

**ORAL ANSWERS TO STARRED QUESTIONS AND
SUPPLEMENTARY QUESTIONS AND ANSWERS
THEREON**

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
STARRED QUESTION NO-181
ANSWERED ON- 03/08/2022

CLOSURE OF TOLL PLAZAS

*181. SHRIMATI JEBI MATHER HISHAM:

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

- (a) whether it is a fact that Government has announced that toll plazas within 60 kms on National Highways would be closed down in three months;
- (b) if so, how many toll plazas have been closed in Kerala and if not, the reasons therefor and the steps proposed to be taken by Government in this regard; and
- (c) whether steps will be taken to disclose the amount collected at Toll Plazas in public domain every month?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

- (a) to (c) A Statement is laid on the Table of the House.

STATEMENT

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF RAJYA SABHA STARRED QUESTION NO. 181 FOR ANSWER ON 03.08.2022 ASKED BY SMT. JEBI MATHER HISHAM REGARDING CLOSURE OF TOLL PLAZAS.

(a) Fee plazas are established on National Highways as per the National Highways Fee (Determination of Rates and Collection) Rules, 2008, which stipulates that any other fee plaza on the same section of national highway and in the same direction shall not be established within a distance of sixty kilometers provided that where the executing authority deems necessary, it may for reasons to be recorded in writing, establish or allow the concessionaire to establish another fee plaza within a distance of sixty kilometers. Provided further that a fee plaza may also be established within a distance of sixty kilometers from another fee plaza if such fee plaza is for collection of fee for a permanent bridge, bypass or tunnel.

In addition, in case of closed user fee collection system, fee plazas can be established anywhere on the National Highways.

(b) Fee Plazas are established on National Highways as per the applicable National Highways Fee Rules and the respective Concession Agreement. User fee plazas operational in Kerala under National Highways Authority of India are at **Annexure**.

(c) Government has decided to declare all lanes of fee plazas on National Highways as FASTag Lane of the fee plaza with effect from midnight of 15th/16th February 2021. As of now, most of the collection at the fee plaza is through FASTag.

The user fee Collection through FASTag on fee plazas is available in public domain i.e. ihmcl.co.in/etc-transaction-reports.

ANNEXURE REFERRED TO IN REPLY TO PART (b) OF RAJYA SABHA STARRED QUESTION NO. 181 FOR ANSWER ON 03.08.2022 ASKED BY SMT. JEBI MATHER HISHAM REGARDING CLOSURE OF TOLL PLAZAS

Details of BOT (Toll) fee plazas operational in the State of Kerala:

S. No	Section	Kms. of Tollable Reach	Plaza Location	Name of the contractor / concessionaire	Appointed Date	Concession Period (year)	Date of end of concession period (dd/mm/yy)
1	Walayar-Vadakkancherry	Km 182.250 - Km 240.000	Pampampallam)	M/s.KNR Walayar Tollways Pvt. Ltd.	18.05.2013	20 years	17.05.2033
2	Vadakkancherry to Thrissur Border	Km 240.000 - Km 270.000 (design Km 236.135 - Km 264.490)	Panniyankara	M/s. Thrissur Expressway Limited	15.09.2012	20 years	14.09.2032 (as per settlement agreement dt. 27.09.2022)
3	Thrissur-Angamali-Edapalli	Km 270.000 - Km 316.700 - Km 342.000	Paliyekkara	M/s Guruvayoor Infrastructure Pvt. Ltd.	22.09.2006	20 years + 21 months extended	21.06.2028

भारत सरकार
सड़क परिवहन और राजमार्ग मंत्रालय
राज्य सभा

तारांकित प्रश्न सं. *181

जिसका उत्तर 03.08.2022 को दिया जाना है

टोल प्लाजा को बंद किया जाना

*181. श्रीमती जेबी माथेर हीशम:

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि सरकार ने यह घोषणा की है कि राष्ट्रीय राजमार्गों पर 60 किलोमीटर की सीमा के भीतर आने वाले टोल प्लाजा तीन महीने में बंद कर दिए जाएंगे;

(ख) यदि हां, तो केरल में कितने टोल प्लाजा बंद किए गए हैं, और यदि नहीं, तो इसके क्या कारण हैं और सरकार इस संबंध में क्या कदम उठाने का विचार रखती है; और

(ग) क्या टोल प्लाजा पर संगृहीत राशि को प्रतिमाह सार्वजनिक करने के लिए कदम उठाए जाएंगे?

उत्तर

सड़क परिवहन और राजमार्ग मंत्री

(श्री नितिन जयराम गडकरी)

(क) से (ग): एक विवरण सभा-पटल पर रखा जाता है।

‘टोल प्लाजा को बंद किया जाना’ के संबंध में श्रीमती जेबी माथेर हीशम द्वारा पूछे गए दिनांक 03.08.2022 के राज्य सभा तारांकित प्रश्न सं. *181 के भाग (क) से (ग) के उत्तर में उल्लिखित विवरण

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(क) राष्ट्रीय राजमार्ग शुल्क (दरों का निर्धारण और संग्रहण) नियम, 2008 के अनुसार राष्ट्रीय राजमार्गों पर शुल्क प्लाजा स्थापित किए जाते हैं, जो यह निर्धारित करता है कि राष्ट्रीय राजमार्ग के एक ही खंड पर और उसी दिशा में साठ किलोमीटर की दूरी के भीतर कोई अन्य शुल्क प्लाजा स्थापित नहीं किया जाएगा, बशर्ते कि जहां निष्पादन प्राधिकारी आवश्यक समझे, वह कारणों को लिखित रूप में दर्ज करके, रियायतग्राही को साठ किलोमीटर की दूरी के भीतर एक और शुल्क प्लाजा स्थापित करने की अनुमति दे सकता है। बशर्ते आगे यह और कि एक शुल्क प्लाजा, किसी अन्य शुल्क प्लाजा से साठ किलोमीटर की दूरी के भीतर स्थापित किया जा सकता है यदि ऐसा शुल्क प्लाजा स्थायी पुल, बाईपास या सुरंग के लिए शुल्क के संग्रहण के लिए है।

इसके अलावा, बंद प्रयोक्ता शुल्क संग्रहण प्रणाली के मामले में राष्ट्रीय राजमार्गों पर कहीं भी शुल्क प्लाजा स्थापित किए जा सकते हैं।

(ख) राष्ट्रीय राजमार्गों पर लागू राष्ट्रीय राजमार्ग शुल्क नियमों और संबंधित रियायत समझौते के अनुसार शुल्क प्लाजा स्थापित किए जाते हैं। भारतीय राष्ट्रीय राजमार्ग प्राधिकरण के तहत केरल में संचालित प्रयोक्ता शुल्क प्लाजा **अनुबंध** में दिए गए हैं।

(ग) सरकार ने 15/16 फरवरी 2021 की मध्यरात्रि से राष्ट्रीय राजमार्गों पर शुल्क प्लाजा की सभी लेन को शुल्क प्लाजा के फास्टैग लेन के रूप में घोषित करने का निर्णय लिया है। अब शुल्क प्लाजा पर अधिकांश संग्रहण फास्टैग के माध्यम से होता है।

शुल्क प्लाजाओं पर फास्टैग के माध्यम से प्रयोक्ता शुल्क संग्रहण पब्लिक डोमेन अर्थात् ihmcl.co.in/etc-transaction-reports पर उपलब्ध है।

अनुबंध

'टोल प्लाजा को बंद किया जाना' के संबंध में श्रीमती जेबी माथेर हीशम द्वारा पूछे गए दिनांक 03.08.2022 के राज्य सभा तारांकित प्रश्न सं. *181 के भाग (ख) के उत्तर में उल्लिखित अनुबंध

केरल राज्य में संचालित बीओटी (टोल) शुल्क प्लाजाओं का विवरण:

क्र.सं.	खंड	टोल लगाए गए पहुंच मार्ग का किमी	शुल्क प्लाजा का अवस्थान	ठेकेदार/रियायतग्राही का नाम	नियत तारीख	रियायत अवधि (वर्ष)	रियायत अवधि की समाप्ति की तारीख (तारीख/माह/वर्ष)
1	वालयार-वडक्कनचेरी	किमी 182.250 - किमी 240.00	पम्पमपल्लम	मेसर्स केएनआर वलयार टोलवेज प्रा. लिमिटेड	18.05.2013	20 वर्ष	17.05.2033
2	वडक्कनचेरी से त्रिशूर सीमा	किमी 240.000 - किमी 270.000 (डिजाइन किमी 236.135 - किमी 264.490)	पन्नियंकरा	मेसर्स त्रिशूर एक्सप्रेसवे लिमिटेड	15.09.2012	20 वर्ष	14.09.2032 (दिनांक 27.09.2022 के निपटान समझौते के अनुसार)
3	त्रिशूर-अंगमाली-एडापल्ली	किमी 270.000 - किमी 316.700 - किमी 342.000	पलियेक्करा	मेसर्स गुरुवायुर इंफ्रास्ट्रक्चर प्रा. लिमिटेड	22.09.2006	20 वर्ष + 21 माह विस्तारित	21.06.2028

MR. DEPUTY CHAIRMAN: Now, first Supplementary, Shrimati Jebi Mather Hisham.

SHRIMATI JEBI MATHER HISHAM: Sir, I am deeply obliged for the opportunity and, through you, I wish to ask the first supplementary question. It is in connection with the Annexure which is attached to the reply wherein at Serial No. 2 and 3, the two toll plazas, Paliyekkara and Panniyankara have been mentioned. In these two toll plazas, the distance between both of them is below 60 Kilometres and to be precise, 37 Kilometres. In the interest of commuters and in the interest of public transport and also considering the fact that the Paliyekkara Toll Plaza has collected already Rs. 1080 crores and also towards Rs. 850 crore project costs. Also, the rule in existence which says 60 Kilometres...

MR. DEPUTY CHAIRMAN: Please ask the question.

SHRIMATI JEBI MATHER HISHAM: There should not be a distance of less than 60 Kilometres between two toll plazas. Considering that, shouldn't one of it be closed?

MR. DEPUTY CHAIRMAN: Please be brief in question.

SHRIMATI JEBI MATHER HISHAM: The question is, shouldn't one of the toll plazas be closed, taking into consideration the rule of 60 Kilometres and in the interest of common man and public transport?

MR. DEPUTY CHAIRMAN: Thank you.

SHRI NITIN JAIRAM GADKARI: Hon. Deputy Chairman, Sir, already there is a rule for 60 Kilometres as far as the toll plazas are concerned. The fee plazas on same section of NH and in the same direction cannot be established within 60 Kilometres. This is the condition. But, the exception is there which is already written in the rule that fee plazas within 60 Kilometres is for collection of fee for a permanent bridge, bypass or tunnel. Now, the problem is that, presently, in Walayar-Vadakkancherry, Pamampallam, in this a private concessionary is there, and his concession period is for 20 years and it is 17.05.2033. This is the BOT toll. If we are going to stop that, the Government has now made it mandatory, then we have to give the compensation for that. But, the problem is genuine and legitimate. My suggestion for the hon. Member is that we are in the process of making new option for that. First of all, we have the system by which we are presently collecting the toll. Already that system is

there. But, now, we are searching for two options. One is, satellite-based toll system, where the GPS will be there in the car, and the toll will directly be subtracted from their bank account. The other option is the number plate. Already from 2019, we have started to have new number plate with the new technology. It is mandatory to the manufacturer to take that number plate. So, we can replace the number plate, the old number plate by the new number plate and there will be a system, computerized system, by which we can use the software, and we will collect the toll. The easiest system is, when you start from the point, it will register and when you leave the highway, it will register. So, exactly for whatever kilometres the car is driven, only that much toll will be subtracted from his account. So, this can be a good system. We are already working on it. We have not made up our mind, as far as the selection of technology is concerned. But, as early as possible, within a month, we will select the technology. We will use all sophisticated technologies of the world by which it will be useful for the people. And there will be no queues, no rush, no problem as far as fuel is concerned because a lot of traffic jam used to be there and by that we will resolve the issue. I am very much sympathetic about you also because this is a legitimate and genuine problem. Presently, as far as the law is concerned, we have no problem because there is a provision. But still, I understand the feeling behind your question and that is very legitimate and the spirit is very correct. I accept that, and as early as possible, we will find out the solution and we will resolve the issue. We will definitely find out the solution and give relief to you. I promise this to the House and you also.

SHRIMATI JEBI MATHER HISHAM: Sir, my second supplementary is this. When we go through the highways, the toll plazas, in spite of FASTag being introduced, there is still a lot of traffic and blockage on toll plazas which makes commuting difficult and the whole purpose of highways goes down the drain. Would the GPS system be introduced, and if so, when will it be made functional?

SHRI NITIN JAIRAM GADKARI: Sir, FASTag is one of the successful technologies which is used by NHAI. I am telling you that this is really a remarkable contribution from our side to the country. Before FASTag, our toll income was very less. I will not elaborate the reason for that. But the number of FASTags issued till date is 5,56,00,000. The average daily collection *via* FASTag is Rs.120 crores per day and the penetration of FASTag is 96.6 per cent, approximately 97 per cent. And the three per cent people, habitually, are paying double toll, but they don't want to pay via FASTag and I do not want to elaborate the reason. But we are also searching for that.

There are some unlawful activities. Because of the tax and other things, they are practising that thing. So we want to make it 100 per cent. But, Sir, after ETC also, in place of FASTag, we are in the process of using the satellite by using GPS system in the car. On the basis of that, our idea was to take the toll and it can be easier also. But now with the other system, with the number plate which we have, on the basis of that, the technology is available. In India, we have also got a lot of good technology. We are in the process of selecting that technology. Presently, in my opinion, still we have not taken the official decision. But the number plate technology is good and on the basis of that, there will be no toll plaza, there will be a sophisticated, computerized digitalized system by which we can give relief. There will be no queues, no toll plaza, no person, nothing will be there, and it will give great relief to the people, by and large, and the Government will get absolute revenue from that. But for that reason, we need to introduce the Bill in the Parliament because, suppose, if anyone is not obeying the system and not paying the toll, we have to take action against him, and presently, no law is available. So we are also going to introduce the Bill in the Parliament and after that, we want to implement the best system in the world which is available, particularly in India. And I am confident that it will give you relief and it will resolve your problems.

DR. M. THAMBIDURAI: Sir, the rule for establishing the toll plaza is that within 7 kilometres of the Municipality, there must not be any toll plaza. In my State, Tamil Nadu, in Krishnagiri, there is a toll plaza within that area. I request the Minister as to whether he will take action to close that toll plaza to give the facilities for the local people because they have to go to the Collector office located there, the medical college, the hospital is there. The people are suffering. That old agreement which is cancelled, over...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Thank you. You have put your question. ...*(Interruptions)*...

DR. M. THAMBIDURAI: I have not explained, Sir. ...*(Interruptions)*... That is why the new man, who has taken over the construction, is not eligible to use that within 7 kilometres. But still that is there. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: You have already put your question. ...*(Interruptions)*...

DR. M. THAMBIDURAI: I would like to know as to whether he would like to take any action. ...(*Interruptions*)...

SHRI NITIN JAIRAM GADKARI: Sir, he is absolutely correct. But I am not responsible for that. Before 2014, when UPA Government was there, and at that time, probably, the Minister from Tamil Nadu was there, he had taken a decision. A very, very good terminology was there 'addition of sweeteners'. Actually, it is really unjustified, unlawful, it is not good. And they added it that the person, the people, who will start from the city area, there will be toll plaza and everyone has to pay the toll. They called it as 'sweetener'. It is totally wrong. Sir, fortunately or unfortunately, I am the father of toll because first time in the country, I started the toll system in India, and the first project of BOT in India is Thane-Bhivandi Bypass in Maharashtra.

Sir, I am with him and with the new system which we are going to launch, we will see that the city area will be eliminated. There will be no charge on the people because they are only taking 10 kilometer road and paying a toll for 75 kilometres. That is absolutely wrong. But this is not my problem. Please try to understand. It is from the previous Government. But, Sir, we will rectify the thing. I am with you with whatever your feeling about it; the same feeling I have about it and we will rectify the thing. We will do it.

SHRI BHUBANESWAR KALITA: Sir, my supplementary arises from the Minister's reply which was very exhaustive when he has given a lot of clarifications about this. He said that the rule is that within less than 60 kilometres in the same direction, there should not be a toll plaza. He said that, but there are. In Assam, there are toll plazas which are at less than 60 kilometres and that is creating difficulty and the people are demanding the removal of those toll plazas.

MR. DEPUTY CHAIRMAN: Hon. Minister has already replied to this.

SHRI BHUBANESWAR KALITA: He has replied to that. So, I am satisfied with that. My direct question will be: Now, how much time will it take to close those toll plazas and shift to the new system that he has said just now?

SHRI NITIN JAIRAM GADKARI: Mr. Deputy Chairman, Sir, we are in the process; three technologies are there. We want to select the technology. After that we have to establish all the furniture, software, everything for that. We are in position. But, it is difficult for me to give the promise. But, I will give the promise because I need also

to take one of the important law Bills to the Parliament. Without that, we cannot start the system. So, within six months, I will try my level best to do it because this is the need of the hour and to free people from traffic jam, which gives nuisance and a lot of trouble to the people. This is very important for the people, not only for Assam but for the whole country. We will try our level best to make it as early as possible within six months.

श्री राजीव शुक्ला : उपसभापति महोदय, वैसे तो गडकरी जी ने जो काम किए हैं, सब लोग उनकी तारीफ करते हैं। ये एनएचएआई के बारे में बता रहे थे, लेकिन मुझे पता चला है कि एनएचएआई की फाइनेंशियल सिचुएशन अच्छी नहीं है और ये जो टोल कलेक्शन की बात कर रहे हैं, उससे रोड्स की मेंटेनेंस में बड़ी मुश्किल हो रही है। एक सर्टन पीरियड के बाद, जो रोड बिल्ड करता है, उसका पीरियड पूरा होने के बाद वह वापस एनएचएआई के पास चला जाता है। क्या यह बात मंत्री जी बता सकते हैं, जैसा मैंने सुना है कि जिन रोड्स को एनएचएआई वापस लेती है, फिर से उन रोड्स को वापस प्राइवेट सेक्टर को बेचने की तैयारी है?

श्री नितिन जयराम गडकरी : मैं सबसे पहले यह बताना चाहूंगा कि एनएचएआई की पोजिशन फाइनेंशियली बहुत स्ट्रॉन्ग है। यह मैं हाउस के रिकॉर्ड पर बता रहा हूँ कि मैं पांच लाख करोड़ के रोड्स हर साल बना सकता हूँ और हमारे पास पैसे की कमी नहीं है। आप यहां मेम्बर्स ऑफ पार्लियामेंट को पूछो, चाहे वे किसी भी पार्टी से हों, जो भी मेरे पास रोड की मांग को लेकर आते हैं, मैं उसे सैंक्शन कर देता हूँ। एक भी पार्टी का एमपी इस बात से इंकार नहीं कर सकता है। सर, एनएचएआई ट्रिपल 'ए' रेटिंग है। मैंने फाइनेंस के बारे थोड़ा सा सीखा हूँ, मैं उसका एक्सपर्ट नहीं हूँ। हमारे जावडेकर जी इकॉनोमी को ज्यादा जानते हैं, पर मैंने भी एमबीए किया है। राजीव जी, मैं आपको बताता हूँ कि हमारा मॉडल इतना पक्का है कि हिंदुस्तान में आने वाले तीन साल के अंदर, 2024 समाप्त होने से पहले, मैं 26 ग्रीन एक्सप्रेस हाइवेज बना रहा हूँ। दिल्ली से देहरादून दो घंटे में, दिल्ली से हरिद्वार दो घंटे में, दिल्ली से जयपुर दो घंटे में, दिल्ली से चंडीगढ़ ढाई घंटे में, दिल्ली से अमृतसर चार घंटे में, दिल्ली से कटरा छह घंटे में, दिल्ली से श्रीनगर आठ घंटे में, दिल्ली से मुम्बई 12 घंटे में, चेन्नई से बेंगलुरु दो घंटे में, लखनऊ से कानपुर 35 मिनट में सफर पूरा हो जाएगा और मेरठ में यह ऑलरेडी शुरू हो गया है। पहले मेरठ से दिल्ली पहुंचने में साढ़े चार घंटे लगते थे और अब 40 मिनट में पहुंच रहे हैं। ...(व्यवधान)...

श्री उपसभापति : मैडम, प्लीज बैठकर सवाल न करें।

श्री नितिन जयराम गडकरी : वाराणसी से कोलकाता का काम भी चल रहा है। सर, मैं आपको इतना बता रहा हूँ कि हम 26 ग्रीन हाईवेज बना रहे हैं। नरेन्द्र मोदी जी के नेतृत्व में 2024 समाप्त होने से पहले हिंदुस्तान का रोड इन्फ्रास्ट्रक्चर अमेरिका के बराबर होगा, मैं यह वचन देता हूँ, और पैसे की कोई कमी नहीं है। सर, अभी दो बैंकों के चेयरमैन मेरे पास आकर बोल रहे थे - एक बैंक बोल रहा था कि मेरे 25 हजार करोड़ लो, दूसरा बैंक बोल रहा था कि मेरे 25 हजार करोड़ लो।

मुझे 6.5 परसेंट पर पैसा मिला है। हिंदुस्तान में एनएचएआई की ट्रिपल ए रेटिंग है और एनएचएआई के लिए कोई फाइनेंशियल तकलीफ नहीं है। यदि हम देश में और एन. एच. डिक्लेयर करके, पूरा ग्रीन एक्सप्रेस हाइवे बनाकर इस देश के पूरे इन्फ्रास्ट्रक्चर को बदलेंगे, तो भी पैसे की कमी नहीं होगी। हाँ, यदि काम करने में कोई कमी होती है तो हम उसके और पीछे लगकर काम करवाने की कोशिश करते हैं। आप जितने भी लोग हैं, वे जिस-जिस पार्लियामेंटरी कांस्टीट्यूएन्सी में रहते हैं, आप एक-एक कांस्टीट्यूएन्सी में देखिएगा कि आठ सालों में कितना बदलाव हुआ है। आप इसको देखिए और विश्वास रखिए कि मैं जो बोल रहा हूँ, वह रिकॉर्ड पर बोल रहा हूँ। मैं आपको रिकॉर्ड पर इस विश्वास के साथ बताता हूँ कि यह पूरा होगा।

श्री उपसभापति : थैंक यू। प्रश्न संख्या 182 - डा. अशोक कुमार मित्तल।..(व्यवधान).. कृपया आपस में बातचीत नहीं कीजिए। Nothing is going on record. ...(*Interruptions*)..

श्री दिग्विजय सिंह : *

श्री राजीव शुक्ला : *

* Not recorded.