



Government of India

**MINISTRY OF ROAD TRANSPORT AND
HIGHWAYS**

OUTCOME BUDGET 2013-14

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1. EXECUTIVE SUMMARY

MINISTRY OF ROAD TRANSPORT & HIGHWAYS

(i) The Central Government is primarily responsible for the development and maintenance of National Highways. The National Highways are very important as even though these comprise only 1.7% of the road network but are carrying about 40% of the total road traffic. The Ministry primarily follows the agency system to develop and maintain the National Highways. Besides the State Governments, the Border Road Organization and National Highways Authority of India, an autonomous organization under this Ministry, act as agencies of the Central Government. The Ministry has undertaken the National Highways Development Project which is being implemented in phases and envisages the improvement of more than about 54,500 km of arterial routes of National Highways network to international standards. The prime focus on developing roads of international standards is on creating facilities for uninterrupted flow of traffic with enhanced safety features including better riding surface, better road geometry, better traffic management and noticeable signage, divided carriageways, service roads, grade separators, over bridges and underpasses, by passes and wayside amenities.

(ii) During the financial year 2013-14, about 8270 kms. of the National Highways are to be improved along with construction/rehabilitation of 100 nos. of bridges and 4 nos. of bypasses as standalone projects at an estimated cost of Rs.23300 crores. Besides budgetary support, Internal Extra Budgetary Resources (IEBR) through external borrowings will also be utilized.

(iii) The Ministry has taken up the Special Accelerated Road Development Programme in the North Eastern Region (SARDP-NE) involving widening of 10,141 km of National Highways and other roads in three phases ensuring connectivity of 88 district headquarters in the North Eastern Region to the National Highways.

(iv) The Government approved in February, 2009 a special programme for development of roads in Left Wing Extremism (LWE) affected areas including Tribal Sub-Plan in the country spread over 34 districts in 8 States of Andhra Pradesh, Bihar, Jharkhand, Chhattisgarh, Madhya Pradesh, Maharashtra, Orissa and Uttar Pradesh. The programme envisages development of 5477 km roads (1126 km National Highways and 4351 km State Roads) to 2 lane standards at an estimated cost of Rs.7300 crore. An outlay of Rs.1800 crore was proposed for this programme for the year 2013-14. Improvement of 600 km of State roads in Odisha under Vijayawada Ranchi corridor at a cost of Rs.1200 crore has been approved by the Government in November, 2010. The stretch has been divided into 9 packages. An outlay of Rs.250 crore has been proposed for development of this corridor during 2013-14.

(v) This Ministry is also providing funds from the Central Road Fund (CRF) to the State Governments and Union Territories for the development of State roads other than rural roads and also for other roads under the Schemes of Inter-State Connectivity & Economic Importance.

(vi) Regular monitoring of financial and physical progress of works is carried out with a view to removing bottlenecks. Senior officers of the State Governments/Railway Ministry have been appointed as nodal officers for resolving problems associated with the

implementation of the National Highway Development Project such as land acquisition, removal of utilities, forest/pollution/environment clearances and construction of ROBs etc.

(vii) As far as attracting private investment in the road sector is concerned, the Government has taken up the policy initiative of providing capital grant of 40% of the project cost to enhance viability, 100% tax exemption in any consecutive 10 years out of 20 years. Build, Operate & Transfer (BOT) project entrepreneurs are also allowed to collect and retain the amounts from tolls on selected stretches.

(viii) All public information pertaining to the Ministry is available on the website and all applications under the RTI Act are disposed off expeditiously. The schemes and the progress on ongoing National Highway works as also all the tenders for the major works are listed on the website. However, a comprehensive system for providing real time information to the public about the status of the National Highways is being prepared.

ROAD TRANSPORT

Road Transport Division of the Ministry is concerned with the formulation of broad policies relating to regulation of road transport in the country, besides making arrangements for movement of vehicular traffic with the neighbouring countries. Improving the road safety scenario in the country is one of the important and challenging activities of the Road Transport Division. The following Acts/Rules, which embody the policy relating to motor vehicles and State Road Transport Corporations (SRTC), are being administered by the Road Transport Division of the Ministry:

- Motor Vehicles Act, 1988
- Central Motor Vehicles Rules, 1989
- Road Transport Corporations Act, 1950
- Carriage by Road Act 200(repealed to Carriers Act, 1865)

Besides formulating policies for the Road Transport Sector, the Division is also responsible for administering certain central sector schemes. These schemes relate to Human Resources Development involving training programmes for the State Transport Department personnel, refresher training to the drivers of heavy commercial vehicles in the unorganized sector, publicity measures and awareness campaign on road safety, providing road safety and pollution testing equipments to the States/Union Territories, National Highway Accident Relief Service Scheme, National Database/Computerisation in road transport sector, strengthening of public transport system, Setting up of Inspection & Certification centres and Model Driving Training schools, creation of National Road Safety and Traffic Management Board.

This Ministry has been running various publicity/awareness campaigns on Road Safety through electronic/print media including observance of Road Safety Week. The Ministry has also been providing road safety equipments, pollution testing equipments, cranes and ambulances for rescue & relief operation in case of accidents to States/Union Territories. Implementation of Information Technology in the Transport Department and promotion of public transport system are the other areas of concern to the Ministry. Presently, the Ministry is actively pursuing the proposal for creation of a dedicated agency namely National Road Safety and Traffic Management Board to oversee road safety activities in the country.

CHAPTER-I

INTRODUCTION

MINISTRY OF ROAD TRANSPORT & HIGHWAYS:

1.1 An apex organization under the Central Government is entrusted with the task of formulating and administering, in consultation with other Central Ministries/Departments, State Governments/UT Administrations, organizations and individuals, policies for Road Transport, National Highways and Transport Research with a view to increasing the mobility and efficiency of the road transport system in the country.

1.2 The Ministry is headed by a Minister of Cabinet rank. The Ministry also has two Ministers of State.

1.3 Secretary (RT&H) is assisted by Director General (Road Development) & Special Secretary, Joint Secretary (Transport, Estt. & General), Joint Secretary (Highways), Joint Secretary (LA&C) & Joint Secretary (IC&P) and Chief Engineers, Superintending Engineers, Executive Engineers, Assistant Executive Engineers, officers at the level of Directors, Deputy Secretaries and other Secretariat and technical officers.

1.4 The Finance Wing of the Ministry is headed by Additional Secretary & Financial Adviser (AS&FA), who assists in formulating and processing of all policies and other proposals having financial implications. AS&FA is assisted by one Director (Finance), one Assistant Financial Adviser and one Under Secretary (Budget) and other Secretariat Officers and staff.

1.5 The Accounts side of the Ministry is headed by a Principal Chief Controller of Accounts who is, inter-alia, responsible for accounting, payment, budget, internal audit and cash management.

1.6 Adviser (Transport Research) renders necessary data support to various Wings of the Ministry for policy planning, transport co-ordination, economic & statistical analysis on various modes of transport with which the Ministry of Road Transport & Highways is concerned.

1.7 The Ministry has two wings: Roads Wing and Transport Wing.

ROADS WING

1.8 The Ministry of Road Transport & Highways is responsible for the development and maintenance of National Highways. The development and maintenance of National Highways are being implemented on agency basis. Out of the total length of 79,116 km of National Highways, 34,207 km is with the State Public Works Departments (State PWDs), 30,537 km with the National Highways Authority of India (NHAI) and 3,798 km with Border Roads Organization (BRO), balance length of 10,574 km is yet to be entrusted to the executing agencies.

1.9 DG(RD) & SS, who is heading the Roads Wing, is concerned mainly with matters related to (i) advising the Government on all general policy matters relating to National Highways (ii) development and maintenance of roads declared as National Highways (iii) development and maintenance of roads other than National Highways in Union Territories (iv) administration of Central Road Fund (CRF) pertaining to State roads other than rural roads (v) evaluation and specification of standards for roads and bridges and (vi) Research and Development in the Road Sector.

1.10 Roads Wing is also administering the following Acts:

- i. The National Highways Act, 1956
- ii. The National Highways Authority of India Act, 1988
- iii. The Central Road Fund Act, 2000, and
- iv. The Control of National Highways (Land & Traffic) Act, 2002

1.11 The Ministry has undertaken National Highways Development Project (NHDP) for development of National Highways in addition to the widening of single lane to two lane, two lane to four lane, construction/rehabilitation of bridges, construction of bypasses and improvement of riding quality under the Annual Plan Programmes. Government has decided to implement highways project under NHDP in seven phases. Phase III and onwards will preferably be implemented in the Public-Private-Partnership mode.

1.12 The funds are also provided for the maintenance of National Highways under different schemes of Maintenance and Repair such as ordinary repairs, periodic renewals, special repairs, flood damage repairs etc.

1.13 Besides this, the Central Road Fund created under the CRF Act, 2000, for the accelerated and integrated development of National Highways, State Highways, Major Districts Roads and Rural roads. The corpus of Central Road Fund has been created and is being maintained.

Research and Development

1.14 The main thrust of Research and Development (R&D) in the road sector is to build a sustainable road infrastructure comparable to the best in the world. The various components of this strategy are: (i) improvement in road design, (ii) modernization of construction techniques, (iii) introduction of improved material conforming to latest trends, (iv) evolving better and appropriate specifications encouraging development and use of new technologies etc.

1.15 The research schemes of the Ministry are generally 'applied' in nature, which, once completed, are adopted by user agencies in their work in the field. The areas covered are roads, road transport, bridges, traffic and transportation engineering etc. The research work is undertaken through various research and academic institutions of repute. These components are disseminated through publication of new guidelines, codes of practices, instructions/circulars, compilation of state-of-the art reports and seminars/presentations etc. and through Indian Roads Congress(IRC) by the publication of Research Digest in Indian Highways.

1.16 This Ministry, together with the Accreditation Committee of IRC, is assessing and recommending accredited new materials & techniques for use in construction of road projects, with minimal use of natural resources. Improvements in road safety, safety of vulnerable users and physically challenged persons are also being undertaken by this zone.

ROAD TRANSPORT

1.17 More than 60 per cent of freight and 85 per cent passenger traffic is carried by road. Although National Highways constitute only about 1.7 per cent of the road network, it carries 40 per cent of the total road traffic. Easy availability, adaptability to individual needs and the cost savings are some of the factors which go in favour of road transport. Road transport also acts as a feeder service to railway, shipping and air traffic. The number of vehicles has been growing at an average pace of around 10 per cent per annum. The share of road traffic in total traffic has grown from 13.8 per cent of freight traffic and 15.4 per cent of passenger traffic in 1950-51 to an estimated 62.9 per cent of freight traffic and 90.2 per cent of passenger traffic by the end of 2009-10. The rapid expansion and strengthening of the road network, therefore, is imperative, to provide for both present and future traffic and for improved accessibility to the hinterland. In addition, road transport needs to be regulated for better energy efficiency, less pollution and enhanced road safety.

1.18 The Ministry is concerned with formulation of broad policies relating to regulation of road transport in the country, besides making arrangements for movement of vehicular traffic with the neighbouring countries.

1.19 The Ministry frames policies and undertakes activities for improving road safety so as to minimise road accidents. The important schemes formulated and managed by the Road Safety Cell of the Ministry include publicity programmes, road safety awareness programmes through print & electronic media, Setting up of Institute of Driving Training & Research, National Highways Accident Relief Service Scheme (NHARSS), refresher training to heavy vehicle drivers in unorganized sector etc.

1.20 With a view to introduce information technology in the road transport sector, the rules for issuing smart card based driving licences and registration certificates etc. have already been notified. The State Governments are in the process of implementing the same.

CHAPTER-II

DETAILS OF FINANCIAL OUTLAYS, PROJECTED PHYSICAL OUTPUTS AND PROJECTED BUDGET OUTCOMES

ROADS WING

2.1 Keeping in view the need for large-scale investments in the road sector, Planning Commission provides outlays for roads. In the twelfth Plan, Planning Commission has provided an outlay of Rs. 2,07,603.00 crores, out of which gross budgetary support (GBS) is Rs.1,42,769 crores and IEBR is Rs 64,834.00 crores.

2.2 Planning Commission provided an annual outlay of Rs.37,300.00 Crore for 2013-2014 for development in road sector. The break-up is as follows:

Item	Amount (Rs. in crores)
a) Gross budgetary support (of which EAP is Rs 24.75 crore)	23,300.00
b) Internal and extra budgetary resources (IEBR)	14,000.00
c) Total outlay (a+b)	37,300.00

2.3 The major constituents of Road Sector are as under:

		(Rs. in crores)
S.No	Item	2013- 2014
1.	NHAI – ‘Investment’*	6857.45
2.	EAP (Road Wing)	24.75
2.	EAP (Counterpart)	24.75
3.	National Highways (Original) works (including NH(O), Domestic Travel and Machinery	5421.83
4.		
5.	Works under BRDB – National Highways	500.00
6.	Strategic roads under BRDB	70.00
7.	Special Accelerated Road Development Programme (includes allocation for Kaladan multi-modal transport project)	33,00.00
8.	Other Charges and Development of IT, R&D Planning Studies and Training including Professional Services, Charged Expenditure	19.00
9.	Centrally sponsored schemes – E&I for States/UTs from CRF	262.22
10.	Special programme for development of Road Connectivity (NH & State Roads in Left Wing Extremism (LWE) affected areas (Including Rs. 500.00 crore for Tribal sub-plan).	1800.00
11.	Special programme for Vijayawada – Ranchi Road	250.00
12.	Remittance of Toll Receipts by NHAI	4770.00
	TOTAL	23,300.00

Out of the total earmarked cess of Rs.9,881.95 crore dedicated for NHs during 2013-14 as per CRF Act, 2000, as amended by the Finance Act, 2005, Rs.6857.45 crore has been allocated under NHAI(Investment) for NHDP and balance amount of Rs.3024.5 crore has been allocated under NH(O); thus the total allocation of Rs.5421.83 crore under NH(O)(including Travel Expenses & M&E) includes Rs.3024.5 crore from cess accrual dedicated for NHs during 2013-14.

2.4 The development and maintenance of National Highways are being done on agency basis. The National Highways Authority of India (NHAI), State Public Works Departments (PWDs) and the Border Roads Organization (BRO) are the main agencies of the Central Government for this purpose. The details of financial outlays including complimentary extra budgetary resources (share of private sector in respect of BOT projects) and projected physical outputs for the year 2013-2014 in respect of State PWDs, NHAI and BRO are enclosed as **Annexure-I, II & III** respectively.

2.5 Besides, an outlay of Rs.3300 crores for SARDP-NE and 1800 crores for LWE scheme have been proposed for the year 2013-14. Under these programmes 550 km and 1100 km length are targeted for completion during the year 2013-14.

2.6 For development of roads other than National Highways which are of economic importance or provide inter-state connectivity an out lay of Rs 262.22 crores has been made in the plan 2013-14.

Projected Outcomes:

2.7 Industrialization of the country has induced a traffic growth of 8 to 10% per year on many sections of National Highways and this growth trend is expected to continue for years to come. Many stretches of the National Highways are in need of capacity augmentation by way of widening, grade separation, construction of bypasses, bridges and expressways etc. The traffic movement on National Highways is also hindered due to large number of rail / road level crossings where road traffic is forced to stop due to frequent gate closures. To overcome this problem, a portion of CRF is earmarked especially for construction of railway over bridges (ROBs). The improvement of National Highways under the various schemes will provide better connectivity to all parts of the country besides faster movement of cargo, reduction in vehicle operating cost and reduction in fuel consumption.

Processes / time lines:

2.8 To avoid the undue delay in the award of contracts for National Highways projects and the period of completion of the projects in tune with the advancement of technology and international best practices, this Ministry has formulated the following time schedule for award of contracts and completion of works.

a		Award of Contracts for works	
	i) Projects costing less than Rs 1.00 crore		Maximum within six months from date of sanction
	ii) Projects costing Rs 1.00 crore and more		Maximum of one year from the date of sanction
b		Completion of work:	
	i) Projects costing less than Rs 1.00 crore		A maximum of two and half a years from date of award of work
	ii) Projects costing between Rs 1.00 crore to Rs 10.00 crore		A maximum of two and half a years from date of award of work
	iii) Projects costing more than Rs 10.00 crore		A maximum of 3 years from the date of award of work. Wherever sophisticated construction

		machineries are likely to be available, the period of construction for this category of the projects is further reduced suitably in the sanction letter.
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ROAD SAFETY

2.9 The Ministry also recognizes the need for improving the country's road safety scenario. There are four aspects of road safety, viz. Engineering, Enforcement, Education and Emergency care which are also known as four Es of Road Safety. The engineering related aspects are being taken care of at the design stage of the NH itself. The Enforcement aspect of the Road Safety is vested with the respective States/Union Territories. The Education aspect of Road Safety is taken care by Ministry of Road Transport & Highways through campaigns in print and electronic media.

Budget Estimates 2012-2013	Revised Estimates 2012-2013	Budget Estimates 2013-2014 (Rs. in lakhs)
21515.00	8200.00	8100.00

Details of activities under the scheme are as under:

Publicity Measures and Awareness Campaigns

2.10 Publicity campaign is one of the best means of raising awareness about road safety among citizens. These campaigns aim at prevention of road accidents and fatalities. These are being carried out by this Ministry through electronic/print media in the following manner:-

- (i) Printing of road safety material depicting road safety messages.
- (ii) Broadcasting of road safety awareness messages on All India Radio and private FM channels.
- (iii) Telecasting of video spots on road safety on Doordarshan (national as well regional) and other private channels.
- (iv) Supply of publicity material on road safety like calendars, posters, Activity books etc. to Schools/stakeholders/Transport Commissioners/Secretaries, Director General/Inspector General Police (Traffic) of all States/Union Territories for distribution to all road users.
- (v) Holding All India Essay Competitions for school children and
- (vi) Observance of Road Safety Week

During the year 2013-14 5000 video and 10000 radio spots have been planned.

Refresher Training of Drivers in Un-organised Sector and Human Resource Development

2.11 Refresher Training to Drivers: Under this scheme, financial assistance is given to the organizations for imparting two days refresher training course to the Heavy Motor Vehicle drivers in the unorganised sector. During the year 2013-14 around 20,000 drivers will be imparted training.

Human Resources Development:

2.12 Setting up Institute of Driving Training & Research: During the Eleventh Five Year Plan, the Government had sanctioned nine models Institute of Driving Training & Research

(IDTRs). However, the agency which is setting up IDTR in Tamilnadu withdrew from the project. Currently, in terms of relevant instructions of Department of Expenditure, Ministry of Finance, the scheme for setting up of IDTR is being appraised. During the appraisal of the scheme, the Ministry also intends to restructure the scheme. In the restructured scheme, the Ministry intends to set up IDTR as well as Regional Driving Training Centre. (RDTC). During the 12th five year plan, the Ministry proposes to set up 5 IDTR and 15 RDTC. Also, during 2013 – 14, the Ministry proposes to set up 2 IDTR and 5 RDTC.

2.13 Under this scheme, training is imparted to the officers of State Governments to keep them abreast of developments in the road transport sector. 25 such training programmes are targeted to give the participants exposure in all sphere of governance in road transport sector and to face the emerging challenges

2.14 A national level standardised driving curriculum and test based on objective parameters needs to be evolved. The large number of instructors and trainers required for driving training schools may be trained at the established driving training schools(IDTRs) in collaboration with other stakeholders like vehicle manufacturers with the ultimate objective that training in an accredited driving training school/institute will be a prerequisite under CMVR for submission of application for Driving Licence.

2.15 A National level regulatory agency needs to be set up to coordinate and standardise all aspects of driving training, auditing and grading of driving schools. The proposed structure would comprise of three components:

- (a) local driving training schools across the country to impart training to LMV drivers, HMV drivers and SV drivers, both induction training as well as refresher training.
- (b) IDTRs for training driver trainers and instructors; and
- (c) National level regulatory agency comprising of all IDTRs and DTIs headed by each IDTR/DTI on rotation basis to audit and give accreditation and oversight to the Driving Training schools and other DTIs and IDTRs.

2.16 By end of the 12th Plan period, the IDTRs need to accredit sufficient number of trained instructors who will be authorised and certified by IDTRs and the State Governments to objectively conduct tests on driving skills. All IDTRs would employ only certified and licensed trainers and, based on level of compliance to Rules for setting up driving schools, the driving schools would be graded as A, B, C, D or E.

National Highways Accident Relief Service Scheme

2.17 The scheme entails providing cranes and ambulances to States/UTs for relief and rescue measures in the aftermath of accidents by way of evacuating road accident victims to nearest medical aid centre and for clearing the accident site. During 2013-14, 17 ten ton cranes and 20 small/medium sized cranes are proposed to be provided.

Road Safety & Pollution Testing and Control Equipments

2.18 Road Safety Equipment: Under this head, assistance is provided to States in the form of road safety equipments, like Breath Analysers, multipurpose traffic regulation vehicles etc.

2.19 Pollution Testing Equipment: Vehicular emission has become one of the major sources of environmental pollution. The Motor Vehicles Act/Rules contain some

innovative provisions for checking this menace. The provisions governing the standards for vehicular emission were brought into force from 1.7.1992 and progressively tightened over the years. Bharat Stage-IV emission norms for four wheeled vehicles have been notified and are effective now in 13 mega cities namely National Capital Region, Mumbai, Kolkata, Chennai, Ahmedabad, Bangalore, Hyderabad/Secunderabad, Kanpur, Pune, Surat, Agra, Lucknow and Solapur. Bharat Stage III emission norms are now effective in rest of country. The PUC norms have been tightened w.e.f. 1.10.2004.

2.20 From the year 2006-2007, the Ministry decided to provide pollution testing equipments to the States/UTs for enforcement of PUC norms. During the year 2013-14 supply of 300 smoke meters, 300 gas analysers and 200 breath analyser have been planned for supply to States/Union Territories.

2.21 NATIONAL DATA BASE NETWORK

	Budget Estimates 2012-2013	Revised Estimates 2012-2013	Budget Estimates 2013-2014 (Rs.in lakhs)
Computer System & National Database	2000.00	1400.00	4300.00
Data Collection, Research & Development	4000.00	400.00	500.00

Computer System and National Database

2.22 With a view to computerizing all the Regional Transport Offices (RTOs) in the country and bringing about uniformity in the Driving License and Vehicle Registration documents issued by the Regional Transport Offices, a project was conceived and has been under implementation since 2001. The objective of the scheme is to introduce information technology in the road transport sector. The Back-end computerization envisages incorporation of details of existing driving licenses, registration certificates and Permit details on a standardised common software at Regional Transport Office level and with essential linkage at State level and later at national level. The Front-end operation involves issue of smart card based driving licenses and registration certificates of motor vehicles based on common Smart Card Operating System for Transport Application specifications.

2.23 As part of the National e-Governance Programme, the Ministry of Road Transport & Highways has taken up a Mission Mode Project at an estimated cost of Rs. 148 crores which aims at computerization of all the RTOs/DTOs across the country, their inter-connectivity as well as establishment of State and National Register of motor vehicles. The symmetric key infrastructure for both Smart Card based driving license and registration certificate has been established at the Central level at National Informatics Centre (NIC) on 31.08.2004. All the States/UTs have already implemented pilot projects in Vahan (Registration Certificate) and Sarathi (Driving Licence). This project would facilitate creation of a complete database of the available information in the RTOs. Out of 997 RTOs, 996 RTOs have already been computerized.

Customization of standard software as per requirements of the State is complete for all 35 States/UTs and the software is running at least at pilot site in each State/UT. 100% connectivity has been achieved in 32 States/UTs and 966 RTOs are connected. Vehicles on the Vahan register crossed the 100 million mark on the 5th November, 2012. State Transport Departments officials as well as enforcement authorities have been provided access to the data on the National Register to facilitate instant verification of all DLs/RCs which have been digitized by sending SMS from their registered mobile number. The 'Vahan' vehicle registration and permit system was awarded the "Platinum Icon- Web Ratna Award 2012" for the best citizen centric service.

2.24 In order to remove the bottlenecks and ensure seamless movement of traffic and collection of toll as per the notified rates, Government had decided to introduce passive Radio Frequency Identification (RFID) based on EPC, Gen-2, ISO 18000-6C Standards for collecting user fee electronically. A pilot project on ETC was inaugurated on section of NH-5 at Delhi to Parwanoo on 19/4/2012. Funds are being sought in BE 2013-14 for implementing ETC departmentally on fifty Toll Plazas on public funded projects.

Data Collection, Research and Development

2.25 The Transport Research Wing (TRW) renders assistance in terms of data inputs and economic analysis to various wings of the Ministry of Road Transport and Highways for policy planning, implementation and monitoring purposes. TRW is the nodal agency for collection, compilation and dissemination of data and information on Roads, Road Transport, Ports (maritime cargo volume & composition, efficiency indicators of cargo handling operations, port finances etc) Shipping, Ship-building and Ship Repairing and Inland Water Transport (IWT) at the national level. Apart from collection, compilation and publication of transport data pertaining to roads, ports, shipping and inland waterways, it also scrutinizes and validates data received from various primary/secondary sources for consistency and comparability.

2.26 No plan or non-plan scheme is being implemented by TRW for the road and road transport sectors. The major publications brought out by TRW covering the road and road transport sectors are:

- (i) **Basic Road Statistics (BRS)** containing data/information on road network including National Highways, State Highways, urban roads, rural roads and project roads. About 280 source agencies provide data utilized for the BRS. The latest issue of BRS covers data for the years ending 2008-2009 to 2010-2011 was released in July 2012.
- (ii) **Road Transport Year Book** containing the details regarding total registered motor vehicles across states/UTs in terms of vehicle classification; public and private ownership of buses; motor vehicle taxation and fare structure; revenue realized from vehicle taxes, fees etc. The latest issue of the publication 'Road Transport Year Book 2010-2011' was brought out in July 2012.
- (iii) **Review of Performance of State Road Transport Undertakings (SRTUs):** This publication presents both physical and financial performance of individual SRTUs in terms of broad organizational classification (State Road Transport Corporation, Companies [incorporated under Companies Act], municipal undertakings, and departmental undertakings). Besides it gives physical and financial performance of the State Road Transport Undertakings in terms of various identified parameters. Out of the 54 existing SRTUs about 38 SRTUs are reporting data in the requisite format

on a regular basis. The latest publication ‘Review of the Performance of State Road Transport Undertakings – Passenger Services (April 2011- March 2012)’ was released in November, 2012.

- (iv) **Road Accidents in India** covers various facets/parameters on road accidents, including causes of accidents, based on the data received from States/Union Territories and 39 Million Plus Cities of the country. The latest issue of “Road Accidents in India: 2011” analysing the road accident data pertaining to the year 2011 was brought out by TRW in June, 2012. The data is collected in a 19-item format as per a UNESCAP sponsored project on “Asia Pacific Road Accident Database (APRAD) – Indian Road Accident Database (IRAD)”.

2.27 SETTING UP OF INSPECTION AND CERTIFICATION CENTRE

Budget Estimates 2012-2013	Revised Estimates 2012-2013	Budget Estimates 2013-2014 (Rs. in lakhs)
9000.00	1000.00	5000.00

2.28 Under Section 59 of the Motor Vehicles Act, 1988, Central Government have powers to fix the age of motor vehicles of different categories. However, as yet this Section has not been invoked so far. The ‘age’ of certain categories of vehicles for the purpose of tourist permit and national permit only has been fixed, under rules 82 and 88 of Central Motor Vehicle Rules, 1989. This Ministry’s stand has been that a well maintained older vehicle can be less polluting than an ill maintained newer vehicle. A vehicle can ply on the road as long as it meets the requirements of the Motor Vehicles Act, 1988 and Central Motor Vehicles Rules, 1989 with regard to safety, emission and fitness norms. Fixation of age of vehicle would also be not advisable, keeping in view the socio-economic condition of the country.

2.29 A transport vehicle has to undergo fitness test every year after two years of the date of initial registration. There is no such requirement for non-transport vehicle for 15 years once they are registered. Hence this Ministry is of the considered view that proper inspection and maintenance system must be put in place to identify the vehicles which do not meet the emission and safety norms. Such inspection and maintenance centres would need to be set up in various states with Public, Private, Partnership. A model of automated Inspection & Certification (I&C) Centre was designed and a scheme for setting up of one such Centre in 10 States on a pilot basis was approved. Nine model I &C Centres have already been sanctioned and some of these are already at various stages of implementation. Two new I&C and strengthening of existing I&C are planned during the year 2013-14.

2.30 STRENGTHENING PUBLIC TRANSPORT SYSTEM :

Budget Estimates 2012-2013	Revised Estimates 2012-2013	Budget Estimates 2013-2014 (Rs. in lakhs)
3000.00	2000.00	2000.00

2.31 Decline of public transport has been one of the failures of our transport planning over the years. The percentage of buses in the total fleet of vehicles has come down from more than 11% in 1951 to 1.1% in 2006. This leads to increase in the personalized transport which in turn has a number of adverse consequences such as congestion, pollution, and accidents apart from being inequalitarian as the poor get excluded from transport services. This needs to be reversed. In the 11th Five Year Plan, the provisions were made at the central level to extend financial assistance to help the States to strengthen their public transport system including application of Information Technology like automatic fare collection system based on Global Positioning System. However such financial assistance shall be restricted to those States who undertake to take measures for reforms in the public transport system. The scheme was approved by the Government in March, 2010 and the scheme was made effective from 15.3.2010. Sixteen projects of fourteen States namely Karnataka, Haryana, Tamil Nadu, Himachal Pradesh, Gujarat, Punjab, Kerala, Rajasthan, Odisha, Uttarakhand, Andhra Pradesh, Arunachal Pradesh and Assam were sanctioned during 2010-11 and 2011-12 for providing Central assistance by Ministry of Road Transport & Highways. The targeted output for 2013-14 includes sanction of 10 fresh proposals.

2.32 CREATION OF NATIONAL ROAD SAFETY BOARD:

There is proposal of setting up of National Road Safety Board for which a provision of Rs 100 lakh has been made in the BE 2013-14.

Monitoring Mechanism

2.33 There is in-built mechanism for monitoring the schemes in Road Transport Sector. Besides, the progress of implementation of the scheme is monitored through the meetings convened in the ministry from time to time. The Ministry also regularly seeks progress report from the implementing agencies through letters. Further, Central Institute of Road Transport (CIRT) has been engaged as an expert agency to monitor, supervise and extend technical assistance in setting up of Model Drivers Training Schools. The subsequent installment for setting of Driving Training Center is released after the recommendation of CIRT. CIRT is also invariably engaged in appraising the proposals received from the States / State Transport Undertakings seeking central assistance under the scheme of Strengthening Public Transport.

CHAPTER-III

IMPACT OF REFORM MEASURES AND POLICY INITIATIVES TAKEN BY THE MINISTRY

ROADS WING

3.1 A comprehensive review reveals that there has been shortfall in the achievement of the targets due to delay in land acquisition, environmental clearances, road over bridge clearances, law and order problems, rehabilitation and settlement issues and in some cases due to poor performance of the contractors. The Government has taken several steps for speedy implementation of highway projects.

LAND ACQUISITION

3.2 Nodal officers have been appointed who coordinate various issues which required effective coordination with the State Governments periodically. Further, they also ensure that the progress of works should be expedited due to faster shifting of utilities and mitigating the law and order problems. This Department has also been empowered to issue notifications for acquisition of land for National Highways without consulting the Ministry of Law.

ENVIRONMENTAL AND FOREST CLEARANCE

3.3 NHAI has taken up the issue of environmental and forest clearance with the MoEF and higher authorities of the State Governments for expediting the environment and forest clearances. Regular meetings have been held at higher levels for speeding up the forest and environment clearance. The other policy level issues taken up with the MoEF are as under: -

- Delinking the grant of Environment clearance from the forest clearance
- 'No objection certificate "under Forest Rights Act to be dispensed with in respect of widening projects (Linear Road Projects)
- Widening projects to be treated differently from the new projects and construction activities be allowed in non-forest areas
- Exemption of Environment clearance if widening is within 60mts ROW and length up to 100 km
- Instead of seeking TOR for individual project, a standard TOR be developed for widening road projects

3.4 ROB CLEARANCE

- In order to expedite the clearances of ROBs/RUBs from Railways, Nodal Officers have been nominated by the NHAI and the concerned Zonal Railways.
- Periodic meetings are held at the zonal level to review the various pending clearances.
- Meetings are also held from time to time at senior level at the Railway Board level to review the progress of clearances for construction of ROBs.

- On the suggestion of the Railway Board for expediting the construction of ROBs, NHAI have signed a MoU with IRCON to construct the ROBs on cost plus basis.
- IRCON has been delegated powers by the Railway Board to approve the designs at various stages of construction except General Arrangement Drawing (GAD).

3.5 POOR PERFORMANCE OF THE CONTRACTORS

- NHAI has taken action against the non-performing contractors by terminating some of the contracts on the Golden Quadrilateral (GQ) and NS-EW corridors.

3.6 In order to make visible impact of National Highway Projects, the Ministry has targeted the procedural issues, acting as roadblocks and major bottlenecks in achieving the desired progress of the Infrastructure.

3.7 Apart from the policy initiatives taken during previous years, the new initiatives taken during this year are as under:

3.8 A meeting of the Joint Task Force of Confederation of Indian Industry (CII) and the Ministry of Road Transport & Highways was held on 19.07.2012. The prime objective of Joint Task Force is as under:

- (i) To suggest appropriate measures for facilitating investments in the National Highways sector and improving the viability of Public Private Partnership (PPP) projects apart from evolving appropriate measures to facilitate greater and healthier private sector participation at the stage of policy formulation, appropriate regulatory mechanism and expeditiously resolve the issues at the implementation stage.
- (ii) To address the concerns of all the stakeholders- investors, lenders, road users and the Government.
- (iii) To address the specific road safety issues and suggest measures to improve and operationalise the safety standards for road users.

3.9 The Cabinet Committee on Infrastructure (CCI), in its meeting held on 17th August, 2012 approved the policy of undertaking maintenance of National Highways on Operation, Maintenance and Transfer (OMT) basis. This will ensure regular maintenance of the upgraded National Highway sections during the concession period without any liability to the Government. The main features of the policy are as under :

- (i) The project section of the Highways is handed over to the Concessionaire for a fixed concession period. The concessionaire is responsible for carrying out the annual and periodic maintenance during the concession period of the project section of the Highways, apart from ensuring smooth operation of traffic in the stretch including Incident Management.
- (ii) The concessionaire is authorized through Government Gazette notification to levy, collect and retain user fee from road users.

(iii) The concessionaire is required to pay annual premium of agreed amount during the process of bidding with the amount of annual premium being the bidding parameter.

(iv) The concessionaire has to transfer back the road after the concession period.

3.10 On the basis of the decision taken in the meeting of Inter Ministerial Group (IMG) on 09.10.2012, the clause 14.7.1., details of which is as under, has been deleted from the Model Concession Agreement (MCA) for Operation, Maintenance and Transfer (OMT) projects.

“14.7.1. Notwithstanding anything to the contrary contained in this Agreement. In the event that a material defect or deficiency appears in the project Highway after the date of this Agreement and the defect or deficiency is not on account of any failure on the part of the Concessionaire to comply with Maintenance Requirements and is such that it could not have been detected or anticipated by the Concessionaire prior to such date with the exercise of due diligence in accordance with Good Industry practice, the repair and rectification thereof shall be undertaken as if it were a Change of Scope; provided that the provisions of this Clause 14.7.1. shall not apply if the cost of such repair and rectification is less than [Rs.1 (one) crore]. For the avoidance of doubt, it is expressly agreed that damage to the carriageway on account of overloading of vehicles shall not be construed as a latent defect.”*

**25% of performance security (180 days average daily fee)*

3.11 The Cabinet Committee on Infrastructure (CCI), in its meeting held on 13th December, 2012 approved the policy for ‘Simplification of procedure in order to make the award process of road projects faster’. With this, inter-alia, road projects with traffic between 5,000 Passenger Car Units (PCUs) and 10,000 PCUs, that are not viable to be developed on Build-Operate-Transfer (BOT) – (Toll) mode could be developed directly on Engineering, Procurement and Construction (EPC) mode.

3.12 In order to work towards the endeavour to construct 20 kms of roads daily and to realize this target, this Ministry has drawn-up an annual work - programme for award of road projects for a length of 9,500 Kms during the financial year 2012-13.

3.13 Most of the concessionaires, who have graduated from old EPC contractors, have limited access to equity. One of the solutions to their problem of equity could be the Private equity funding, but the private equity investors are wary of taking construction risk. Delay in execution of projects in last few years has further reduced the appetite for private equity fund. Existing NHAI concession documents are presently restricting this churning of equity. As per existing provisions of the Model Concession Agreement, developers are required to hold 51% stake in the Concessionaire Company till 2 years following project completion and thereafter, either 26% or such other lower proportion as may be permitted by the Authority. Both debt and equity sources appear to have dried up for new projects and hence there is a lack of response to highway projects, hence, presently there is subdued response to Highways sector. However a good appetite for secondary market deals appear to be developing and there are willing buyers of PE funds

shown interest in completed projects with proven revenue streams. This churning of equity would thus release substantial equity capital for investment in road projects. The private equity funds would then be running these projects with established O&M players. At the same time this investment would release the necessary funds for the EPC contractors turned Concessionaires, who would then be able to invest in further road projects. Steps to encourage such deals can lead to freeing up of resources for existing developers, which in turn can result in a revival of interest for new highway projects. There is a need to make changes in the Model Concession Agreement in both future projects and the ongoing projects to facilitate divestment and churning of equity. Proposal to facilitate divestment and churning of equity in both future projects and ongoing projects has already been sent to the Government.

3.14 Concession Agreement permits that lenders to get the right to play a proactive role in replacing a concessionaire only in the event of a financial default. In fact, besides financial delays, there are many other reasons behind a developer defaulting or in meeting the deadlines/milestones. Hence, NHAI has also proposed to amend the MCA provisions to support the lenders particularly in case of unwarranted delays, the interest of lenders could be protected by empowering them to invoke the Substitution Agreement even in case of termination prior to commercial operations.

3.15 All the National Highways which are not viable on PPP mode [BOT (Toll) or BOT (Annuity)], such as those in far flung areas would have been taken up on Engineering Procurement and Construction (EPC) mode. The traditional item-rate contracts under EPC mode are generally prone to time and cost overruns. As an initiative for promoting highway development, a new mode of Engineering Procurement and Construction (EPC) contracts are being brought in. Model EPC Contract Agreement approved by Cabinet Committee on Infrastructure, relies on assigning the responsibility for investigations, design and construction to the contractor for a lump sum price determined through competitive bidding. Model EPC Contract Agreement incorporates international best practices and provides a sound contractual framework that specifies the allocation of risks and rewards, equity of obligations between Government and the Contractor, precision and predictability of costs, force majeure, termination and dispute resolution, apart from transparent and fair procedures. It has been structured in a manner that time overrun and cost overrun shall be minimized to a great extent and there will be optimization of design and quality construction of National Highways.

3.16 NHAI has incorporated Indian Highways Management Company Ltd (IHMCL) with the objective of collecting toll through Electronic Toll Collection (ETC) system and managing projects strategically, administratively, legally, technically and commercially. This company will have equity participation from NHAI (25%), concessionaires (50%) and Financial Institutions (25%). IHMCL will provide services of central ETC system which includes toll transaction, clearinghouse operations, helpdesk support and setting up a total management system, in a phased manner. Consequent upon decision to implement ETC on National Highways a pilot project on ETC was inaugurated on the Delhi-Parwanoo section in April 2012. A few more stretches were selected for ETC implementation in the initial stages. NHAI is in the process of incorporating ETC centres as a mandatory clause in contracts awarded for highway projects in future.

3.17 For incentivising better recovery of tolls along with a higher quality of service, it would be useful to attract private participation through Public Private Partnership (PPP)

in highway operation and maintenance. However, the prospects of private participation will depend on a comprehensive policy and regulatory framework, necessary for addressing the complexities of PPP, and the balancing the interests of users and investors. For sustaining the interest of private entities in operation and maintenance of highways on Operation, Maintenance and Transfer (OMT) basis, a precise policy and regulatory framework is being spelt out in a Model Concession Agreement (MCA). This framework addresses the issues which are typically important for PPP, such as mitigation and unbundling of risks; allocation of risks and rewards; symmetry of obligations between the principal parties; precision and predictability of costs and obligations; reduction of transaction costs; force majeure; and termination. NHAI has recently taken up award of select highway projects to private sector players under an OMT Concession. Till recently, the tasks of toll collection and highway maintenance were entrusted with tolling agents/ operators and subcontractors, respectively. These tasks have been integrated under the OMT concession. Under the concession private operators would be eligible to collect tolls on these stretches for maintaining highways and providing essential services such as emergency/safety services etc. 11 nos. of OMT contracts consisting the length of 1618 kms have been awarded upto 31.12.2012.

3.18 A proposal for Restructuring of NHAI was approved by Government, the major components includes inter alia the setting up of Regional Offices. In order to speed up the implementation of projects mandated to NHAI by the Government and for ensuring better and closer liaison with the State Governments to expedite the pre-construction activities of the projects, it was decided to establish the 17 Regional Offices headed by CGMs at various locations in the country. State Governments have been requested to constitute High Level Committees under their Chief Secretaries (as Nodal Officers) with NHAI's Regional Officer as Member-Secretary, for monitoring preconstruction activities for NHAI projects. Most State Govts have constituted the Committees. Substantial Financial Powers have been delegated to Regional Officers for facilitating speedy processing/approvals, for speedy acquisition of land.

3.19 Meetings with Stakeholders including financial institutions and other stakeholders are regularly being convened to understand the issues relating to construction risk. NHAI is regularly interacting with all the stakeholders including contractors, concessionaires, banks and other financial institutions to understand the risk which they are apprehending in the projects, to work out the strategies to minimize those risks.

3.20 To improve the collection of user fee, NHAI has adopted the system of engagement of fee collecting agency through auction competitive bidding, where the successful bidder shall pay a fixed quoted amount irrespective of the actual collection. As on 31.12.2012, 90 nos of agencies or engaged through competitive bidding.

3.21 NHAI Board has approved formation of High Level Expert Settlement Advisory Committee for one time settlement of old cases pending in the courts. The claims shall be resolved as one time settlement and strategy would vary based on commonality of issues across contracts or could be based on optimum settlement with firms or groups with significant stakes collectively through appraisal of merits, risks and settlements through stages of negotiations. The initial negotiations shall be carried out by a committee of 3 CGMs to be nominated by the Chairman. Different CGMs committees can be put on

different cases to expedite the settlement process. After the initial negotiation by 3 CGMs Committee, the matter will be placed before an Independent Settlement Advisory Committee consisting of a Retired High Court Judge and two other Members having sufficient experience in administration/finance. The settlement will then be finally approved by the NHAI Board.

3.22 In order to improve transparency and accountability, Ministry has switched over to e-procurement and e-tendering for all types of projects including BOT since July, 2011.

3.23 Public grievance redressal system of Ministry made interactive with the help of user-friendly social networking site, viz. Face Book (available at <http://www.facebook.com/pages/Ministry-of-Road-Transport-and-Highways/179136175451970>)

ROAD TRANSPORT

Cashless Treatment for Road Accident Victim

3.24 The Ministry is launching a pilot project for ensuring the cashless treatment of victims of road accidents on the highways. The system will ensure the speedy transportation of accident victims to hospitals and also ensure that they are not denied treatment for the want of paying capacity.

Transport Hubs

3.25 With a view to integrate all transport related facilities at one place to facilitate safe and efficient movement of road transport, the Ministry of Road Transport & Highways has proposed to set up a Transport Hub as a pilot project at Railmagra in District Rajsamand, Rajasthan.

The key features of Transport Hub at Railmagra (Rajsamand), Rajasthan are as under:-

- ❖ Land for the project will be provided by the State Government. The MoRTH will sanction Rs.25 crore for development of infrastructure facilities for the project.
- ❖ The Transport Hub will be established and run by a Society to be set up by the State Government of Rajasthan. The Society will be headed by the Collector. The Society will engage strong marketing and professional competencies for running and management of the Hub.
- ❖ The Transport Hub will cater all requirements of the road transport sector at one place e.g. servicing and repair of vehicles; issue/renewal of driving licenses; payment of taxes; renewal of permits; way-side amenities for drivers; eyesight examination of drivers; inspection and refresher training of drivers; facilities for purchase, registration and insurance of vehicles; inspection and certification of vehicles; booking, loading and unloading of freight.

3.26 Based on experience from this pilot, the facility is to be replicated throughout the country with a view to facilitate transportation activities which are the backbone of the economy.

3.27 Apart from the above, the following initiatives are also proposed to be taken up during the year 2013-14 in road transport sector :-

- (i) Introduction of a new award/incentive scheme for the states in order to reduce road accident possibly on the lines of 'Nirmal Gram Pursakar' being constituted by Department of Drinking Water and Sanitation and Special incentive / award to road accident free districts.
- (ii) The Ministry has constituted a Committee under the chairmanship of the Transport Commissioners, Andhra Pradesh to devise practical objective tests of compliance for issue of driving licenses and outsourcing the conduct of these practical objective tests.

CHAPTER – IV
REVIEW OF PERFORMANCES DURING 2011-12 AND 2012-13

ROADS WING

Scheme-wise Physical Performance

4.1 National Highways:

(Rs in crores incl. IEBR)

2011-12 (Plan)		2012-13		2013-14 (Plan)
BE	RE	BE	RE	BE
27,100.00	32,457.00	32,600.00	31,672.81	37,300.00

The budget provision for the development of National Highways system covering both the on going as well as new works during 2012-13 amounted to Rs. 31,672.81 crore at RE stage. It also includes the investment provided to NHAI.

National Highways entrusted to State Public Works Department (PWDs) and Border Roads Organization (BRO):

4.2 Apart from the development of National Highways included under the various phases of NHDP, there are about 48,000 kms (incl yet to be entrusted) of National Highways which are being developed/ maintained with the funds available from the budgeted amount. Various development works like improvement of riding quality, widening to four and six lanes, strengthening, construction of bypasses and rehabilitation/construction of bridges, etc. have been undertaken on the National Highways. During 2012-13, fresh proposals involving a total cost of Rs.2627.02 crores have been sanctioned upto December, 2012. A total of 511 km of single lane roads have been widened to two lanes, 479 km have been strengthened and work on rehabilitation/ construction of 39 bridges has been completed upto December, 2012. :

4.3 There are a total of 111 number of projects (non-NHDP) aggregating to Rs.7653.91 crores, each costing Rs 20.00 crores or more under implementation by the Ministry through State PWDs / NHAI during the year 2011-12 and 2012-13.

4.4 Maintenance and repairs

(Rs in crores)

2011-12				2012-13				2013-2014
BE		RE		BE		RE		BE
Plan	Non - Plan	Plan	Non- Plan	Plan	Non- Plan	Plan	Non- Plan	Non- Plan
-	983.25	-	1272.40	-	1928.03	-	1429.32	1925.32

Under this head, funds are provided for the preservation and proper upkeep of National Highways all over the country. Over the past six decades, the volume of traffic on Indian roads has increased exponentially. However, notwithstanding the vast network of roads and of National Highways, there are serious concerns about their quality and capacity. The rise

in labour wages and steep increase in prices of materials, particularly, of petroleum products in recent years are reflected in the high cost of maintenance and repair of National Highways.

Improvement of Road connectivity in LWE affected areas including roads under Tribal Sub-Plan and development of Vijayawada Ranchi corridor.

4.5 So far, the detailed estimates for 204 projects covering a length of 5417 km of roads costing Rs.7605 crore have been sanctioned. Out of these, 167 projects covering a length of 4806 km roads costing Rs.5380 crore have been awarded. Further, tendering for 28 works for length of 612 km costing Rs.1521 crore is in progress and these works are also likely to be awarded soon. The entire programme is likely to be awarded by June 2013. We plan to complete most of the structures included in the programme by March 2014.

4.6 Under development of Vijayawada Ranchi corridor, so far, the detailed project reports for 9 packages covering 594 km length costing Rs.1126 crore have been sanctioned and all the 9 packages have been awarded. All works under Vijayawada-Ranchi corridor are proposed to be completed by March 2015.

SARDP-NE

4.7 Special Accelerated Road Development Programme in North East (SARDP-NE) covering construction/improvement/DPR preparation of 10141 km road stretches, approved by Cabinet Committee on Economic Affairs (CCEA) /Cabinet from time to time. The programme has been divided under 3 phases, as under:-

Phase 'A' of SARDP-NE

4.8 Phase 'A' involve improvement/ construction of 4099 km of roads (2,041 km NH and 2058 km State roads and other roads) at an estimated cost of Rs.21,769 crore. Out of these 3325km roads, has been approved for execution and balance 774 km has been approved 'in-principle'. The implementation of these roads has been entrusted to various Agencies such as State PWDs, BRO and NHAI. So far, 2442 km roads (incl. 112 km on BOT (Annuity)) at Rs 10,520 crore under SARDP-NE Phase 'A' have been sanctioned/awarded and 348 km @ Rs 2587 crore are under process of approval/tendering/ examination. The likely target date of completion for sanctioned road stretches of Phase 'A' is March 2015.

Arunachal Pradesh Package of Roads and Highways.

4.9 Under this package 776 km road stretches were approved on Hybrid BOT (Annuity) basis. Tenders for all 4 sub-projects of 775 km (revised length) have been awarded at total project cost (TPC) of Rs 5111 crore.

4.10 Road stretches aggregating to 1543 km length have been approved for execution on Cash contract basis. Out of these, about 548 km length has been sanctioned/awarded amounting to Rs 2699 crore, till date.

4.11 The total sanctions accorded is for 1323 km roads at Rs 7810 crore and 272 km @ Rs 1592 crore are under process of approval/tendering. The entire Arunachal Pradesh Package is targeted for completion by March, 2017.

Phase 'B' of SARDP-NE

4.12 Improvement of 34 roads stretches of various categories such as NHs, State Roads, GS roads and Strategic roads etc. aggregating to 3723 km has been included under Phase 'B' of SARDP-NE. Phase 'B' has been approved by the Government for preparation of DPR only. The CCI note seeking implementation approval for these roads at an estimated cost of about Rs 15,000 Crore is under finalization.

4.13 An amount of Rs 2000 crore was allocated for SARDP-NE during 2012-13. Out of this, expenditure of Rs 1190 crore has been incurred as on 31.01.2013. Total 76 km roads of 2-lane standards were completed and together with the roads completed upto the previous year, total 968 km roads have been completed so far under Phase 'A' and Arunachal Pradesh Package of Roads and Highways of SARDP-NE against 5644 km approved for implementation.

Central Road Fund (CRF)

4.14 From the commencement of the CRF scheme in 2000, a total of 6859 number of works amounting to Rs.23780.76 crores have been sanctioned till December, 2012. The details of these are given at **Annexure-IV**.

Roads of Inter-State Connectivity and Economic Importance:

4.15 10% of the share of CRF for State roads be earmarked for development of roads under Ministry's Scheme for improvement of State roads of Inter-State Connectivity and Economic Importance. With the revamped Central Road Fund coming into force, it has been decided that the road / bridge projects of Inter-State Connectivity will be fully funded and projects of Economic Importance will be funded to the extent of 50% by the Government of India. Broadly, the following categories of road / bridge projects are eligible for grant of assistance under the scheme:

- i) Inter-State roads / bridges necessary for ensuring through communication.
- ii) Roads / bridges connecting National Highways.
- iii) Roads / bridges required for opening up new areas for economic growth where railway facilities cannot be provided in the near future.
- iv) Roads / bridges which would contribute materially to the rapid development, for instance, in hilly areas and significantly rich areas.

4.16 The year-wise details of projects approved ‘in principle’ for improvement of State roads under these schemes are given below:

Year	Economic Importance (EI)		Inter-State Connectivity (ISC)	
	No. of projects approved	Central share (50%)	No. of projects approved	Full funded by Central Govt. (Rs in crores)
2001-02	23	53.92	52	220.98
2003-04	28	46.26	18	67.31
2004-05	30	101.13	46	232.94
2005-06	16	60.99	29	187.06
2006-07	14	51.66	41	239.87
2007 - 08	20	74.22	31	342.78
2008-09	20	81.19	27	303.20
2009-10	16	75.44	30	421.73
2010-11	5	34.03	51	717.07
2011-12	1	10.76	2	48.09
*2012-13	0	0	1	76.36
Total	173	589.60	328	2857.39
* Upto December, 2012				

The State-wise details of proposals approved “in principle” under Economic Importance and Inter state Connectivity schemes so far are given at **Annexure-V**.

An outlay of about Rs.262.22 crore has been proposed during the year 2013-14.

TOOLS & PLANTS:

4.17 Machinery and Equipment:

Construction of infrastructure contributes a lot to the economic activities and the growth of a nation. In Transport Sector, the rise in vehicle population and their variety has given an impetus to the road construction projects in the country, including the national highway development programs. Due to economic, environmental reasons and rising labour costs, more refined working and construction methods have been developed and a wide range of diversified equipments for road and bridge works are now available, allowing mechanization of all major activities in road and bridge works. The increased and rapid mechanization of the road construction sector helps developers to execute large projects, improve design specifications, ensure quality, and most importantly, complete projects on time. Also it is important to issue the Guidelines for the use of suitable machines and equipments for various road construction and maintenance works.

Ministry has taken following measures for Mechanised construction in Road and Bridge works.

4.18 Mobile Bridge Inspection Units, is a state of the art machine which allows unrestricted access to the bridge under the deck level for inspection, repair, general maintenance, replacement & maintenance of bearings etc. MBIU's are being used in the State of West Bengal and Odisha. Special inspection of major bridges in North Bengal due to earthquake epicenter in Sikkim has also been carried out by Mobile Bridge Inspection Unit. MBIU deployed in the State of Tamil Nadu has been utilized for inspection of Bridges in the State of Kerala.

4.19 Ministry has supplied WIM-cum-ATCC (Weigh-in-motion-cum-Automatic traffic Counter-cum-Classifier) systems to the States for collection of traffic data and weigh enforcement to prevent overloading of vehicles. One of the systems consigned to the State of Karnataka has been installed. The commissioning/testing of the system is under progress.

4.20 To facilitate the use of latest technological equipments, the document on "Guidelines on Compaction Equipments for Road Works" has been approved in the mid term IRC session at Kohima.

4.21 The restrictions imposed on blasting of rocks from the hills and mountains have necessitated the requirement to conserve aggregates. The cost of bitumen, which is a byproduct of crude oil, is linked to the price of crude, which is fluctuating in the international market due to shortage of petroleum product. Thus there is also a need to re-use bitumen. As such efforts are required to adopt suitable technology which will be helpful in the conservation of natural resources. Recycling can be one such technology. Ministry has issued a circular to introduce recycling of bituminous pavement, in the Highway sector.

NATIONAL HIGHWAYS DEVELOPMENT PROGRAMME:

4.22 National Highways Development Project (NHDP) - NHAI is mandated to implement National Highways Development Project (NHDP) which is India's largest ever Highways Project in a phased manner. Rapid expansion of passenger and freight traffic makes it imperative to improve the road network in the country. Accordingly, Government of India launched major initiatives to upgrade and strengthen National Highways through various phases of National Highways Development Project (NHDP). NHDP consists of the following components:

- NHDP Phase-I: Four laning of 7498 km. at an approved cost of Rs. 30,300 crore in December, 2000 and NHDP Phase-II: For laning of 6,644 km. at an approved cost of Rs. 34,339 crore in December, 2003. These two phases comprise of Golden Quadrilateral (GQ), North-South and East-West Corridors (NS-EW), Port Connectivity and other projects. The GQ (5,846 km) connects the four major cities

of Delhi, Mumbai, Chennai and Kolkata. The NS-EW Corridors (7,300 km) connect Srinagar in the North to Kanyakumari in the South, including spur from Salem to Kochi and Silchar in the East to Porbandar in the West.

- Government has approved upgradation of 12,109 km under NHDP Phase III at an estimated cost of Rs. 76546 crore.
- Government on June 18, 2008 has approved upgradation/strengthening of 5,000 kms of national highways to two lane with paved shoulders on BOT (Toll/Annuity) basis under NHDP Phase –IVA at a cost of Rs. 6950 crore. Moreover, a unified programme of the entire length of 20000 Kms envisaged in NHDP Phase IV has also been approved by Cabinet Committee on Infrastructure (CCI) in its meeting dated 2nd Feb, 2012.
- Government on October 5, 2006 has approved six laning of 6,500 km of national highways comprising 5,700 km of GQ and balance 800 km of other sections under NHDP Phase-V at a cost of Rs 41,210 crore.
- Government on November 2, 2006 has approved construction of 1000 km of expressways with full access control on new alignments at a cost of Rs.16,680 crore under NHDP-Phase-VI.
- Government has approved construction of 700 kms ring roads and bypasses besides grade separators, flyovers, elevated roads and tunnels etc. at a cost of Rs.16,680 crore under the NHDP Phase-VII

Financing of NHDP

4.23 NHAI is implementing National Highway Development Programme (NHDP) and some other allied projects in accordance with the mandate approved by the Government. The Government of India (GoI) provides cess funds, funds for Externally Aided Projects (EAPs) and market borrowings, which are in the form of Internal and Extra Budgetary Resources (IEBR) through the Union Budget in addition to the budgetary support for special projects and for Maintenance & Repairs. The borrowing requirements of the Authority have been determined keeping in view the resource requirement and the resource availability. The development and maintenance of National Highways is financed by following modes:

- a) GoI's Gross Budgetary Support (GBS) and Additional Budgetary Support (ABS)
- b) Dedicated accruals under the Central Road Fund (share in the levy of cess on fuel) allocated through Union Budget.
- c) External Assistance in respect of International Institutions (World Bank; ADB; JBIC) funded projects allocated through Union Budget.
- d) Ploughing back of toll revenue including toll collection, negative grant, premium and revenue share deposited by NHAI into Consolidated Fund of India and in turn equivalent amount released to NHAI for development, maintenance and management of National Highways entrusted to it.

- e) Private financing under PPP frameworks
- (i) Build Operate and Transfer (BOT)-Toll/Design Build Finance Operate and Transfer (DBFOT)-Investment by private agencies and return through levy and retention of user fee;
- (ii) BOT (Annuity)-Investment by private agencies and return through semi-annual pre-determined payments from NHAI as per bid; and
- (iii) Special Purpose Vehicle (SPV)-with equity participation by NHAI
- f) Funding of the NHDP Projects under SARDP-NE and in J&K with Additional Budgetary Support (ABS) over and above cess allocation; and
- g) Market borrowings (including funds raised through Capital Gain Tax Exemption Bonds under section 54 EC of Income Tax Act and Tax free Bonds) as authorized by GoI on year to year basis.

YEARWISE DETAILS OF FINANCING OF NHDP

Year	Cess Funds	External assistance (Grant)	External Assistance Loan	Borrowings	Additional Budgetary Support	Estimated Private Sector Participation
1999-00	1192	492	-	-	-	49.72
2000-01	1800	461	12	656.62	-	225.10
2001-02	2100	887	113	804.44	-	510.48
2002-03	2000	1202	301	5592.94	-	846.25
2003-04	1993	1159	290	-	-	1830.80
2004-05	1848	1239	361	-	50.00	1462.84
2005-06	3269.74	2350	600	1289.00	700.00	649.08
2006-07	6407.45	1582.5	395.5	1500.00	110.00	1578.28
2007-08	6541.06	1776	444	305.18	-	7062.40
2008-09	6972.47	1515.20	378.80	1630.74	-	8184.73
2009-10	7404.70	272.00	68.00	1153.63	-	8572.54
2010-11	8440.94	320	80	2160.10	-	15354.37
2011-12	6187.00	-	-	12511.52*	320.01	25998.57
2012-13 (upto Dec'12)	6003.00	-	-	1868.85	300.00	14732.67
* Includes Rs. 10,000 crore, of Tax-Free Bonds						

Physical & Financial performance of NHDP

4.24 Performance on Outcome Budget targets for the years 2011-2012 & 2012-2013 of works on National Highways being implemented by NHAI are given in **Annexure VI & VII**.

4.26 Performance on Outcome Budget targets for the years 2011-2012 & 2012-2013 of Road Transport is at **Annexure VIII**.

CHAPTER-V

FINANCIAL REVIEW

5.1 The Annual Plan 2013-14 proposed gross outlay of Rs.37500.00 crore in respect of Roads and Road Transport Sector as under:

(Rs. in crores)

Sector	Budgetary support (proposed)	IEBR (Proposed)	Total
1	2	3	4
Roads	23,300.00	14000.00	37300.00
Road Transport	200.00	-	200.00
Total	23,500.00	14000.00	37500.00

5.2 The actual expenditure incurred during the years 2011-12 and the expenditure incurred during 2012-13 till 31.12.2012 is indicated in the statement given below:-

(Rs in crores)

Sl. No	Item	Actual Expenditure		2012-13		2013-14
		2011-12	2012-13 (upto 31.12.12)	BE	RE	BE
ROADS						
1	GBS	17351.61	12085.43	22320.00	15802.81	23250.50
	Other than GBS (EAP)	0.00	0.00	280.00	0.00	49.50
	Total=			22600.00		23300.00
2	Provision for NE and Sikkim Pool being 10% of GBS	1939.98	1055.27	2272.00	2000.00	3300.00

Road Development

5.3 Schemes/projects for improvement of National Highways include widening and strengthening of existing National Highways, reconstruction/ widening of bridges, and construction of bypasses. While the government is providing increasing budgetary allocation for projects in the highway sector and has undertaken major initiatives for upgrading high density corridors, it has not been possible to allocate sufficient funds matching the needs because of competing demands from other sectors. Inflow of private sector funds is expected to bridge the resource gap to some extent.

Development and maintenance of National Highways by State PWDs, NHAI and BRO

5.4 The development and maintenance of National Highways has been entrusted to the State Governments (PWDs of the States are the executing agencies), National Highways Authority of India (NHAI) and Border Roads Organization (BRO). The overall trends in expenditure viz-a-viz budget estimates, revised estimates for the

development and maintenance of National Highways with the State PWDs and the BRO is as under:-

(Rs. in crores)

Item	2011-12			2012-13			BE 2013-14
	BE	RE	EXP.	BE	RE	EXP. upto Dec,2012	
PLAN							
National Highways (Original) works	4964.34	4949.34	4508.27	6042.80	4040.59	2191.30	5421.83
Works under BRO	700.00	620.00	455.00	550.00	450.00	263.47	500
Permanent bridge fee fund	150.00	150.00	95.00	150.00	150.00	53.64	150.00
SARDP-NE	1600.00	1600.00	1930.03	2000.00	1860.00	1514.98	2800.00
Total	7414.34	7319.34	6988.30	8442.80	6500.59		8871.83
Non-Plan							
NHs with State PWDs	983.25	1272.40	1071.30	1928.03	1429.32	754.92	1925.32
NHs with BRO	44.00	55.00	00.00	70.00	62.00	23.53	70.00
Total	1027.25	1327.40		1998.03	1491.32		1995.32

Budget Provisions made for National Highways Authority of India (NHAI)

5.5 The fund for development of National Highways by the NHAI is provided from cess levied on petrol and High Speed Diesel (HSD) and toll collected by NHAI on the NH stretches entrusted to NHAI. NHAI is allowed to leverage cess fund for market borrowing. The present rate of cess on petrol and HSD is Rs.2.00 per litre. Funds are also provided to the NHAI from the budget for Externally Aided Projects. The provision made for the NHAI in the budget of the Ministry of Road Transport & Highways during the years 2011-12, 2012-13 and expenditure made upto December, 2012 and proposed in 2013-14 is as under:

(Rs. in crores)

Item	2011-12			2012-13			2013-2014
	BE	RE	Exp.	BE	RE	Exp. #	
Investment (Financed from CRF)	8250.00	8381.37	8381.37	7881.95	6003.00	6003.00	6857.45
Investment PBFF *	1292.89	2692.89	2692.89	3554.03	1777.00	1777.00	4770.00
J&K Package	320.01	320.01	320.01	0.00	0.00	0.00	0.00
EAPs	0.00	0.00	0.00	280.00	0.00	0.00	0.00

Total	9862.90	11262.90	11394.27	11715.98	7780.00	7780.00	11627.45
IEBR	7500.00	12500.00	12512	10000.00	13000.00		14000.00
Grand Total	17362.90	23762.90	23905.79	21715.98	20780.00	7780.00	25627.45
# Upto Dec, 2012							
*Financed from Permanent Bridge Fee Fund Toll Receipts from NHAI							

Central Road Fund (CRF) for the State Roads

5.6 The fund was given a statutory status by the Central Road Fund Act enacted in December, 2000. The fund consists of the cess collected on the sale of diesel and petrol. This Ministry provides funds for the development of State Roads from the CRF and also provides fund for the development of roads under the Schemes of Inter-state Connectivity & Economic Importance. The allocation and expenditure from this fund is as under:

(Rs. in crores)

Item	2011-12			2012-13			2013-14
	BE	RE	Exp.	BE	RE	Exp. as on 31-12-2012	
Grants to states and UTs for State Roads (CRF)	2247.75	2288.65	1927.39	2359.91	2359.91	1298.35	2359.91
Grants to States and UTs for Roads of ISC & EI	282.77	254.30	208.20	282.22	282.22	76.99	262.22

Research and Development

5.7 The main thrust of Research and Development (R&D) in the road sector is on building a sustainable road infrastructure comparable to the best in the world. An outlay of Rs.3.50 crore was provided for R&D in 2012-13 out of which an expenditure of Rs.0.12 crore was incurred upto 31-12-2012.

Machinery and Equipment

5.8 It is necessary that modern and sophisticated machines are used for high quality standards in road construction and maintenance. A provision of Rs. 5.00 crore was made for procurement of machinery and equipment which has been revised to Rs.1.00 crore at RE stage during the financial year 2012-13 out of which nil expenditure has been made upto 31-12-2012.

BORDER ROADS DEVELOPMENT BOARD

5.9 The Annual Plan 2013-14 proposed gross outlay of Rs 1390.00 Crore in respect of Roads under BRDB as under:-

(Rs in Crores)

S/No	Budgetary Support	IEBR (proposed)	Total
1	2	3	4
Roads under BRDB	1140.00	-	1140.00

Development and Maintenance of National Highways by Border Roads Organisation

5.10 The Development and Maintenance of National Highways has been entrusted to the Border Roads Organisation (BRO). The overall trends in expenditure viz-a-viz Budget estimates, Revised estimates for the development and maintenance of National Highways with the Border Roads Organisation (BRO) is as under:-

Item	2011-12			2012-13			BE 2013-14 <u>(Rs in Crores)</u>
	BE	RE	Actual	BE	RE	Actual*	
<u>PLAN</u>							
Works under BRDB							
National Highways (Original Works)	700.00	540.00	455.00	550.00	450.00	263.47	500.00
Strategic Roads	105.00	60.00	52.18	92.00	80.00	38.55	70.00
SARDP-NE	390.00	425.00	414.85	600.00	425.00	205.42	500.00
Total	1195.00	1025.00	922.03	1242.00	955.00	507.44	1070.00
<u>NON PLAN</u>							
NHs with BRO	44.00	55.00	52.33	70.00	62.00	52.33	70.00
Total	44.00	55.00	52.33	70.00	62.00	52.33	70.00

*Up to December , 12

ROAD TRANSPORT

5.11 Financial Performance 2011-12 & 2012-13

(Rs. in crores)

Name of the Scheme/ Project/Programme		BE 2011-12	Exp. 2011-12	BE 2012-13	Exp. 2012-13*
1	Road Safety				
	(i) Refresher training to drivers in unorganised sector Human Resource Development including training	120.00	10.90	100.15	8.98
	(ii) Publicity measures and awareness campaigns	45.00	44.26	75.00	11.29
	(iii) National Highway Accident Relief Service Scheme	10.00	1.72	10.00	3.57
	(iv) Road Safety Equipment & Pollution Testing Equipment	50.00	21.01	30.00	1.58
2	National Database & Computer system, Data collection, research & development & transportation studies including total engineering solution	50.00	6.00	20.00	13.63
			0	40.00	1.45
3	Setting up of Inspection and Maintenance Centre	84.00	12.43	90.00	2.80
4	Strengthening public transport system including introduction of IT like Automatic Fare Collection based on GPS	40.00	19.86	30.00	0.40
5	Creation of National Road Safety Board	1.00	0	4.85	0
	Grand Total	400.00	116.18	400.00	43.70

*Up to December , 12

CHAPTER-VI

REVIEW OF PERFORMANCE OF STATUTORY AND AUTONOMOUS BODIES UNDER THE ADMINISTRATIVE CONTROL OF THE MINISTRY

INDIAN ACADEMY OF HIGHWAYS ENGINEERS (IAHE)

6.1 IAHE is a registered Society under the administrative control of the Ministry of Road Transport & Highways. It is a collaborative body of the Central and State Governments which was set up in the year 1983 with the objective of fulfilling the long felt need for training of highway engineers in the country, both at the entry level and during their service period.

6.2 The name of NITHE was changed to Indian Academy of Highway Engineers in the year 2011. The institute has been functioning for 27 years and it started functioning from its own campus, w.e.f. 1.10.2001 at A-5, Institutional Area, Sector 62, NOIDA (U.P.).

Broad Activities

- (i) Training of freshly recruited Highway Engineers of the Ministry of Road Transport & Highways.
- (ii) Conducting Refresher Courses for Senior and Middle level Engineers.
- (iii) Short duration technical and management development courses for Senior Level Highway Engineers.
- (iv) Training in specialized areas and new trends in highway sector.
- (v) Development of training materials, training modules for domestic and foreign participants.

6.3 Since its inception, the IAHE has trained 22,251 Highway & Bridge Engineers and Administrators involved in road development from India and abroad through 957 training programmes (up to 31st December, 2011). Participants are drawn from Ministry of Road Transport & Highways, various State Public Works Department, Public Sector Undertakings and NGOs involved in the field of Highway Engineering. IAHE is considered to be a resource centre for trainings for the World Bank, Asian Development Bank (ADB) etc.

6.4 During the year 2012-13 (up to 31st December, 2012), the Institute organized 41 training programmes in which 882 engineers participated.

NATIONAL HIGHWAYS AUTHORITY OF INDIA

6.5 National Highways Authority of India (NHAI) was constituted by an Act of Parliament, namely, the National Highways Authority of India Act, 1988, to develop, maintain and manage the National Highways vested or entrusted to it by the Central Government. It became operational in February, 1995.

6.6 The details of Financial Outlays including complimentary extra budgetary resources (share of private sector in respect of BOT projects), Quantifiable deliverables/ Projected Physical Output etc. have been explained under respective chapters.

PERFORMANCE DURING 2012-13 (Upto 31st Dec., 2012)

6.7 By December 31st 2012, 19,239 km of national highways pertaining to NHDP had been completed, the bulk of which 11,899 km lie on the GQ and NSEW (Table below). Constraints faced in the timely completion of NHDP include delays in land acquisition, removal of structures and shifting of utilities, law and order problem in some States, and poor performance of some contractors.

Progress of NHAI projects: Status as on December 31st, 2012

(Length in KM)

	GQ	NS& EW	NHDP Ph-III	NHDP Ph- IV	NHDP Ph- V	NHDP Ph-VI	NHDP Ph-VII	Port Conn.	Other NHs	SARDP NE	NHDP Total
Total Length	5846	7142	12109	20000	6500	1000	700	380	1390	388	55455
Completed 4/6 lane	5846	6053	4602	62	1276	-	19	368	964	49	19239
Under Implementation		722	5734	3928	2804	-	22	12	406	63	13691
No. of Contracts under implementation (nos.)		61	90	28	28	-	2	3	4	2	218
Balance Length for award (km.)	-	367	1773	16010	2420	1000	659	-	20	276	22525

OUTLOOK FOR THE YEAR 2013-14 AND BEYOND

6.8 The National Highways Development Project (NHDP) Phase I (GQ) and NHDP Phase II (NSEW) were started before the Eleventh Plan, but were effectively built in the Eleventh Plan. Small portion remain to be completed and these will be completed in the Twelfth Plan. Following projects, in addition to the completion of the ongoing works included under NHDP Phase-I and Phase-II, will be taken up during 2013-14 & beyond:-

- 4-laning of 12,109 km (NHDP Phase-III)
- Special Accelerated Road Development Programme for the North Eastern region.
- 2/4-laning with paved shoulder of 20,000 km of single lane National Highways under NHDP Phase-IV. This could increase further during the Twelfth Plan on account of expansion of the NH network.

- The more heavily part of National Highways network (GQ) alongwith some selected stretches has to be strengthened through conversion to six-lane roads comprising length of 6500 kms under NHDP Phase-V
- Development of 1,000 km. of expressways under NHDP Phase-VI.
- Development of Ring roads, bypasses, grade separators, service roads etc. under (NHDP Phase-VII.
- Works on many of the stretches awarded last three years about 16000 km will be in full swing by next year and there will be visible progress in future.

ANNEXURE-I**STATEMENT INDICATING THE OUTCOME BUDGET 2012-2013**

(Physical and Financial Targets of 2013-2014)

STATE PWDs

Head	Sl. No.	Category	Phy. Target	Fin. Target (Rs. in crore)
Plan works	1.	Widening from Single/Intermediate lane to 2 lane (km)	600.00	1000.00
	2.	Strengthening of weak two lane pavement (Raising)((km)	500.00	750.00
	3.	Improvement of riding quality (km)	1600.00	850.00
	4.	Construction of by-passes (nos.)	3.00	90.00
	5.	Construction/ rehabilitation of bridges including construction of ROBs (nos)	70.00	600.00
	6.	Widening to 4 lane and above (km)	30.00	190.00
	7.	Others	LS	20.00
		Total		3500.00

ANNEXURE II								
NATIONAL HIGHWAYS AUTHORITY OF INDIA								
Statement showing Outlay (Non-plan Budget, Plan Budget and Complementary Extra-Budgetary Resources) (OUTCOME BUDGET 2013-14)								
(Rs. in crore)								
S r. N o.	Name of Scheme/ Program me	Outlay 2013-14 (proposed)			Quantifi able Delivera bles/ Physica l Outputs	Proje cted Outc omes	Processes /Timelines	Rema rks/ Risk Facto rs
		4(i)	4(ii)	4(iii)				
1	2	4(i)	4(ii)	4(iii)	5	6	7	8
		Non- Plan Budget	Plan Budget*	Comple mentary Extra- Budgetar y Resource s**				
1	NHDP Phase-I	625.08 [for maintena nce of National Highway s entrusted to NHA]	Investment s(cess)- Rs.10393. 84	202.00	7			
2	NHDP Phase-II		External Assistance -Rs45	2433.50	283			
3	NHDP Phase-III		IBERs(issu e of 54 EC Bonds)- Rs.4000	15383.14	1950			
4	NHDP Phase-IV [not yet approved]			7480.03	645			
5	NHDP Phase-V			10073.05	813			
6	NHDP Phase-VI			0.00				
7	NHDP Phase-VII			113.91				
8	SARDP- NE			408.24	60			
*the proposed Outlay shown under various heads is to be utilized for exp. on projects under different phases of NHDP and for servicing and repayment of borrowings.								
**the estimated amount of exp. to be incurred by Private Sector (concessionaires) in respect of BOT (Toll/Annuity) Projects under Public-Private-Partnership.								

ANNEXURE-III**Physical and Financial Targets of 2013-2014****BORDER ROADS DEVELOPMENT BOARD****(Rs. in crores)**

Head	Sl. No.	Category	Phy. Target	Fin. Target
Plan works	1	Widening from single/intermediate lane to two lane (km)	128.00	316.00
	2.	Strengthening of weak two lane pavement (Raising) (km)	33.00	40.00
	3.	Widening to 4 lane and above (km)	0.60	5.00
	4.	Construction of by-passes (nos.)	1	9.00
	5.	Construction/rehabilitation of bridges including construction of ROBs (nos.)	30	92.00
	6.	Improvement of riding quality (km)	33.00	28.00
	7.	Others	LS	10.00
		Total		500.00

Annexure-IV			
STATE / UT-WISE DETAILS OF PROPOSALS SANCTIONED UNDER CENTRAL ROAD FUND (CRF) UPTO DECEMBER, 2012			
SI No	States / UTs	Total	
		Nos	Cost (in Rs. crore)
1	Andhra Pradesh	780	1925.20
2	Arunachal Pradesh	63	377.74
3	Assam	90	367.72
4	Bihar	70	477.52
5	Chhattisgarh	59	505.61
6	Goa	17	62.61
7	Gujarat	763	1380.41
8	Haryana	100	892.87
9	Himachal Pradesh	54	271.28
10	Jammu & Kashmir	99	824.85
11	Jharkhand	26	332.90
12	Karnataka	1335	1530.75
13	Kerala	85	676.52
14	Madhya Pradesh	300	2224.78
15	Maharashtra	658	2357.67
16	Manipur	16	51.41
17	Meghalaya	31	121.43
18	Mizoram	24	69.87
19	Nagaland	15	64.89
20	Odisha	172	717.72
21	Punjab	147	829.16
22	Rajasthan	747	2087.30
23	Sikkim	26	30.86
24	Tamil Nadu	769	1467.09
25	Tripura	11	50.42
26	Uttarakhand	64	319.50
27	Uttar Pradesh	201	2527.21
28	West Bengal	33	599.53
Total		6755	23144.82
29	A&N Island	2	7.58
30	Chandigarh	11	28.90
31	Dadra & Nagar Haveli	0	0.00
32	Daman & Diu	0	0.00
33	Delhi	80	541.60
34	Lakshdweep	0	0.00
35	Puducherry	11	57.86
Total		104	635.94
Grand total		6859	23780.76

ANNEXURE-V							
State / UT-wise details of proposals accorded in-principal approval under Economic Importance (EI) & Inter State Connectivity (ISC) scheme from 2001-02 to 2011-12 (up to 31-12-2011)							
(Amount Rs in crore)							
SI No	State / UT	EI			ISC		
		No	Cost	Central share	No	Cost	Central share
1	Andhra Pradesh	10	77.50	38.75	13	100.37	100.37
2	Arunachal Pradesh	3	39.31	19.65	9	169.69	169.69
3	Assam	8	17.94	8.97	12	37.07	37.07
4	Bihar	2	27.81	13.91	3	17.43	17.43
5	Chhattisgarh	2	17.17	8.59	5	45.70	45.70
6	Goa	2	6.72	3.36	1	0.33	0.33
7	Gujarat	26	57.91	28.96	23	80.37	80.37
8	Haryana	5	45.50	22.75	9	61.41	61.41
9	Himachal Pradesh	1	8.91	4.46	13	75.86	75.86
10	Jammu & Kashmir	7	15.98	7.99	1	67.55	67.55
11	Jharkhand	7	84.10	37.18	2	19.61	19.61
12	Karnataka	19	80.82	40.41	25	133.47	133.47
13	Kerala	2	14.60	7.30	6	54.13	54.13
14	Madhya Pradesh	11	64.46	32.23	30	241.46	241.46
15	Maharashtra	8	30.34	15.16	39	375.90	375.90
16	Manipur	1	30.00	15.00	4	35.35	35.35
17	Meghalaya	1	7.00	3.50	5	32.79	32.79
18	Mizoram	7	64.02	32.01	3	44.03	44.03
19	Nagaland	5	88.82	44.41	6	93.00	93.00
20	Odisha	15	119.08	59.54	9	159.62	159.62
21	Punjab	0	0.00	0.00	7	45.87	45.87
22	Rajasthan	2	29.96	14.98	36	280.84	280.84
23	Sikkim	8	74.25	37.12	14	186.98	186.98
24	Tamil Nadu	9	88.41	44.20	15	76.36	76.36
25	Tripura	6	43.40	21.70	0	0.00	0.00
26	Uttarakhand	2	20.86	10.43	10	70.19	70.19
27	Uttar Pradesh	1	13.44	6.72	11	157.70	157.70
28	West Bengal	1	17.08	8.54	6	155.42	155.42
29	A&N Island	0	0.00	0.00	0	0.00	0.00
30	Chandigarh	2	3.57	1.78	1	4.98	4.98
31	Dadra & Nagar Haveli	0	0.00	0.00	8	25.25	25.25
32	Daman & Diu	0	0.00	0.00	2	8.66	8.66
33	Delhi	0	0.00	0.00	0	0.00	0.00
34	Lakshadweep	0	0.00	0.00	0	0.00	0.00
35	Puducherry	0	0.00	0.00	0	0.00	0.00
Total		173	1188.96	589.60	328	2857.39	2857.39

Annexure VI						
NATIONAL HIGHWAYS AUTHORITY OF INDIA						
Statement showing a Consolidated Physical & Financial Outlays and Outcomes/Targets: 2011-12						
Sl. No.	Name of Scheme/ Programme	Outlay (Estimated Expenditure) - 2011-12 (Rs. in Cr.)		For Completion/ Award	Quantifiable Deliverables (in kms.)	
		Targets	Achievement		Targets	Achievement
1	NHDP Phase-I	747.07	584.63	completion	80.91	64.62
2	NHDP Phase-II	7086.97	6350.28	completion	500.01	384.57
				award	54.00	0.00
3	NHDP Phase-III	18586.22	21344.74	completion	1381.01	1401.24
				award	1899.00	2169.22
4	NHDP Phase-IV	1827.55	747.58	completion	0.00	0.00
				award	3676.00	2637.15
5	NHDP Phase-V	7576.35	6808.22	completion	525.00	328.91
				award	2231.00	1569.29
6	NHDP Phase-VI	149.00	4.54	completion		
				award		
7	NHDP Phase-VII	403.90	393.53	completion	13.00	13.35
				award	0.00	0.00
6	SARDP-NE	868.41	279.96	completion		
				award		
8	Liabilities on account of interest and repayment of loans/ borrowings and payment of annuities	3939.30	4486.22	completion		
				award		
	TOTAL	41184.77	40999.70	completion	2499.93	2192.69
				award	7860.00	6375.66

NATIONAL HIGHWAYS AUTHORITY OF INDIA

**Statement showing a Consolidated Physical & Financial Outlays and Outcomes/Targets :
2012-13
(status upto Dec'12)**

Sl. No.	Name of Scheme/ Programme	Outlay (Estimated Expenditure) - 2012-13 (Rs. in Cr.)		For Completion/ Award	Quantifiable Deliverables (in kms.)	
		Targets	Achievement		Targets	Achievement
1	NHDP Phase-I	633.11	255.91	completion	41.00	22.39
2	NHDP Phase-II	5285.28	5154.16	completion	245.00	44.07
				award	0.00	54.00
3	NHDP Phase-III	19691.73	10950.40	completion	1754.00	958.99
				For award	827.00	67.00
4	NHDP Phase-IV	7325.76	1262.35	completion	155.00	62.00
				award	5381.00	671.33
5	NHDP Phase-V	11684.43	3782.69	completion	792.00	365.86
				award	693.00	99.00
6	NHDP Phase-VII	238.00	3.43	completion	0.00	0.00
				award	152.00	0.00
7	NHDP Phase-VII	254.20	249.97	completion	13.00	5.88
				award	0.00	0.00
8	SARDP-NE	764.56	221.73	completion	0.00	15.23
				award	239.00	0.00
9	Liabilities on account of interest and repayment of loans/ borrowings and payment of annuities	4268.42	2118.61	completion		
TOTAL		50145.49	23999.25	completion	3000.00	1474.42
				award	7292.00	891.33

ROAD TRANSPORT**PERFORMANCE ON OUTCOME BUDGET TARGETS 2011-2012 & 2012-2013**

	Name of the Scheme	Target 2011-2012	Performance in the year 2011-2012	Target 2012-2013	Performance in the year 2012-2013 (as on Dec., 2012)
1	Road Safety				
	Refresher Training to Drivers in Unorganized Sector and Human Resource Development including training	80000 drivers to be trained 20 training programmes to be conducted. 10 model driving training schools to be sanctioned.	6 training programmes at CIRT, Pune, 2 programmes at ARAI, Pune and 3 programees at ESCI, Hyderabad have been organised at a total cost of Rs. 41.57 lakhs.	20 training programmes to be conducted. 1,00,000 HMV drivers in unorganized sector to be given refresher Training. 19 IDTRs to be sanctioned on PPP mode.	(i)Sanction order has been issued for two days refresher training of HMV drivers of 16,000 HMV drivers (ii)The scheme for setting up of IDTR is being restructured. However, around Rs. 9.00 crore has been released for civil construction for the IDTR sanctioned during 11 th Plan. (iii)22 training programmes sanctioned for conducting training programmes to State Transport Deptt./Traffic Deptt. through CIRT, ARAI, ESCI & IIP. 10% of the sanctioned amount has been released.

	Publicity measures and awareness campaigns	300 video spots and 300 radio spots to be telecast/broadcast. Further news paper advertisement on road safety to be undertaken.		20000 video spots and 10000 radio spots to be telecast/broadcast. Further news paper advertisement on road safety to be undertaken. Publicity material to be distributed to Police/Transport Departments of States/ UTs, 15 thousand schools etc. Advertisement through SMS, Cinema Hall, Internet, hoarding etc. will be carried out.	It is expected that around 5000 video spots on road safety may be telecasted on Doordarshan and selected private TV channels. Around 10,000 radio spots may be broadcasted on AIR, FM radio. Besides, road safety material is also being published and supplied.
	Road Safety Equipments and Pollution Testing and Control	200 Smoke meters and 200 Gas analysers i.e. pollution testing equipments to be sanctioned.	Work order for supply of 200 smoke meters and 200 gas analysers was issued.	300 Smoke meters and 300 Gas analysers i.e. pollution testing equipments to be sanctioned. 50 interceptors to be sanctioned	(i) Order for procurement additional 50 each smoke meters and gas analysers was issued. (ii)The technical specification for interceptor and breath analyser could not be finalized so far. A committee has been formed under the chairmanship of Jt. Commissioner (Traffic), Delhi. Two meetings of the committee held. It is expected that specification will be finalized shortly.
	National Highways Accident Relief Service Scheme	30 cranes, 30 ambulances and 20 small/medium sized cranes to be provided.		40 cranes, 70 ambulances and 40 small/medium sized cranes to be provided.	During 2010-11, tender were floated for procurement of 70 Advanced Life Support. Now after completing the necessary formalities, work

					<p>order has been issued. The selected company is in the process of supply the ambulances. It is expected that entire 70 ambulances will be supplied before 31st March, 2013.</p> <p>Proposals to procure 17 ten tone crane and 20 small recovery cranes for hilly areas are under submission for seeking approval of competent authority.</p>
2.	National Data Base & Computer System, Data collection, research & development and transportation studies including Total Engineering Solution	N.A 4 No of Studies/R&D Projects to be undertaken	Application based Smart Card for registration certificate & driving license are being issued by States/UTs.100% computerization has been achieved in 31 States/UTs and about 97% of the RTOs i.e. about 942 out of 975 RTOs have been computerized	2-3 number of Studies/ R&D Projects to be undertaken.	Application based Smart Card for registration certificate & driving license are being issued by States/UTs.100% computerization has been achieved in 35 States/UTs. 985 out of 986 RTOs have been computerized
3	Setting up of Inspection and Maintenance Centre	10 centres to be sanctioned		19 centres to be sanctioned.	Tender was issued for procurement of technical equipment for I&C centre sanctioned during previous years. Besides, civil construction of the different centre are in progress.

4	Strengthening public transport system including introduction of IT like Automatic Fare Collection based on GPS	12 proposals of States/UTs to be sanctioned.	The scheme has been made effective from 15.3.2010. Sixteen projects of fourteen States namely Karnataka, Haryana, Tamil Nadu, Himachal Pradesh, Gujarat, Punjab, Kerala, Rajasthan, Odisha, Uttarakhand, Andhra Pradesh, Arunachal Pradesh and Assam have been sanctioned during 2010-11 and 2011-12 for providing Central assistance by Ministry of Road Transport & Highways.	14 proposals of States/UTs to be sanctioned	Beneficiary States were requested to furnish the UCs for the projects sanctioned during 2010-11 & 2011-12.
5	Creation of National Road Safety Board	Cannot be quantified	A Bill to create the National Road Safety and Traffic Management Board was introduced in Lok Sabha on 4.5.2010 which was referred to Department related Parliamentary Standing Committee for examination. The Committee has submitted its report to the Chairman, Rajya Sabha on 21.7.2010. The recommendations of the Committee are being examined.		A Bill for creation of National Road Safety and Traffic Management Board was introduced in Lok Sabha on 4.5.2010 which was later referred to Parliamentary Standing Committee for examination. The Committee has submitted its recommendations on 21.7.2010. The Government has examined the recommendations of the Committee and initiated necessary process to incorporate certain amendments in the bill in line with the recommendations of the Committee for consideration of the Parliament.