

owner, driver or the person in charge of a two wheeler is making use of the section of national highway, permanent bridge, bypass or tunnel, as the case may be, he or she shall be charged fifty per cent of the fee levied on a car."

- (c) No, Sir.
- (d) Does not arise.

Steps to monitor toll fees

2385. SHRI VIJAY PAL SINGH TOMAR:

LT. GEN. (DR.) D.P. VATS (RETD.):

SHRI HARNATH SINGH YADAV:

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

- (a) whether any action has been taken by Government to decrease the ever increasing toll prices/fees at various toll plazas situated at various National Highways and Expressways; and
- (b) whether any proper monitoring system has been put in place to track the payments/annual collections of toll fees on these National Highways and Expressways?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI): (a) No such proposal is under consideration.

(b) User fee collected is deposited in Consolidated Fund of India in respect of Public Funded projects and in Escrow account in respect of PPP projects. A system of monitoring is already in place to track the payment/ annual collection of user fee collected on National Highways.

Connecting North-East region through alternative water route

2386. DR. PRABHAKAR KORE: Will the Minister of SHIPPING be pleased to state:

- (a) whether Government proposes to connect North-East region through an alternative water route;
- (b) if so, the details of the plan and projects thereon; and
- (c) the details of time target for implementation of the proposed plan?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING (SHRI MANSUKH MANDAVIYA): (a) to (c) Yes, Sir. North Eastern States are connected with Eastern parts of India through river Brahmaputra (NW-2), river Barak (NW-16). Ganga-Bhagirathi-Hooghly river system (NW-1) *via* Sundarbans (NW-97) and Indo-Bangladesh Protocol (IBP) route under a Protocol on Inland Water Transit and Trade (PIWT&T) between India and Bangladesh since 1972. Under this Protocol, Inland vessels of one country can ply on the designated waterway routes of another country.

Following Ports of Call are there under PIWT&T between India and Bangladesh on Indo-Bangladesh Protocol (IBP) route:

Existing Ports of Call:

Indian side	Kolkala	Haldia	Pandu	Karimganj	Silghat	Dhubri
Bangladesh side	Narayanganj	Khulna	Mongla	Sirajganj	Ashuganj	Pangaon

To improve connectivity to North Eastern Region (NER) through PIWT&T route round the year, critical stretches of IBP route from Sirajganj to Daikhowa (175 km) of Jamuna river and Ashuganj -Zakiganj (295 km) of Kushiya river in Bangladesh have been taken up for fairway development at a cost of ₹ 305.84 crore at a cost sharing ratio of 80:20 between India and Bangladesh, in terms of the MoU signed on 08th April, 2017 between Government of India and Bangladesh.

Inland Waterways Authority of India (IWAI) is also the Project Development Consultant (PDC) for implementing the Kaladan Multimodal Transit Transport Project (KMTP) in Myanmar on behalf of the Ministry of External Affairs, Government of India. The IWT components of the project comprising of construction of Sittwe Port and IWT terminal at Paletwa, fairway development of Kaladan River (Sittwe-Paletwa stretch) and construction of 06 IWT vessels (300 tonnes each) is completed. The objective of the project is to provide an alternate route to NE parts of India from Kolkata/Haldia Ports through Kaladan river in Myanmar.

Mumbai Port Trust redevelopment project

2387. SHRI KUMAR KETKAR: Will the Minister of SHIPPING be pleased to state:

(a) whether Government is planning to redevelop Mumbai Port Trust (MPT) land in Mumbai, if so, the details thereof and the reasons therefor;