

**GOVERNMENT OF INDIA
ROAD TRANSPORT AND HIGHWAYS
LOK SABHA**

UNSTARRED QUESTION NO:392
ANSWERED ON:27.07.2010
MANAGEMENT OF TOLL PLAZAS
Anuragi Shri Ghansyam

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

- (a) the criteria laid down for operation of toll plazas in the country;
- (b) whether the criteria differs from State to State;
- (c) if so, the details thereof, State-wise;
- (d) whether the Government has taken back the management of toll plazas from ex-servicemen and entrusted the same to multi-national companies;and
- (e) if so, the details thereof alongwith the reasons therefor?

Answer

MINISTER OF THE STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R. P. N. SINGH)

(a) As per the earlier guidelines, National Highways Authority of India (NHA) was to collect the user fee through Director General of Resettlement (DGR) sponsored ex-servicemen only till the engagement of Operation, Maintenance and Transfer (OMT) contract. But presently as per existing guidelines, NHA has to engage fee collecting agencies through competitive bidding system.

(b) No Sir.

(c) Does not arise.

(d) & (e) Till date, the management of 5 toll plazas has been handed over to OMT contractor from the ex-servicemen agencies. The details of five toll plazas are as under:

1. Varahi toll plaza at km 160.00 of NH-15
2. Makhel toll plaza at km 226.00 of NH-15
3. Bhiladi toll plaza at km 403.00 of NH-14
4. Vanana toll plaza at km 11.00 of NH-8 B
5. Dumiyani toll plaza at km 82.00 of NH-8 B

The main reasons to have composite contract for maintenance of road and collection of user fee are as under:

(i) Better coordination between the various arms working under the same organization.

(ii) The optimization of cost for operation, maintenance, collection of user fee can be done by sharing of resources under the same agency.