

1	2	3	4	5	6	7	8
17.	Meghalaya	2877.00	2877.00	4942.74	3868.75	6988.48	0.00
18.	Mizoram	1854.00	1855.00	3186.23	1304.96	4504.97	1188.00
19.	Nagaland	2805.00	1420.00	4820.19	1561.44	6815.21	0.00
20.	Odisha	23831.00	23831.00	40944.37	32031.22	57890.77	34349.56
21.	Punjab	10350.00	10350.00	17782.95	650.60	25143.11	13259.00
22.	Rajasthan	36226.00	36668.00	62240.34	67292.63	88000.90	88000.90
23.	Sikkim	1696.00	858.00	2913.90	3117.00	4119.93	1163.38
24.	Tamil Nadu	28364.00	28710.00	48732.92	37776.32	68902.91	40883.63
25.	Tripura	2695.00	2695.00	4629.56	3623.79	6545.68	3116.86
26.	Uttar Pradesh	90030.00	91130.00	154681.75	147350.91	218702.73	149643.76
27.	Uttarakhand	5437.00	5437.00	9340.82	7308.57	13206.87	3918.16
28.	West Bengal	38120.00	38120.00	65494.65	26562.36	92602.12	69650.07
TOTAL:		579931.00	564460.00	996390.13	826932.46	1408784.41	999925.51

Note: Allocations are as per actual divisible pool of central taxes for corresponding previous years.

Financial assistance to States for Metro Train Network

*432. SHRI BHARATSINH PRABHATSINH PARMAR: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether Central Government is intending to provide financial assistance to State Governments for establishing Metro train network in various cities; if so, the details thereof, State-wise;

(b) by when, Central Government would provide financial assistance to State Governments for starting of Metro train network in various cities of Gujarat;

(c) whether Central Government has received any communication from the State Government of Gujarat in this regard; and

(d) if so, the action that has been taken by Central Government in this regard?

THE MINISTER OF URBAN DEVELOPMENT (SHRI KAMAL NATH): (a) Yes, Sir. As per the Report of the Working Group on Urban Transport for Twelfth Five Year Plan, metro rail projects can be taken up for financial assistance depending upon population, trip length and peak hour peak direction traffic (PHPDT). As per National Urban Transport Policy (NUTP), 2006, Government of India has the following norms of financing including Metro Rail Projects:-

- (i) Provide 50% of the cost of preparing comprehensive city transport plans and detailed project reports (for two million plus cities).
- (ii) Offer equity participation and/or viability gap funding to the extent of 20% of the capital cost of public transport systems.
- (iii) Offer 50% of the cost of project development whenever such projects are sought to be taken up through public-private partnerships.

This policy is applicable to all States and Union Territories and is not State-specific.

(b) to (d) The Government of Gujarat had forwarded a proposal in December, 2011 for development of metro corridor between Ahmedabad and Gandhinagar for a total length of 52 kms. at a completion cost of ₹ 9,000 crore, with the request to extend Central assistance to the extent of 25% of the total cost of the project. The proposal did not fit into the criteria of funding as per National Urban Transport Policy, 2006. The State Government is yet to submit its final proposal as per GoI norms for funding.

Slow economic development due to poor road connectivity

*433. DR. T. SUBBARAMI REDDY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether poor road connectivity is one of the reasons for the slow economic development of the country;
- (b) if so, the steps taken to improve road connectivity in the country; and
- (c) the present status of projects of road connectivity in the country along with the time by when the pending projects of road connectivity are likely to be completed, State-wise?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI C.P. JOSHI):

(a) Yes, Sir.