

- (b) by what time the four-laning work is expected to be completed?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI): (a) to (b) Manikpur-Sahebganj-Kesariya-Areraj section is not National Highway (NH), it is State Highway-74. Preparation of Detailed Project Report (DPR) for four laning of this section has been initiated. Verification of land to be acquired has also been initiated by respective Competent Authority Land Acquisition (CALA) for publication of the same is in Gazette Notification.

Build-Operate-Transfer (BOT) projects in the country

135. DR. PRABHAKAR KORE: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that the investors have been wary of investing money in Build-Operate-Transfer (BOT) projects due to changing traffic flows on account of new roads that come up nearby and many other risk factors;

(b) whether Government proposes to study traffic density on roads periodically and tweak concession periods accordingly for BOT projects and encourage investors; and

(c) if so, the details of the proposal and time-frame for implementation of the same?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI): (a) Yes Sir. Many investors have shown concern for changing traffic flows due to new competing/alternate route or mode.

(b) to (c) As per the Concession Agreement of Build-Operate-Transfer (BOT) projects, there is a provision for assessing the Actual Traffic in comparison to the target traffic. If the actual traffic have fallen short of target traffic on target date, the Concession period is modified as per the conditions of Concession Agreement.

Models adopted for construction of highways

136. SHRI A. MOHAMMEDJAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether it is a fact that while the Ministry is largely implementing projects

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.