

(c) and (d) There is no specific highway under NHDP, directly connecting Jammu and Guwahati. However part of North-South & East-West corridors provides connectivity between Jammu and Guwahati. The East-West Corridor connects Lucknow & Guwahati and is presently under implementation with target for completion by December, 2012.

**Toll tax-road on Gurgaon-Alwar road**

†2563. SHRI RAMCHANDRA PRASAD SINGH:

SHRI RAVI SHANKAR PRASAD:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that traffic flow on National Highways-8 will be affected if the toll tax rate on Gurgaon-Alwar road, the alternative road for NH-8 is raised;

(b) if so, the reaction of Government in this regard; and

(c) whether keeping in view the change in traffic flow, Government would consider reducing toll-tax National Highway-8?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) to (c) Sir, No such study has been undertaken by the Ministry and Government does not have any plan for reducing toll tax on NH-8.

**Collection of construction cost**

†2564. SHRI RAMCHANDRA PRASAD SINGH:

SHRI RAM JETHMALANI:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that private concessionaire get an opportunity to make 20 to 25 per cent earnings on National Highways in the country;

(b) if so, the details thereof;

(c) whether Government provides for collection of 20 to 25 per cent earning including the amount of construction cost of the projects from end users; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) to (d) All the projects on Public-Private-Partnership (PPP) mode are

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†Original notice of the question was received in Hindi.

conceived to provide for an estimated Equity Internal Rate of Return (EIRR) of 15% and these are bid out in the International Competitive Bidding environment where the successful bidders wins the award of the project on the basis of the best bid received from pre-qualified bidders. The criteria for the best bid is either the least Viability Gap Funding (VGF) or the highest premium in case of Built-Operate-Transfer (BOT) (Toll) projects and the least Annuity amount sought, payable on semi-annual basis, in case of BOT (Annuity) Projects, as determined by market in competitive environment. As per Government approved norms, EIRR ranging upto 18% is considered acceptable in case of BOT (Annuity) projects in normal situations and in case of difficult areas having law & order problems, security issues, inhospitable terrain etc., maximum of 21% EIRR could be accepted. The post tax EIRR is calculated assuming a debt equity ratio of 70:30 and varies from project to project.

#### **EGoM on development of roads**

†2565. SHRI MEGHRAJ JAIN:

SHRI RAGHUNANDAN SHARMA:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Empowered Group of Ministers (EGoM) has agreed in principal to develop 10,000 km. long roads in the States as National Highways;

(b) if so, whether the Ministry has prepared a comprehensive plan for it and forwarded it to Planning Commission for approval:

(c) if so, the details of those State roads which are likely to be declared as National Highways; and

(d) by when required infrastructure facilities etc. are likely to be provided to these newly declared National Highways?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) to (d) The Ministry has, so far, received proposals for declaration of various State Roads as National Highways (NHs) from various State Governments and Union Territories for a total length of about 62,000 km. The Empowered Group of Ministers (EGoM) in its meeting held on 17.3.2010, *inter-alia*, approved "In-Principle", declaration of about 10,000 km of State Roads as new

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