

PPP projects under the Ministry

2699. SHRI P. RAJEEVE: Will the Minister of ROAD TRANSPORT and HIGHWAYS be pleased to state:

(a) the number of Public Private Partnership (PPP) projects running under the Ministry;

(b) what is the total cost of these projects;

(c) what is the average cost of construction of the one kilometer highway under PPP;

(d) what was the average per kilometer construction of National Highways other than in PPP mode;

(e) whether some companies have monopoly in PPP projects of NHAI and if so, the details thereof; and

(f) whether the Ministry has any plans to frame any rules to avoid monopoly in PPP projects?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI KRISHAN PAL): (a) and (b) At present 180 Nos. of PPP projects under the Ministry are under construction through various agencies with Total Project Cost (TPC) of about ₹ 1.9 lakhs crore.

(c) and (d) The Cost of any project and also the average cost of construction of one kilometer highway under PPP or non PPP mode are dependent upon several factors. Major factors which have a bearing on the costing are nature of improvement work, width of widening, existing alignment/new alignment, height of embankment, protective works, cross drainage works, flyovers/underpass/structures, crust specifications, soil condition, traffic, lead of materials, geographical conditions etc. However, the main difference in cost of any project in PPP mode and non PPP mode is the financing cost.

(e) and (f) No, Sir. NHAI awards projects under open international competitive bidding through e-tendering process.

24 x 7 electricity supply

2700. SHRI PANKAJ BORA: Will the Minister of POWER be pleased to state:

(a) whether Government aims to provide 24 x 7 electricity to all families in the country; and

(b) if so, the details of the plan in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI PIYUSH GOYAL): (a) and (b) Electricity is a concurrent subject and the supply and distribution of electricity in a State falls under the purview of respective State Government/State Power Utility. The Central Government supplements the efforts taken by the State Governments in providing 24x7 electricity supply to all consumers.

To meet the entire power needs of the country an integrated approach is followed for the development of the power system. For the 12th Five Year Plan, Generation capacity addition of 88,537 MW of Conventional Sources and 30,000 MW of Renewable Energy Sources have been planned to meet the projected demand for power as per 18th Electric Power Survey (EPS). Commensurate transmission network of 1,07,440 circuit km and transformation capacity of 2,82,750 MVA have also been planned for evacuation of power. Central Government supplements the distribution network through Rajiv Gandhi Grameen Vidutikaran Yojana (RGGVY) and Restructured Accelerated Power Development and Reforms Programme (R-APDRP). Central Government is also assisting the States in formulating schemes to supply 24x7 power to their consumers.

Construction of ROB on NH 1 at Garhshanker

2701. SHRI AVINASH RAI KHANNA: Will the Minister of ROAD TRANSPORT and HIGHWAYS be pleased to state:

(a) whether National Highway No. 1 going to Pathankot, Punjab passes through Garhshanker, District Hoshiyarpur, Punjab;

(b) whether there is a railway gate in Garhshanker due to which there is huge traffic problem in Garhshanker when the railway gate is closed; and

(c) whether Government would consider the demand of the public to construct a Railway Over-Bridge (ROB) on the railway gate, if so, when and if not, the reasons therefor?

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

(b) and (c) There is a railway gate in Garhshanker town located in Hoshiarpur-Nawanshahr section of newly declared National Highway-103A. The State Government of Punjab has not yet given No Objection Certificate (NOC) for this section of National Highway. This road is to be entrusted to the implementing agency for its development and maintenance after receipt of NOC from the State Government. The viability of ROB at the existing level crossing depends on receipt of NOC from State Government, *inter-se* priority of works and availability of funds.