

of National Highways (NHs) is a continuous process. The works on NHs are accordingly taken up from time to time as per *inter-se* priority, traffic density and availability of funds to keep the NHs in safe and traffic worthy conditions.

(b) 10 nos. of works amounting to ₹ 2023 crore under NH (O), one work amounting to ₹ 605 crore under NHDP Phase-IV have been sanctioned during 2016-17 for development of National Highways in Telangana.

(c) The funds allocated and expenditure incurred for development of NHs in the State of Telangana during 2016-17 are as under:-

Scheme	Allocation	Expenditure upto February, 2017
NH(O)	300	161.08
NHDP	250	118.16
LWE	27	16.55

Repair of NH connecting Chhattisgarh and UP

†*264. SHRI RAM VICHAR NETAM: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government is aware of the dilapidated condition of the National Highway connecting Chhattisgarh and Uttar Pradesh; and

(b) the steps taken by Government for repair of this National Highway and by when this work would be completed?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI): (a) and (b) The States of Chhattisgarh and Uttar Pradesh are connected to each other geographically in a small area falling in the districts of Balrampur and Sonbhadra in the respective States. There is no direct National Highway connectivity between these States. The shortest National Highway connectivity to these two States is presently through National Highway 343 (Chhattisgarh) and National Highway 75 (Uttar Pradesh). The development and maintenance of National Highways is a continuous process. Both these National Highways connecting these States are traffic worthy.

Toll on Ahmedabad-Vodadara road

*265. SHRI SHANKARBHAI N. VEGAD: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has any data about investment and recovery in Ahmedabad-Kheda-Nadiad-Anand-Vadodara (from Narol) toll road;

†Original notice of the question was received in Hindi.

(b) whether the recovery of the investment is calculated in terms of vehicles or years; and

(c) under which rule the company started to charge the toll fee, as the road is not 100 per cent complete?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI): (a) Yes, Sir.

(b) The work of toll road Ahmedabad-Vadodara section of NH-8 and Ahmedabad-Vadodara Expressway was awarded to the Concessionaire on Design Build Finance Operate Transfer (DBFOT) basis. National Highways Authority of India (NHAI) has incurred an expenditure of ₹ 318.44 crore for only preconstruction activities. The Concessionaire has incurred an expenditure of ₹ 4467 crore for development of Ahmedabad-Vadodara section of NH-8 and Ahmedabad-Vadodara Expressway. In accordance with provisions of Concession Agreement, the Concessionaire is to pay premium to NHAI @ ₹ 309.60 crore per annum with annual increase of 5% as compared to the immediately preceding year. The concession period of the project is 25 years. The concessionaire has paid ₹ 717.39 crore as premium till date.

(c) The company started to charge the toll fee as per provision of Concession Agreement.

Capacity of solar power projects

*266. SHRI SANJAY RAUT: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) the details of steps taken or proposed to be taken by Government to increase the capacity of solar power projects, to achieve the target of 40,000 MW by the year 2020;

(b) whether the cost of generation of solar power is now not more than the coal based thermal power projects due to rapid improvement in the solar equipment technology; and

(c) if so, the details thereof and the details of steps taken or proposed to be taken by Government for setting up more solar plants with lower generation cost in various parts of the country?

THE MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI PIYUSH GOYAL): (a) Government has set a target of 1,00,000 MW