

07– 01 – 2024

News: Land Acquisition for National Highways

- Recently, the Ministry for Road Transport and Highways (MoRT&H) presented a document in Parliament which shows that Kerala has the highest amount of financial Burden followed by Haryana and Uttar Pradesh.
- The reason is being norms like state to bear 25% of the land acquisition cost for national highway development.

Key Highlights of the Document

- The National Highways Authority of India (NHAI) has spent the highest share on land acquisition and related activities in Maharashtra in the past five years followed by Uttar Pradesh, and Kerala.
- The Kerala has submitted a proposal for waiver of the 25% share for land acquisition for two projects of the NHAI- Ernakulam bypass and Kollam-Shenkottai stretch and exemption from sharing the land acquisition cost of the Outer Ring Road project by listing the project under the Bharatmala Pariyojana.
- According to documents Haryana and Uttar Pradesh must pay Rs. 3,114 crore and Rs. 2,301 crores respectively.

Bharatmala Pariyojana

- Bharatmala Pariyojana is an umbrella program for the highways sector envisaged by the Ministry of Road Transport and Highways.
- Under Phase-I of Bharatmala Pariyojana, implementation of 34,800 km of national highways in 5 years (from 2017 to 2022) has been approved at an estimated outlay of Rs. 5,35,000 crores.
- National Highways Authority of India (NHAI) has mandated the development of about 27,500 km of national highways under Phase-I.
- Phase-II envisages around 48,000 km of road network across India by 2024.
- With about 52.32 lakh km of road network comprising National Highways, State Highways and other roads, India has the second largest road network in the world.

Objectives

- To optimize the efficiency of freight and passenger movement across the country by bridging critical infrastructure gaps through effective interventions.
- The effective interventions include the development of economic corridors; inter corridors and feeder routes, national corridor efficiency improvement, border and international connectivity roads, coastal and port connectivity roads and greenfield expressways.

- **Economic Corridors:** These are integrated networks of infrastructure within a geographical area designed to stimulate economic development.
- **Greenfield Projects:** They lack constraints imposed by prior work on the site. Typically, it entails development on a completely vacant site and architects start completely from scratch.
- **Brownfield Projects:** They carry constraints related to the current state of the site and might be contaminated or have existing structures that architects must tear down or modify in some way before the project can move forward.
- To generate many direct and indirect employment opportunities in the construction and infrastructure sector and also as part of the enhanced economic activity resulting from better road connectivity across the country.
- To connect 550 districts in the country through national highway linkages.
- Improvement in the efficiency of existing corridors through the development of Multimodal Logistics Parks and elimination of chokepoint. Multimodal Logistics Parks are a key policy initiative of the Government of India to improve the country's logistics sector by lowering overall freight costs, reducing vehicular pollution and congestion, and cutting warehousing costs. A chokepoint is a single point through which all incoming and outgoing network traffic is funnelled and hence, leads to congestion and traffic.
- Enhance focus on improving connectivity in North East and leveraging synergies with Inland Waterways.

- Emphasis on the **use of scientific and technological planning** for Project Preparation and Asset Monitoring.
- **Satellite mapping of corridors** to identify upgradation requirements.
- **Delegation of powers to expedite project delivery for successful completion of Phase I by 2022.**