

NH No.	Name of Road	Length (in Km)
503A	Starting from its junction with NH-3 at Amritsar-Mehta-Sri Hargobindpur-Tanda-Hoshiarpur, passing through PB/HP border and terminating at its junction with NH-503 near Una	20
705	Junction with new NH No-5 at Theog connecting Kotkhai, Jubbal and terminating at Junction with NH No-707 at Hatkoti.	70
907A	Junction with NH No. 7 near Nahan connecting Banethi, Sarahan and terminating at its junction with NH No. 5 near Kumarhatti	75

#### **Changes in the Road Transport and Safety Bill, 2015**

2348. PROF. M. V. RAJEEV GOWDA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether there has been major changes in various drafts of the Road Transport and Safety Bill, 2015;

(b) if so, the details thereof;

(c) why the three timelines, self-imposed by Government to introduce the Bill, have been missed;

(d) why the idea of giving an appointed body the power to order a recall if a minimum of 100 people reported major defects in a vehicle was opposed; and

(e) why most provisions have been pushed into the ambit of rules in the latest version of the draft Bill?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) to (c) The draft Road Transport and Safety Bill, 2015 is still in consultation stage. The latest version of the draft Bill has been sent to State Governments/Union Territory Administrations for their comments/suggestions. The Bill will be sent to the Cabinet Secretariat for introduction in the Parliament as soon as comments/suggestions from State Governments/Union Territory Administrations have been received.

(d) and (e) The draft Road Transport and Safety Bill, 2015 *inter alia* includes a clause namely, "Recall of Vehicles", wherein it is proposed that a manufacturer may be directed to recall motor vehicles of a particular type or its variants, if a

defect in that particular type of motor vehicle may cause harm to the driver or occupants of such motor vehicle or other road users or a defect in that particular type of motor vehicle has been reported by such percentage of owners as the Central Government, may by notification, specify, and such defect may cause harm to the driver or occupants of such motor vehicle or to other road users.

The Bill has been drafted with the objective of having a better implementation tools and procedures.

### **Collection of toll**

†2349. SHRI NAZIR AHMED LAWAY:

MIR MOHAMMAD FAYAZ:

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

(a) the details of toll plazas in the country and the annual income from them during the last five years;

(b) the details of toll plazas which are collecting toll even after completing time-limit and target, State-wise and Location-wise;

(c) the main reasons therefor; and

(d) the steps taken/being taken by Government to prevent forcible collection of toll?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) A State-wise list of fee plazas with National Highways Authority of India (NHAI) is given in the Statement. The annual income during last five years is as under:—

Sl.No.	Financial Year	Amount (₹ Cr.)
1.	2010-11	2212.79
2.	2011-12	2931.61
3.	2012-13	3894.00
4.	2013-14	5144.67
5.	2014-15	5927.13

(b) As per fee rules fee is to be collected in perpetuity. However fee shall be levied and collected at a reduced rate of 40% at the end of concession period in case of private investment project and on recovery of capital cost in case of public funded project.

† Original notice of the question was received in Hindi.