

1	2	3	4
3.	Haryana/Punjab/ Rajasthan	Poor maintenance of NH-1 Panipat-Jalandhar (Haryana & Punjab) section and NH-8 Jaipur-Gurgaon (Rajasthan & Haryana) section.	
4.	Maharashtra	Non-maintenance of Pune-Satara section of NH-4 (BOT basis) and work under PIU Chitradurga on NH-4.	
5.	Odisha	Against NHAI officials of PIU, Bhubaneswar regarding maintenance work.	
6.	Tamil nadu	Faulty annual maintenance in Chennai-Vellore section of NH-4.	
7.	Uttar Pradesh	Maintenance/renewal of Agra-Aligarh section of NH-93 from km 0.00 to 79.00 (for road stretch from km 29.00 to 40.00).	
8.	West Bengal / Odisha	Short term improvement/maintenance of Kharagpur-Balasore section in West Bengal & Odisha.	

Construction of Roads by Private Sector

†2397. SHRI SHIVANAND TIWARI :

SHRI RAM JETHMALANI :

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

(a) whether it is a fact that the construction works of roads in the country are now being completed by Government only by dint of capital investment made by private sector;

(b) if so, the reaction of Government thereto;

(c) whether it is also a fact that due to this policy the road expenses of common passengers in the country has been increasing;

(d) if so, the facts thereof; and

† Original notice of the question was received in Hindi.

(e) whether it is also a fact that now the common passengers of the country pay the taxes and cess imposed by the Central and the State Governments and toll and tariffs imposed by private sector, separately?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) : (a) and (b) The strategy of the Government is to promote investment with public-private participation, in National Highways projects for harnessing efficiency, technological advancement and better maintenance of the public assets during their respective lifecycles to supplement publicly-funded endeavour. Accordingly, the National Highways Authority of India (NHAI) has adopted Build-Operate-Transfer [BOT] (Toll) mode of delivery under public private partnership (PPP) as the preferred mode for development of highway projects.

(c) and (d) The construction cost of roads varies based on parameters like topography, availability of material resources and climatic conditions etc. "The-user-should-pay" is the policy of the Government according to which the user fee charges as determined by the Government are mandated to be charged from the user.

(e) Government has laid down toll policy in the form of National Highway Fee (Determination of Rates and Collection) Rules 2008 as amended from time to time for systematic revenue generation for BOT (Toll) projects, which are used by the concerned concessionaires to provide revenue streams for reasonable return on the private investment made by them in development and maintenance of highways. Toll or user charges is only one of the sources of the revenue apart from cess or other taxes, which are utilized for upgradation and strengthening of Highways Infrastructure.

Corruption in Highway Projects

†2398. SHRI DHARMENDRA PRADHAN : Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

(a) whether it is a fact that according to a report of World Bank, highway project being run in the country are infested with corruption;

(b) if so, the details thereof and Government's reaction thereto;

(c) whether Government has received any complaints pertaining to corruption in highways projects;

(d) if so, whether Government has conducted any inquiry into the complaints; and

(e) if so, the details thereof and the steps taken by Government to make those projects corruption free?

† Original notice of the question was received in Hindi.