

via the engineering, procurement and construction route, where Government bears all project costs, NHAI projects are increasingly being built through the hybrid annuity models, an improved Public- Private Partnership model in which the Government bears 40 per cent of project costs;

(b) if so, the projects being implemented under the above categories;

(c) whether any time-frame has been fixed to complete the projects under the above categories; and

(d) if so, the details thereof?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI): (a) to (b) Ministry of Road Transport & Highways as well as National Highways Authority of India (NHAI) is implementing National Highway projects under Engineering, Procurement and Construction (EPC) mode and various Public Private Partnership (PPP) models. Presently NHAI is implementing 113 NH projects under the Hybrid Annuity Model (HAM), an improved PPP model in which the Government bears 40 per cent of project costs, during the construction period and remaining 60% as invested by the concessionaire is paid as annuity payments to the concessionaire by the Government as per concession agreement.

(c) No Sir.

(d) Does not arise.

Construction work under DBFOT

†137. SHRI AJAY PRATAP SINGH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the length of four laning of road stretch constructed in kilometres last year on NH-39 from 83.4 km. to 195.8 km. stretch between Sidhi to Singrauli;

(b) whether this scheme was initiated under Design, Build, Finance, Operate and Transfer (DBFOT), but it got delayed due to pre-construction activity and economic crunch of the developers; and

(c) whether any process of changing the developer is underway, if so, till when, if not, the reasons therefor?

†Original notice of the question was received in Hindi.

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI): (a) and (b) As the Concessionaire had stopped the construction work since Oct-18 on account of his financial crisis, length of four lane constructed in last calendar year (2019) in this project is NIL. This project awarded under DBFOT got delayed due to financial crisis of the Concessionaire and also due to initial delays in Land Acquisition and other pre-construction activities.

(c) Decision on change of developer of the concessionaire will depend on the outcome of the forensic audit and study by the lenders.

Waiting time of vehicles at toll plazas

138. SHRI SANJAY RAUT: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that the average waiting time of vehicles at toll plazas, rose 29 per cent between December, 2019 and January, 2020 even after rollout of electronic toll collection through FASTags;

(b) if so, the details thereof and the reasons therefor; and

(c) the details of steps taken or proposed to be taken by Government to reduce the waiting time of vehicles at toll plazas?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI): (a) and (b) According to the Government mandate, all fee lanes except one fee lane in each direction are to be declared as dedicated FASTag Lane of the fee plaza. As a result, the waiting time in the hybrid lane which accepts cash has increased because of non-FASTag vehicles. Waiting time in dedicated FASTag lanes has significantly reduced. It has been observed that more waiting time in cash lanes vis-a-vis FASTag lanes has worked as catalyst for adoption of FASTag. As on 28.01.2020, more than 1.4 Crores FASTag have been issued and approximately 1 lakh FASTag are being issued on a daily basis. Waiting time will further reduce in future with further adoption of FASTag by non-FASTag vehicles.

(c) FASTag awareness program is being conducted through various platforms such as social media, print media, hoardings, advertisements, etc. Multiple channels and Point of Sale (PoS) have been operating including e-commerce platforms for