle (SPV)-with equity participation by NHAI

²³ India. Rajya Sabha, Department Related Parliament Standing Committee on Transport Tourism and Culture, 193rd Report of Ministry of Road Transport and Highways (DFG). May 2013

- f) Funding of the NHDP Projects under SARDP-NE and in J&K with Additional Budgetary Support (ABS) over and above cess allocation; and
- g) Market borrowings (including funds raised through Capital Gain Tax Exemption Bonds under section 54 EC of Income Tax Act and Tax free Bonds) as authorized by Government of India on year to year basis.

Year-wise details of financing of NHDP

Year	Cess Funds	External assistance (Grant)	External Assistance Loan	Borrowings	Additional Budgetary Support	Estimated Private Sector Participation
1999-00	1192	492	-	-	-	49.72
2000-01	1800	461	12	656.62	-	225.10
2001-02	2100	887	113	804.44	-	510.48
2002-03	2000	1202	301	5592.94	-	846.25
2003-04	1993	1159	290	-	-	1830.80
2004-05	1848	1239	361	-	50.00	1462.84
2005-06	3269.74	2350	600	1289.00	700.00	649.08
2006-07	6407.45	1582.5	395.5	1500.00	110.00	1578.28
2007-08	6541.06	1776	444	305.18	-	7062.40
2008-09	6972.47	1515.20	378.80	1630.74	-	8184.73
2009-10	7404.70	272.00	68.00	1153.63	-	8572.54
2010-11	8440.94	320	80	2160.10	-	15354.37
2011-12	6187.00	-	-	12511.52*	320.01	25998.87
2012-13 (upto Dec' 12)	6003.00	-	-	1868.85	300.00	14732.67

*Includes Rs. 10,000 crore, of Tax-Free Bonds

(Source: Ministry of Road Transport and Highways, Outcome Budget 2013-14, p. 27)

TWELFTH FIVE-YEAR PLAN

The Twelfth Five-Year Plan will have to continue the thrust of upgrading the road infrastructure, with the objective of improving mobility and accessibility while reducing the cost of transportation²⁴.

The main targets of the Twelfth Five-Year Plan will be the completion of the ongoing phases of NHDP-I, II, III and V involving upgradation to 4 or more lanes of

²⁴ India. Planning Commission, Twelfth Five-Year Plan (2012-2017), Vol. II, p.220

about 32,750 km including overlapping length of about 5,850 km under GQ and NHDP-V, a time bound manner within the Twelfth Five-Year Plan.

The sources of funding for NHDP for the Twelfth Five-Year Plan are as follows: -

Cess	External Assistant	Estimated surplus from Toll Revenue	ABS for SARDP-NE & J&K	IEBR	Sub-Total	Share of Private Sector	Total
1	2	3	4	5	6	7	8
54,898	180	27,507	7,771	66,680	1,57,036	1,66,738	3,23,774

(Source: www.planningcommission.nic.in/aboutus/committee/wrkgrp12/transport/report)

The National Highways had added 10,000 km in the Eleventh Five-Year Plan, another 10,000 kms will be added during the Twelfth Plan so that the total length of the highways becomes 91,200 km. This will require additional resources for maintenance and improving riding quality. These will be adequately funded²⁵.

SPECIAL ACCELERATED ROAD DEVELOPMENT PROGRAMME FOR NORTH EAST (SARDP-NE)

This Ministry has formulated the Special Accelerated Road Development Programme for North East (SARDP-NE) for the development/improvement of 10141km length of roads in the North-Eastern States of the Country. The programme has been divided into three parts, like Phase 'A' covering 4099 km, Arunachal Pradesh Package for Roads and Highways (APPRH) covering 2319 km and Phase 'B' covering 3723 km. The Government has so far approved implementation of 3325km under Phase 'A' and 2319 km under APPRH and a balance length of 774km under Phase 'A' has been approved in principle. Phase 'B' of SARDP-NE has been approved for DPR preparation only. Roads included under Phase 'A' are targeted for completion by March 2014 and roads under APPRH are targeted for completion by March 2015. Allocation of funds is made for the entire programme and not State wise. The allocation made during the last three years and the current year is as indicated below²⁶:-

²⁵ *op.cit.*, Twelfth Five-Year Plan (2012-2017) p. 221

²⁶ Lok Sabha Unstarred Question no.3404 dated 18.3.2012

Year	Amount (Rs. crore)
2009-10	1200
2010-11	1500
2011-12	1950
2012-13	2000

(Source: Lok Sabha Unstarred Question no. 3404 dated 18.3.2012)

DEVELOPMENT OF ROADS IN LEFT WING EXTREMISM (LWE) AFFECTED AREAS

The Government on 26 February 2009 has approved the Road Requirement Plan (RRP) for development of 1126 km NHs and 4351 km State roads (total 5477 km) to 2-lane at a cost of Rs.7300 Crore in 34 districts affected by LWE in the States of Andhra Pradesh, Bihar, Chhattisgarh, Jharkhand, Madhya Pradesh, Maharashtra, Odisha and Uttar Pradesh for all inclusive growth of these areas. The Ministry of Road Transport and Highways has been entrusted with the responsibility of developing roads in LWE affected areas of the country²⁷.

The Ministry has set up LWE Division under the Chief Engineer for sanctioning and implementing the above programme through respective State Public Works Departments (PWDs). Till date, the detailed estimates for 5419 km length have been sanctioned at an estimated cost of Rs.7699 crore, out of which, works on 5049 km length costing Rs.6853 crore have been awarded. Development in 1960 km length has been completed up to December 2012 and cumulative expenditure incurred so far is Rs.2494 crore. The development of roads under the programme is scheduled to be completed by March 2015.

Going by the importance of the programme for internal security, RRP-II covering a length of 5624 km at an estimated cost of Rs.9,400 crore is under consideration of the Government for approval²⁸.

²⁷ *op.cit.*, Annual Report 2013, p. 21

²⁸ *Ibid*,

NON-NHDP PROJECTS

The Twelfth Five-Year Plan will also aim at the development of roads not covered under the NHDP, which have been taken up by NHAI. It is proposed that 19,200 km of roads will be taken up for conversion of two-lane roads, including 10,000 km of NHs so declared during the Eleventh Five-Year Plan. It is proposed to develop 3,770 km of roads with the help of the World Bank assistance and another 6,350 km through BOT (Toll) route. 1,000 km of expressways are planned, in addition to the NHDP programme²⁹.

THE INITIATIVES FOR FASTER CONSTRUCTION OF NATIONAL HIGHWAYS

The Ministry of Road Transport and Highways has decided to adopt the Engineering Procurement and Construction (EPC) mode for National Highways which are not viable on Public-Private Partnership (PPP) basis. The Twelfth Five-Year Plan envisages the construction of 20,000 km of 2-lane National Highways projects through EPC mode. The Government has adopted the EPC mode of construction to ensure implementation of projects to specified Standards with a fair degree of certainty relating to cost and time and with a view to enabling a transparent, fair and competitive roll out of National Highway projects. The EPC mode is different from the conventional Item Rate Contracts. Experience has shown that such contracts are prone to excessive time and cost over runs. The EPC mode assigns the responsibility for investigation, design and construction to Contractors for a lump sum price awarded through competitive bidding, wherein provision for index based price variation is made³⁰.

As per this initiative, training programmes on the EPC mode of construction for the officials of the State PWDs, shall also be organized in all the States along with the review meetings. The Ministry of Road Transport and Highways has also decided to conduct critical review meetings of the National Highway works, in the respective States. The new initiative has been adopted to resolve the hindrances in the

²⁹ *op.cit.*, Twelfth Five Year Plan (2012-17), p.221

³⁰ www.pib.nic.in, dated 12 June 2013

construction of National Highways on a fast track and to ensure a seamless construction of National Highways in the country³¹.

REMOVAL OF BOTTLENECKS

The following bottlenecks/constraints have been resolved by the Ministry of Road Transport and Highways, for the fast track implementation of National Highways Development Project (NHDP)³².

- i) Special Exemption or No Objection Certificate under Forest Rights Act, 2006 has been granted for strengthening and widening of National Highways projects specifically pertaining to diversion of protected forest land under the Forest Conservation Act, 1980.
- ii) De-linking the grant of environment clearance from forest clearance for linear projects.
- iii) Treating the strengthening and widening of national highways infrastructure projects differently from the new projects and allowing construction of national highways in non-forest areas in widening projects, as expenditure does not become infructuous in such projects.
- iv) Ceiling of 4000 km of four laning in NHDP Phase-IV enhanced to 8000 kms, on Build, Operate and Transfer (BOT) (Toll) mode only, based on the traffic justification according to the Indian Road Congress (IRC) code and guidelines.
- v) The waterfall mechanism recommended by the B.K. Chaturvedi Committee for determining the execution mode of the road projects that is BOT (Toll) followed by BOT (Annuity) and then Engineering Procurement and Construction (EPC) to be delegated to the ministry to decide in cases where the Passenger Car Unit (PCU) falls between 5,000 and 10,000.
- vi) 4000 km of road projects permitted to be taken up for upgradation on EPC basis in the year 2012-13.
- vii) In case of Public-Private Partnership (PPP) projects, the debts due to the lenders will be considered as "secured" loan.

³¹ *Ibid*

³² *Ibid*, dated 23.5.2013

CONCLUSION

The Government's move to allow developers of highways under the Public-Private-Partnership (PPP) route the leeway to exit from projects immediately after they are commissioned will help infuse some liquidity into a sector where companies are struggling to raise funds. The majority of highway developers in India are contractors whose core strengths lie in engineering, procurement and construction (EPC), and not in assuming the financial risks of operating and collecting toll from completed projects over a 20-30 year concession period. In contrast, are those investors with sufficient resources — from private equity firms to sovereign wealth funds — wanting to acquire road projects, but unwilling to take the risks of construction. By permitting developers to shed their entire equity, even in projects awarded on a Build-Operate-Transfer (BOT) basis right after commissioning, the Government has essentially facilitated the sharing of risks — between those in a position to bear them until construction is complete and others only interested in managing the operational assets³³.

In a major relief to highway widening projects, the Cabinet allowed the exemption of environmental clearance requirement for stretches up to 100 km in length. Earlier, this was for stretches up to 30 km, as a result of which most expansion projects required green nod from the Environment Ministry. With this, over 70% of projects to be awarded this year under Government funding model (EPC) will not need to get the green approval. Out of the 9,500 km highway/road projects to be awarded this year almost 80% would be bid out on EPC mode. Even several BOT projects would fall within this category.

In addition, the Cabinet also increased the limit of exempting environmental clearance for highway projects which need additional 40 meters for further widening. This limit was earlier 20 meters. This is perhaps the biggest ever relief that Government provided to revive the highway sector, which has been hit by the economic slowdown in the past one-and-half years³⁴.

³³ The Hindu Business Line, New Delhi dated 25.6.2013,

³⁴ The Times of India, New Delhi dated 28.6.2013 by Deepak Kumar Dash, 'Green bypass for Road Projects'

The users of national highways throughout the country will be benefited due to infrastructure development which will also help uplift the socio-economic condition to increase connectivity with far flung areas leading to higher economic activity. It will also increase the employment potential for local labourers for project activities³⁵.

³⁵ www.pib.nic.in dated 12.6.2013

**NHDP & other NHA I Projects
(as on 31 May 2013.)**

	NHDP							Port Conne- ctivity	NH(O)	SARDP -NE	NH-34	Others	Total by NHA I
	GQ	NS - EW Ph. I & II	NHDP Phase III	NHDP Phase IV	NHDP Phase V	NHDP Phase VII	NHDP Total						
Total Length (Km.)	5,846	7,142	12,109	14,799	6,500	700							49,328.5
Already 4/ 6Laned (Km.)	5,846 (100.00%)	6,155	5,565	276	1,574	21	19,407	374	16	69	-	1146	21,042
Under Implementation (Km.)	0	615	4,859	3,999	2,506	20	11,999	6	53	43	5.5	224	12330.50
Contracts Under Implementation (No.)	6	53	89	32	28	2	210	2	2	2	1	4	221
Balance length for award (Km.)	-	372	1,685	10,524	2,420	659	15,660	0	-	276	-	20	15,956

Source: <http://www.nhai.org>

State-wise distribution of National Highways

State wise distribution of National Highways ³⁶					
Sr.No.	Name of the State / Union Territory	Length (Kms)	Sr.No.	Name of the State / Union Territory	Length (Kms)
1)	Andhra Pradesh	5,022	17)	Maharashtra	4,498
2)	Arunachal Pradesh	2,027	18)	Manipur	1317
3)	Assam	2,940	19)	Meghalaya	1,171
4)	Bihar	4,168	20)	Mizoram	1,027
5)	Chandigarh	24	21)	Nagaland	494
6)	Chhatisgarh	2289	22)	Orissa	4,416
7)	Delhi	80	23)	Pondicherry	53
8)	Goa	269	24)	Punjab	1,557
9)	Gujarat	3,828	25)	Rajasthan	7,180
10)	Haryana	1,633	26)	Sikkim	149
11)	Himachal Pradesh	1,506	27)	Tamil Nadu	4,943
12)	Jammu & Kashmir	1,695	28)	Tripura	400
13)	Jharkhand	2,374	29)	Uttar Pradesh	7,818
14)	Karnataka	4,642	30)	Uttarakhand	2,042
15)	Kerala	1,457	31)	West Bengal	2,681
16)	Madhya Pradesh	5,116	32)	Andaman & Nicobar	300
Total			79,116		

Source: Ministry of Road, Transport and Highways, Annual Report, 2012-13, pp. 76-78