

**GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.4693
ANSWERED ON 21ST AUGUST, 2025**

IMPLEMENTATION OF PARVATMALA SCHEME

4693. SHRI TANGELLA UDAY SRINIVAS

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) the current status of the Parvatmala Scheme including the number of ropeway projects approved, under construction and completed, State-wise;**
- (b) the total funds allocated, released and utilised for these projects since the launch of the scheme, project and year-wise;**
- (c) the details of the Public-Private Partnership (PPP) model being followed for implementing the scheme including the role of private sector players;**
- (d) the economic, environmental and tourism-related benefits expected from the scheme particularly in reducing road congestion and pollution in hilly and remote areas;**
- (e) whether any proposals have been received from the State Government of Andhra Pradesh for inclusion under the Parvatmala Scheme and if so, the details thereof; and**
- (f) whether the Government proposes to identify and develop ropeway projects in Andhra Pradesh especially in tourist hubs and tribal areas and if so, the steps being taken in this regard?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) and (b) Ropeways Development Programme- “Parvatmala” was announced in the Union Budget 2022-23. Under this programme, 10 projects costing Rs 8,151 crore are approved/under construction. The state-wise details of approved projects are as under:

S. No.	State / UT	No. of Projects
1	Uttar Pradesh	02 Nos.
2	Himachal Pradesh	01 Nos.
3	Madhya Pradesh	02 Nos.
4	Haryana	01 Nos.
5	Jammu & Kashmir	01 Nos.
6	Uttarakhand	02 Nos.
7	Maharashtra	01 Nos.

(c) The ropeway projects under Parvatmala are being implemented primarily on Hybrid Annuity Mode (HAM) and Design Build Finance Operate Transfer (DBFOT) mode.

The Concessionaire of the project is responsible for construction, operations and maintenance of the project during the Concession Period. For HAM projects, 100% revenue is to be collected by the Authority. On the other hand, for DBFOT projects, revenue is to be collected by the Concessionaire, with a provision for revenue support by the Authority if the actual ridership falls below 80% of the annual target, and for revenue sharing with the Authority if the actual ridership goes above 120% of the annual target, as per terms of concession agreement. Additionally, the maximum fare is notified by the concerned State Government/Union Territory Administration in accordance with the provisions of the respective State Ropeway Acts.

(d) The key benefits of the ropeway infrastructure include regional growth, ease of last-mile transportation, and tourism promotion.

(e) and (f) The development of transportation infrastructure including ropeways is a continuous process. The Government receives proposals from various State Governments from time to time, including Andhra Pradesh. Decisions are taken based on techno-financial outcome of the Detailed Project Report (DPR), fulfilment of the criteria, requirement of connectivity and inter-se priority.

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