

Transceiver, RFID Tag and Data exchange format between Toll Plaza Server and the Central ETC System were notified for implementation. Thereafter the Ministry has assigned the work of implementation of ETC on the national highways to NHAI.

In the first phase, a Pilot Project on ETC was launched in April this year on section of NH-5 from Delhi to Parwanoo, and it is proposed to implement ETC on countrywide basis by 2014.

(c) and (d) The specification for RFID Transceiver, RFID Tag and Data exchange format between Toll Plaza Server and the Central ETC System has been finalized after extensive consultation with all the stakeholders.

(e) The objective of ETC is to improve toll collection and make the system more efficient.

#### **Construction of two lane roads**

2003. SHRI RAM KRIPAL YADAV: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has taken a decision for construction of 20,000 km of two lane roads all over the country in next 2 years;

(b) if so, the source of funds for this project; and

(c) how many kms of road have been sanctioned in Bihar State under this scheme?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATHYANARAYANA): (a) No, Sir.

(b) and (c) Do not arise.

#### **Shift from PPP to EPC mode for construction of highways**

†2004. SHRI PARVEZ HASHMI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that the pace of construction of National Highways has slackened:

(b) if so, the details thereof;

---

† Original notice of the question was received in Hindi.

(c) the length of National Highways, in kilometre, targeted to be constructed under the Twelfth Five Year Plan;

(d) whether the EPC (Engineering, Procurement and Construction) mode is being adopted since the P.P.P. mode for the construction of National Highways was not found to be feasible;

(e) whether this mode will prove to be feasible:

(f) if so, the details thereof; and

(g) the difference between the PPP and the EPC mode?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATHYANARAYANA): (a) and (b) The pace of construction has been affected due to various reasons such as problems in land acquisition, shifting of utilities, environment/forest clearance, approval for railway over bridges, poor performance of some contractors, etc.

(c) The targets are fixed on annual basis depending on the phasing of works sanctioned during previous years and likely sanctions during the current financial year. A total of 6.092 km of roads are targeted for construction under National Highways Development Project (NHDP), National Highways (Original), Special Accelerated Road Development Programme (SARDP) and Left Wing Extremism (LWE) affected areas during the financial year 2012-13.

(d) to (g) Ministry has decided to take up certain road development projects in different stretches on Engineering, Procurement and Construction (EPC) mode on 100% Government funding which are not viable on Built, Operated, Transfer (BOT) (Toll/annuity) mode.

In the Public, Private Partnership (PPP) model, the funds for the construction/development of road is arranged by the private sector through financial institutions and the same is recovered by the agency from the road user through the toll. Whereas, in EPC model, the financing of the project of construction/development of road is to be done by the Government through Budgetary Resources and the deputed agency for development work of road project is paid for the work executed stage-wise.