

(d) if so, in which scheme the cost of the project is less?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Contracts pertaining to National Highways Development Project (NHDP) Phase I & II have been taken up mainly through Government funding. However, 17 contracts of NHDP Phase I and 27 contracts pertaining to NHDP Phase II have been awarded on Build, Operate and Transfer (BOT) (Toll)/BOT (Annuity) basis. It has been decided that the future projects pertaining to new phase of NHDP would be taken up on BOT (Toll)/BOT (Annuity) basis.

(c) Under Government funded schemes, National Highways are constructed through funds arranged by the Government and user fee is collected by Government.

Under BOT (Toll) model, the concessionaire bears the cost of the project and he is given right to toll and responsibility of maintenance of the highway for concession period and there after, he transfers the highway to Government. The Government provides viability gap funding upto 40% of the cost of the project. In certain cases concessionaire provides negative grant to the Government in-case of very high projected traffic flows.

Under BOT (Annuity) scheme, the concessionaire bears the cost of the construction and maintenance for the concession period and the Government provides them a fixed half yearly/yearly amount (Annuity) as per condition of concession. The user fee is collected by the Government.

(d) The final cost of the project depends upon several factors such as competitiveness in the market, projected traffic flows, competence of the Government/agency for construction and recovery of user fee etc. No specific scheme can be considered as least cost alternative in all circumstances.

#### **Four Laning of Ghaziabad-Lucknow Highway**

†1745. SHRI VEER PAL SINGH YADAV: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether any proposal is under consideration of Government to convert

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†Original notice of the question was received in Hindi.

the Ghaziabad-Lucknow (via Moradabad-Bareilly) Highway into four lane Highway;

(b) if so, the details thereof;

(c) by when work is likely to be commenced in this regard; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) to (d) Yes, Sir. Four laning of NH 24 Ghaziabad to Lucknow is being taken or proposed to be taken up as part of National Highway Development Project (NHDP). The status is as under:

(i) Four laning of Ghaziabad-Hapur section of NH 24 including Hapur bypass has already been completed.

(ii) Hapur-Moradabad section of NH 24 is being four laned under NHDP Phase-II. Moradabad-Bareilly-Sitapur section of NH 24 has been including under NHDP Phase-IIIB for which the approval is only for preparation of Detailed Project Report.

(iii) The work of four laning for the remaining stretch of NH 24 i.e. Sitapur-Lucknow section has been awarded under NHDP Phase-IIIA and is scheduled to be completed by June 2009.

### **Quality evaluation of Golden Quadrilateral Roads**

1746. SHRI RAHUL BAJAJ: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the current system of quality evaluation of roads being built under the Golden Quadrilateral and National Highways Development Projects; and

(b) for how many years does the builder provide a warranty for the roads built by him?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) The primary responsibility for quality is that of the contractor, which is checked by reputed Supervision Consultants as per provisions of the specifications.