

Transport field to private capital

3986. SHRI C.P. NARAYANAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the reasons why Government opens the field of transport more and more to private capital which is after immediate profit when transport is mainly a public utility;

(b) by introducing BOT projects how much capital Government has attracted into field of infrastructure, the amount citizens and firms have to pay as toll for construction of these roads;

(c) how much amount Government will have to collect as tax if BOT path is not followed; and

(d) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) The Government has adopted Public-Private-Partnership (PPP) model for development of National Highways in order to tap investment, efficiency and effectiveness of private enterprise in the backdrop of scarcity of budgetary resources.

(b) to (d) Projects on PPP model are taken up on BOT (Toll) or BOT (annuity) mode. Projects on BOT (Toll) mode are taken up with a maximum Viability Gap Funding (VGF) of 40% and for projects taken up on annuity mode, concessionaire are paid annuities during the Concession period. During Eleventh Plan period, for projects implemented by NHAI, Rs. 65173 crores has been invested by the private sector and Rs. 68898 crores has been invested out of Public Funds (including borrowing). In absence of PPP model, the entire cost would have been required to be borne through the budgetary resources. As per extant policy of Government of India, the National Highways having the investment cost above a threshold amount (Rs. 2.5 crore per km. as on 01.04.2008 level) is required to be tolled irrespective of the mode of delivery of the projects.

Discarding road developers on poor performance

3987. DR. PRADEEP KUMAR BALMUCHU: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that Government is planning to change the road

developers whose construction work is poor and does not meet the agreed contract performance; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) and (b) Appropriate and commensurate action is taken as per the provisions of contract/concession agreement against all the road developers whose construction work is poor and who do not meet the agreed contract performance.

Widening of highways in Kerala

3988. SHRI P. RAJEEVE: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the NHAI have taken any decisions regarding the widening of highways in State of Kerala;

(b) if so, the details thereof;

(c) whether the Ministry has approved any schemes for the land acquisition for highways in Kerala; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) and (b) National Highways Authority of India (NHAI) has been entrusted with widening of NH-17 and NH-47 in the State of Kerala under NHDP.

(c) and (d) Land for all the National Highways projects are acquired as per NH Act, 1956, and the same mechanism for acquisition of land applies to the projects of widening of NH-17 and NH-47 in the State of Kerala.

National Highways proposed for construction in Uttar Pradesh

3989. SHRI PARVEZ HASHMI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the details of the length in kilometres and the place where National Highways are proposed to be constructed in Uttar Pradesh during the year 2012-13;