

(b) *In the Hilly, Tribal, Desert and Inaccessible Areas:*

500 population in an individual village or 1000 population in a group of villages.

### 1.2. Distance:

(a) *In Normal Areas :*

The minimum distance from the nearest existing post office will be 3 kms.

(b) *In Hilly, Tribal, Desert and Inaccessible Areas :*

The distance limit will be the same as above except that in Hilly Areas, the minimum distance limit can be relaxed by the Directorate in cases where such relaxation is warranted by special circumstances which should be clearly explained while submitting a proposal.

### 1.3. Anticipated income :

(a) *In Normal Areas :*

The minimum anticipated revenue will be 33- $\frac{1}{3}$ % of cost.

(b) *In Hilly, Tribal, Desert and Inaccessible Areas :*

The minimum anticipated income will be 15% of the cost.

**Note :** It is to be ensured while sanctioning a new Branch Post office that the population to be served by the parent Branch post office does not fall below the minimum prescribed in the criteria. Similarly, the loss of the parent office should continue to be within permissible limits.

## 2. Norms for Upgrading/Opening of New Departmental Sub Post offices :

### 2.1. In Rural areas :

The minimum of work load of the Extra Departmental Branch Post Office should be five hours per day. The permissible annual loss should be not more than Rs. 2400/- in normal areas and Rs. 4800/- in Tribal and Hilly areas.

### 2.2. In Urban Areas :

2.2.1. In urban areas, the post office should be initially self supporting and at the time of the first annual review, it should show 5% profit to be eligible for further retention.

2.2.2. The distance between two post offices should not be less than 1.5 Km. in cities with a population of 20 lakhs and above, and 2 Kms. in other urban areas. If it is a Delivery Post Office, the distance from the nearest Delivery Post office should not be less than 5 kms.

2.2.3. Heads of Circles have powers to relax the distance condition in 10% of the cases.

2.2.4. A Delivery Post Office in Urban Area should have a minimum of 7 Postmen's beats.

[Translation]

### Participation of Private Sector in Road Construction

\*67. SHRI PANKAJ CHOUDHARY :

SHRI ANAND RATNA MAURYA :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government have firmed up any policy for the participation of private sector in road-construction activities;

(b) if so, the details thereof; and

(c) if not, the time by which the final decision is likely to be taken in this regard?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SURFACE TRANSPORT (SHRI M. THAMBI DURAI) : (a) Yes, Sir.

(b) The policy has following salient features :—

(i) Road Sector has been declared as an industry.

(ii) Procedure for land acquisition/environmental clearances has been simplified.

(iii) Detailed guidelines for BOT project issued.

(iv) National Highways Authority of India (NHAI), an autonomous body operationalised and authorised to take up BOT projects. NHAI can participate in such projects by contributing upto 30% of the equity.

(v) Capital subsidy by Government/NHAI upto 40% of the project can be provide for improving financial viability of the project on case to case basis.

(vi) Treating highway and housing and other development activities forming integral part of highway project as a part of road infrastructure.

(vii) Duty free import of sophisticated equipment for highway projects.

(viii) Corporate tax exemption of 100% in the first 5 years and 30% concession in the next 5 years to be availed of in 20 years.

(ix) Automatic approval for foreign equity upto 74% and upto 100% on case to case basis allowed.

(c) Does not arise.