



Generic Issues of Public Private Partnership in Indian States with Special Reference to National Highways Projects -An Overview

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Abstract

Physical infrastructure is an integral part of development of an economy and provides basic services that people need in their every day life. The contribution of infrastructure to economic growth and development is well recognized both in academic and policy debates. Well developed physical infrastructure provides key economic services efficiently, improves the competitiveness, extends vital support to productive sectors, generates high productivity and supports strong economic growth. Here Physical infrastructure covers road sector especially National Highways.

Over the years, the basic infrastructure in India has been developed to an extent, which is not sufficient enough while considering India's geographical and economic size, its population and the pace of overall economic development. Infrastructure bottleneck has been a serious concern in India in its way of robust pace of economic progression. Many advanced economies and fiscal constrained developing countries have developed their physical infrastructure successfully either through private participation or through public-private partnership (PPP) model.

To develop the Indian infrastructure to a world class and to remove the infrastructure deficiency in the country, the investment requirements are mammoth, which could not be met by the public sector alone due to fiscal constraints and mounting liabilities of the Government. This would call for participation of private sector in coordination with the public sector to develop the public infrastructure facilities. In this direction, the economic reforms initiated in the country provide forth the policy environment towards public-private partnership (PPP) in the infrastructure development. Specific policies have also been initiated from time to time to enhance the PPP in infrastructure building.

The subject of interest in this paper is on the problems of PPP concessionaire in road projects especially in National highways and Toll collection in Indian states. This paper identifies some generic issues such as Land Acquisition, *Lack of shelf of credible bankable infrastructure projects*, State Support Agreements (SSA), Environmental, forest & wildlife clearances, *Regulatory Independence*, Centre and state agreement, *Cost and Time Overruns*, *Government Guarantee*, Decision support system and highlights issues in Land acquisition & wild life clearance and puts forth suggestive measures to enhance the private participation in government projects.

Keywords: PPP, National Highways, Generic issues, Land acquisition, Wild life clearance.

Introduction

The expression public-private partnership is a widely used concept world over but is often not clearly defined. There is no single accepted international definition of what a PPP is (World Bank, 2012). The PPP is defined as "the transfer to the private sector of investment projects that traditionally have been executed or financed by the public sector" (IMF, 2004). Any arrangement made between a state authority and a private partner to perform functions within the mandate of the state authority, and involving different combinations of design, construction, operations and finance is termed as PPP model. In UK's Private Finance Initiative (PFI), where the public sector purchases services from the private sector under long-term contracts is called as PPP program. However, there are other forms of PPP used in the UK, including where the private sector is introduced as a strategic partner into a state-owned business that provides a public service.

The PPP is sometimes referred to as a joint venture in which a government service or private business venture is funded and operated through a partnership of government and one or more private sector companies. Typically, a private sector consortium forms a special company called a special purpose vehicle (SPV) to build and maintain the asset. The consortium is usually set up with a contractor, a maintenance company and a lender. The SPV signs the contract with the government and with subcontractors to build the facility and then maintain it.

The PPP combines the development of private sector capital and sometimes public sector capital to improve public services or the management of public sector assets (Michael, 2001). The PPP may encompass the whole spectrum of approaches from private participation through the contracting out of services and revenue sharing partnership arrangement to pure non-recourse project finance, while sometime it may include only a narrow range of project type.

In the Indian context, the term PPP is used very loosely while at the international arena, the PPP is adopted for developing public assets in various forms. According to Ministry of Finance, Government of India, the PPP project means a project based on a contract or concession agreement between Government or statutory entity on the one side and a private sector company on the other side, for delivering infrastructure service on payment of user charges. This is a narrower definition as compared to world best practices where the private sector participation in any form of concession agreement, divestiture of the public sector, greenfield projects and management and lease contract are considered as PPP. The Planning Commission of India has defined the PPP in a generic term as "the PPP is a mode of implementing government programmes/schemes in partnership with the private sector. It provides an opportunity for private sector participation in financing, designing, construction, operation and maintenance of public sector programme and projects". In addition, greenfield investment in the infrastructure development has also been given more encouragement in India.

Greenfield investment is defined as an investment in a start-up project, usually for a major capital investment and the investment starts with a bare site in a greenfield.

The relationships within a PPP are established by a concession contract that enables a commercial organisation to Design, Build, Finance and Operate an asset for an agreed period, hence they are known as DBFOs (Design Built Finance Operate).

Concessions

Under a concession, the private contractor, or Concessionaire bears overall responsibility for the services, including operation, maintenance, and management, as well as capital investments for rehabilitation, renewal and the expansion of services. The fixed assets either remain the property of the public authority or revert to public ownership at the end of the concession period.

Concessions are typically awarded based on price, with the contract going to the bidder proposing to operate the utility and meet the investment targets for the lowest tariff. The concession is governed by a contract which sets out such conditions as the main performance targets for coverage and quality, performance standards, arrangements for capital investments, mechanisms for adjusting tariffs, and arrangements for dispute resolution. Penalties are imposed if the Concessionaire fails to comply with the performance targets specified in the contract.

The Concessionaire is paid for its services directly by the consumer, based on the contractually set tariff, which is adjustable over the life of the contract. The Concessionaire retains the balance of revenues after paying back any taxes and charges levied on consumers by the public authority. If expenses exceed revenues, the Concessionaire must absorb these losses. Combining the responsibility for operations and investments under a concession agreement provides the Concessionaire with an incentive to make efficient decisions regarding investment and technological innovations, because the operator will benefit directly from any efficient improvements.

There are different forms of concessions. Some of the models are as follows:

BOT – The operator will invest operate for a specified period and transfer the asset to the public sector. In this case the asset will be owned by the public entity

BOOT – This is a variant of BOT where the asset would be partially or fully owned by the private operator and transfer at the end of the concession

DBOT – This is also a variant of BOT where the design of system is also the responsibility of the operator. In most of the PPP projects the term BOT and BOOT are used synonyms to each other.

PPP Environment in India

There were 259 National Highways in India covering over 52,000 Kms distance in 2007. At present, National Highway network of about 71,772 km comprises 1.7% of the total length of roads, and carries over 40% of the total traffic across the length and breadth of the country. Considering the target growth rate of about +9%, it is estimated that the total target NH network of about 85,000 km may be considered as reasonable for the 12th Five Year Plan, for the development of the regions which are not connected by NHs. The 12th Five Year Plan (2012-2017) estimated one trillion USD viz Rs.65 lakhs crores of investments in infrastructure development in the country. 48% is expected to be contributed by the private sector. The Private investment in infrastructure rose from 22% in 10th FYP (2002-2007) to 38% in the 11th FYP (2007-2012) and expected to be 48% in 12th five year plan

In 2013-2014, 94 BOT (Toll) road Projects worth Rs.38,168.04 crores and 25 BOT (Annuity) road Projects worth Rs.9,411.88 crores have been awarded as against 32 in 2009-10, and 8 in 2008-2009. In India, the vehicles are growing at an average base of 11% per annum and road freight at the CAGR of 10%. There is huge potential for highways development especially in National/Express highways. So the government shall increase the target for infrastructure investment using PPP model.

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Table-1 proves that the share of private sector in National Highways projects gives a strong backup and contributes more than half of the investment need.

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The estimated private sector participation in 2013-14 is more than 40 times as in the period of 10th plan (2002-2007) and more than eight times as in the period of 11th plan (2007-12). Thus Table 2 shows a markable development of private sector participation in NH projects. In recent years the financial assistance derived from the private participation plays a dominant role in infrastructure projects.

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Comparing the length of BOT projects awarded (12268kms) in the period of 10th five year plan, there is a 20 % increase in the period of 11th five year plan (15273 k.m). Hence there may be more than 40% increase is expected during the period of 12th five year plan.

Even the PPP in the infrastructure development is picking up during the recent years, When we look at the progress of road development so far, PPP arrangements in the development is facing several implementation challenges. These challenges typically involve Land Acquisition, State Support Agreements (SSA), Environmental, forest & wildlife clearances, *Regulatory Independence*, *Lack of shelf of credible, bankable infrastructure projects*, *Cost and Time Overruns*, *Government Guarantee*, Decision support system etc. But out of all the related issues the influence of land

acquisition Support Agreements (SSA), Environmental, forest & wildlife clearances are enormous. Let us see some real time events.

Land Acquisition Related Issues

Land acquisition is a long drawn process. Synergy of efforts between State Governments and NHAI is essential to complete smooth acquisition. One of the major reasons for delay in implementation of road projects is because of the delay in acquisition of Land required for the project. It is needed to be ascertained that at least 80% of the required land is available at the time of award of the projects; further it also needs to be ensured that the balance 20% of the land shall be available within a period reasonable enough so as not to delay the implementation of the projects as per the stipulations of the Contract / concession agreements (say for e.g. balance land should be available within appointed date for BOT projects or as per provisions of Contract Agreements so as to enable Contractor to get all the required Work Fronts within stipulated periods, etc). The possibility of allowing real estate development on part of the land acquired for the purpose of developing Highways need to be explored so that sweetner could be offered to the potential concessionaires for developing the stretches on BOT (Toll) mode. Land value captures in addition to real estate development are other strategies for resource mobilization particularly for expressways and building of bypasses, peripheral highways. However, this aspect needs to be widely debated before taking a final view. Accordingly, the Government may explore the feasibility of suitably amending the provisions of the NH Act, 1956.

It is of paramount importance to regulate and control the development activities in land abutting the Right of Way (ROW) of Highways so as to ensure availability of adequate clearances, enhance safety of traffic, obviate possible encroachments of Road Works in future, etc. Accordingly, State legislations are required to be promulgated to this effect.

It needs to be ensured that the LA as per the provisions of the right to fair compensation and transparency in land acquisition, rehabilitation and resettlement act, 2013.

Regarding BOT projects, Land acquisition for highways needs constant support of the concerned state where the highway project befalls. However, there is absence of any overall framework or mechanism specifying the role and steps to be undertaken by the State Government in providing assistance to NHAI in acquiring land in their state.

V.K.Sharma, Chief General Manager for land acquisition at NHAI, told Business Standard: “we have terminated four projects in Kerala and Goa and we are in the process of terminating two more in Kerala. Land acquisition also remains a hurdle in West Bengal, but we have not scrapped any project there.” (Source: Business standard, Wednesday, December 3, 2014 | 03:41 PM IST)

Land acquisition is one of the factors delaying 72 national highway projects in 17 states and union territories, the Lok Sabha was informed. In a written reply, Minister of State for Road Transport and Highways Krishan Pal Gurjar said: "A total of 72 national highway projects are delayed due to various reasons, including acquisition of land."

Assam has the maximum number of such projects -- 12, followed by Tamil Nadu (11) and Bihar (9), he added. (Source: <http://www.ianslive.in> December 3, 2014,)

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Environmental, Forest & Wildlife Clearances

Nearly 100 infrastructure projects are stuck with the National Board for Wildlife (NBWL) under the Ministry of Environment and Forests (MoEF) due to the delay in re-constituting the Standing Committee, which accords clearance to projects in wildlife and protected areas. The “urgent need” for re-constituting the committee was also raised with M Veerappa Moily, who replaced Natarajan as Environment Minister. Moily has assured MoEF officials of taking a decision “soon. In the following fiscal 13 of the 22 PPP projects put on the block could not find any taker. Source: (economictimes.indiatimes.com) 01-May-2014.

It has been observed that various PPP projects face issues relating to delays in receiving environmental, forest or wild life clearances and permission to cut trees etc. Process for taking such clearances from concerned department at centre or state level should be initiated at an early stage of the project cycle.

The roads ministry has prepared a list of 22 projects worth some Rs.20,000 crore that the environment ministry and the National Board of Wildlife have to clear. The projects awaiting clearance include the Krishnagarh-Udaipur section of National Highway (NH)-8, Rampur-Kathgodam on NH-87, Gwalior-Shivpuri on NH-3 and Panvel-Indapur on NH-17. “There are about 13 forest clearance proposals and nine wildlife clearance proposals that are struck”, the ministry official said. It takes 12 to 15 months for an environmental clearance, 1-2 years for a forest clearance and more than three years for projects passing through wildlife sanctuaries, the roads ministry estimates.

Nearly half of all NH PPP projects are stressed. The cummlate to about Rs.85,000 crore of project cost, according to the concession agreement. The financed cost would be higher. About half of these projects are impacted due to delays in land acquisition, right of way, and environment clearances. Several EPC (Engineering, Procurement and Construction) projects are also similarly impacted,” said Manish Agarwal, leader, infrastructure, at consultancy firm Pricewaterhouse Coopers India. “Addressing hurdles in clearance is a necessary first step to get things moving in the road sector. Fairly large amount of money is stuck in these projects. If the required forest and environment clearances are secured, then projects can be completed and capital released for new projects,” he added.

Source: www.livemiectns.com/Politics/1DBixJr1765FkiZglw9WsM/Narendra-Modi-asks-for-list-of-stuck-highway-projects.html

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State Support Agreements (SSA)

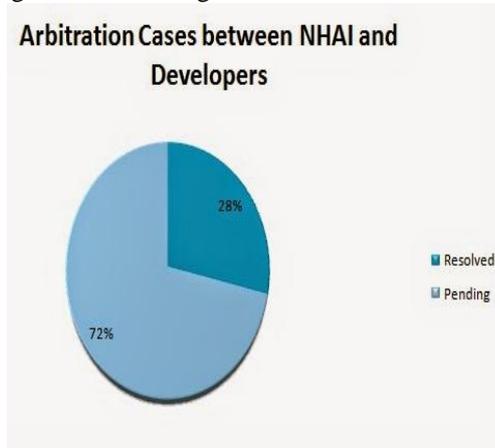
Signing of SSA itself does not entail complete co-operation from the relevant state machinery. Steps should be explored to incentivize the states to fulfill their commitments in a time bound manner. Various road projects in Tamil Nadu are getting delayed in the absence of support agreement from the state. Union minister of State for Road Transport and Highways Survey Sathanarayanan said that lack of support for availability of aggregates and soil are a major stumbling block in speedy completion of projects. There are abnormal delays in obtaining required permission from district administrations for quarry materials. Due to non signing of the agreement, concessionaires are not getting funds from lenders and also resulting in delay in obtaining approvals and clearances from various departments, he said. Due to this NHAI and the concessionaire were facing problem in implementing the projects. The state government has to provide active support in expediting the completion of this projects.

Source: http://zeenews.india.com/news/tamil-nadu/tn-road-projects-delayed-due-to-absence-of-support-agreement_821647.html

Regulatory Independence

In the infrastructure sector, regulatory bodies like Telecom Regulatory Authority of India, Central Electricity Regulatory Commission, State Electricity Regulatory Commissions, Tariff Authority of Major Ports, National Highway Authority of India and Airport Authority of India have established as autonomous agencies to regulate the activities coming under their jurisdiction. Though regulatory independence is vital for speedy implementation of policies, there are instances of disagreements between the regulatory authorities. To reduce the risk of arbitrary and ad-hoc policy interventions due to disagreement between the authorities, principles on key issues need to be specified upfront in sufficient detail.

There is huge number of ongoing disputes, involving arbitration cases amounting to INR 26,556 crore investments between developers and NHAI. To resolve this NHAI has by now settled INR 10,550 Crore projects with concessionaires. As of now 49 pending claims involving 26 contractors has been cleared.



Source: Infraline Research

Lack of shelf of credible, bankable infrastructure projects.

During survey made by World Bank 16 projects were found abandoned, mainly because the projects were not bankable. This is mainly because of lack of capacity in public institutions and official to manage the PPP process. Further, on one hand, the development is done where the user can pay and on the other side because of the economical condition of the user the projects are not bankable. For the overall development of the country the implementation of such types of projects is utmost important. This could be achieved by making suitable packages of two or more than two projects consisting of a bankable and an unbankable project so that the total package becomes bankable.

Decision support system for ranking best value promoter

In most of the public sector contracts including the BOT contracts, the selection of the contractor/concessionaire is based on open competitive bidding and the contract is awarded solely based on lowest price. The low bid while promoting the competition may not result in selecting the best performing contractor who will deliver the best quality project. There is a need to evolve a procurement process where price and other key factors are considered in the evaluation process to minimize impacts and enhance the long term performance and value of construction.

Recommendations

To address these constraints perceived in the implementation of PPP projects and to attract more private participation in ppp projects in road sector the following are recommendations:

1. Setting up of a dedicated special Purpose Vehicle (SPV) in the form of State Land Bank Corporations (SLBCs), which could aggregate and acquire fallow, barren and unproductive lands, ex-ante, for allocation to the industry in a transparent manner over a period of time
2. For a private entity or a PPP project, the state has to conduct a social impact assessment (SIA) and an environmental impact assessment (EIA).
3. R&R provisions should have been worked out separately for each category of the affected families, depending upon their losses and with an objective to improve their quality of lives, post land acquisition. The compensation package would be up to four times the market value in rural areas and twice the market value in urban areas as mentioned in “The

Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Bill 2013,” received assent of the President of India on September 27, 2013 that now become law. Thus Laying down suitable R&R entitlements for affected families who lose their livelihood as a result of such land acquisition is essential

4. Approval mechanism including environmental clearance should be streamlined.
5. Systematic compilation, analysis and experiences should be made available and the same be provided on the website which has been recently launched by the government to exclusively devoted to PPPs. This will facilitate quicker assimilation and dissemination of best practices to various levels of govt.
6. Preparation of standard documents such as model concession agreement, prequalification and procurement processes.
7. A specialized and efficient dispute resolution and arbitration mechanism may be created.
8. Institutions may be created solely for the purpose of promoting PPP projects at the central and state level.
9. A robust transparent evaluation mechanism may be provided to ensure that PPP program are delivering value for money.
10. Facilitating equity financing by improving exit policy and better corporate governance.
11. Decision support system for ranking best value promoter
12. In case of BOT projects, the fee rates for each structures should be specified in the Toll Rules and should be known to the entrepreneurs before the bid process.

In addition, appropriate institutional framework is a prerequisite for the success of the PPP in the infrastructure development due to its size, investment requirements, structure and dimension. Foreign investment will freely flow into a country when there is sound, stable and predictable investment policy. Frequent changes in the policies will be an irritant to the investors, which is to be restricted in an emerging economy like India. Overall, in addition to sector-specific issues, the generic issues also need the attention of all concerned to make not only the PPP model a successful but also to attract more private participation to upgrade the Indian infrastructure into a world-class.

Conclusion

India’s growth-story in recent years is a most phenomenal development in the world economy. While stepping up public investment in infrastructure, the Govt. has been actively engaged in involving private sector to meet the growing demand. The creation of world class infrastructure would require large investments in addressing the deficit in quality and quantity. Therefore, it is necessary to explore the scope for plugging this deficit through Public Private Partnerships (PPPs) in all areas of infrastructure especially in roads. Efforts to attract private investment in infrastructure through the PPP route will meet with considerable success, not only at the level of the Central government, but also at the level of individual states. While public investments in infrastructure have been the dominant form of infrastructure financing in India, investment from the private sector is expected to increase in the coming years. So it will be necessary to review the factors which may be constraining private investment, and steps will need to be taken to rectify them. PPPs, with appropriate regulation need to be encouraged in road sector.

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Annexure

Table 1 : Estimated fund requirement for NHDP
Share of Private sector in NHDP for the 12th Plan in road sector (Rs.in Crores)

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

Source: Government of India, Ministry of Road Transport and Highways, Outcome Budget 2013-14

Table 2 : Estimated Private Sector Participation in NHDP
Year wise Details (Rs. in Crores)

Year	Cess Funds	External assistance (Grant)	External Assistance Loan	Borrowings	Additional Budgetary Support	Estimated Private Sector Participation
1999-00	1192	492	-	656.62	-	49.72
2000-01	1800	461	12	804.44	-	225.10
2001-02	2100	887	113	5592.94	-	510.48
2002-03	2000	1202	301	-	-	846.25
2003-04	1993	1159	290	-	-	1830.80
2004-05	1848	1239	361	1289	50	1462.84
2005-06	3269.74	2350	600	1500	700	649.08
2006-07	6407.45	1582.5	395.5	305.18	110	1578.28
2007-08	6541.06	1776	444	1630.74	-	7062.40
2008-09	6972.47	1515.20	378.80	1153.63	-	8184.73
2009-10	7404.70	272	68	2160.10	-	8572.54
2010-11	8440.94	320	80	12511.52	320.01	15354.37
2011-12	6187	-	-	1868.85	300	25998.57
2012-13	6003	-	-	-	-	14732.67
2013-14	6017(approx)	-	-	-	-	47737.27 (approx)

Source: Government of India, Ministry of Road Transport and Highways, Outcome Budget 2013-14

Table:3 Year wise Award of Built Operate Transfer (BOT) projects in length

YEAR Awarded	Length in km
Before 2000	809
2000-01	895
2001-02	3476
2002-03	671
2003-04	342
2004-05	1305
2005-06	4740
2006-07	1734
2007-08	1234
2008-09	643
2009-10	3361
2010-11	4369
2012-13	6900
2013-2014	6700

Source: Planning Commission and Infrastructure.gov.in

Table 4 : List of NH projects Delayed exclusively due to Land acquisition procedures in India

State	NAME OF THE PROJECT
Assam	1. Construction of new 2 lane road with paved shoulder from 52.00 to 67.600 of NH-154 2. Reconstruction and widenig of 2 lane from km.67.600 to 89.000 of existing road including paved shoulder of NH-154 3. Construction of 20.35 km.2 lane tinsukia bypass with paved shoulder between km.635.800 to km.653.400 OF NH-37 4. Construction of 2 lane highway with paved shoulder between km.603/00 to km.637/0 of NH-37(Bypasses Of Mohanbari, Chabua And Other Villages) 5. Construction of 2 lane nh-37 with paved shoulder from end of rob at makum to NH-52 near Rupai. 6. Realignment and construction of 2 lane nh-37 with paved shoulder from rupai o tallap
Arunachala Pradesh	1. 2 laning of NH-229 from nechipu to hoj section
Bihar	1. Construction Of Road NH-102 takiya bridge in km.21 2. Patna-Muzzaffarpur 3. 2 laning of Mokama-Munger(approved length 70 km)
Jammu & Kashmir	1. Upgradation of srinagar –uri (NH-1A) 2. Construction of 2 lane road batote –kishtwar-sinthanpass-Anantnag(NH-1B) 3. Double laning of road srinagar-kargil-leh(NH-ID)
Goa	1. Goa –Karnataka border –Panaji 2. Maharashtra-Goa border –Panaji
Kerala	1. Cherthalai to ochira 2. Ochira- Thiruvandapuram 3. Kerala/knt border-kannur 4. Kannur- kuttipuram 5. Thiruvandapuram-kerala/tn border 6. Vadakkancherry-Thrissur(KI-3) 7. NH-connectiviy to ICTT vallarpadam
Manipur / Assam	1. NH-53&NH-54
Mizoram	1. 2 laning of NH 54 from km.118/00 to 133/00 2. 2 laning of nh 54 from km 134.5 to 153 3. 2 laning of NH 154 from km 89/00 to km.105/00 4. 2 laning of NH 154 from km 119/00 to km 147/00
West Bengal	1. Dalkola byepass 2. Siliguri-Islampur 3. Bahrapore-Farakka 4. Farakka-Raiganji 5. Raiganji-Dalkola 6. Barasat-Krishnagar 7. Krishnagar –Bahrapore
West Bengal / Sikkim	1. NH-31 A
Tamilnadu	1. New elevated road connecting Chennai port-Maduravayal 2. Chennai –Tada 3. Dindigul-Theni
Haryana (64.3) / Rajasthan (16.1)	1. Gurgaon-Kotputli-Jaipur(6 lane) 2. widening to 4 lane of NH 112 from k.105/00 to km.114/00 3. Reconstruction of Minor bridge (jawahar bridge) NH-113 at km.163
Karnataka	1. Kundapur-Surathkal & Mangalore-Knt/kerala border
Maharashtra	1. Pune-Satara(approved length-145) 2. Pune-Sholapur Pkg-I (Approved pakkage length pkg I&II 170 km) 3. Panvel –Indapur
Uttarkhand	1. Muzzafarnagar-Haridwar 2. Haridwar –Dehradun
Uttarpradesh	1. Delhi-Agra 2. Berailly-Sitapur 3. Mordabad-Bareilly

Source: www.cerebralbusiness.com, www.cerebralbusinessresearch.htm

Table 5: Pending National Highways Projects Due to wild life clearance

Location	Pending Since
South seoni forest division NH-7	2006
Wainganga Bridge NH-6	2009
Periphery of mowgli pench tiger reserve-NH-7	2009
Patna-Gaya-Dobhi-NH-83	2011
Rampur-Kathgodam-NH-87	2012
Krishnagarh-Udaipur-NH-8	2012
Obaidulla Ganji-Beful-NH-69	2012
Gwalior-shivpuri-NH-3	2012
Mplgular border to indone section of NH-59 Passing through sadalpur bird sancheary	2012
Sultanpur-varanasi NH-56	2013
Jalandhar-amristar-NH-1	2013
Ludhiana-talwandi-NH-95	2013
Gwalior-shivpuri-NH-3	2013
3 stretches on NH-54(E) under borail wild life suntuary	2013
Parwanoo-simla-solan-NH-22	2014
Panvel-indapur section of NH-17	2014
Solapur-yedshi section of NH-211	2014
Solapur-Yedshi-NH-211	2014
Solapur-Bijapur section of NH-9	2014
Patna-Buxar-NH-84	-
Belgaum-khanpur-gunji & ramnagal	-

Source: Livemint.html