

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

STARRED QUESTION NO:289
ANSWERED ON:13.12.2005
RUBBER ROADS
Athawale Shri Ramdas

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

- (a) whether any feasibility study was conducted before laying of rubber roads in the country;
- (b) if so, the details thereof; (
- (c) whether the Government has assessed the progress of the work pertaining to the laying of rubber roads;
- (d) if so, the details thereof;
- (e) the funds allocated for the purpose and utilized during each of the last three years and current year, State-wise;
- (f) whether the objective of laying of rubber roads is being achieved; and
- (g) if so, the details thereof;

Answer

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R.BAALU)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (g) OF LOK SABHA STARRED QUESTION NO. 289 TO BE ANSWERED ON 13.12.2005 ASKED BY SHRI RAMDAS ATHAWALE, REGARDING RUBBER ROADS

(a) to (g) There is no classification of roads as rubber road. A study was sponsored by this Ministry in the year 1993 by laying test sections on National Highway No.2 near Allahabad to assess the performance of road using rubber modified bitumen. Thereafter, Indian Roads Congress brought out a Special Publication IRC:SP:53 in 1999, which has been revised in the year 2002 and now entitled `Guidelines on use of polymer and rubber modified bitumen in road construction`. According to these guidelines use of modified bitumen increases life of the wearing course in comparison to conventional bitumen and the time period of next renewal may be extended in case of surfacing laid with modified bitumen. As per the feedback received, the performance of wearing courses laid with modified bitumen is satisfactory to good, but sufficient data is not available to estimate increase in its life as compared to wearing courses laid with conventional bitumen.

No separate funds are allocated for construction of National Highways making use of modified bitumen in wearing courses. The cost of bitumen is included in the overall project cost. Also, the dose of rubber as modifier in the conventional bitumen adds only marginally to the overall cost of road construction.