

CHAPTER I

INTRODUCTION

1.1 The Ministry of Road Transport and Highways has been entrusted primarily with construction and maintenance of National Highways (NHs), administration of Motor Vehicles Act, 1988 and Central Motor Vehicles Rules, 1989, formulation of broad policies relating to road transport, environmental issues, automotive norms, etc. besides making arrangements for movements of vehicular traffic with neighbouring countries.

ROAD NETWORK:

1.2 India, having one of the largest road networks of 42.36 lakh km, consists of National Highways, Expressways, State Highways, Major District Roads, Other District Roads and Village Roads with following length distribution:

National Highways/Expressway	70,934 km
State Highways	1,54,522 km
Major and Other District Roads	25,77,396 km
Rural Roads	14,33,577 km

1.3 The National Highways have been classified on the basis of carriageway width of a Highway. Generally, a lane has a width of 3.75 m (in case of single lane) and 3.5 m per lane in case of multi-lane National Highways.

The percentage of National Highways in terms of width is as under:

Single Lane/ Intermediate lane	17,752 km (25%)
Double lane	36,995 km (52%)
Four Lane/Six lane/Eight Lane	16,187 km (23%)

ROAD TRANSPORT:

1.4 About 60 per cent of freight and 87.4 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 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 60 per cent of freight traffic and 87 per cent of passenger traffic by the end of 2005-06. 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.

NATIONAL HIGHWAYS DEVELOPMENT PROJECT:

1.5 In order to take up the improvement and development of National Highways, National Highways Development Project (NHDP), the largest highway project ever undertaken by the country was initiated in a phased manner. Implementing agency for NHDP programme is National Highway Authority of India (NHAI). NHDP programme began with Phase I and Phase II as described below:

- **NHDP Phase I & II** envisaged 4/6 laning of about 14,000 km of National Highways, at an estimated cost of about Rs. 65,000 Crore at 2004 prices. These two phases comprise Golden Quadrilateral (GQ), North-South & East-West Corridors (NSEW), Port Connectivity and Other Projects. The GQ consists of 5846 km connects four major cities, viz; Delhi, Mumbai, Chennai and Kolkatta. The NSEW corridors comprising a length of 7142 km connects Srinagar in the north to Kanyakumari in the south including a spur from Salem to Kochi and Silchar in the east, to Porbandar in the west respectively. The NHDP also includes Port Connectivity Projects comprising a length of 380 km for improvement of roads connecting 12 major ports in the country, and other projects involving a length of 965 km are also included.
- The Government has also envisaged a massive programme for development of National Highways under NHDP to be completed during the period from 2005-2015 with an investment of Rs. 2,35,690 crore in a phased manner. This programme includes completion of National Highways Development Project (NHDP) Phase I and II, NHDP Phase-III for upgradation of 12,109 km of National Highways on Build, Operate and Transfer (BOT) basis, NHDP Phase-IV for widening of 20,000 km of National Highways to two lanes with paved shoulders, NHDP Phase-V for six-laning of 6500 km length of selected National Highways, NHDP Phase-VI for development of 1000 km of Expressways, NHDP Phase-VII for construction of 700 km of ring roads of major towns and bypasses and construction of other stand-alone structures such as flyovers, elevated roads, tunnels, underpasses, grade separated interchanges etc. on National Highways.

1.6 Following programmes out of the above mentioned programmes have been approved by the Government for implementation in addition to NHDP-I&II which were approved earlier:

- Upgradation of 12,109 km of National Highways under **NHDP Phase-III** at an estimated cost of Rs. 80,626 crore.
- Upgradation / strengthening of 20,000 km of single / intermediate / two lane National Highways to two lanes with paved shoulders under **NHDP Phase-IV** on BOT (Toll) and BOT (Annuity) basis.
- Six laning of 6,500 km of NHs comprising 5,700 km of GQ and balance 800 km of other sections of NHs under **NHDP Phase-V** at a cost of Rs 41,210 crore.
- Construction of 1,000 km of expressways with full access control on new alignments at a cost of Rs. 16,680 crore under **NHDP-Phase VI**.
- Construction of ring roads including improvement of NH Links in City, grade separated intersection, flyovers, elevated highways, ROBs, Under Passes and Service Roads at a cost of Rs. 16,680 crore under **NHDP Phase-VII**.

SPECIAL ACCELERATED ROAD DEVELOPMENT PROGRAMME FOR NORTH EASTERN REGION (SARDP-NE):

1.7 It envisages improvement of road connectivity to the State Capitals with District Headquarters in the North Eastern region. The proposed programme includes improvement of 10,141 km of roads comprising National Highways (4798 km) and State roads (5343 km), to be implemented under Phase 'A', Phase 'B' and Arunachal Pradesh Package for Roads & Highways. Phase-A now consists of improvement of 2041 km of National Highways and 2058 km of State Roads. Phase-B has now been modified to cover 2 laning of 1285 km of NHs and 2 laning / improvement of 2438 km of State roads for preparation of Detailed Project Reports (DPRs). Arunachal Pradesh Package of Roads & Highways comprises of 1472 km of National Highways and 847 km of State Roads.

PUBLIC PRIVATE PARTICIPATION:

1.8 Historically, investments in the infrastructure sector, particularly in the highways, were being made by the Government mainly because of the large volume of resources required, long gestation period, uncertain returns and various associated externalities. The galloping resource requirements and the concern for managerial efficiency and consumer responsiveness also have led in recent time to an active involvement of the private sector. To encourage private sector participation, Government has announced several incentives like tax exemptions, duty free import of road building equipments and machinery etc. It has been decided that all the sub-projects in NHDP phase-III to Phase-VII would be taken up mainly on Public Private Participation (PPP) route following either Build Operate and Transfer (BOT) toll mode or BOT (Annuity) mode.

CENTRAL ROAD FUND:

1.9 The Central Government has created a dedicated fund called Central Road Fund (CRF) from collection of Cess on Petrol and High Speed Diesel Oil. Presently, Rs.2/- per litre is collected as cess on petrol and High Speed Diesel (HSD) Oil. The accrued fund is distributed for development and maintenance of National Highways, state roads, rural roads, and for railway over bridges / under bridges and other safety features as provided in Central Road Fund Act, 2000. Cess is being distributed in the following manner:

- (i) Rs. 1.50 is being allocated in the following manner:
 - (a) 50% of the cess on high-speed diesel (HSD) oil for development of rural roads.
 - (b) 50% of cess on HSD and the entire cess collected on petrol are there after allocated as follows:
 - 57.5% towards the development and maintenance of National Highways;
 - 12.5% for construction of road under or over bridges and safety works at unmanned railway crossing;
 - 30% on development and maintenance of state roads. Out of this amount, 10% is kept as reserve by the Central Government for allocation to states for implementation of state road schemes of Inter-State Connectivity and Economic Importance (ISC& EI).
- (ii) Remaining cess of Rs. 0.50 per litre is entirely allocated for development and maintenance of National Highways.

1.10 The Ministry is responsible for approval and release of funds to states for development of state roads under the CRF and formulation of standards and specifications for roads and bridges in the country besides acting as a repository of technical knowledge on roads and bridges.

IMPROVEMENT OF ROAD CONNECTIVITY IN LEFT WING EXTREMISM (LWE) AFFECTED AREAS:

1.11 The Government has approved scheme for development of NHs and State roads in Left Wing Extremism (LWE) affected areas of 34 districts in eight States at an estimated cost of Rs 7300 crore. An allocation of Rs 1000.00 crore has been made for the year 2010-11. Under the scheme, development of identified stretches of NHs (1126 km) and State roads (4351 km) to two lane standards are planned to be taken up in a phased manner in next three years, subject to adequate security arrangements to be provided by the respective State Governments / Central agencies.

SPECIAL PROGRAMME FOR 2 LANING OF ENTIRE BALANCE NH NETWORK NOT COVERED UNDER ANY APPROVED PROGRAMMES:

1.12 Ministry has taken initiatives to develop 6,700 km of single lane / intermediate lane NHs to minimum 2 lane standards on corridor concept. A length of 3800 km is proposed to be funded from a World Bank loan of US \$ 2.96 billion and the balance length is proposed to be taken up through budgetary resources.

ROAD SAFETY:

1.13 The Ministry also recognizes the need for improving the country's road safety scenario. There are three aspects of road safety, viz. Engineering, Enforcement and Education which are otherwise known as three Es. 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 of through campaigns in print and electronic media, with the involvement of Non Government Organizations (NGOs).

CHAPTER II**YEAR AT A GLANCE****ROAD DEVELOPMENT****ROAD SECTOR****GOLDEN QUADRILATERAL(GQ)**

2.1 5811 km (99.4%) of Golden Quadrilateral has been completed by December, 2010 and balance length of 35 (0.6%) km is under implementation.

NORTH SOUTH-EAST WEST CORRIDOR(NS-EW)

2.2 5447 km of North - South East - West Corridor has been 4-laned and 1271 km is under implementation till 31st December, 2010.

NHDP III

2.3 Under NHDP Phase III, up to 31st December, 2010, a length of 1968 km has been 4-laned and 5374 km is under implementation.

NHDP IV

2.4 Under NHDP Phase IV, up to 31st December, 2010, a length of 873 km is under implementation.

NHDP V

2.5 Under NHDP Phase V, up to 31st December, 2010, a length of 443 km has already been 6-laned and 1857 km is under implementation.

NHDP VII

2.6 Under NHDP Phase VII, up to 31st December, 2010 a length of 41 km is under implementation.

SARDP-NE

2.7 Ministry has set up a high-powered Inter Ministerial Committee to approve and co-ordinate individual sub projects under SARDP-NE. Committee has approved various sub projects covering 2244 km length at an estimated cost of Rs. 9484 crore under Phase "A" of the programme up to 31st December, 2010. Committee has also approved various sub-projects covering 416 km length at a cost of Rs 3373 crore under Arunachal Pradesh Package of Roads & Highways up to 31st December, 2010.

CENTRAL ROAD FUND

2.8 Presently, a total cess of Rs. 2.0 per litre on petrol and high-speed diesel is being levied. Rs. 9742.73 crore (Rs. 7848.98 crore for National Highways and Rs. 1893.75 crore for state roads) has been provided for National Highways and state roads. An amount of Rs. 210.42 crore has been allocated during the financial year 2010-2011, for the development of State Roads under the scheme of Economic Importance and Inter State Connectivity (EI & ISC).

LEFT WING EXTREMISM AFFECTED AREAS

2.9 180 proposals valued at Rs 5951 crore, covering a length of 4880 km for development of State roads to 2 lane standards have been sanctioned up to 31st December, 2010, out of which, 126 works costing Rs 3866 crore covering a length of 3344 km have been awarded. Till December 2010, a length of 113 km has been completed.

SPECIAL PROGRAMME FOR 2 LANING

2.10 34 proposals valued at Rs 4253 crore, covering a length of 1564 km have been sanctioned for widening to 2 lane of NHs through budgetary resources up to 31st December, 2010, out of which, 12 No of works amounting to Rs 2344 crore covering a length of 790 km have been awarded.

INDIAN ACADEMY OF HIGHWAY ENGINEERS(IAHE)

2.11 73 training programmes to impart training to 1725 Engineers have been organised by Indian Academy of Highway Engineers (formerly National Institute for Training of Highway Engineers) during the year 2010-11 (up to 31st December, 2010).

2.12 MAJOR INITIATIVES TAKEN:-

- The current numbering of NHs is now being done on a scientific basis. The Committee set up in this regard finalized its report in August, 2009, duly considering the best global practices. The Gazette Notification has been published for the modified NH numbering.
- To generate a visible impact on the creation of road infrastructure. Government had envisaged to take up the task of improvement of NHs at the rate of 20 km per day which works out to 7000 km per year. This would result in improvement of 35,000 km over a period of five years. The emphasis shall be on elimination of single lane stretches and decongestion / improvement of at least 50% of the 2 lane stretches. With this, about 50,000 km would stand improved against the total length of 70,934 km of NHs. In order to achieve the targets, the following strategy has been adopted by NHAI:
 - a) Identification of work plans I & II : To create a pool of works in progress to generate completion target of 7000 km per year, about 27,246 km of works have been identified under Work Plan I and Work Plan II.
 - b) Changes in Model Concession Agreement and Shri B.K. Chaturvedi Committee Report: A Committee was constituted under Shri B.K. Chaturvedi, Member Planning Commission and its recommendations have been incorporated in the Model Concession Agreement. The 2nd report of Shri B.K. Chaturvedi Committee relating to Dispute Resolution Mechanism is under consideration for implementation.
 - c) Land acquisition: 122 Special Land Acquisition Units have been constituted. A total of 9000 ha of land has been acquired in the last one year as against 3120 hectare of land acquired in the previous year.
 - d) Decentralization and delegation of powers: Fourteen Regional Offices have been set up with delegation of powers for better monitoring of projects. Six posts of Executive Directors have been created and two have already joined. Manpower augmentation in NHAI is also being carried out as a continuous process.
 - e) Taking up Feasibility Studies (FS) / Detailed Project Reports (DPRs) for projects in pipe line:- Consultancy studies for preparation of feasibility reports and DPRs were taken for projects in a length of 14,811 km which would translate into projects in tendering stage by next financial year.

- f) Creation of EGoM mechanism for resolution of unresolved issues: An Empowered Group of Ministers has been constituted for resolution of unresolved issues such as revised strategy for implementation of NHDP-framework and financing, amendments to fee rules, rationalization of the procedures for environmental, forest and wild life clearances, declaration of new NHs, etc.
- g) Signing of Umbrella State Support Agreements with State Governments: Twenty four State Governments have signed the State Support Agreements for providing cooperation for implementation of NHDP.
- h) Liaisoning with Railways: A post of GM has been earmarked for an officer on deputation from Railways for liaisoning with Railways as there are number of projects involving construction of road over bridges in lieu of level crossings.
- i) Appointment of Nodal Officers by State Governments: State Governments have been requested to appoint Nodal Officers of the rank of Principal Secretaries for expediting the shifting of utilities by the State Government Departments.

ROAD TRANSPORT SECTOR

- 2.13 As part of the National e-Governance Programme, the Ministry of Road Transport & Highways has taken up a Mission Mode Project 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. This project would facilitate creation of a complete database of the available information in the RTO. 100% computerization has been achieved in 27 States/UTs. 903 out of 975 RTOs (93%) have been computerized. At present 100% connectivity has been achieved in 29 States/UTs. 890 out of 975 RTOs (91%) have been connected. This project would provide immense benefit to other organizations such as banks, insurance companies, police and intelligence agencies also. The Ministry would be launching National Register and State Registers of Driving Licences and Registration Certificates of motor vehicles soon.
- 2.14 The revised Cabinet Note containing comprehensive proposal for amendments in the Motor Vehicles Act, 1988 was reviewed in June, 2009 and it was decided to have a relook at the Act and suggest amendments. Expert Committee was constituted under the chairmanship of Shri S. Sundar, former Secretary (Ministry of Surface Transport) to review the Motor Vehicles Act, 1988 to meet the modern day requirement of regulations of vehicular traffic and also to look at the best practices being followed in the leading Asian countries such as China, Japan etc. The Committee has submitted its report on 2nd February, 2011 which is under examination.
- 2.15 A Bill to create 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 21st July, 2010. Presently, the Ministry is examining the recommendations of the Committee.
- 2.16 The Ministry has introduced a new National Permit system for goods carriages with effect from 8th May, 2010. As per the new arrangement national permit can be issued by the home State on payment of Rs. 15,000/- per annum per truck towards consolidated fee authorizing the permit holder to operate throughout the country.
- 2.17 The Ministry has also taken steps to implement the new National Permit system electronically through a web portal developed by National Informatics Centre (NIC) with effect from 15th September, 2010.
- 2.18 The twenty second Road Safety Week was observed throughout the country during 1-7 January 2011 with the theme "**Road Safety is a Mission, Not an intermission**".
- 2.19 The Ministry has introduced a scheme with effect from 15th March, 2010 to provide financial assistance to States for strengthening public transport system in the country. The scheme envisages assistance for introduction of Information Technology such as GPS/GSM based vehicle tracking system, electronic ticket vending machines etc. Projects of seven States namely Karnataka, Haryana, Tamil Nadu, Himachal Pradesh, Gujrat, Punjab and Rajasthan have been approved for providing central assistance by Ministry of Road Transport & Highways.

- 2.20 The Ministry has approved a scheme to set up 10 model inspection and certification centres in the States and UTs. The Expenditure Finance Committee has approved the scheme in its meeting held on 1st October, 2010. This has been approved by Hon'ble Minister (RT&H). Three centres have already been approved for the States of Karnataka, Haryana and Himachal Pradesh apart from one pilot scheme sanctioned for Chhindwara, Madhya Pradesh.
- 2.21 The scheme for setting up Training Institutes on Driving & Research has been revised with the concurrence of the Planning Commission.
- 2.22 33rd (Special) meeting of the Transport Development Council (TDC) was held under the chairmanship of Hon'ble Minister (RT&H) on 16th April, 2010. The TDC is an apex body comprising of Transport Ministers of the States/UTs and Lt. Governor/Chief Commissioners of UTs to advise the Government on road transport.

TOLLING

2.23 COLLECTION OF TOLL:

- Amendments in the National Highway Fee(Determination of Rates and Collection) Rules, 2008 were issued on 3rd December, 2010 and 12th January, 2011 respectively. The amendments inter-alia related to,
 1. Rule 11 was modified to include fresh categories of exemptees from payment of toll.
 2. The threshold cost of upgradation of 2-lanes was increased to Rs.2.5 crore from Rs.1 crore.
 3. For bypasses, the rate of fee for use of bypass forming part of a section of a national highway constructed with a cost of Rs.10 crore or more, for the base year 2007-08, shall be 1.5 times the rate of fee specified.
 4. For computation of toll on the basis of the Wholesale Price Index instead of computing it on or immediately after January 1 of the year, it shall be computed from the Wholesale Price Index for the month of December of the year.
 5. A new category of three-axle commercial vehicle was included for collection of toll.

2.24 ELECTRONIC TOLL COLLECTION (ETC) SYSTEM IMPLEMENTATION IN INDIA:

A Committee was constituted under the chairmanship of Shri. Nandan Nilekani, Chairman, UIDAI to examine all technologies available for Electronic Toll Collection (ETC) and recommend the most suitable one for implementation throughout India. Subsequently, the Committee submitted its Report in July 2010 recommending adoption of **RFID Tags** for Electronic Toll Collection on National Highways in India. With the proposed ETC system inter-operable ETC Technology will be introduced in the country, which would facilitate seamless travel across the length and breadth of National Highways in the country. Tags with unique IDs are proposed to be fixed on the vehicle. Simultaneously, all toll plazas on NHs will also be equipped with the systems to read these tags. Road users will be able to buy these tags at wide network on designated locations and will be able to query account details through web, e-mail, mobile etc. These tag systems can also be used for other application like vehicle tracking, parking, traffic enforcement etc. As per recommendations of the Committee RFID based on EPC, Gen-2, ISO 18000-6C Standards for ETC are proposed to be adopted.

2.25 These recommendations have since been accepted by the Government for implementation. Presently, the Ministry is in the process of engaging a Consultant for preparation of ETC Blueprint covering national architecture, design, technical specifications and also to help nation-wide implementation of ETC Systems. The Consultant will prepare the necessary documentation for selection of an experienced System Integrator covering all aspects for ETC system implementation in India.

INTERNATIONAL COOPERATION**SAARC DELIBERATIONS:**

2.26 The 3rd meeting of SAARC Transport Ministers under the Chairmanship of Hon'ble Minister (RT&H) was held on 23-11-2010 at New Delhi. In the meeting, the leaders of the delegations highlighted respective countries' perspective, including ways to expedite strengthening of intra-regional multi model transport connectivity in South Asia. The delegations expressed the necessity for early establishment of the cross-borders linkages to integrate the regions. The leaders of participating countries also emphasised on implementing some other critical regional initiatives for early operationalisation of SAARC Development Fund (SDF). The report of 4th meeting of IGG on Transport was considered and adopted in the meeting. In the meeting, it was decided to have an early demonstration run of the container train between Bangladesh-Nepal-India. The Ministers also underlined the significance of the Maldives proposal of establishing Ocean Ferry service, beginning with the sub-region covering Maldives, Sri Lanka and India. The Members also endorsed the initiatives to develop the institutional capacities for planning and monitoring intra-regional transport projects under SRMTS. With regard to observations made in the 2nd Transport Ministers meeting for implementation of the identified projects, it was also agreed that Member States will provide latest update on perspective points of entries/exit corridors identified in the study.

MEMORANDA OF COOPERATION SIGNED:

2.27 A Memorandum of Cooperation was signed between the Ministry of Transport and Communication of the Republic of Finland and the Ministry of Road Transport & Highways, Government of the Republic of India on 10th May, 2010 in the field of Road Transport.

2.28 A Memorandum of Understanding was signed between the Government of the United Kingdom of Great Britain and Northern Ireland and the Ministry of Road Transport & Highways, Government of the Republic of India on 27th September, 2010 on Cooperation in the Road Transport and Road Sector.

2.29 A Memorandum of Understanding was signed between the Government of the Malaysia and the Ministry of Road Transport & Highways, Government of the Republic of India on 21st December, 2010 on cooperation relating to the provision of technical assistance services and highways management and development.

STRENGTHENING / DEVELOPING COOPERATION WITH OTHER COUNTRIES:

2.30 Efforts were made to enhance international cooperation in Road, Road Transport and Highways Sector. In order to address many transport problems such as congestion, environmental impacts, aging infrastructure, changing demographics and the impact of climate change through innovative solutions and also to benefit from the technical expertise as well as best practices followed at abroad, the Hon'ble Minister for Road Transport & Highways visited several countries such as United States of America, and some European and Asian countries. These efforts resulted in fructification of signing of some vital MoUs and other bilateral agreements relating to mutually beneficial technical expertise. India Infrastructure Projects have been propelled specially in transport sector with adequate intervention of Central and State Governments aided by a host of private investments from within and outside the country.

CHAPTER III

ROAD DEVELOPMENT

3.1 The Ministry of Road Transport and Highways has been entrusted with the responsibility for construction and maintenance of National Highways (NHs). All roads other than National Highways in the states fall within the jurisdiction of respective State Governments. In order to assist the State Governments in the development of state roads, Central Government also provides financial assistance out of the Central Road Fund (CRF) and Inter State Connectivity and Economic Importance (ISC & EI) scheme. The Ministry is also responsible for evolving standards and specifications for roads and bridges in the country besides acting as a repository of technical information on roads and bridges.

3.2 The length of National Highways, for which the Government of India is constitutionally responsible, is 70,934 km. A list of state wise National Highways is at **Annexure I**.

3.3 The National Highways system has various deficiencies such as capacity constraints, inadequate pavement crust, poor geometrics and lack of safety features. Improvement of National Highways is undertaken by way of widening and strengthening of existing highways, reconstruction / widening of bridges and construction of bypasses after prioritizing the works within available resources. While the Government is providing increasing budgetary allocation for projects in the highway sector and has undertaken major up gradation initiatives in high-density corridors, it has not been possible to allocate sufficient funds matching the needs for maintenance of National Highways. The physical programmes of road development needs concerted efforts in the form of mobilization of funds from other sources. In-flow of private sector funds is expected to bridge the demand - supply gap to certain extent.

DEVELOPMENT AND MAINTENANCE OF NATIONAL HIGHWAYS

3.4 The Government has embarked upon a massive National Highways Development Project (NHDP), the largest highways project ever undertaken in the country. The NHDP is being implemented by National Highways Authority of India (NHAI).

NATIONAL HIGHWAYS AUTHORITY OF INDIA

ORGANIZATION STRUCTURE:

3.5. National Highways Authority of India was constituted by an Act of Parliament to develop, maintain and manage the National Highways vested or entrusted to it by the Central Government. It became operational in Feb, 1995 with the appointment of the first Chairman.

3.6 NHAI is headed by a Chairman under whom there are five full time Members namely Member (Administration), Member (Finance), 2 Members (Projects) & 1 Member (Technical). There are four part time (ex-officio) Members of the Authority namely Secretaries of the Ministry of Road Transport & Highways, Department of Expenditure, Planning Commission and Director General (Road Development) Ministry of Road Transport & Highways. The Members are assisted by officers at the level of Chief General Managers, General Managers, Deputy General Managers and Managers. The Authority has its field offices in the form of Zonal Offices, Regional Offices, Project Implementation Units (PIUs) and Corridor Management Units (CMU) spread all over the country. These units are headed by Executive Directors, Chief General Managers and Project Directors who are responsible for the implementation of various NHDP projects and Operation & Maintenance of completed stretches. All procurements related to civil contractors,

supervision consultants etc. are done by the head office. The field level officers are responsible for pre-construction activities and liaison with Central/State Government organizations for successful implementation of the projects.

RESTRUCTURING OF NHAI:

3.7 The Union Cabinet in its meeting held on 20th July, 2007 had approved the proposals of restructuring of NHAI. The salient points of the proposal are:

- (i) Increasing the number of full time Members from 5 to 6 and part-time Member from 4 to 6.
- (ii) Fixing the tenure of Chairman for 3 years or upto the age of 62 years.
- (iii) Creation of 26 posts at the level of CGM.
- (iv) Empowering the Authority to engage outside experts.
- (v) Creation of seven specialized cells in the Authority.
- (vi) Building a core of permanent employees of NHAI over a period of time.

NATIONAL HIGHWAYS DEVELOPMENT PROJECT (NHDP)

3.8 The Government of India has entrusted NHAI with responsibility of implementing a greatly expanded National Highways Development Project spread over seven phases with an estimated expenditure of Rs. 2,35,690 crore till 2015. As per the Government decision of April '07 all new projects under different Phases of NHDP will be taken up on Public private Partnership (PPP) by awarding them first on BOT (Toll), failing which to be taken up on BOT (Annuity) and failing which through Engineering Procurement Construction basis with the approval of the Government.

FINANCING OF NHDP PROJECTS

3.9 An amount of Rs. 35681 crore has been targeted to be spent during the year 2010-11 for construction of various projects of NHDP and up till 31st December, 2010 an amount of Rs. 20809.21 crore has been spent.

NATIONAL HIGHWAYS DEVELOPMENT PROJECT PHASES-I & II:

3.10 NHDP Phase I and II comprises of the development of National Highways to 4/6 lane standards of the following routes:

- (a) Golden Quadrilateral (GQ) connecting 4 major metropolitan cities viz. Delhi-Mumbai-Chennai-Kolkata-Delhi
- (b) North South & East West Corridors (NS-EW) connecting Srinagar to Kanyakumari and Silchar to Porbandar with a spur from Salem to Cochin.
- (c) Road connectivity of major ports of the country to National Highways.
- (d) Other National Highway stretches

3.11 NHDP Phase I which was approved by CCEA in December 2000 at an estimated cost of Rs. 30,300 crore (1999 prices) comprises 5,846 km of Golden Quadrilateral, 981 km of NS-EW corridors, 356 km of Port Connectivity and 315 km of other National Highways, a total of 7,498 km. During the year 54.45 km was completed upto December, 2010.

3.12 Phase II which was approved in December 2003 at an estimated cost of Rs. 34,339 crore (2002 prices) comprises mostly NS-EW Corridor (6,161 km) and other National Highways of 486 km length, the total length being 6,647 km. During the year 469.89 km was completed upto December, 2010.

NHDP PHASE-III:

3.13 The Government has approved 4/6 laning of 12,109 km of National Highways on Build, Operate and Transfer (BOT) basis at an estimated cost of Rs. 80,626 crore under NHDP III. The phase has been approved in two parts i.e. Phase III A consisting total length of 4,815 km at an approved cost of Rs. 33,069 crore and Phase III B, consisting total length of 7,294 km at an approved cost of Rs 47,557 crore. The scheduled date of completion of NHDP Phase III is December, 2013. Under this phase, the stretches have been identified as per the following criteria:

- i) High density traffic corridors not included in Phase I & II
- ii) Providing connectivity of state capitals with NHDP (Phase I & II)
- iii) Connectivity of centers of tourism and places of economic importance.

Against 12,109 km, a length of 1968 km has already been four laned up to 31.12.2010 and a length of 5374 km is under implementation. During the year 387.46 km has been completed uptill December, 2010.

NHDP PHASE-IV:

3.14 This Phase envisages upgradation of about 20,000 km of National Highways to 2-lane with paved shoulders on public private partnership (PPP) basis. NHDP-IVA comprising of upgradation / strengthening of 5,000 km of NHs to two lanes with paved shoulders was approved by Cabinet on 17-7-2008. Five projects of 544 km are so far awarded and action for award / approval / preparation of feasibility report for balance projects is being taken. NHDP-IVB comprising of upgradation / strengthening of 15,000 km of NHs to two lane with paved shoulders is yet to be approved by the Government. As an advance action, 112 stretches of 15,046 km are identified, out of which project reports for 106 stretches of 14,403 km are getting prepared.

NHDP PHASE-V:

3.15 Six laning of 6,500 km of existing 4 lane National Highways under NHDP Phase V (on DBFO basis) has been approved in October 2006 at an estimated cost of Rs 41,210 crore (at 2006 prices). Six laning of 6,500 km includes 5,700 km of GQ and 800 km of other stretches. Against 6500 km, a length of 443 km has already been six laned up to 31st December, 2010 and a length of 1857 km is under implementation. During the year 228.49 km has been completed uptill December, 2010.

NHDP PHASE VI:

3.16 NHDP Phase VI envisages development of 1,000 km fully access controlled expressways under Public Private Partnership (PPP) model following Design - Build - Finance - Operate (DBFO) approach. The Phase VI of NHDP has been approved at an estimated cost of Rs. 16,680 crore in November 2006 (at 2006 prices). The total fund required for this phase is Rs. 16,680 crore, out of which Rs. 9,000 crore will come from private sector and the balance Rs 7,680 crore will be Government funding for bridging the viability gap as well as meeting the cost of land acquisition, utility shifting, consultancy, etc. The entire projects are targeted to be completed by December 2015.

NHDP PHASE VII:

3.17 Government has approved construction of stand alone Ring Roads, Bypasses, Grade Separators, Flyovers, elevated roads, tunnels, road over bridges, underpasses, service roads etc on BOT (Toll) mode under NHDP Phase VII in December,2007 at an estimated cost of Rs. 16,680 Crore (at 2007 prices). 36 stretches in different States have been proposed to be taken up, the details of which are at **Annexure-II**.

- Proposal for 4 lane elevated road from Chennai port to Maduravoyal in Tamil Nadu costing Rs 1485 crore approved by PPPAC in August, 2008. Project was awarded in January, 2009.
- Proposal for upgradation of NH-7 from Hebbal flyover to New Airport (22 km) in Bangalore costing Rs 680 crore. Project is under implementation.

Phases	Total Length in km	Length Completed in km	Length Completed during 01.04.2010-31.12.2010	Likely date of Completion
I GQ,EW-NS corridors, Port connectivity & others	7,498	7384	54.45	-
II 4/6-laning North South- East West Corridor, Others	6,647	4934	469.89	Dec -2010
III Upgradation,4/6-laning	12,109	1968	387.46	Dec-2013
IV 2- laning with paved shoulders	20,000	-	-	Dec- 2015 (as per financing plan)
V 6-laning of GQ and High density corridor	6,500	443	228.49	Dec-2012
VI Expressways	1000	NIL	NIL	Dec-2015
VII Ring Roads, Bypasses and flyovers and other structures	700 km of ring roads/ bypass+ flyovers etc.	NIL	NIL	Dec-2014

AWARD OF NHDP PROJECTS:

3.18 Total 9000 km has been targeted for the year 2010-11 for award of various projects of NHDP. During the year, a total length of 3671 km was awarded under different phases of NHDP.

SI No	Stretch	NH No	Length (km)	Total Project Cost (Rs in	Awarded to civil cont. or BOT Grant or	Award date
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				crore)	Annuity Payment (Rs in crore)	
1	Rimoli - Roxy - Rajamunda (approved length 163 km) Orissa	215	96	586	229.25	April, 2010
2	Tirupati - Tiruthani - Chennai (approved length 125.5 km) Tamil Nadu (61.47) / Andhra Pradesh (63.23)	205	124.7	571	51.39	April, 2010
3	Bareilly - Sitapur (approved length 134 km) Uttar Pradesh	24	151.2	1046	255	April, 2010
4	Devihalli - Hassan (approved length 73 km) Karnataka	48	77.23	453	180.18	April, 2010
5	Six laning of Chandikhol - Jagatpur - Bhubaneswar (approved length 61 km) Orissa	5	67	1047	205	April, 2010
6	Varanasi - Aurangabad Bihar (135) / Uttar Pradesh (57.4)	2	192.4	2848	565	April, 2010
7	Deoli - Kota Rajasthan	12	83	593		April, 2010
8	Quazigund - Banihal Jammu & Kashmir	1A	15.25	1987	245	April, 2010
9	Jammu - Udhampur Jammu & Kashmir	1A	65	1813.76	201.9	April, 2010
10	Six laning of Hosur - Krishnagiri Tamil Nadu	7	59.87	535	66.9	May, 2010
11	Jorbat - Barapani Meghalaya	40	61.8	536	72.51	May, 2010
12	Four laning of Nagpur - Betul Madhya Pradesh (120) / Maharashtra (56.3)	69	176.3	2498.76	290.8	May, 2010
13	Two laning of Dindigul - Perigulam - Theni - Kumili Tamil Nadu	220	134	485	20.5	May, 2010
14	Sambalpur - Baragarh - Chhattisgarh / Orissa border Orissa	6	88	909	1.33	May, 2010
15	Six laning of Nellore - Chilkaluripet Andhra Pradesh	5	183.52	1535	126.99	May, 2010
16	Bhopal - Sanchi (approved length 40 km) Madhya Pradesh	86 Ex	53.78	209	12.95	May, 2010
17	Delhi - Agra (approved length 180.3 km) Haryana (74) / Uttar Pradesh (105.5)	2	179.5	1928.22		May, 2010
18	Two laning of Forbesganj - Jogwani (approved length 13 km) Bihar	57A	9.258	73.55	7.11	May, 2010
19	Two laning of Trichy - Karaikudi and	210	110.372	374	21.345	May,

	Trichy bypass (approved length 100 km) Tamil Nadu	& 67				2010
20	KNT / Kerala border to Kanuur section (approved length 286.3 km) Kerala	17	126.6	1157.16	112	May, 2010
21	Belgaum - Dharwad (approved length 111 km) Karnataka	4	80	480	31	May, 2010
22	Shilong bypass Meghalaya	40 & 44	50	226	24.87	May, 2010
23	Four laning of Chappra - Hajipur (approved length 153 km) Bihar	19	65	575	65.43	May, 2010
24	Bhubaneshwar - Puri (approved length 59 km) Orissa	203	67	500.29	193.78	May, 2010
25	4/6 laning of Maharashtra / Goa border - Panaji Goa / KNT border Goa	17	139	1872	664.74	May, 2010
26	Four laning of Barhi - Hazaribagh (approved length 40 km) Jharkhand	33	41.314	398	150.85	May, 2010
27	Two laning of Mokama - Munger (approved length 70 km) Bihar	80	69.27	351.54	39.94	May, 2010
28	Chitradurga - Tumkur bypass (approved length 145 km) Karnataka	4	114	839	140.4	May, 2010
29	Chenani - Nashri Jammu & Kashmir	1A	12	2159	317.52	May, 2010
30	Four laning of Belgaum - Khanpur section (km 0.00 to km 30.00) and 2 laning with paved shoulders of Khanpur - KNT / Goa border (km 30.00 to km 84.120) Karnataka	4A	81.89	359		July, 2010
31	Two laning of Muzaffarpur - Sonbarsa (approved length 89 km) Bihar	77	86	511.54	52.4	July, 2010
32	Srinagar to Banihal Jammu & Kashmir	1A	67.76	1100.7	134.82	Sept, 2010
33	Four laning of Jetpur - Somnath section of NH-8D (approved length 127.6 km) Gujarat	8D	123.45	828	22.71	Sept, 2010
34	Multai - Chhindwara - Seoni section and Narsinghpur - Amarwara - Umranala - Saoner section (2 laning with paved shoulders) Madhya Pradesh (405) / Maharashtra (13)	69A & 26B	418	1565	1411.36	Oct, 2010
35	Agra - Aligarh Uttar Pradesh	93	79	250.5	48.5	Nov, 2010
36	Kanpur - Kabrai Uttar Pradesh	86	123	373.47	123	Nov, 2010
37	Development of adequate road	SR	30.20	600	253.47	Dec,

	connectivity to Chennai - Ennore Port Connectivity [two projects merged with one project under Phase-I. The total project length increased by 6 km (30.2 km)]					2010
38	Four laning of Ludhiana - Talwandi section	95	78	479	1.08	Dec, 2010
39	Panvel - Indapur	17	84	942.69	33.95	Oct, 2010
40	Patna - Bakthiarpur	30	50.6	574	113.40	Dec, 2010
41	Aligarh - Kanpur	91	268	723.68	287.91	Dec, 2010
42	Raibariely to Allahabad	24B	119	291.36	42.10	Dec, 2010

CORRIDOR MANAGEMENT

3.19 The completed stretches are maintained and operated by Corridor Management Division with the following responsibilities:

- (i) Routine and periodic maintenance
- (ii) Road property management
- (iii) Incident Management
- (iv) Engineering Improvement
- (v) Toll Fee collection
- (vi) Way-side amenities

TOLLING

3.20 During the financial year 2010-11, a total length of 2871 km of National Highways has been targeted for tolling. Further the revenue target for the year 2010-11 is Rs. 1500 crore. Upto December, 2010, 849 km length has already been brought under tolling and Rs. 1410.06 crore has been collected as user fee. In order to improve toll management and revenue collection, NHAI has initiated action for engagement of fee collection agencies through competitive bidding.

PROJECTS OF URBAN TRANSPORT IMPROVEMENT

3.21 Improvement of access to Golden Quadrilateral highway within Chennai city including construction of 4 grade separators projects are under construction, this will improve connectivity to the city. Construction activities on the Elevated Expressway in the city of Bangalore connecting the Electronic city with Silk Board Junction are progressing satisfactorily.

ACTION PLAN FOR EXPEDITIOUS IMPLEMENTATION OF PROGRAM

3.22 The implementation mechanism for monitoring of projects in particular on BOT basis has been streamlined. The concerned officers have been sensitized on Government procedures on PPPAC / RFQ / RFP. Regular meeting at the level of Secretary (RT&H) are held to review the progress of various projects.

STATE PWD AND BORDER ROAD ORGANIZATION (BRO)

3.23 Apart from the National Highways (NHs) under the NHDP, there are about 42,808 km of National Highways whose development and maintenance are presently being carried out by the respective PWDs and the BRO. During the year 2010-11, in respect of the stretches not included under NHDP, as on 31st December, 2010, 116 proposals aggregating to Rs. 1584.45 crore have been sanctioned by the Ministry of Road Transport & Highways for the development of National Highways.

3.24 An amount of Rs. 3958.10 crore has been allocated during current year 2010-11, for the NH entrusted to State PWDs and Rs. 700 Crore for NHs entrusted to BRO. In addition to Rs. 3958.10 crore an amount of Rs. 120.00 crore from Permanent Bridge Fee Fund (PBFF) has been allocated for NHs entrusted to State PWD.

3.25 An amount of Rs. 2022.86 crore and Rs. 34.00 crore have been allocated during 2010-11 for maintenance of National Highways entrusted to the state PWDs and the BRO, respectively.

3.26 State-wise allocation under different schemes on the development and maintenance of National Highways during the year 2010-11 is at **Annexure-III**.

SPECIAL ACCELERATED ROAD DEVELOPMENT PROGRAMME FOR THE NORTH EASTERN REGION (SARDP-NE)

3.27 Special Accelerated Road Development Programme for North Eastern region (SARDP-NE) aims at improving road connectivity of district headquarters and remote places of NE region with state capitals. It envisages two / four laning of about 4798 km of National Highways and two laning / improvement of about 5343 km of state roads. This will ensure the connectivity to 88 district headquarters in the North-Eastern states, to 2 lane National Highways/ 2 lane State Roads.

The programme has been divided into Phase 'A', Phase 'B' and Arunachal Pradesh Package of Roads & Highways:

PHASE 'A':

3.28 It consists of improvement of 4099 km of roads consisting of 2041 kms of National Highways and 2058 km of State Roads at an estimated cost of Rs. 21,769 crore. Out of 4099 km, BRO & State PWDs have been assigned with the development of 3213 km of roads at an estimated cost of Rs. 12,821 crore. Out of the remaining length of 886 km, 394 km is to be implemented by National Highways Authority of India (NHAI) on BOT (annuity) basis, 250 km by the Ministry / Assam / Arunachal Pradesh PWD for providing 4-lane connectivity to Itanagar and 242 km length for alternate Highway to Gangtok and improvement of NH-31A will be implemented by BRO. Out of 3213 km as above, projects covering a length of 2244 km at a cost of Rs. 9484 crore has been approved till December, 2010 and works are in different stages of progress. The likely date of completion for phase A is March, 2017.

PHASE 'B':

3.29 It involves 2 laning of 1285 km of National Highways and 2-laning / improvements of 2438 km State roads. Phase B is approved only for DPR preparation and investment decision is yet to be taken by the Government.

ARUNACHAL PRADESH PACKAGE FOR ROADS AND HIGHWAYS:

3.30 The Arunachal Pradesh Package of Roads and Highways covering 2319 km of road stretch was approved by the Government as part of SARDP-NE on 09/01/2009. Out of this, 776 km has been approved by the Government for execution under BOT (Annuity) basis and for the remaining 1543 km approval for tendering under EPC basis has been given. Till December, 2010, works in a length of 350 km at a cost of Rs 2905 crore have been awarded and works in a length of 829 km are at tendering stage. For the balance 1069 km, the estimates are under examination / DPRs are under preparation.

CONSTRAINTS

3.31 While implementing these projects mentioned above several constraints were encountered, which are as follows:

- **Land acquisition:** There has been inordinate delay in acquisition of land in some States mainly due to procedural formalities, court cases and lack of full co-operation from the State Governments concerned.
- **Environment and Forest Clearances:** There have been considerable delays in getting the forest clearance both at the Central and State level.
- **Clearances of Railways for ROB designs:** Rail Over Bridges (ROBs) and Rail under Bridges (RUBs) had to be constructed to make the NHDP free from level crossing on Railways. Obtaining the clearances/approval from the Railways involves co-ordination with several Departments within Railways and it takes a long time to get the necessary approvals.
- **Shifting of Utilities:** Shifting of utilities of **different** types e.g. electric lines, water pipelines, sewer lines, telecommunication lines which were to be completed with the assistance of the concerned utility owning agencies took a considerable time.
- **Law and order problems:** In many States, works have been affected because of adverse law and order conditions and activities of anti-social groups. In addition, the stoppage of works by the local population demanding additional underpasses / bypasses, flyovers, etc. was also frequent.
- **Poor performance by some contractors:** Performance of some of the contractors has been very poor. Cash flow problem has been one of the major reasons for poor performance. The termination of such contracts often results in long-drawn litigation and further delays in completion of works.

CENTRAL ROAD FUND

3.32 An allocation of Rs.15264.00 crore has been made under the CRF for 2010-11 with the following break-up:

1. Grant to State Governments and UTs for State roads	1893.75
2 Grant to States & UTs for Roads of Inter-State Connectivity and Economic Importance	210.42
3. National Highways	7848.98
4. Rural Roads	4434.12
5. Railways	876.73
Total	15264.00

3.33 The allocated funds from the CRF earmarked for the States is further allocated to the various states based on the 30% fuel consumption and 70% geographical area of the State.

3.34 The summary of the allocation and release in respect of states/UT roads since the year 2000-01 to 2010-11 is as follows:

Year	2000-01		2001-02		2002-03	
	Allocation	Release	Allocation	Release	Allocation	Release
Rs. Cr.	985.00	332.01	962.03	300.00	980.00	950.28
Year	2003-04		2004-05		2005-06	
	Allocation	Release	Allocation	Release	Allocation	Release
Rs. Cr.	910.76	778.94	868.00	607.40	1535.36	1299.27
Year	2006-07		2007-08		2008-09	
	Allocation	Release	Allocation	Release	Allocation	Release
Rs. Cr.	1535.46	1462.29	1565.32	1322.19	2171.64	2122.00
Year	2009-10		2010-11			
	Allocation	Release	Allocation	Release		
Rs. Cr.	1786.56	1344.98	2593.75	1466.97*		
* Up to December, 2010						

APPROVALS UNDER CRF FOR STATE ROADS

3.35 During the year 2010-11 (up to December, 2010), 125 proposals involving a cost of Rs. 1121.40 crore have been approved for improvement of state roads under the CRF excluding the works approved under the scheme of EI & ISC.

INTER STATE CONNECTIVITY AND ECONOMIC IMPORTANCE (ISC&EI) SCHEMES

3.36 The schemes of Inter State Connectivity and Economic Importance had been in existence prior to the enactment of CRF Act 2000 where only modest programmes of work were sanctioned with Central loan assistance. The scheme has now been regulated in accordance with the provisions in the Central Road Fund Act, 2000. Under Inter State Connectivity Scheme 100% funding (instead of loan) is provided by the Central Government. Economic Importance Scheme is funded to the extent of 50% by the Central Government and the State government.

SANCTION UNDER ISC & EI SCHEMES

3.37 During the year 2010-11 a sum of Rs. 210.42 crore has been earmarked for the state roads under Inter State Connectivity and Economic Importance (ISC&EI). Total 29 proposals amounting to Rs. 429.54 crore with Central share of Rs. 409.98 crore have been sanctioned during the year 2010-11 (up to December, 2010).

INDIAN ACADEMY OF HIGHWAY ENGINEERS BROAD ACTIVITIES:

3.38 Indian Academy of Highway Engineers (IAHE) is a registered Society under the administrative control of the Ministry. It is a collaborative body of both Central and State Governments and 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 the service period.

3.39 The Academy has been functioning for over 26 years and it started functioning from its own campus, w.e.f. 01st October, 2001 at A-5, Institutional Area, Sector 62, NOIDA (U.P.)

3.40 The broad activities of IAHE consist of the following:

- a) Training of freshly recruited Highway Engineers.
- b) Conducting Refresher Courses for Senior and Middle level Engineers.
- c) Short duration technical and management development courses for Senior Level Engineers.
- d) Training in specialized areas and new trends in highway sector.
- e) Development of training materials, training modules for domestic and foreign participants.

3.41 Since its inception, IAHE has trained 20313 Highway Engineers and Administrators involved in road development from India and abroad through 868 training programmes (up to 31st December, 2010). Participants are drawn from Ministry of Road Transport & Highways, various state PWDs, Public Sector, Private Sector and NGOs involved in the field of Highway Engineering. Engineers from foreign governments have participated in IAHE's International, SAARC and Technical Co-operation Scheme of Colombo Plan. It has also compiled a number of manuals useful for Engineers and their organizations.

3.42 TRAINING PROGRAMMES CONDUCTED DURING THE YEAR: During the year 2010-11 (up to 31st December, 2010), the Academy has organized 73 training programmes in which 1725 engineers have participated. These programmes included, inter-alia, the following sponsored and international training programmes / workshops.

- Various Training Programmes for NRRDA and State RRDA's on PMGSY projects.
- Road Safety and Road Safety Audit for Engineers from SAARC.
- 11 Training Programmes for the Engineers of North Eastern States.
- Course on Safety Zones for the Managers of IL & FS.
- Six Training Programmes for the Engineers of RCD, Bihar at Patna.
- Orientation Programme for GMs, DGMs and Managers of NHAI.
- International training programme under Technical Cooperation Scheme - Colombo Plan.
- Various Public Private Sector Participation programmes in Highway Projects.
- PPP workshop in Association with Commonwealth Business School, UK.
- Training Programme on Project Management for the Engineers of Mongolia.

MECHANISATION IN ROAD CONSTRUCTION AND USE OF MODERN EQUIPMENTS

3.43 The speedy and quality construction and maintenance of roads is the primary focus to meet the growing requirements of Highways with high-speed mobility and heavy traffic volume in the nation. In order to achieve these objectives, it is necessary that modern and sophisticated machines be used. 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 deployment of modern and sophisticated road-making machines in construction and maintenance activity:

- 1 no each of Mobile Bridge Inspection Unit (MBIU) allotted by the Ministry to the States of Tamil Nadu, Orissa, West Bengal, Assam and Himachal Pradesh are being utilized to ensure proper maintenance and upkeep of bridges and also help in repair of distressed bridges.

- There has been a renewed thrust to prevent the overloading of vehicles which ultimately results in damage of roads. This also results in avoidable problem of accidents on Highways. With a view to control overloading and for automatic generation of traffic data, Ministry intends to get 13 nos WIM-cum-ATCC (Weigh-in-motion-cum-Automatic traffic Counter-cum-Classifer) installed in different stretches of National Highways in the country.
- To facilitate the use of latest technological equipments, guidelines for Selection, Operation and Maintenance of Hot mix Plants has been published. Also a document on guidelines on compaction equipments for soil and bituminous road works has been prepared.
- Custom and Excise duty exemption facility in respect of equipment and material is also being availed by contractors in Road Construction Activity under externally aided projects. This facility has attracted the contractors to equip them with latest and sophisticated road construction machineries.
- Private entrepreneurs are being encouraged to use modern equipments for road construction activity to ensure better quality and speedy execution of work. To facilitate in achievement of this goal, with the cooperation of Ministry of Finance, 21 items of Road Construction Machinery have been allowed for duty-free import.

CHAPTER IV

ROAD TRANSPORT

4.1 Road transport is considered to be one of the most cost effective and preferred mode of transport, both for freight and passengers, keeping in view its level of penetration into populated areas. Thus, it is vital to economic development and social integration of the country. Road Transport has emerged as the dominant segment in India's transportation sector with a share of 4.5% in India's GDP in 2005-06. The road transport sector accounts for about 87% of passenger traffic and 60% of freight traffic movement in the country. 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.

4.2 The Ministry is responsible for the formulation of broad policies relating to regulation of road transport in the country, besides making/monitoring arrangements for vehicular traffic to and from the neighbouring countries.

4.3 The following Acts/Rules, which embody the policy relating to motor vehicles and State Road Transport Corporations (SRTC), are being administered in the Road Transport Division of the Department:

- Motor Vehicles Act, 1988
- Central Motor Vehicles Rules, 1989
- Road Transport Corporations Act, 1950
- Carriers Act, 1865 (to be replaced by the new Carriage by Road Act, 2007)

4.4 The Ministry has sanctioned a project for creation of National Register and State Registers of Driving Licenses and Registration Certificates of Motor Vehicles at an estimated cost of Rs. 148 crores. NIC is executing the project. The project involves computerization of Regional Transport Offices/ State Transport Authorities and subsequently link them to National and State Registers of Driving Licence and Registration Certificates. 100% computerization has been achieved in 27 States/UTs. There are 975 RTOs for implementation of smart card based issuance of Driving Licence and Registration Certificates. 903 RTOs have been computerised. Customization of standard software as per State requirement 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 29 States/UTs. 890 RTOs have been connected.

4.5 The Carriage by Road Act, 2007 was notified on 1.10.07. A Working Group under the chairmanship of Joint Secretary (Transport), has submitted its report in 2009. On the basis of its recommendations, the draft Carriage by Road Rules have been notified on 15th June, 2010 inviting suggestions from all stakeholders within a period of 45 days. Comments/suggestions received from various organizations including AIMTC will be considered within the parameters of the Act before notifying the final rules in consultation with Ministry of Law and Justice. Earlier, the Carriage by Road Act was to be made effective from 15th August, 2010. However, keeping in view the large number of representations received and also the reservations of the transporters, it was felt that all the objections/suggestions on the draft Carriage by Road Rules need to be examined carefully. Accordingly, the implementation of the Carriage by Road Act has been deferred upto 28th February, 2011.

4.6 The revised Cabinet Note containing comprehensive proposal for amendments in the Motor Vehicles Act, 1988 was reviewed in the month of June, 2009 and it was decided to set up a Committee under the chairmanship of Shri S. Sunder, former Secretary (Ministry of Surface Transport) and distinguished Fellow (TERI) to review the provisions of the Act to meet the modern day requirement of regulations of vehicular traffic and also the best practices, especially, in the leading Asian countries namely, China, Japan etc. The Committee has submitted its report on 2nd February, 2011 which is under examination.

4.7 A Bill to create the National Road Safety and Traffic Management Board was introduced in Lok Sabha on 04th May, 2010 which was referred to Department related Parliamentary Standing Committee for examination. The Committee has submitted its report to the Chairman, Rajya Sabha on 21st July, 2010. The recommendations of the Committee are being examined.

4.8 The Ministry has introduced a new national permit system for goods carriages with effect from 8th May 2010. As per the new arrangement national permit can be granted by the home State on payment of Rs. 15,000/- per annum per truck towards consolidated fee authorizing the permit holder to operate throughout the country. As present the transporters can deposit this amount at the designated branch of the State Bank of India. The Government has also taken necessary steps to implement the new national permit system electronically through a web portal developed by National Informatics Centre (NIC) w.e.f. 15th September, 2010. The new national permit system has been developed after detailed consultation with the States. The new system has been welcomed both by the States and the transporters at large and is viewed as a significant step forward in the direction of ensuring seamless movement of vehicles across the country

4.9 33rd (Special) meeting of the Transport Development Council (TDC) was held under the chairmanship of Hon'ble Minister (RT&H) on 16th April, 2010 in Parliament House Annexe, New Delhi. The Council deliberated on introduction of new composite fee regime for National Permit and National Road Safety Policy. The States/UTs were urged to take appropriate initiatives in accordance with the National Road Safety Policy to improve road safety scenario, to enforce road safety laws in the right earnest and create separate Road Safety Funds from the penalties levied on various traffic offences.

4.10 During the period under report, twenty Workshop-cum-training programmes were organised for the officers of the State Transport Departments at the Central Institute of Road Transport (CIRT), Pune, Automotive Research Association of India (ARAI) and Engineering Staff College of India (ESCI), Hyderabad. These training programmes aim at training the officers of the State Transport Departments so to acquaint them with the latest development in matters of road transport management and environmental issues.

4.11 The Ministry has developed a scheme to provide financial assistance to the States/UTs for implementation of IT projects such as introduction of GPS/GSM based vehicle tracking system, computerized reservation system, electronic ticket vending machines etc. The scheme has been made effective from 15th March, 2010. Proposals received from States of Karnataka, Haryana, Himachal Pradesh, Gujarat, Tamil Nadu, Punjab and Rajasthan have been sanctioned.

4.12 The Ministry has introduced a scheme for setting up of 10 automated Inspection & Certification Centres in 10 States on a pilot basis. These centres will serve as technical centres for testing the roadworthiness of transport vehicles after evaluation of various identified parameters in a scientific manner. The concerned States, Namely, Madhya Pradesh, Andhra Pradesh, National Capital Region, Gujarat, Uttar Pradesh, Haryana, Rajasthan, Maharashtra, Karnataka and Himachal Pradesh have been requested by the Ministry to submit their proposals at the earliest. One such centre at Chhindwara has already been sanctioned. Proposals from Haryana, Karnataka and Himachal Pradesh have also been received, which have been approved.

ROAD SAFETY

4.13 The Committee on Road Safety & Traffic Management constituted under the chairmanship of Shri S. Sundar, former Secretary, MOST also formulated and recommended a National Road Safety Policy for consideration of the Government. The Ministry has approved adoption of the policy. The National Road Safety Policy envisages greater emphasis on awareness on road safety issues, establishment of road

safety information database, strengthening of driving licence system and training, better enforcement of road safety laws etc. The policy also envisages setting up of a dedicated agency namely National Road Safety & Traffic Management Board to oversee the road safety activities in the country. A Bill to create the National Road Safety and Traffic Management Board was introduced in Lok Sabha on 04th May, 2010 which was referred to Department related Parliamentary Standing Committee for examination. The Committee has submitted its report to the Chairman, Rajya Sabha on 21st July, 2010. The recommendations of the Committee are being examined.

4.14 This Ministry formulates policies for road safety so as to minimise road accidents. The important schemes formulated and managed by the Road Safety Cell include publicity programmes, National Highways Accident Relief Service Scheme (NHARSS), refresher training to heavy vehicle drivers in unorganized sector, providing road safety equipments to States/UTs etc.

4.15 The following activities were undertaken during the year:

- A massive public awareness campaign was carried out in the electronic/print media through the Directorate of Advertising and Visual Publicity (DAVP), Doordarshan, NFDC and professional agencies. Publicity material like calendars, posters, book on road signs, CDs etc. were also supplied to Transport and Police Authorities in States/Union Territories and Schools for widespread distribution.
- The twenty second Road Safety Week, with the theme " Road Safety is a Mission, not an Intermission" was observed during 1-7 January 2011 throughout the country involving State Governments, voluntary organizations, vehicle manufacturers, State Road Transport Corporations, etc.
- The ministry also provides cranes and ambulances under the National Highways Accident Relief Service Scheme (NHARSS) to States/Union Territories as well as NGOs for clearing the accident sites and to take accident victims to the nearest medical centres. So far, 377 cranes, 70 small/medium sized cranes and 509 ambulances have been sanctioned. During the year 2010-11, approval has been given to provide 40 ten-ton cranes and 36 medium/small cranes to the States/UTs. 70 ambulances are also being provided to the hospitals along National Highways identified by Ministry of Health and Family Welfare.

CHAPTER V

DEVELOPMENT OF NATIONAL HIGHWAYS IN NORTH-EASTERN REGION

5.1 The Ministry has been paying special attention to the development of NHs in the North-Eastern region and 10 per cent of the total allocation is earmarked for NE region. The total length of National Highways in North-East, including Sikkim, is 8480 km and these are being developed and maintained by three agencies - the state PWDs, BRO and NHAI. Of the total length of 8480 km, about 1885 km is with the BRO and 5642 km is with the respective state PWDs. The remaining length of 953 km is with NHAI.

5.2 The details of National Highways and their development & maintenance works taken up under various schemes during the year 2010-11 in the North-East region are given below:

(i)	Length under NHDP Phase-III	110 km
(ii)	Length of National Highways, State Roads under SARDP-NE:	
	Phase A	4099 km
	Phase B	3723 km.
	Arunachal Pradesh Package of Roads and Highways	2319 km.

5.3 A length of 110 km of National Highway No 44 in the State of Meghalaya (Jowai – Meghalaya / Assam border {Ratachhera} stretch) falls under NHDP Phase-III.

5.4 State-wise details of length of NHs, state roads under SARDP-NE under Phase A, Phase B and Arunachal Pradesh Package of Roads and Highways and mode of delivery are given at **Annexures IV, V & VI** respectively.

5.5 Under the ISC & EI scheme, 23 projects amounting to Rs. 303.19 crore are under progress.

5.6 Under the CRF, 231 works amounting to Rs. 883.81 crore have been taken up for the improvement of state roads.

5.7 Seventy seven works costing Rs. 1344 crore sanctioned under NH (O) are under progress.

5.8 State-wise details of works in the Northeast are given below:

Arunachal Pradesh

5.9 The Government has approved Arunachal Pradesh Package of Roads & Highways covering construction / improvement of 2319 km roads at an estimated cost of Rs 11703 crore. Out of 2319 km, 2180 km falls in the State of Arunachal Pradesh.

5.10 The Government has approved implementation of 2-laning of NH-153 from km 24/0 (Jairampur) to km 56.485 (Pangsu Pass) covering 32 km at a cost of Rs.94.82 crore.

5.11 Under the CRF, 53 works for the improvement of state roads amounting to Rs. 307.74 crore have been taken up so far.

5.12 Under the ISC scheme, six works costing Rs. 113.80 crore are in progress.

Assam

5.13 As on 31st December, 2010, twenty nine improvement works costing Rs. 581.96 crore, are in progress.

5.14 A length of 678 km connecting Silchar to Srirampur via Lumding-Daboka-Nagaon-Guwahati in Assam has been entrusted to NHAI as part of East West corridor under NHDP Phase-II. East-West corridor portion in Assam has been awarded except for 31km between Udaband and Harangajo for which DPR for realignment is in progress and four laning works are in different stages of progress. 18 km of Guwahati bypass has been completed. For 31 km stretch between Udaband and Harangajo, an estimate amounting to Rs. 51.61 crore for improvement to 2-lane has been approved by the Ministry under NH(O). The work is in progress.

5.15 Under the CRF, eighty seven works amounting to Rs. 338.90 crore have been taken up so far for the improvement of state roads.

5.16 Under the ISC & EI scheme, two works costing Rs. 6.94 crore are in progress.

5.17 Government has approved implementation of four laning of NH-37 from Numaligarh to Dibrugarh (201 km) along with construction of 4-lane bridge over river Brahmaputra connecting Numaligarh and Gohpur on NH-52 on BOT (Annuity) basis and two laning with paved shoulders of single lane stretches of NHs of 1179 km in state of Assam under Phase 'A' SARDP-NE.

5.18 Government has approved implementation of Arunachal Pradesh Package of Roads & Highways covering 2319 km of roads at an estimated cost of Rs 11703 crore. Out of 2319 km, 139 km falls in the State of Assam.

Manipur

5.19 As on 31st December, 2010, fourteen improvements works costing Rs. 208.30 crore, including work on two bridges costing Rs. 11.93 crore are in progress.

Meghalaya

5.20 As on 31st December, 2010, twenty four improvement work amounting to Rs. 266.75 crore are in progress.

5.21 Thirty works amounting to Rs. 110.73 crore have been taken up so far under CRF. In addition, bridgework at an estimated cost of Rs. 4.29 crore is in progress under the centrally sponsored scheme of inter-state connectivity.

Mizoram

5.22 As on 31st December, 2010, twenty one improvement works of the value of Rs. 140.57 crore are in progress.

5.23 Under the CRF, twenty six improvement works amounting to Rs. 62.06 crore have been taken up. In addition, two works amounting to Rs. 28.26 crore are in progress under the ISC & EI scheme.

Nagaland

5.24 As on 31st December, 2010, nine improvement works costing Rs. 146.76 crore are in progress.

Sikkim

5.25 Twenty six works of the value of Rs. 30.86 crore have been taken up for the improvement of state roads under the CRF. Twelve works costing Rs. 149.90 crore are in progress under ISC & EI scheme.

Tripura

5.26 Nine works amounting to Rs. 33.52 crore have been taken up under the CRF for the improvement of state roads.

CHAPTER VI

RESEARCH AND DEVELOPMENT (R&D)

ROLE OF R&D IN ROAD DEVELOPMENT

6.1 The role of Research and Development (R&D) in the road sector is to update the specifications for road and bridge works to introduce new testing techniques and equipments for effective quality control in projects, to introduce emerging construction materials in projects and to recommend new techniques for highway construction and maintenance. With the availability of modern construction machinery in the country, the specifications for the road and bridge works need periodic review. New testing equipment for checking quality of construction works are quick and reliable. The equipment needs to be calibrated and understood before put to use. Likewise, new materials and construction techniques before use in projects, needs to be tested in pilot research study. The dissemination of research findings is done through Indian Roads Congress by the publication of Research digest in Indian Highways and by incorporation of these findings in various guidelines, codes of practice, compilation of State-of-Art reports and instructions / circulars issued by this Ministry. The research schemes sponsored by the Ministry are generally applied in nature, which, once completed, would enable them to be adopted by user agencies / Departments in their work in the field. The areas covered are roads, road transport, bridges, traffic and transportation engineering etc. The research work is undertaken in various research and academic institutions. The research work is assisting in development of road network in the country.

6.2 An outlay of Rs. 600.00 lakhs has been provided for R&D in 2010-11. Expenditure of Rs. 57.00 lakhs (up to 31-12.2010) have been incurred on Research & Development during the year 2010-11.

6.3 Research Schemes nearing completion in 2010-11:

- Pilot Study on Effect of Overloading on Road Infrastructure.
- Compilation and printing of Technical circulars and Directives on National Highways and Centrally sponsored Road and Bridge Projects, issued by the Ministry.

6.4 RESEARCH SCHEMES IN PROGRESS IN THE CURRENT YEAR:

ROADS:

- R&D studies on performance evaluation of Rigid Pavements on High Density traffic corridors using instrumentation supported by laboratory test.
- Investigation on field performance of Bituminous mixes with modified binders.
- Testing of Pavement using seismic waves.
- Preparation of manual on the construction of the composite pavement.
- Guidelines for Soil Nailing Technique on Highway Engineering.

BRIDGES:

- Revision of Ministry's Specifications for Road and Bridge Works 2001 (Fourth revision).
- Study of corrosion susceptible of steel reinforcement protected with anti-corrosive coating / special treatment in ordinary and high performance concrete.
- Creation of Complete range of independent testing facilities for Expansion joints at CRRI.
- Development of an expert system for distress diagnosis of concrete bridge (Fuzzy based).

- Development of standard drawings for composite bridge (with steel girders).
- Development of Explanatory commentary on standard specifications and code of practice for Road Bridges section VI composite constructions limit state Design (First Revision)
- Hydraulic Model Investigations for design of raft foundation for bridges.
- Static and Dynamic load test for Piles.
- Explanatory commentary on Standard Specifications and Code of Practice for Concrete Road Bridges (Limit State Method).
- Geogrid reinforced granular bed in approaches for bridge abutments.

TRAFFIC & TRANSPORTATION:

- Development of GIS based National Highways information system.

6.5 PROPOSALS UNDER CONSIDERATION

ROADS:

- State of Art Reports resulting in Guidelines on facilities for pedestrians / physically challenged persons / passengers pick up bus stops, solar lighting, disaster management / emergency response, hill roads-land slide / slope protection / drainage, electronic toll collection (ETC), nose barriers, crash barriers / anti-collision devices, CC Cameras, road safety with emphasis on non-motorised traffic, vulnerable road users, rain water harvesting, carbon credit generation.
- Use of waste and marginal materials in road construction.
- Application of different types of edge drains for pavement drainage.
- Review of specifications for bituminous mixes.
- Vehicle operating cost for 6 lanes / expressways.
- Life cycle cost of rigid pavements.
- Highways Capacity Manual.
- Improvement to highway drainage with geo-composites, porous concrete etc.
- Quick / non-destructive testing equipment for improving quality.
- Data base of Research Schemes in the Highway Sector and traffic census.

BRIDGES:

- Revision of existing standard design and plans for various types of Bridge Superstructures.

6.6 DOCUMENTS FINALIZED BY INDIAN ROADS CONGRESS DURING 2009-10

ROADS:

- IRC:36-2010 "Recommended Practice for Construction of Earth Embankment and sub-Grade for Road Works" (First Revision)
- IRC: 90-2010 "Guidelines for Selection, Operation and Maintenance of Bituminous Hot Mix Plant" (First Revision).
- IRC : SP:53-2010 "Guidelines on Use of Modified Bitumen in Road Construction" (Second Revision).
- IRC:SP:87-2010 "Manual of Specifications and Standards for Six Laning of Highways through Public Private Partnership".
- IRC:SP:89-2010 "Guidelines for Soil and Granular Material Stabilization using Cement Lime and Fly Ash".

- IRC:SP:90-2010 : "Manual for Grade Separators & Elevated Structures".
- IRC:SP:91-2010 "Guidelines for Road Tunnels".
- IRC:SP:92-2010 "Road Map for Human Resource Development in Highway Sector"
- Addendum to IRC:SP:74
- IRC:SP:15 "Standard Specifications and Code of practice for Construction of Concrete Roads (Fourth Revision).
- IRC:SP:34 "Recommendations for Road Construction in Areas Affected by Water Logging, Flooding and / or Salts Infestation" (First Revision).
- IRC:SP:56 "Recommended Practices for Treatment of Embankment and Road side Slopes for Erosion Control" (First Revision).
- Model Contract Document for Maintenance of Highways.
- Document on Material Testing Facilities for Highway Sector in National Capital (NCR)
- Safety Audit, IRC:6.
- IRC:SP:83 - 2008 "Guidelines for Maintenance, Repair and Rehabilitation of Cement Concrete Pavement
- Revision of IRC:44-2008 "Guidelines for Cement Concrete Mix Design for Pavements.
- Revision of IRC:12 - "Guidelines for Access, Location and Layout of Roadside Fuel Stations and Service Stations".
- Revision of IRC:27 - "Specifications for Bituminous Macadam".
- "Specifications for Dense Graded Bituminous Mixes".
- Revision of IRC:SP:30 - "Manual on Economic Evaluation of Highway Project in India."
- IRC:SP:2001 "Guidelines for landscaping and Tree Plantation".
- Amendments to Clause No 1.2 and Table 4.6.1 of IRC:SP:58-2001 "Guidelines for use of Fly Ash in Road Embankments".
- Guidelines on Requirements for Environmental Clearance for Road Projects.
- Guidelines on Selection, Operation and Maintenance of Paver Finisher.

BRIDGES:

- IRC:SP:37-2010 "Guidelines for Load Carrying Capacity of Bridges"
- Fifth Revision of IRC:6-2000 "Standard Specifications and Code of Practice for Road Bridges, Section II-Loads and Stresses".
- Code of Practice for Concrete Roads Bridges (Limit State Method)
- IRC:SP:56 "Guidelines for Steel Pedestrian Bridges (First Revision)
- IRC:SP:69 "Guidelines and Specifications for Expansion Joints (First Revision)
- IRC:SP:87 "Guidelines for Form work, False work and Temporary Structures" (First Revision).
- Amendment to various clauses of IRC:6
- Amendment to various clauses of IRC:78
- IRC:67 Road sign, Guidelines for variable Message signs Manual on Road
- Revision of IRC:24:2000 - "Standard Specifications and Code of Practice for Road Bridges, Steel Road Bridges (Limit State Method).
- Amendment to IRC:SP:65:2005 - "Guidelines for Design and Construction of Segmental Bridges" (Notified in December 2009 issue of Indian Highways)
- Amendment to IRC:SP:80-2008 - "Guidelines for corrosion Prevention, Monitoring and Remedial Measures for Concrete Bridge Structure (Table 6.6) (Notified in December 2009 issue of Indian Highways).

CHAPTER VII

BORDER ROADS ORGANIZATION

7.1 The Border Roads Organization (BRO) is a road construction executive force, integral to and in support of the Army. It started operations in May 1960 with just two projects (i.e), Project Tusker (renamed Project Vartak) in the East and Project Beacon in the West. It has now grown into a 17-project executive force.

7.2 The BRO has not only linked the border areas of the North and North-East with the rest of the country, but has also developed the road infrastructure in Bihar, Maharashtra, Karanataka, Rajasthan, Andhra Pradesh, the Andaman and Nicobar Islands, Uttarakhand and Chhattisgarh. Apart from this the Organisation has been entrusted with construction of Roads, Airfields etc. Abroad like Tajikistan, Afghanistan, Bhutan & Myanmar. BRO has completed 215 km Delaram-Zaranj road in Afghanistan despite many odds and the prevailing insurgency.

FUNCTIONS OF THE BRO

7.3 The BRO is entrusted with the task of construction and maintenance of roads in the border areas, classified as General Staff (GS) roads, in keeping with defence requirements. GS roads are developed and maintained through funds provided by the Border Roads Development Board (BRDB), through the Ministry of Road Transport and Highways.

7.4 Besides GS roads, the BRO also executes Agency Works, which are entrusted to it by other Central Government Ministries and Departments. Works entrusted by Public Sector Undertakings, State Governments and other Semi-Government Organizations are executed as Deposit Works.

7.5 IMPORTANT MILESTONES

- The entrustment of the construction of 8.80 km long Rohtang tunnel, related access roads to its portals and a 292 km long Alternate Route to Leh, at an approximate cost of Rs 1355.82 Crores has opened a new chapter in the recognition of the diverse capabilities of the Organisation. The construction works have progressed as per target. Length of approach road to South Portal of Rohtang tunnel is 11.750 km and to the North Portal is 0.975 km. Work on tunnel has commenced on 5th November, 2009 and present progress is 18.90%. Probable date of completion (PDC) of the tunnel work is 2014-15.
- The BRO has been entrusted with the four-laning of a stretch of NH-1A from Jammu-Vijaypur as part of NHDP's North-South corridor, on behalf of the NHAI. The initial cost of this project was estimated for Rs 83.88 Cr and revised cost of this project due to variation order approved for Rs. 101.48 Cr. Extension of time for PDC of March, 2011 has been sought.
- Part of Phase 'A' of Special Accelerated Road Development Programme for North-East (SARDP-NE) has been entrusted to BRO. The work involves construction of new roads and improvement of existing roads to double lane standards under a phased programme. Widening of 1103.58 km roads at an approximate cost of Rs. 3870 crore under Phase 'A' with PDC 2013-14 and preparation of DPRs for the roads under Phase 'B' for 1883 km with approximate cost of Rs 8500 crore have been entrusted to BRO. The works have commenced in the year 2006-07. BRO has also been entrusted with the task of

construction / improvement of 2 lanes of 812 km length of road at an estimated cost of Rs 4060 crore under Arunachal Pradesh Package of Roads & Highways under SARDP-NE.

- Under the Re-construction plan for Jammu & Kashmir announced by the Prime Minister, the upgradation of 94 Km long road, Srinagar-Uri (NH1A), up gradation of 17.25 Km long Uri-LoC road, double laning of 265 km long road Batote-Kishtwar-Anantnag (NH-1B), double laning of 422 Km long Srinagar-Leh road via Kargil (NH-1D), Construction of Nimu - Padam - Darcha 290 Km and widening of 14.14 Km long road Domel-Katra (NH-1C) have been entrusted to BRO. The approximate cost of these works is Rs 2856.95 Cr. These works are scheduled to be completed by 2012.
- BRO has completed a unique structure of 120m long cut and cover tunnel at km 141.80 on NH-44 near Sonapur in Meghalaya in September, 2008. This will facilitate uninterrupted line of communication at Sonapur land slide area during the monsoons for forward areas of Meghalaya, Mizoram, Tripura and Cachar regions of Assam. 763.50 m long Passighat bridge on NH-52 has been completed during 2010-11. Feasibility study for Zozila (km 94.00 to km 118.00) and Z-More (km 77.50 to 80.20) tunnel of length 12 km & 3.1 km respectively on NH-1 in J&K has been commenced.

CHAPTER VIII

IMPLEMENTATION OF OFFICIAL LANGUAGE POLICY

MACHINERY FOR IMPLEMENTATION

8.1 Hindi Section in the Ministry of Road Transport & Highways is headed by Deputy Director (Official Language) with one Assistant Director (Official Language) and other supporting staff. Besides monitoring the implementation of the Official Language Policy and the Annual Programme, Hindi Section undertakes translation from English to Hindi and vice-versa of the material received from various sections/divisions of the Ministry.

HINDI SALAAHKAAR SAMITI

8.2 The re-constitution of Hindi Salaahkaar Samiti is under active progress.

OFFICIAL LANGUAGE IMPLEMENTATION COMMITTEE

8.3 The Official Language Implementation Committee (OLIC) of the Ministry of Road Transport & Highways is headed by the Joint Secretary (Transport). Meetings of OLIC were held on 05th July, 2010 and 27th September, 2010. Quarterly Progress Reports regarding progressive use of Hindi in official work, received from sections/divisions of the Ministry and the offices under its control, were reviewed in these meetings and remedial measures were suggested to improve and enhance use of Hindi in official work.

COMPLIANCE WITH SECTION 3(3) OF THE OFFICIAL LANGUAGE ACT, 1963 (AS AMENDED IN 1967) AND CORRESPONDENCE IN HINDI

8.4 In compliance of provisions of Section 3(3) of the Official Language Act, 1963 (as amended in 1967), all the documents covered under this section are being issued bilingually.

8.5 All letters received in Hindi i.e. letters either written in Hindi or signed in Hindi, are replied to in Hindi, irrespective of the region from where these are received.

8.6 Efforts are being made to increase correspondence in Hindi with the offices of the Central Government, State Government, UT Administrations in the regions 'A' and 'B' and the general public.

SPECIFIC MEASURES TAKEN FOR PROMOTING USE OF HINDI

TRAINING IN HINDI TEACHING, HINDI TYPEWRITING AND HINDI STENOGRAPHY

8.7 Out of a total of 21 typists (clerks), 18 are trained in Hindi typing and out of a total of 110 Stenographers, 87 are trained in Hindi stenography.

CASH AWARDS AND INCENTIVE SCHEMES

8.8 An incentive scheme to encourage officers and employees to do their official work in Hindi is in vogue in the Ministry. Under this scheme, cash awards are given for doing noting and drafting in Hindi. After processing the entries received under the scheme for the year 2009-10, one official was given a cash award.

CELEBRATION OF HINDI DIVAS AND HINDI PAKHWARA

8.9 On the occasion of Hindi Divas on 14th September, 2010, the message of the Hon'ble Minister of Home Affairs and the appeal issued by the Hon'ble Minister of Road Transport & Highways were read out to the officers and staff of the Ministry to encourage them to increase use of Hindi in their official work. Hindi Pakhwara was observed in the Ministry from 16th September, 2010 to 29th September, 2010. Competitions were held in Essay writing in Hindi, Knowledge of official language policy of the Union, Hindi Translation, Departmental Vocabulary, Noting & Drafting in Hindi, Quiz and Hindi Poetry Recitation.

Separate competitions were held in each category for Hindi speaking and non- Hindi speaking staff of the Ministry. Two workshops were also organized by this Ministry on 27th & 28th September, 2010 in respect of "How to work in Hindi" and "How to work on computer in Hindi" respectively. Hon'ble Minister of State for Road Transport & Highways gave away awards to the winners of the competitions in a function held in the Ministry on 30th September, 2010.

PROPAGATION OF INFORMATION TECHNOLOGY

8.10 The entire Hindi typewriting work in the Ministry is carried out on computers. Latest Hindi softwares have been installed on the computers for efficient and fast completion of tasks.

MONITORING AND INSPECTION

8.11 With a view to assess the progress made in promoting use of Hindi in official work, compliance with the Official Language policy and implementation of the Annual Programme, Hindi section conducted inspections as per the guidelines laid down in the Annual Programme 2009-10 issued by the Department of Official Language. Two offices i.e. NHAI, Delhi and IAHE, Noida under the Ministry were inspected on 4th February, 2010 and 8th February, 2010 respectively. During this inspection, use of Hindi in the official work was assessed and suggestions to enhance use of Hindi in their day to day work were given. Eleven sections in the Ministry were also inspected during the year.

INCENTIVE SCHEME FOR WRITING ORIGINAL BOOKS IN HINDI

8.12 In order to encourage writing of original books in Hindi on the subjects falling under the purview of the Ministry of Road Transport & Highways, an incentive scheme was introduced in the year 2005-06. None of the entries received for the year 2009 fulfilled the prescribed norms of the scheme; hence no award was given for this year.

PATH BHARATI

8.13 With a view to propagate the activities of the Ministry and to increase the progressive use of Hindi in the Ministry, an in-house magazine titled '**Path Bharati**' is being published in Hindi since June, 2007. Various articles on the subjects pertaining to the Ministry, the official language policy, literary articles and articles on contemporary topics are published in the magazine. Fifth issue of '**Path Bharati**' was brought out in September, 2010. Entries for the 6th issue of '**Path Bharati**' are being received.

CHAPTER IX

ADMINISTRATION AND FINANCE

9.1 ADMINISTRATION

The Administration Division of Ministry of Road Transport and Highways deals with personnel matters of all officers and staff of the Ministry. The Administration Division is divided into two Wings-one looking after the administration of IAS, CSS, CSCS and GCS personnel and the other that of technical officers. The former is headed by Joint Secretary(Transport & Administration) and the latter by Joint Secretary(Highways). JS(T&A) is assisted by Deputy Secretary(Establishment) and Under Secretary(Establishment I). Joint Secretary(Highways) is assisted by Deputy Secretary(Admn) and Under Secretary(Establishment-II)

9.2 Establishment Wing provides establishment and infrastructure support to the Ministry. For administrative convenience, the Wing has been divided into four Sections viz., Estt.I, Estt.I(B), Estt.II and Estt.II(B).

9.3 **Establishment I:** This Section looks after personnel matters in respect of officers belonging to the All India Services, Secretariat Officers and Non-Technical staff members in the Ministry of Road Transport and Highways.

9.4 **Establishment I (B) :** This Section deals with service matters in respect of Sr. PPS/PPS/PS/Steno Grade 'C'/Steno. Grade 'D' (CSSS Cadre) and Group 'D' officials of the Ministry. The work relating to Establishment Coordination and maintenance of Annual Performance Appraisal Reports (APARs) in respect of Secretariat side officers/officials are also dealt with by Establishment I (B) Section.

9.5 Various cadres in the Ministry of Road Transport and Highways are managed as per the instructions and guidelines issued from time to time by the Ministry of Personnel, Public Grievances & Pensions, the Union Public Service Commission (UPSC) and Ministry of Finance (Department of Expenditure). The Ministry takes all necessary steps to ensure compliance of the orders regarding reservations for Schedules Castes(SCs), Schedules Tribes (STs) and Other Backward Classes (OBCs) and for filling up vacant posts reserved for them. A tabular statement indicating the total number of government servants and the number of SCs and STs among them, is at **Annexure VII**.

9.6 During the year under report, the work relating to the project of introduction of e-service books of officers and staff was taken up for completion in a time-bound manner as per guidelines of Department of Personnel & Training. The work relating to release of second instalment of arrears on account of revision of pay-scales in pursuance of 6th Central Pay Commission recommendations was undertaken and the entire work, including post-audit of the pay fixation orders issued in the previous years as well as those issued during the year under report, was completed. The second instalment was released to the employees as per time-frame laid down by Ministry of Finance (Department of Expenditure). Rotational transfers of officer and staff as per CVC guidelines were carried out. Meetings of the Screening Committee were convened to consider grant of financial upgradation under Modified Assured Career Progression Scheme (MACP) to the eligible employees.

9.7 **Establishment II:** Establishment II Section is responsible for the cadre management of the Central Engineering Service (Roads) Group 'A'. This Section also looks after the service matters in respect of Group 'C' and 'D' Non-Technical staff of 22 Regional Offices (ROs) /Engineering Liaison Offices (ELOs) located in various parts of the country. The activities of Establishment II Section include:-

- (i) Cadre management of CES (Roads) Group 'A'
- (ii) Creation and abolition of posts
- (iii) Formulating policies for deputation, transfer and implementation thereof
- (iv) Holding of DPCs and implementation thereof
- (v) Carrying out Annual Transfers and Promotions
- (vi) Creation and Maintenance of database of Officers
- (vii) Court cases relating to CES Cadre.

9.8 During the year 2010-11, 15 Executive Engineers have been upgraded to Executive Engineers (NFSG). 10 Court Cases have also been dealt/ are being dealt by the Section during the year 2010.

FINANCE

9.9 The Finance wing is headed by an Additional Secretary and Financial Adviser. He is assisted by a Director (Finance), and an Assistant Financial Adviser.

9.10 As per the scheme of the Integrated Financial Wing, the Financial Adviser is closely associated with the Administrative Department in rendering financial advice on various matters within the jurisdiction of the Administrative Department. He contributes in all the activities pertaining to planning, programming, budgeting, monitoring and evaluation of various schemes / programmes of the Ministry. The duties of the Financial Adviser broadly highlighted are as under :

- i) Co-ordinates furnishing of material to the Department related Parliamentary Standing Committee on Transport & Tourism to consider the Detailed Demands for Grants and to the Ministry of Finance on budgetary matters;
- ii) Chairs the pre-PIB meetings relating to all projects requiring decision at the level of PIB;
- iii) Scrutinizes all proposals to be placed before Expenditure Finance Committee / Public Investment Board/ PPPAC & also extend Secretariat assistance for EFC proposals to be chaired by Secretary (Expenditure);
- iv) Renders financial advice including concurrence on the proposals and schemes emanating from different administrative wings of the Ministry within the delegated powers of the Ministry;
- v) Extends necessary co-operation in the Preparation of Five Year Plans and Annual Plans;
- vi) Assesses the Internal resources and Extra Budgetary Resources of the Public Sector Undertakings and Autonomous Bodies under the administrative control of the Ministry;
- vii) Scrutinizes and vets the budget proposals of the various Autonomous Bodies and PSUs.
- viii) Around 5500 proposals from Road and Transport sectors & others were scrutinized / concurred / vetted during the financial year 2009-10.
- ix) Active association in preparation of the outcome budgets clearly ensuring specific appreciation of Unit cost of outcomes /delivery, clearly defining measurable & monitorable outcomes with specified deliverables, setting up of appropriate appraisal, implementation / delivery monitoring and evaluation systems and ensuring actual achievement of the intended outcomes.
- x) Actively coordinates the preparation of performance budgets.
- xi) Provides requisite information and material as inputs for FM's quarterly review of fiscal situation to be presented to the Parliament.
- xii) Actively assists the ministry in evolving strategies for optimizing private sector investment and PPP in the road sector. AS&FA also holds an Estimate Cost Committee prior to the appraisal of the project by PPPAC, if the per km cost is in excess of the permissible costs.
- xiii) Ensures expenditure management with release of funds linking these to schemewise / projectwise/ Performances.
- xiv) Periodically reviews various non tax revenue receipts in the context of market trends and other sectoral developments giving his considered comments and recommendations regarding the reasonableness of return to the Government on the deployed public resources
- xv) Monitors of Assets and Liabilities and corrective action taken on an ongoing basis
- xvi) Reviews plan schemes based on the Zero Based Budgeting methodology with a view to achieving optimal expenditure;

- xvii) Evaluates progress / performance of the Plan projects and other continuing Plan schemes;
- xviii) Ensures observance of financial discipline, enforcement of the economy measures and the assessment of the financial viability of all proposals;
- xix) Monitors the settlement of audit objections, inspection reports / reviews, draft audit paras etc., and ensure prompt action on Audit Reports and Appropriation Accounts, Reports on Public Sector Undertakings.
- xx) Screens all the proposals which are forwarded to Ministry of Finance

9.11 In addition to rendering financial advice, the Financial Adviser also:

- i) Ensures that the schedule for preparation of Budget is adhered to by the Ministry and the Budget is drawn up according to the instructions issued by the Ministry of Finance from time to time;
- ii) Scrutinizes the budget proposals before sending them to the Ministry of Finance;
- iii) Ensures that the departmental accounts are maintained in accordance with the requirements under the General Financial Rules;
- iv) Monitors and reviews the progress of expenditure against the sanctioned grants.

CHAPTER X

IMPLEMENTATION OF PERSONS WITH DISABILITIES ACT, 1995

10.1 The Ministry of Road Transport and Highways is making sincere efforts for effective implementation of the Persons with Disability (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995. Disabled persons selected/nominated are appointed against vacancies reserved for them and also adjusted against unreserved vacancies as per the extant instructions of Department of Personnel and Training. The status **as on 30th November, 2010**, in respect of Technical and Non-Technical posts with regard to the number of Persons with Disabilities is as follows:

TECHNICAL

Group	Sanctioned Strength	No. of Persons With Disabilities appointed
A	208	--
B	81	01
C	07	--
NON-TECHNICAL		
A	49	01(HV Category)
B	235	01(VH Category)
C	231	02 (VH Category)
D	144	01(OH Category)

CHAPTER XI

VIGILANCE

11.1 The Vigilance Unit of the Ministry is responsible for coordinating and supervising the vigilance activities pertaining to the Ministry. The Unit is headed by the Chief Vigilance Officer. Joint Secretary (Transport & General) is also CVO of this Ministry appointed with the approval of the Central Vigilance Commission (CVC). Ministry of Road Transport & Highways has one autonomous body viz. National Highways Authority of India (NHAI) which has a separate full time Chief Vigilance Officer.

11.2 During 2010-11, besides dealing with the complaints received (in consultation with the Central Vigilance Commission where required), special emphasis was laid down on the role of preventive vigilance which include simplification of procedures, delegation in decision making, speedy handling of public complaints and transparency in public dealing. Further, the officers as well as officials of the level of S.O, Assistant and UDC, who had completed three years of tenure were rotated as per guidelines of CVC.

11.3 A Vigilance Awareness Week was observed in the Ministry from 25 October - 01 November 2010. The Pledge was administered by Secretary to the staff of the Ministry. During the Vigilance Awareness Week, an Essay Competition on the subjects "Delay Breeds Corruption" and "Role of Employees against Corruption " was also organized.

CHAPTER XII

O&M AND PUBLIC GRIEVANCE REDRESSAL

12.1 O&M Unit in Ministry of Road Transport and Highways is concerned with implementation of provisions of Manual of Office Procedure, Public Grievances, Citizen's Charter, Induction Material and Records Management.

12.2 An Information and Facilitation Counter (IFC) is functioning in the Ministry for effective and responsive administration as well as to provide information to the citizens regarding services and programmes, schemes etc. implemented by the Ministry. Material on a variety of subjects that would be useful to the general public has been kept at the Counter. In addition to furnishing information, the IFC also receives public grievance petitions, which are then passed on to the concerned authorities for consideration and disposal.

12.3 The Public Grievance Redressal Machinery in the Ministry is headed by the Joint Secretary (Administration). He is designated as Director of Public Grievances. Public grievances received are referred to the concerned administrative units for early redressal. The Public Grievances Redressal and Monitoring System (PGRAMS), a web based grievance redressal mechanism, is also operational in the Ministry. A total number of 927 cases of public grievances were received during the period from 1st April, 2010 to 31st December, 2010, all of which have already been forwarded to the concerned agencies for prompt disposal.

12.4 A Staff Grievances Redressal Machinery is also functioning in the Ministry. Deputy Secretary (Administration) has been designated as the Staff Grievances Officer for hearing the grievances and also for receiving the grievance petitions. In addition, Joint Secretary (Administration) is also available for public hearing for two hours once in a fortnight.

12.5 Citizen's Charter, disseminating information about the work and particulars of Contact Officers of the Ministry as also of Directors of Grievances in various organizations under the Ministry, is in the process of being updated/revised.

12.6 Due attention is also being paid toward records management. More than 25 years old records are transferred to the National Archives of India (NAI) for permanent retention. During the period 1st April, 2010 to 31st December, 2010, 2025 files were recorded and 3470 files were reviewed and weeded out as per provisions of records retention schedule.

CHAPTER XIII

DEPARTMENTAL ACCOUNTING ORGANISATION AND SET-UP

ACCOUNTS AND BUDGET

13.1 Ministry of Road Transport & Highways is headed by a Secretary to the Government of India and he is the Chief Accounting Authority for the Ministry. He discharges his responsibilities through the Additional Secretary and Financial Advisor (AS&FA) and the Pr. Chief Controller of Accounts. The Accounts and Budget Wings of the Ministry of Road Transport & Highways are functioning under the Pr Chief Controller of Accounts. The office of the Pr. Chief Controller of Accounts is inter-alia responsible for making all authorized payments of the Ministry, compilation of Monthly and Annual Accounts, conducting Internal Audit of all the Units under the Ministry to ensure compliance of the prescribed Rules etc. CCA office has been entrusted the task of preparation of Budget, Statement of Central Transactions, Finance Accounts and Appropriation Accounts. rendering Technical advice to the Ministry on financial and accounting matters, cash management and coordination with the Controller General of Accounts, Comptroller & Auditor General of India, Finance Ministry and other related agencies.

13.2 The Pr. Chief Controller of Accounts organization comprises of Pr.Chief Controller of Accounts, one Controller of Accounts and two Deputy Controller of Accounts/Assistant Controller of Accounts. The Budget Section consists of one Under Secretary (Budget). There is one Principal Accounts Officer for Ministry, one Sr. Accounts Officer for Administration and Establishment and one Sr.Accounts Officer for Internal Audit Wing headed by DCA/ACA. There are 9 PAO's/RPAO's under the administrative control of CCA located at New Delhi, Mumbai, Kolkata, Bangalore, Chandigarh, Jaipur, Lucknow, Guwahati. Recently two new RPO's are also created for implementation of Direct Payment Procedure at Bhopal and Hyderabad.

13.3 The detailed responsibilities assigned to the office of the Pr.Chief Controller of Accounts Ministry of Road Transport and Highways and its offices throughout the country are as under:-

PAYMENTS

1. Making payments on behalf of the Ministry after conducting pre-check of the presented bills as per approved budget.
2. Making payments to the subordinate attached offices, Autonomous Bodies, Societies Associations, Public Sector Undertakings and State Governments.
3. Release of authorization to other Ministries to incur expenditure on behalf of the Ministry.

RECEIPTS

1. Accepting, budgeting and accounting the receipts of the Ministry.
2. Monitoring the repayment of loans and interest thereon received from State Governments and Public Sector Undertakings.

SUBMISSION OF ACCOUNTS AND REPORTS

1. Preparation of Monthly Accounts of the Ministry of Road Transport Highways, Statement of Central Transactions, Statements of Finance Accounts, Head wise and stage wise Appropriation Accounts and their submission to the Controller General of Accounts, Ministry of Finance, Deptt. of Expenditure and the Director General of Audit, Central Revenues.
2. Preparation of Annual Budget including the performance Budget and coordination with the Ministry of Finance in the Budget process during the financial year.

3. Monitoring of Internal Extra Budgetary Resources (IEBR) and its submission to the office of the CGA.
4. Monitoring and submission of mandatory information as per Fiscal Responsibility and Budget Management (FRBM) Act and Rules.
5. Preparation of Management Information Reports based on accounting, budget & audit data for submission to various authorities.
6. Preparation of financial statistics on monthly basis regarding receipts and expenditure for uploading on Ministry's website.
7. Preparation of Monthly expenditure/Weekly expenditure based on Budget and submission to various authorities viz US (Budget), AS&FA, Secretary etc for monitoring the expenditure.
8. Preparation of material for Annual Report for submission to Ministry, Accounts at a Glance and flash figures of expenditure and to submit to CGA and preparation of provisional Accounts and to submit to the Ministry.
9. Preparation of MDO on the basis of MIS received from the PAO/RPO's and submission to CGA
10. Preparation of Brief information for Parliamentary Standing Committee.
11. Preparation of Replies regarding 'Right to Information Act'-2005.

BUDGET

1. Preparation and submission of Annual Budget Estimates and Revised Estimates re-appropriation of funds of the Ministry of Road Transport and Highways and Coordination with the Ministry of Finance and other Departments in all budget matters.
2. Vetting of Demands for Grants yearly after incorporating actual expenditure.
3. Monitoring/disposal of all Audit paras and Observations made by the C&AG of India (Civil and Commercial) and coordination with Monitoring Cell of the Department of Expenditure, M/o Finance for the 'Action Taken Note'/Explanatory Notes on saving and review and ATN notes on selected Grants of Public Accounts Committee (PAC) reports also.
4. Preparation of Annual Estimates of Review Receipts, Interest Receipts & Public Accounts.

INTERNAL AUDIT

1. Internal audit / Inspection of accounts of all Wings of the Ministry and test check of the Accounting of the Public Works Divisions (NH) of State Govts. involved in construction and maintenance of National Highways Roads & Units of the Ministry.
2. Monitoring and disposal of all audit paras and observations coming under the preview of Public Accounts Committee and other Parliamentary Committees.
3. Internal work study in all the wings of the Ministry and coordination with the 'Staff Inspection Unit' of the Ministry of Finance.
4. Preparation of Annual Review of the performance of Internal audit.

COMPUTERISATION OF ACCOUNTS

13.4 In discharge of these functions, several new initiatives have been taken which have contributed immensely to the overall effectiveness and efficiency of the functioning of various Departments of the Ministry as a whole. With a view to eliminate the delay in compilation of Accounts and to provide the information on expenditure accounts at present is implementing various software packages like COMPACT, CONTACT, E-Lekha etc.

13.5 Computerised Accounting (COMPACT): is a comprehensive software package for Expenditure Accounts covering major accounting functions i.e. pre-check, GPF, Budget, Pension, Compilation and New Pension scheme and was successfully implemented in all PAO's/RPAO's. This brought about not only very efficient payment system and timeliness into preparation of accounts but has also resulted in a greater transparency in the whole process.

13.6 Contact: Used in Principal Accounts office for compilation of Monthly Accounts. Every month a detailed review of the Receipts and Expenditure for different Grant is prepared and submitted to CGA office and expenditure statements to the US (Budget), AS&FA and Secretary of the Ministry. This includes Major Headwise, Object Headwise and Schemewise pattern of expenditure. Headwise estimates and Receipts of various non-tax revenue items, comparison with the previous year's figures and position of the outstanding UC's etc.

13.7 E-Lekha: A web based application for generating daily/monthly MIS/Expenditure of Accounting information. All the PAO's/RPAO's have been fully integrated with the based accounting portal E-Lekha. They are required to upload their daily transactions in this portal so that the date of expenditure and receipts are available on daily basis. This has enabled availability of real time data on expenditure and receipt which is crucial for effective monitoring of expenditure/receipts and budgetary controls. The reports generated from the Management Information System of this portal are important managerial tools and are being used by various Departments of the Ministry.

CHAPTER XIV

MISCELLANEOUS

TRANSPORT RESEARCH WING

14.1 Transport Research Wing (TRW) is the nodal agency that provides research inputs, analysis and data support to the various Divisions of the Ministry of Road Transport and Highways. Besides, it assists in policy planning, coordination and evaluation of performance of road transport sector.

14.2 TRW undertakes collection, compilation, dissemination and analysis of data relating to roads, road transport and road accidents. This entails collection of data from various sources viz. Central Government Ministries/Departments, State/ Union Territories Governments/Administrations and public and private sector agencies. The information received from a multitude of sources is scrutinised and validated for consistency and comparability and compiled in quarterly and annual publications covering important aspects of the transport sector. TRW is intimately involved in building and strengthening the data base, identifying data gaps and taking measures to improve the reliability and accuracy of data in road transport and highways sector.

14.3 In view of the growing importance of road transport and its contribution to the economic and social development, there was a felt need for a publication relating to road transport sector which is both comprehensive and analytical in content. With this objective in view, a new publication titled 'Road Transport Year Book 2003-04' in lieu of the earlier publication 'Motor Transport Statistics of India' was launched in the year 2005. This publication, apart from providing data on different motor transport parameters, contains information on various facets of the road transport sector, inter-modal share of traffic, contribution to GDP, etc. The third issue of the publication 'Road Transport Year Book 2006-07' was brought out in March 2009. The next issue of this publication is under compilation and the data are being collected from State Transport Commissioners and other organisations.

14.4 With a view to assess and monitor performance of State Road Transport Undertakings (SRTUs), TRW collects, compiles and analyses data relating to the physical and financial parameters of SRTUs. This information is published in 'Review of the Performance of State Road Transport Undertakings'. This is one of the few national level publications, which monitors the physical and financial performance of SRTUs. During the current year 2010-11, one annual publication titled "Review of the Performance of State Road transport Undertakings – Passenger Services (April 2008-March 2009) was released in May 2010. The next annual issue of this publication is under preparation.

14.5 Basic Road Statistics (BRS) of India is a premier national level publication which provides comprehensive information on road network in the country. For this publication, data is collected from about 280 source agencies spread across the centre, states and local levels. The data so collected is then collated, compiled and analysed by TRW. Reconciliation of the data is also attempted to provide comparable time series data. The latest issue of Basic Road Statistics covering data for the years ending March 2005, March 2006, March 2007 and March 2008 was released in July 2010.

14.6 To improve the Accident Reporting Data system for the country, the UNESCAP-sponsored Asia Pacific Road Accident Database/Indian Road Accident Database (APRAD/IRAD) project is under implementation. For this project, road accident related data for all the States and Union Territories and 23 metropolitan cities of the country is collected, compiled and collated in a specially devised 19-item format. An in-depth analysis and overview of accidents in India based on the data collected in 19 item format is

carried out in TRW. The first issue containing such in-depth analysis was brought out in the year 2006 through the Publication "Road Accidents in India: 2004". The latest issue of "Road Accidents in India: 2008" analysing the Road Accident data pertaining to the year 2008 was brought out by TRW in March 2010. The next issue "Road Accidents in India: 2009" covering data for the calendar year 2009 is under preparation.

14.7 TRW assisted the Ministry in the work of the Core Group for examining the issues and modalities for rationalisation of the National Permits System in the country. Further TRW advised the Ministry in arriving at the formula for distribution of total collection of composite fee received under the New National Permit Scheme among each State/Union Territory (UT).

14.8 National Transport Development Policy Committee (NTDPC) has constituted a Working Group on Roads under the Chairmanship of Secretary (RT & H). Following the first meeting of this Working Group, various Sub-Groups have been formed to facilitate finalization of the Report of the Working Group on Roads. Adviser (TR) is working as the convener of the Working Group on Roads. Officers of Transport Research Wing are actively involved in the working of Sub-Groups relating to Road Safety, Public Transportation and Data & IT issues. TRW is also servicing the last two Sub-Groups on Public Transportation and Data & IT issues.

14.9 TRW also assists the Ministry with analytical input on transport related research studies useful for policy making. TRW is also involved as a technical adviser in selection of research studies in the field of Road Transport sector.

14.10 Some of the Major Highlights of the Road and Road Transport sector in India, as evident from the data compiled by TRW, are indicated below:

- The growth in total number of registered vehicles during the period (1991 to 2006) reflects a compounded annual growth rate (CAGR) of about 10% with variation across vehicle categories.
- As on 31st March, 2006, more than 89.6 million vehicles were registered in India with two-wheelers being the largest component at over 64.7 million (more than 72 percent share) (see Table 1 below).
- During the calendar year 2008, number of road accidents was reported at 4,84,704 higher by 1.1 per cent compared with 4,79,216 accidents reported in the year 2007.
- The number of persons injured and persons killed as a result of road accidents were reported respectively at 5,23,193 and 1,19,860 during 2008 higher by 1.9 % and 4.7 % respectively vis-a-vis figures recorded in 2007 (See Table 2) .
- The performance of SRTUs in terms of key financial and physical parameters during the years 2001-02 to 2008-09 can be seen at Table 3.
- Category wise breakup of road length (total and surfaced) in recent years is given in Table 4.

Table 1 : Total Number of Registered Motor Vehicles in India - 2001-2006(in thousands)

Year (As on 31st March)	All Vehicles	Two Wheelers	Cars, Jeeps and Taxis	Buses @	Goods Vehicles	Others*
1	2	3	4	5	6	7
2001	54991	38556	7058	634	2948	5795
2002	58924	41581	7613	635	2974	6121
2003	67007	47519	8599	721	3492	6676
2004	72718	51922	9451	768	3749	6828
2005	81501	58799	10320	892	4031	7457
2006	89618	64743	11526	992	4436	7921

* : Others include tractors, trailers, three wheelers (passenger vehicles)/LMV and other miscellaneous vehicles which are not separately classified. @ : Includes omni buses.

Table 2: Number of Accidents and Number of Persons Involved : 2001 to 2008

Year	Number of Accidents		Number of Persons		Accident Severity*
	Total	Fatal	Killed	Injured	
2001	405637	71219 (17.6)	80888	405216	19.9
2002	407497	73650 (18.1)	84674	408711	20.8
2003	406726	73589 (18.1)	85998	435122	21.1
2004	429910	79357 (18.5)	92618	464521	21.5
2005	439255	83491(19.0)	94968	465282	21.6
2006	460920	93917(20.4)	105749	496481	22.9
2007	479216	101161(21.1)	114444	513340	23.8
2008	484704	106591(22.0)	119860	523193	24.7

Source: Information supplied by States/UTs. Figures within parenthesis indicate share of fatal accidents (i.e. involving death) to total accidents. * Accident Severity : No. of Persons Killed per 100 Accidents

Table 3 : Select Performance Parameters of SRTUs from 2001-02 to 2008-09

Select Parameters	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
Number of SRTUs	42	43	43	36	36	32	36	37
Fleet Utilisation rate %	90.7	92.2	92.8	92.3	91.9	92.2	92.4	92.3
Occupancy Ratio (%)	62.7	63.5	61.6	64.7	65.9	67.9	68.8	69.9
Staff Strength (nos.)	687297	627491	574446	690793	644837	639732	672151	677087
Staff Bus Ratio	6.7	6.4	5.9	6.3	5.8	5.9	5.9	5.8
Vehicle Productivity(Km/bus/day)	292	298	304	306	306	314	319	321
Staff Productivity(Km/staff/day)	43.8	46.5	51.4	48.6	52.8	53.0	53.9	55.8
Total Revenue (Rs. Crores)	14222	14817	15542	18618	20016	21722	23619	25582
Total cost(Rs. Crores)	15979	16250	16697	20701	22701	23753	25600	28719
Net Profit/Loss(Rs. Crores)	-1757	-1433	-1155	-2083	-2685	-2031	-1981	-3137
Revenue/Km (Rs)	13.0	13.9	14.4	15.2	16.1	17.6	17.8	18.5
Cost/Km (Rs)	14.6	15.2	15.5	16.9	18.3	19.2	19.3	20.8
Net Loss/Kms (Rs)	-1.6	-1.3	-1.1	-1.7	-2.2	-1.6	-1.5	-2.3

Table 4 : Total and Surfaced Road Length by Categories in India

Length in Kilometre						
	Total/ Surfaced	2004	2005	2006	2007	2008
National Highways	T	65569	65569	66590	66590	66754#
	S	65358	65358	66590	66590	66754
State Highways	T	133177	144396	148090	152235	154522
	S	131262	142898	146325	150713	152738
Other PWD Roads	T	719257	786230	803669	835003	863241
	S	597866	643705	664652	689935	719383
Rural Roads *	T	2140569	2386722	2431404	2517631	2577396

	S	678533	733092	766434	813994	864477
Other Roads **	T	562935	546522	554177	569085	574516
	S	287749	261576	266791	276091	286930
All India	T	3621507	3929439	4003930	4140544	4236429
	S	1760768	1846629	1910792	1997323	2090282
<p>* Rural Roads include Panchayat Raj roads and roads constructed under Jawahar Rozgar Yojana (JRY) as of 31.3.1996 & Roads constructed under Pradhan Mantri Gram Sadak Yojana (PMGSY) since 2000.</p> <p>** Other Roads include Urban Roads and Project Roads.</p> <p># As on 31.3.2010, the total road length under National Highways is 70,934 km.</p>						

IMPLEMENTATION OF RIGHT TO INFORMATION ACT, 2005

14.11 The basic objective of Right to Information (RTI) Act is to set up a practical regime of Right to Information for citizens to secure/access information under the control of public authority. Central Information Commission (CIC) and State Information Commission (SIC) have been set up to promote transparency and accountability in the working of public authority.

14.12 RTI Section, PIOs, Appellate Authorities are provided in this Ministry as per RTI Act. Under Section 4(l) (b) of RTI Act, 2005 suo moto information to the public through various means of communication including internet is being given by the public authority. A counter has been opened in the ground floor of Transport Bhavan for receiving RTI applications along with prescribed fee as per RTI Act, 2005. Information to the applicant/public is being provided within the stipulated time mentioned in the Act, keeping in view exemption in Sections 8 & 9 of RTI Act and reasons for refusal of information wherever it is warranted.

14.13 The two organizations namely: National Highways Authority of India (NHAI) an autonomous body and IAHE, a society under the administrative control of Ministry have also appointed their separate PIOs/APIOs/Appellate Authorities for providing information to public/applicants as directed in RTI Act.

14.14 This Ministry has been receiving RTI applications relating to Motor Vehicles Act, Road Transport, National Highways, Flyovers, Bridges, Toll Plaza, collection of users' fee, installation of petrol pumps, tenders etc. All are being replied promptly by the concerned PIOs.

14.15 Till December, 2010, 483 RTI applications were received. Almost all the applications as well as appeals were disposed of apart from transferring 57 applications to the other concerned Ministries/Departments as those were relevant to them.

ANNEXURE I			
LIST OF STATE-WISE NATIONAL HIGHWAYS IN THE COUNTRY			
Sl. No.	Name of State	National Highway No.	Total length (in km)
1	Andhra Pradesh	4, 5, 7, 9, 16, 18, 18A, 43, 63, 202, 205, 214, 214A, 219, 221, 222 & 234	4537
2	Arunachal Pradesh	52, 52A, 153, 229, 52B Ext. & 37 Ext.	1992
3	Assam	31, 31B, 31C, 36, 37, 37A, 38, 39, 44, 51, 52, 52A, 52B, 53, 54, 61, 62, 151, 152, 153 & 154	2836
4	Bihar	2, 2C, 19, 28, 28A, 28B, 30, 30A, 31, 57, 57A, 77, 80, 81, 82, 83, 84, 85, 98, 99, 101, 102, 103, 104, 105, 106, 107 & 110	3642
5	Chandigarh	21	24
6	Chhattisgarh	6, 12A, 16, 43, 78, 200, 202, 216, 217, 111, & 221	2184
7	Delhi	1, 2, 8, 10, 24 & 236	80
8	Goa	4A, 17, 17A & 17B	269
9	Gujarat	NE-I, 6, 8, 8A, 8B, 8C, 8D, 8E, 14, 15, 59, 113 & 228	3245
10	Haryana	1, 2, 8, 10, 21A, 22, 64, 65, 71, 71A, 72, 73, 73A, 71B, 236 & NE-II	1518
11	Himachal Pradesh	1A, 20, 20A, 21, 21A, 22, 70, 72, 72B, 88 & 73A	1409
12	Jammu & Kashmir	1A, 1B, 1C & 1D	1245
13	Jharkhand	2, 6, 23, 31, 32, 33, 75, 78, 80, 98, 99 & 100	1805
14	Karnataka	4, 4A, 7, 9, 13, 17, 48, 63, 67, 206, 207, 209, 212, 218 & 234	4396
15	Kerala	17, 47, 47A, 47C, 49, 208, 212, 213, & 220	1457
16	Madhya Pradesh	3, 7, 12, 12A, 25, 26, 26A, 26B, 27, 59, 59A, 69, 69A, 75, 76, 78, 86 & 92	5027
17	Maharashtra	3, 4, 4B, 4C, 6, 7, 8, 9, 13, 16, 17, 26B, 50, 69, 204, 211 & 222	4191
18	Manipur	39, 53, 150 & 155	959
19	Meghalaya	40, 44, 51 & 62	810
20	Mizoram	44A, 54, 54A, 54B, 150 & 154	927
21	Nagaland	36, 39, 61, 150 & 155	494
22	Orissa	5, 5A, 6, 23, 42, 43, 60, 75, 200, 201, 203, 203A, 215, 217 & 224	3704
23	Pudducherry	45A & 66	53
24	Punjab	1, 1A, 10, 15, 20, 21, 22, 64, 70, 71, 72 & 95	1557
25	Rajasthan	3, 8, 11, 11A, 11B, 11C, 12, 14, 15, 65, 71B, 76, 79, 79A, 89, 90, 113, 112, 114 & 116	5585
26	Sikkim	31A	62
27	Tamil Nadu	4, 5, 7, 7A, 45, 45A, 45B, 45C, 46, 47, 47B, 49, 66, 67, 68, 205, 207, 208, 209, 210, 219, 220, 226, 226E, 227, 230 & 234	4832
28	Tripura	44 & 44A	400
29	Uttarakhand	58, 72, 72A, 72B, 73, 74, 87, 94, 108, 109, 123, 119, 121, 87 Ext. & 125	2042
30	Uttar Pradesh	2, 2A, 3, 7, 11, 12A, 19, 24, 24A, 24B, 25, 25A, 26, 27, 28, 28B, 28C, 29, 56, 56A, 56B, 58, 72A, 73, 74, 75, 76, 86, 87, 91, 91A, 92, 93, 96, 97, 119, 231, 232, 232A, 233, 235 & NE-II	6774
31	West Bengal	2, 2B, 2B Ext., 6, 31, 31A, 31C, 31D, 32, 34, 35, 41, 55, 60, 60A, 80, 81 & 117	2578
32	Andaman & Nicobar Island	223	300
		Total	70934

NHDP PHASE-VII Tentative list of cities for stand alone Ring Roads, Bypasses, Elevated Roads, Grade Separated Intersections and Flyovers		Annexure-II
Sl. No.	Name of City Project	
1	Ring road / bypass for Hyderabad	
2	Ring road / bypass for Tirunelveli	
3	Ring road / bypass for Kanpur	
4	Grade Separated Intersection / Flyover at Ranchi on NH-75	
5	Ring road / bypass for Tiruchchirapalli	
6	Ring road / bypass for Nasik	
7	Grade Separated Intersection / Flyover at Solapur at Junction of NH-9 & NH-211	
8	Ring road / bypass for Chennai	
9	Ring road / bypass for Jaipur	
10	Ring road / bypass for Amritsar	
11	Grade Separated Intersection / flyover at Padalsingi and at Gandhi at Junction of NH-211 and 222	
12	Ring road / bypass for Madurai	
13	Ring road / bypass for Patna	
14	Ring road / bypass for Thiruvananthapuram	
15	Ring road / bypass for Surat	
16	Ring road / bypass for Aligarh	
17	Ring road / bypass for Bangalore	
18	Grade Separated Intersection / Flyover at Alephata at Junction of NH-50 and 222	
19	Ring road / bypass for Ahmedabad	
20	Ring road / bypass for Vishakhapatnam	
21	Ring roads / bypasses for Jammu & Srinagar cities	
22	Ring road / bypass for Kolkata	
23	Elevated link road to Chennai Port	
24	Ring Road / bypass for Meerut	
25	Ring Road / bypass for Coimbatore	
26	Ring road / bypass for Bhopal	
27	Ring road / bypass for Salem	
28	Ring road / bypass for Nagpur	
29	Ring road / bypass for Indore	
30	Ring road / bypass for Lucknow	
31	Ring road / bypass for Imphal	
32	Ring road / bypass for Pune	
33	Ring road / bypass for Varanasi	
34	Ring road / bypass for Dhanbad	
35	Ring road / bypass for Ranchi	
36	Grade Separated intersection / flyover near Ratangiri at Junction of NH-17 and 204	

Annexure-III				
STATE-WISE TENTATIVE ALLOCATION UNDER DIFFERENT SCHEME ON THE DEVELOPMENT AND MAINTENANCE OF NATIONAL HIGHWAYS DURING 2010-11 (Rs in crore)				
Sl. No.	Name of States / Union Territories	Development		Maintenance
		NH(O)	PBFF	
1	ANDHRA PRADESH	255.00	6.40	117.45
2	ARUNACHAL PRADESH	7.00		25.87
3	ASSAM	172.00	3.18	92.15
4	BIHAR	166.00	5.04	129.93
5	CHANDIGARH	11.00		0.66
6	CHHASTISGARH	51.00	3.78	35.02
7	DELHI	60.00		0.77
8	GOA	22.50		4.65
9	GUJARAT	85.50	2.47	112.32
10	HARYANA	145.00		34.78
11	HIMACHAL PRADESH	86.00		47.45
12	JHARKHAND	120.00		39.12
13	KARNATAKA	234.00	3.41	87.56
14	KERALA	55.00	18.02	62.41
15	MADHYA PRADESH	90.00	28.61	64.44
16	MAHARASHTRA	230.00	10.10	145.25
17	MANIPUR	45.00	0.17	31.41
18	MEGHALAYA	65.00	1.05	59.98
19	MIZORAM	43.00		54.93
20	NAGALAND	47.00		43.68
21	ORISSA	221.00	1.32	88.47
22	PUDDUCHERRY	5.00		2.90
23	PUNJAB	170.00	1.13	34.42
24	RAJASTHAN	110.00	4.36	127.37
25	TAMIL NADU	142.00	3.33	62.62
26	UTTAR PRADESH	430.00	20.12	146.28
27	UTTARAKHAND	100.00	1.79	85.08
28	WEST BENGAL	97.00		72.59
29	Andaman & Nicobar Island	7.00		3.68

Annex IV				
DETAILS OF ROADS UNDER PHASE 'A' OF SARDP-NE				
Sl. No.	State	Scope of work	Category of road	Road Length (in Km)
1	Assam	Improvement of existing 2-lane NH-37 from Nagaon-Dibrugarh to 4-lane <i>(BOT(Annuity))</i> .	NH	301
2	Meghalaya	Construction of new Shillong By-pass connecting NH-40 & NH-44 (2-lane) <i>(BOT(Annuity))</i> .	NH	50
3	Meghalaya	Four laning of existing 2-lane road stretch from Jorabat to Barapani on NH-40 <i>(BOT(Annuity))</i> .	NH	62
4	Nagaland	Four laning of Dimapur to Kohima Road including Dimapur/Kohima Bypass on NH-39 <i>(BOT(Annuity))</i> .	NH	81
5	Assam	Improvement of existing single lane road stretches on NH-36, 51, 52, 53, 54, 61, 152, 153 & 154 to double lane with paved shoulders, including Silchar bypass	NH	576
6	Manipur, Meghalaya, Mizoram & Assam	2- laning of NH- 44, 53, 54 & 154, including Jowai bypass in Meghalaya	NH	180
7	Meghalaya	Improvement of existing 2 lane Barapani - Shillong section of NH-40 and flyovers in Shillong city	NH	54
8	Assam & Arunachal Pradesh	Re-alignment and improvement to 2-lane with paved shoulders of NH-37 from Dibrugarh to Rupai and improvement of Stilwell road and NH-38 to 2-lane with paved shoulders	NH	161
9	Tripura	2 laning of NH-44 from Agartala to Sabroom .	NH	130
10	Assam & Arunachal Pradesh	4 - lane connectivity to Itanagar	NH 37A, 52 & 52A	150
11	Assam	2-lane Dibrugarh bypass on NH-37 (on EPC basis)	NH	14
12	Sikkim/West Bengal	Alternative Highway to Gangtok		242
13	Manipur/ Nagaland	Two laning of State road from Maram to Paren to provide connectivity of Manipur State with Nagaland State	State road	116
14	Arunachal Pradesh	Improvement of road from Lumla to Tashigong via Dudunghar (Indo- Bhutan road)	State road	36
15	Sikkim	Double laning of existing single lane Border Road from Gangtok to Nathula	GS road	87
16	Arunachal Pradesh	Improvement / 2-laning of Taliha- Tato and Migging- Bile inter basin roads	State road	176
17	Mizoram	Construction of a new 2-lane highway from Lawngtalai to Myanmar border in Mizoram to support Kaladan Multi Model Transit Transport Project	State road	100
18	Sikkim/West Bengal	Improvement of NH-31A from Sevoke to Ranipul to 2-lane standards	NH	80
19	Meghalaya	2 laning of Nongstoin- Shillong section	NH- 44E	83

20	Mizoram	2 laning/ realignment from Km 11.500 to 130	NH-44A	119
21	Assam	2 laning of Golaghat- Rangajan road	State road	7
22	Assam	2 laning of of Lumding-Diphu- Manja road	State road	56
23	Assam	2 laning of Haflong- Jatinga road	State road	8
24	Assam	2 laning of Dhubri- Gauripur road	State road	8.5
25	Assam	2 laning of Baska- Bamara road	State road	25
26	Assam	2 laning of Morigaon- Jagi road	State road	23
27	Assam	2 laning of Barpeta- Howly road	State road	12
28	Assam	2 laning of Goalpara- Solmari road	State road	6.5
29	Assam	2 laning of Kokrajhar- Karigaon road	State road	18
30	Assam	2 laning of Udalgiri- Rowta road	State road	13
31	Manipur	2 laning of Tamenglong- Khonsang road	State road	40
32	Manipur	2 laning of Pallel Chandel road	State road	18
33	Nagaland	2 laning of Longleng- Changtongya road	State road	35
34	Nagaland	2 laning of Mon-Tamlu- Merangkong road	State road	100
35	Nagaland	2 laning of Phek- Pfutzero road	State road	79
36	Sikkim	2 laning of Tarku- Namchi road	State road	32
37	Sikkim	2 laning of Gyalshing- Singtam road	State road	85
38	Tripura	2 laning of Kailasahar- Kumarghat road	State road	22
39	Meghalaya	2 laning of Nongstoin- Rongjeng- Tura road	State road	201
40	Nagaland	2-laning of Zunheboto- Chakabama road	GS Road	128
41	Meghalaya	Upgradaton of Nongstoin-Pambriew-Wahkaji-Mawthabah road to 2-lane	State road	68
42	Meghalaya	Upgradation of Nongstoin-Rambrai-Myrshai-Chaigaon road to 2-lane	State road	71
43	Meghalaya	Upgradatio of Mawthabah Wahkaji-Phiangdiloil-Ranikor road to 2-lane	State road	47
44	Meghalaya	Upgradation of Ranikor-Nonghyliam-Maheshkhola-Baghmara road to 2-lane	State road	139
45	Sikkim	2-laning of Melli-Manpur-Namchi road	State road	33
46	Sikkim	2-laning of Legship-Naya Bazar road	State road	26
		Grand Total		4099

LIST OF ROADS UNDER NOW MODIFIED PHASE 'B'					Annexure V
Sl. No.	Category of road	Scope/ Section of road	State	Tentative Length (km)	
I. National Highways					
1	NH- 62	2 laning from Assam/Meghalaya border to Dalu via Baghmara	Meghalaya	161	
2	NH- 54	2 laning from Aizawl to Tuipang section	Mizoram	380	
3	NH-54A	2 laning from Lunglei- Theriat section	Mizoram	9	
4	NH-54B	2 laning from Zero point to Saiha section	Mizoram	27	
5	NH- 61	2 laning from Wokha (km 70) to Tuli (km 220)	Nagaland	150	
6	NH- 150	2 laning from Kohima to Nagaland/Manipur border	Nagaland	132	
7	NH- 155	2 laning of Mokokchung to Jessami section	Nagaland	340	
8	NH-44A	2 laning/ realignment from Manu to Tripura/Mizoram Border.	Tripura	86	
		Total (I)		1285	
II. State roads					
9	State road	2-laning of Alternative route between Barak Valley (Silchar) - Guwahati road via Harangajao- Turuk	Assam	285	
10	State road	2 laning of William nagar to Nengkhra road & other road (2 side connectivity with respective length of 14 & 8 km)	Meghalaya	22	
11	State road	2 laning/ Repair/Upgradation of road between Domiaisat & Nongstoin	Meghalaya	54	
12	State road	Construction of alternate 2 lane road from Boko (bypassing Guwahati) to Nongstoin	Meghalaya	125	
13	State road	2 laning of Lunglei- Demagiri road	Mizoram	92	
14	State road	2 laning of Champai - Thau road	Mizoram	30	
15	State road	2 laning from Pfutsero- Zhamai road	Nagaland	18	
16	State road	2 laning from Athibung- Khelma	Nagaland	55	
17	State road	2 laning of Peren- Kohima road	Nagaland	96	
18	State road	Improvement of road from Kukital to Sabroom	Tripura	310	
19	State road	2 laning of road from Shankshak (near Finch corner on NH- 150) to Tengnoupal on NH-39	Manipur	202	
		Total (II)		1289	
III. GS roads					
20	GS road	2 laning of Champai- Seling road	Mizoram	150	
21	GS road	2 laning of Gangtok- Mangam road	Sikkim	68	
		Total (III)		218	
IV. Strategic roads					
22	Indo-Myanmar road	Improvement / 2 laning from Vijaynagar-Miao road	Arunachal Pradesh	157	
23	Indo-Myanmar road	Improvement / 2 laning from Miao-Namchik road	Arunachal Pradesh	17	
24	Indo-Myanmar	Improvement / 2 laning from Changlang to Khimiyang road	Arunachal Pradesh	35	

	road			
25	Indo-Myanmar road	Improvement / 2 laning from Khimiyang - Sangkuhavi road	Arunachal Pradesh	33
26	Indo-Myanmar road	Improvement / 2 laning from Sangkuhavi-Lazu road	Arunachal Pradesh	40
27	Indo-Myanmar road	Improvement / 2 laning from Lazu-Wakka road	Arunachal Pradesh	75
28	Indo-Myanmar road	Improvement / 2 laning from Wakka- Khanu road	Arunachal Pradesh	21
29	Indo-Myanmar road	Improvement / 2 laning from Khanu - Konsa road	Arunachal Pradesh	30
30	Indo-Myanmar road	Improvement / 2 laning from Konsa-Panchao road	Arunachal Pradesh	29
31	Indo-Myanmar road	Improvement / 2 laning from Panchao – Nagaland Border road	Arunachal Pradesh	25
32	State road	Improvement / 2 laning from Yingkiong to Bishing(Porgo via Gette-Pugging-Likor-Paling-Jido) road	Arunachal Pradesh	160
33	State road	Improvement / 2 laning from Zido-Singha road	Arunachal Pradesh	94
34	State road	Improvement / 2 laning from Pango-Jorging road	Arunachal Pradesh	90
35	State road	Improvement / 2 laning from Sarkam point-Singa via Eko-Domping road	Arunachal Pradesh	125
		Total (IV)		931
		Total		3723

ANNEXURE VI			
DETAILS AND MODE OF DELIVERY FOR ARUNACHAL PRADESH PACKAGE OF ROADS & HIGHWAYS			
A. ROADS FORMING TRANS ARUNACHAL HIGHWAY FOR IMPROVEMENT TO 2-LANE			
Sl. No	Section of road	Tentative length (km)	Mode of delivery
1	Nechipu - Seppa road NH 229	99	Annuity
2	Seppa - Khodaso NH 229	110	Annuity
3	Khodaso - Kheel - Hoj NH 229, via Sagalee	102	Annuity
4	Hoj - Potin NH 229	20	EPC
5	Potin - Yazali - Ziro NH 229	71	Annuity
6	Ziro - Daporijo NH 229	160	Annuity
7	Daporijo - Bame NH 229	108	Annuity
8	Bame - Aalo NH 229	42	Annuity
9	Aalo - Pangin NH 229	26	Annuity
10	Pangin - Pasighat NH 229	84	EPC
11	Pasighat - Mahadevpur NH 52		
	(i) Major bridge of Debang valley, connecting roads with option of realignment from Digaru to Chowkham involving major bridge at Alubarighat	30	Annuity
	(ii) 2-laning with paved shoulders of remaining stretches after exclusion of length under (i) above.	140	EPC
12	Mahadevpur - Bordumsa - Namchik - Jairampur - Mammaso NH 52B	97	EPC
13	Mammaso - Changlang	42	EPC
14	Changlang - Khonsa NH 52B	67	EPC
15	Khonsa - Tissa NH 52B	48	EPC
16	Tissa - Longding - Kanubari NH 52B	80	EPC
17	Kanubari - Bimlapur NH 52B	16	EPC
18	Bimlapur to NH-37 link in Assam NH 52B	70	EPC
	Total (A)	1412	
B. MISSING LINK OF NH 37 AND NH 52			
Sl. No.	Section of road	Tentative length (km)	Mode of delivery
1	Missing bridge and its approach between Dhola and Sadia ghats on NH 37	28	Annuity
2	2-laning with paved shoulders from Islampur Tinali to Roing, via Sadia and Santipur	32	EPC
	Total (B)	60	
C. Improvement of State Roads to 2-lane standards for providing 2-lane connectivity to 5 district headquarters towns of Arunachal Pradesh			
Sl. No.	Section of road	Tentative length (km)	Mode of delivery
1	Koloriang - Joram road	158	EPC
2	Yingkiong - Mariyung - Pasighat road	140	EPC
3	Anini - Meka road	235	EPC
4	Hawai - Hawa Camp road	165	EPC
5	Hoj - Yupia - Pappu road	35	EPC
6	Bame - Iekabali - Akajan road	114	EPC
	Total (C)	847	
	Grand Total (A + B + C)	2319	

Annexure VII

**STATEMENT SHOWING THE TOTAL NUMBER OF GOVERNMENT SERVANTS
AND NUMBER OF SCs AND STs AMONG THEM**

TECHNICAL

Group	Sanctioned strength	Total No. of employees in position	SCs	% to total employees in position	STs	% to total employees in position
Group A	227	167	25	14.97	11	06.59
Group B	81	56	12	21.42	04	7.14
Group C	07	04	01	25.00	0	0
Total	315	227	38	16.7	15	6.6

NON-TECHNICAL

Group	Sanctioned strength	Total No. of employees in position	SCs	% to total employees in position	STs	% to total employees in position
Group A	49	41	05	12.19	03	07.31
Group B	235	220	29	13.18	10	4.54
Group C	231	153	34	22.22	05	3.2
Group D	180	159	56	35.2	09	5.6
Total	695	573	124	21.6	27	4.7

Annexure VIII				
SUMMARY OF IMPORTANT AUDIT OBSERVATIONS				
Year	Number of Paras /PA reports on which ATNS have been submitted to PAC after vetting by Audit	Details of Paras/PA reports on which ATNs are pending		
		No. of ATNs not sent by the Ministry even for first time	No. of ATNs sent but returned with observations and Audit is awaiting their resubmission by the Ministry	No. of ATNs which have been finally vetted by audit but have not been submitted by the Ministry to PAC
2004-05		1		
2006			1	
2008		1	2	
2009-10			2	
2010-11	7		3	

Annexure IX					
<u>STATEMENT ON IMPLEMENTATION OF JUDGEMENTS/ORDERS</u>					
<u>OF CENTRAL ADMINISTRATIVE TRIBUNAL (CAT)</u>					
S.No	CAT Cases OA No. & Date	Whether Judgement of CAT Implemented	Whether Judgement of CAT appealed in High Court, if so?		Remarks
			Whether CAT Judgment Upheld	Whether CAT Judgement Dismissed	
1	2	3	4	5	6
2	NIL	NA	NA	NA	NA

Annexure X

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

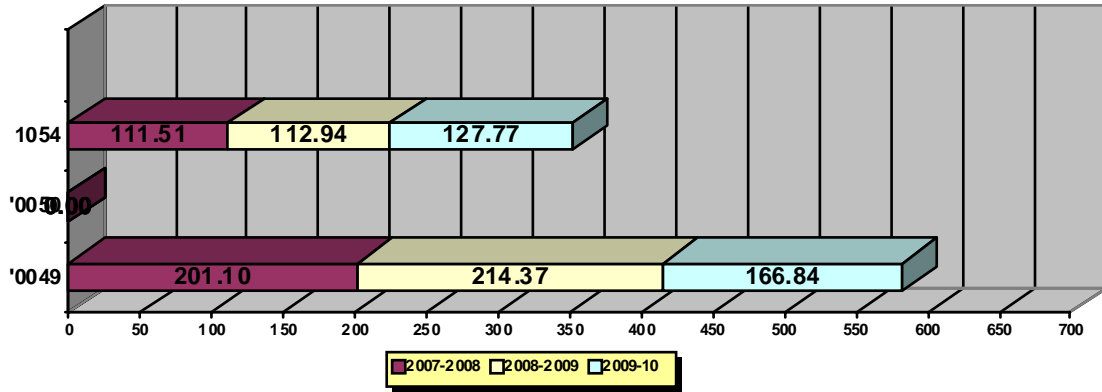
FINANCIAL YEAR 2009-2010
HIGHLIGHTS OF ACCOUNTS

(Rs. in thousand)

Receipts		Disbursements		
Amount		Amount		
A.	Revenue Receipts		Revenue Expenditure	
1	Tax Revenue	99,38,01	General Service	7,58,22
2	Non Tax Revenue		Social Service	1,30,28
	Interest Receipts	1,64,89,57	Economic Service	105,74,80,47
	Other Non-Tax Revenue	1,32,11,63		
	Total Non-Tax Revenue	2,97,01,20		
	Total Revenue Receipts	3,96,39,21	Total Revenue Expenditure	1,05,83,68,97
B.	Capital Receipts		Capital Expenditure	
	Loans for other Transport Service	1,21,85,00	Economic Service	49,22,53,69
	Loans and Advances to State Governments	17,46,00	Loans and Advances	68,17,32
	Loans to Government Servants	63,68		
	Total Capital Receipts	1,39,94,68	Total Capital Expenditure	49,90,71,01
	Total Consolidated Fund of India	5,36,33,89	Total Consolidated Fund of India	1,55,74,39,98
	Public Account		Public Account	
	Small Savings Provident Fund A/c		Small Savings Provident Fund A/c	
	Provident Fund	13,42,42	Provident Fund	6,09,45
	Other Accounts	6,13	Other Accounts	13,75
	Reserve Funds		Reserve Funds	
	Reserve Funds not bearing interest	94,65,15,00	Reserve Funds not bearing interest	89,43,97,76
	Deposit and Advances		Deposit and Advances	
	Deposit bearing interest	10	Deposit bearing interest	0
	Deposit not bearing interest	3,98,33,56	Deposit not bearing interest	3,91,35,26
	Advances	32	Advances	0
	Suspense and Miscellaneous		Suspense and Miscellaneous	
	Suspense	-97,69,31	Suspense	-2,74,90,19
	Other Accounts	1,68,65,16,97	Other Accounts	25,39,73,07
	Total Public Accounts	2,66,44,45,19	Total Public Accounts	1,16,06,39,10
	Total Receipts	2,71,80,79,08	Total Expenditure	2,71,80,79,08

Annexure XI			
SOURCES OF FUNDS AS PER THE STATEMENT OF CENTRAL TRANSACTION (SCT) DURING LAST THREE YEARS IN R/o REVENUE & CAPITAL RECEIPTS			
(Rs. in crores)			
ITEMS/YEAR	2007-08	2007-08	2009-2010
TAX REVENUE	45.05	72.95	99.38
NON TAX REVENUE	314.77	329.46	297.01
GROSS REVENUE RECEIPTS	359.82	402.41	396.39

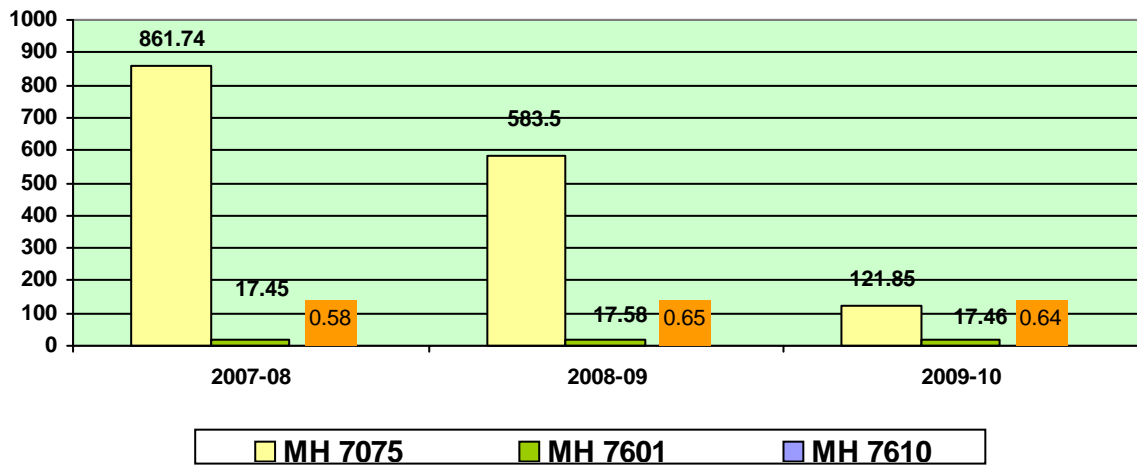
Annexure XII				
HEADWISE DETAILS OF REVENUE RECEIPTS FOR LAST THREE YEARS				
(Rs. in crore)				
	MAJOR HEAD	2007-08	2008-09	2009-2010
1	0021-Taxes on Income other than Corporation Tax	45.05	72.95	99.38
2	0045-Other Taxes and Duties on Commodities and Services	0.00	0.00	0.00
3	0049- Interest Receipts	201.10	214.37	166.84
4	0050-Dividends and Profits	0.00	0.00	0.00
5	0070-Other Administrative Services	0.00	0.00	0.00
6	0071-Contribution and Recoveries towards Pension and Other Retirements Benefits	0.36	0.36	0.30
7	0075-Miscellaneous General Services	1.59	1.43	1.80
8	0210-Medical and Public Health	0.09	0.09	0.19
9	0216-Housing	0.10	0.10	0.10
10	0852-Transport Equipment Services	0.00	0.00	0.00
11	1054 – Roads and Bridges	111.51	112.94	127.77
12	1055 – Road Transport	0.01	0.10	0.001
13	1475 – Other General Economic Services	0.01	0.07	0.08
	TOTAL	359.82	402.41	396.39



Annexure XIII

TREND OF CAPITAL RECEIPTS FOR LAST THREE YEARS
(Rs. in crores)

Sr. No.	PARTICULARS	2007 - 08	2008-2009	2009-10
1	7075- Loans for other Transport services	861.74	583.50	121.85
2	7601-Loans and Advances to State Government.	17.45	17.58	17.46
3	7602-Loans and Advances to Union Territory Government	-	-	-
4	7610- Loans to Government Servants	0.58	0.65	0.64
GRAND TOTAL		879.77	601.73	139.95

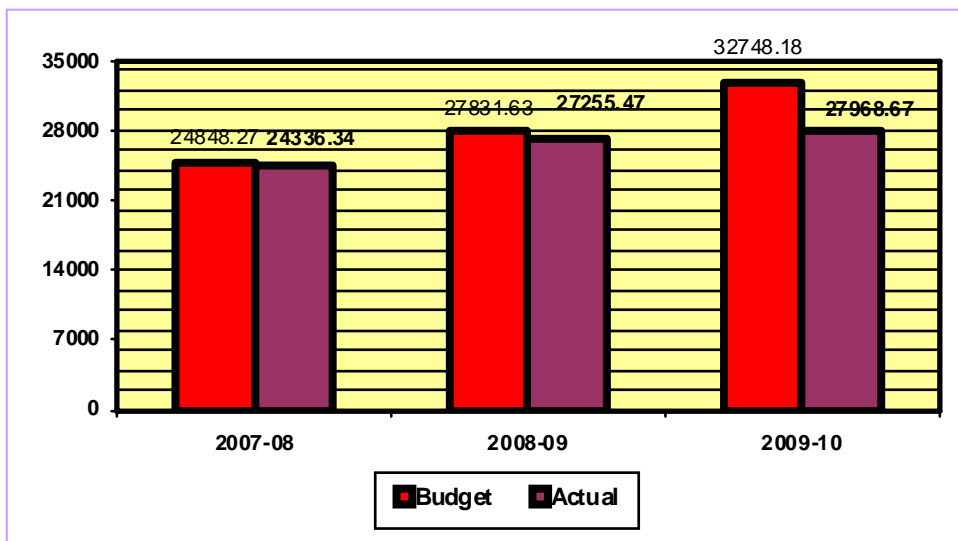


Source : Statement of Central Transactions.

TREND IN REVENUE EXPENDITURE				Annexure XIV
				(Rs. in crores)
YEAR	2007-08	2008-2009	2009-10	
REVENUE EXPENDITURE	11830.70	13753.69	13796.82	

YEARWISE TREND OF BUDGET PROVISION AND ACTUAL EXPENDITURE							Annexure XV
							(Rs. in crores)
Name of the Grant	2007-08		2008-09		2009-2010		
	Budget	Actual	Budget	Actual	Budget	Actual	
Grant No. 87 Roads	24848.27	24336.34	27831.63	27255.47	32748.18	27968.67	

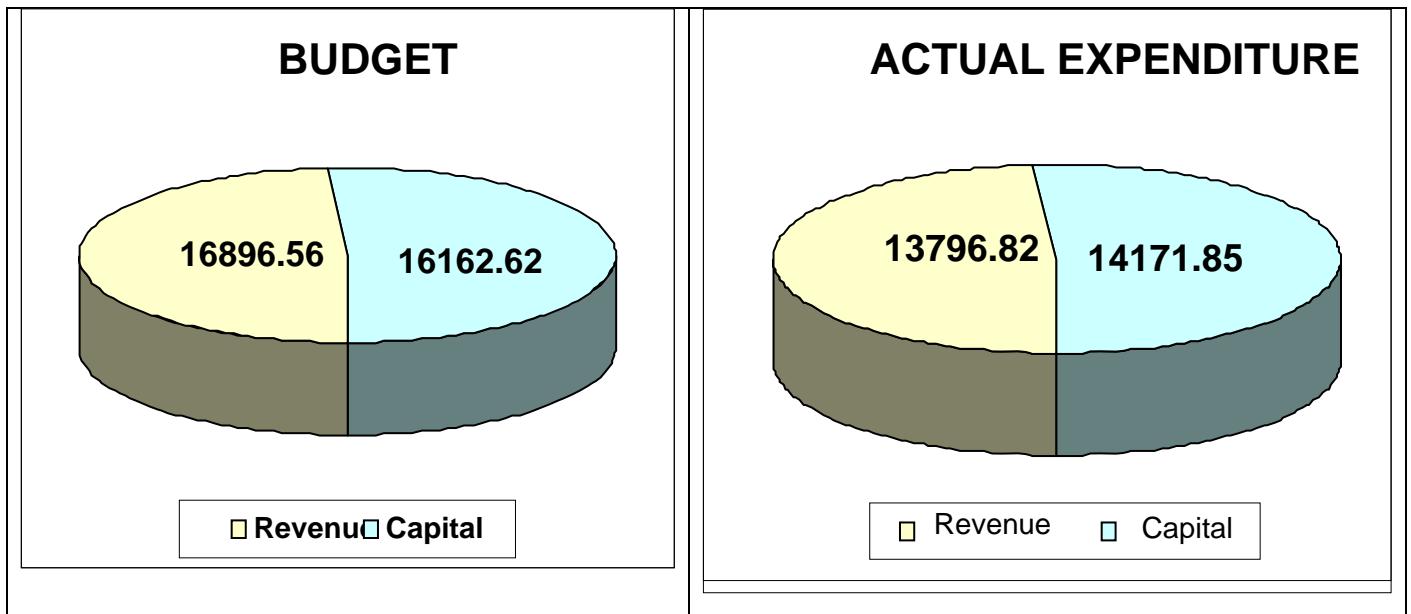
Source: Appropriation Accounts



DETAILS OF APPROPRIATION ACCOUNTS 2009- 2010		Annexure XVI
		(Rs. in crores)
Budget Provision	32748.18	
Actual Expenditure	27968.67	
Savings	6621.20	
Surrenders	4320.46	
Savings not surrendered	2300.74	

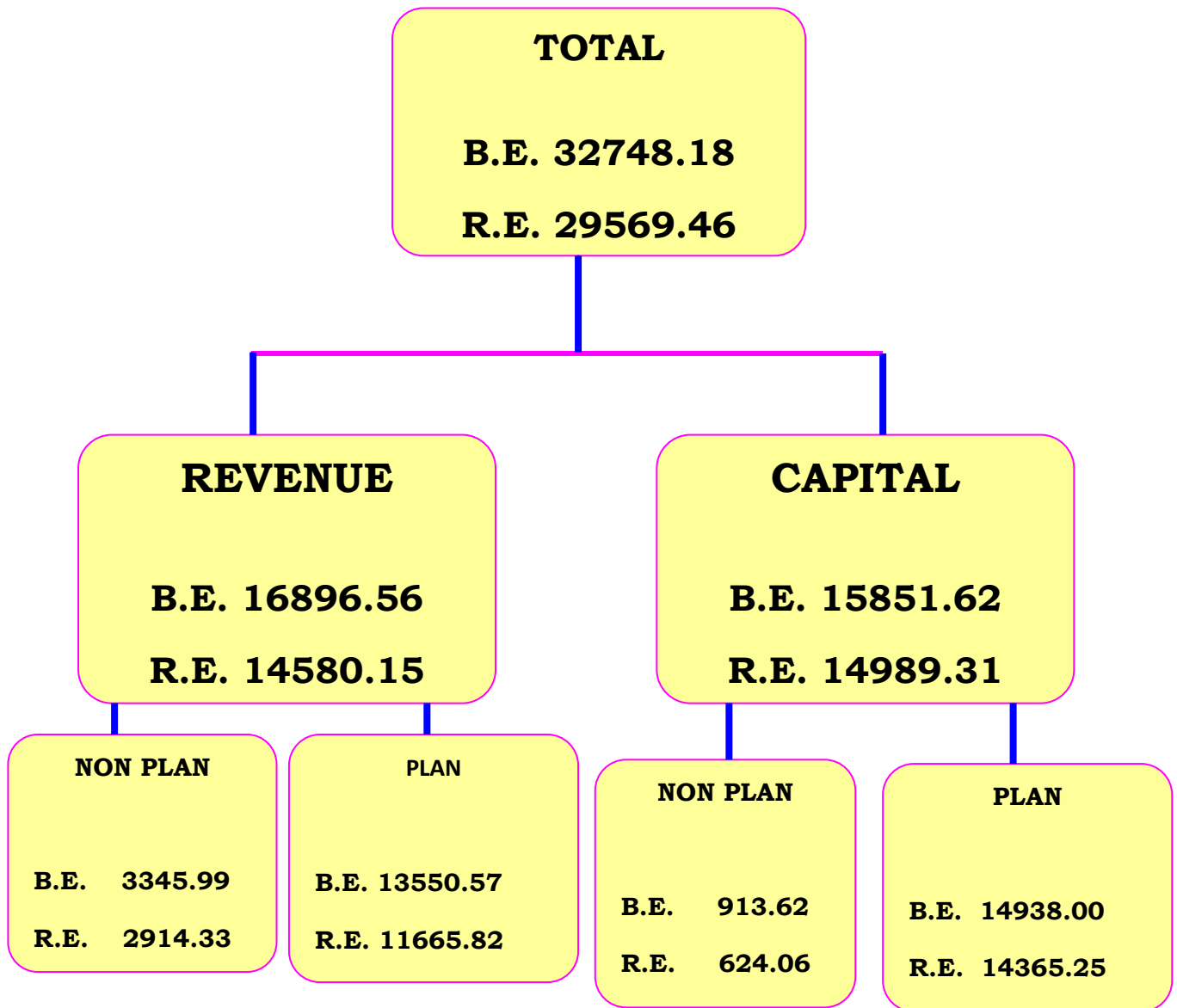
Annexure XVII							
GRANT OF THE DEPARTMENT OF ROAD TRANSPORT AND HIGHWAYS FOR THE FINANCIAL YEAR 2009-2010							
(Rs. in crores)							
Grant No. and Name		Budget Estimate	Supplementary	Total Budget	Actual Expenditure	Saving	Surrender
Grant No.87	Revenue Account	16896.55	0.01	16896.56	13796.82	309.97	2539.92
	Capital Account	15851.62	311.00	16162.62	14171.85	1990.77	1780.54
TOTAL		32437.17	311.01	32748.18	27968.67	2300.74	4320.46
Source- Appropriation Accounts 2009-2010							

(Rs. In crore)



PROFILE OF ACTUAL EXPENDITURE IN 2009-2010

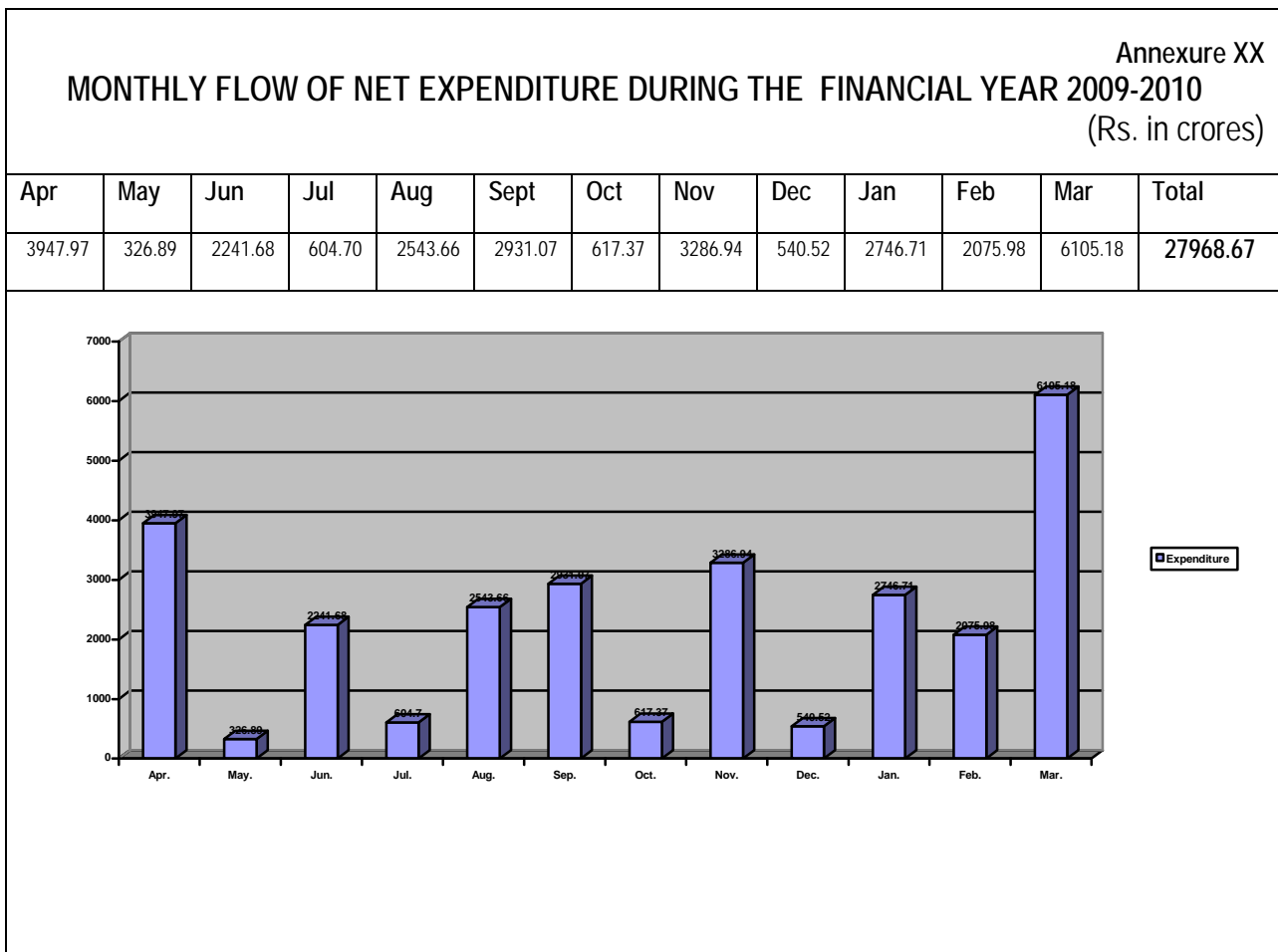
(Rs. in crores)



B.E. = BUDGET ESTIMATE
R.E. = REVISED ESTIMATE
A.E. = ACTUAL EXPENDITURE

Source: Appropriation Accounts

Annexure XIX		
Year wise Budget & Expenditure from 1998-99 to 2009-2010 in respect of Ministry of Road Transport and Highways		
(Rs. in crores)		
Year	Budget	Expenditure
1998-1999	3000.65	2816.42
1999-2000	6738.40	6026.81
2000-2001	11021.36	9580.25
2001-2002	11156.16	10031.58
2002-2003	11913.80	10995.90
2003-2004	12099.74	10991.73
2004-2005	12697.06	10424.47
2005-2006	19226.05	17212.98
2006-2007	23,611.08	22811.04
2007-2008	24848.27	24336.34
2008-2009	27831.63	27255.47
2009-2010	32748.18	27968.67



Annexure XXI

**MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
DETAILS OF EXPENDITURE DURING 2009-2010**

REVENUE EXPENDITURE

(Rs. in crores)

PARTICULARS	2007-08			2008-09			2009-2010		
	Plan	N.PLAN	Total	Plan	N.PLAN	Total	Plan	N.PLAN	Total
2049-Interest Payment	--	3.31	3.31	-	2.47	2.47	-	3.03	3.03
2071-Pension Payment (M2071)	--	3.26	3.26	-	4.18	4.18	-	4.55	4.55
2225- Welfare of SC/ST & other Backward Classes	-	0.80	0.80	-	1.08	1.08	-	1.29	1.29
2235-Social, Security and Welfare	--	0.01	0.01	-	0.01	0.01	-	0.01	0.01
3054-Roads and Bridges	8280.86	1034.41	9315.27	8830.84	1021.12	9851.96	9393.99	1030.80	10424.79
3055-Road Transport	45.45	--	45.45	119.16	-	119.16	20.55	-	20.55
3451-Sectt. Economic Services	--	28.33	28.33	-	42.04	42.04	-	54.08	54.08
3601-Grants in aid to State Government.	40.52	--	40.52	40.00	-	40.00	-	-	-
3602- Grants in aid to Union Territories	-	-	-	-	-	-	-	-	-
3605-Technical and Economic Cooperation with other countries	-	-	-	8	-	8	-	-	-
REVENUE EXPENDITURE	8366.83	1070.12	9436.95	8990.00	1070.90	10060.90	9414.54	1093.76	10508.30
CAPITAL EXPENDITURE									
PARTICULARS	2007-08			2008-09			2009-2010		
5054-Roads and Bridges	4221.20	--	4221.20	4659.51	-	4659.51	5.32	4917.22	4922.54
7075-Loans to other Transport Service	444.00	--	444.00	379.00	-	379.00	68.00	-	68.00
7610-Loans to Government Servant	--	0.29	0.29	-	0.40	0.40	-	17.32	17.32
CAPITAL EXPENDITURE	4665.20	0.29	4665.49	5038.51	0.40	5038.91	73.32	4934.54	5007.86
GRAND TOTAL (Revenue+Capital)	13032.03	1070.4	14102.44	14028.51	1071.30	15099.81	9487.86	6028.30	15516.16

Source: Statement of Central Transactions

FUND FLOW STATEMENT				Annexure XXII
				(Rs. in crores)
CONSOLIDATED FUND OF INDIA		CONSOLIDATED FUND OF INDIA		
RECEIPTS		EXPENDITURE		
REVENUE RECEIPTS	396.39	REVENUE EXPENDITURE		10583.69
CAPITAL RECEIPTS	139.95	CAPITAL EXPENDITURE		4922.54
LOANS AND ADVANCES	-	LOANS and ADVANCES		68.17
TOTAL	536.34	TOTAL		15574.40
PUBLIC ACCOUNT		PUBLIC ACCOUNT		
PROVIDENT FUND	13.49	PROVIDENT FUND		6.23
RESERVE FUNDS	9465.15	RESERVE FUNDS		8943.98
REMITTANCES	--	REMITTANCES		--
DEPOSITS AND ADVANCES	398.36	DEPOSITS and ADVANCES		391.35
SUSPENSE AND MISCELLANEOUS	1676.75	SUSPENSE and MISCELLANEOUS		2264.83
TOTAL (PUBLIC ACCOUNT)	26644.45	TOTAL (PUBLIC ACCOUNT)		11606.39
TOTAL RECEIPTS	27180.79	TOTAL EXPENDITURE		27180.79
Source: Statement of Central Transaction				

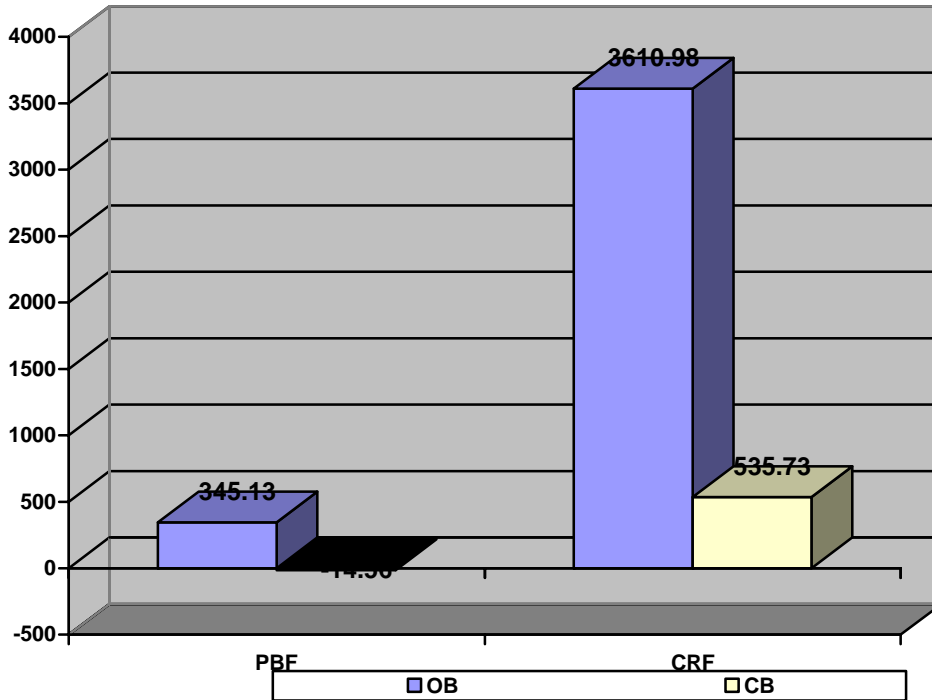
RESERVE FUND				Annexure XXIII
At the end of the year 2009-2010 the closing balance under the Reserve Fund was Rs 4477.28				
The details of accretion during the last 3 years are recapitulated below:-				
				(Rs. in crores)
Items/ Year	2007-08	2008-09	2009-2010	
Opening Balance	4088.64	4392.70	3956.11	
Receipts	8360.31	8902.24	9465.15	
Expenditure	8056.13	9338.83	8943.98	
Accretion	4.18	-436.59	521.17	
Closing Balance	4392.82	3956.11	4477.28	

Annexure XXIV				
DISTRIBUTION OF RESERVE FUND 2009-2010				
(Rs. in crores)				
HEAD	OPENING BALANCE	RECEIPTS	EXPENDITURE	CLOSING BALANCE
8225 {NHPBFF}	345.13	75.39	89.95	330.57
8224 {CRF}	3610.98	9389.76	8854.03	4146.71
TOTAL RESERVE FUND	3956.11	9465.15	8943.98	4477.28

Annexure XXV	
NATIONAL HIGHWAYS PERMANENT BRIDGES FEE FUND	
(Rs. in crores)	
Opening Balance as on 1.4.2009	345.13
Receipt during 2009-2010	75.39
Payment during 2009-2010	89.95
Closing Balance as on 31.3.2010	330.57

Annexure XXVI	
CENTRAL ROAD FUND (CRF)	
(Rs. in crores)	
Opening Balance as on 1.4.2009	3610.98
Receipt during 2009-2010	9389.76
Payment during 2009-2010	8854.03
(Grants in aid to States/UTS +Management expenses)	--
Closing Balance as on 31.3.2010	4146.71

NHPBFF/CRF OF MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (2009-2010)		Annexure XXVII
		(Rs. in crore)
	NH (PERMANENT BRIDGES FEE FUND)	CENTRAL ROAD FUND (CRF)
OPENING BALANCE AS ON 01.04.2009	345.13	3610.98
ACCRETION DURING THE YEAR 2009-2010	-14.56	535.73
TOTAL	330.57	4146.71



OB-Opening Balance CB-Closing Balance

MAJOR HEADWISE EXPENDITURE			
Annexure XXVIII			
(Rs. in crores)			
Heads of Account	BE. 2010.11	Expenditure upto Oct 2010	% (B.E.)
Plan Heads			
M.H. 2552 North Eastern Area			
MH 3054 Roads and Bridges	11594.74	5788.64	49.92
MH 3055-Road Transport	300.00	26.99	9.00
MH3601-Grant in aid to State Govts	2139.92	1105.64	51.67
MH3602-Grant in aid to UT Govts	78.16	54.89	70.23
Total Revenue Section	14112.82	6976.15	49.43
MH 4552 Capital Outlay on North Eastern Areas	0	0	0
MH5054 Capital Outlay on Roads and Bridges (*)	17397.08	6722.89	38.64
MH 7075- Loans for other Transport Services	80.00	40.00	50.00
Total Capital Section	17477.08	6762.89	38.70
Total Plan Heads (Gross)	31589.90	13739.04	43.49
Deduct Recoveries (Plan)	-11696.15	-5110.66	43.70
Total Plan (NET)	19893.75	8628.38	43.37
Non Plan Heads			
MH - 3451-Secretariat- Economic Services	331.97	156.15	47.04
MH 3054 Roads and Bridges	1645.75	598.33	36.36
MH3601-Grant in aid to State Govts (*)	0.00	17.69	0
Total Revenue Section	1977.72	772.17	39.04
MH5054 Capital Outlay on Roads and Bridges (*)	2357.68	861.21	36.53
Total Capital Section	2357.68	861.21	36.53
Total Non Plan (Gross)	4335.40	1633.38	37.68
Deduct Recoveries (Non Plan)	-150.50	-37.95	25.21
Total Non Plan (Net)	4184.90	1595.44	38.12
Total (Plan+Non Plan)	35925.30	15372.42	42.79
Deduct Recovery (Plan+Non Plan)	-11846.65	-5148.61	43.46
Total (Plan+Non Plan) Net	24078.65	10223.82	42.46
(*) Pertains to BRDB expenditure upto October 2010			

Annexure XXIX						
B.E. 2010-11 AND ACTUAL EXPENDITURE (GRANT NO. 80) MINISTRY OF ROAD TRANSPORT & HIGHWAYS						
(Rs. in crore)						
	2010-11			2009-10		
Description	B.E.2010-11	Exp 10/2010	% of B.E.	B.E.2009-10	Exp. 11/2009	% of B.E.
Plan Expenditure						
Revenue	14112.82	6976.15	49.43	13550.57	9031.45	66.65
Capital	17477.08	6762.89	38.70	14938.00	7468.83	50.00
Total Plan (Gross)	31589.90	13739.04	43.70	28488.57	16500.28	57.92
Deduct Recoveries	-11696.15	-5110.66	43.70	-10968.51	5150.0 -5150.06	46.95
NET PLAN EXPENDITURE	19893.75	8628.38	43.37	17520.06	11350.22	64.78
Non Plan Expenditure						
Revenue	1977.72	772.17	39.04	3345.99	1234.31	36.89
Capital	2357.68	861.21	36.53	913.62	252.26	27.61
Total Non Plan (Gross)	4335.40	1633.38	37.68	4259.61	1486.57	34.90
Deduct Recoveries	-150.50	-37.95	25.21	-144.61	-37.14	25.68
NET NON PLAN	4184.90	1595.44	38.12	4115.00	1449.43	35.22
Total Revenue	16090.54	7748.32	48.15	16896.56	10265.76	60.76
Total Capital	19834.76	7624.10	38.44	15851.62	7721.08	48.71
Total Grant No. 80 (Gross)	35925.30	15372.42	42.79	32748.18	17986.85	54.92
Deduct Recoveries	-11846.65	-5148.61	43.46	-11113.12	-5187.20	46.68
Total Grant No. 80 (Net)	24078.65	10223.82*	42.46	21635.06	12799.65	59.16

*BRDB EXPENDITURE UPTO OCTOBER 2010

Draft Revised Accounting Procedure for the E-Collection, Reporting & Accounting of New Consolidated Fee for National Permit

Background:

- 1.1 As per the existing provisions of the Motor Vehicles Act, 1988, National Permit is issued to goods carriers for operation throughout the territory of India or at least four contiguous States including the home State (the State where the vehicle is registered) subject to payment of Composite Tax to the respective States. The rate of Composite Tax was fixed by the States at Rs.5,000/- or Rs.3,000/- per annum (for each state) under their respective States taxation laws. The home States which grants the National Permit, collects the Demand Drafts for composite Tax on behalf of other States and sends the same to the respective States by registered post. Delay in remittance of Composite Tax in the existing system, deficient practices followed at various stages etc. have become major barriers for seamless movement of goods vehicles across the country.
- 1.2 Transporters had been demanding to allow them to operate throughout the country on National Permit on payment of a lump sum amount annually towards a consolidated fee.
- 1.3 The matter has been considered by the Government of India in consultation with the State Governments and discussed by the Transport Development Council. It has now been decided by the Ministry of Road Transport & Highways (RTH) that the transporters would be required to pay Rs.15000/- per annum per vehicle towards the Consolidated Fee. This would be collected by the Ministry of Road Transport & Highways, Govt. of India and distributed to the States/UTs as per the formula prescribed in the Central Motor Vehicles (Amendment) Rules, 2010. No amount would accrue to the Central Government.
- 1.4 The accounting procedure approved earlier was framed to meet the urgent requirement of implementation of the new national permit system w.e.f. 08.05.2010. Under the approved accounting procedure, the collection of consolidated fee was allowed through payment by cash or demand draft at 415 designated branches of State Bank of India. Mostly, there is one dealing / collecting branch corresponding to the permit issuing authority. The verification of payment status is ascertained through physical movement of the scroll from the dealing branch to the corresponding RTO. SBI, New Delhi main branch was the focal point branch for submitting the consolidated scroll to the PAO. Since this involves physical movement of the scroll, significant time is lost in receiving these scrolls from 415 branches and subsequent submission thereof by the SBI focal branch to the PAO (Secretariat), Ministry of Road Transport and Highways, New Delhi. This also resulted in difficulties in reconciliation and other check and balance process. The only option left is to switch over to electronic mode of collection of consolidated fee on national permit at the earliest. NIC has already developed a national permit portal and the SBI has been permitted integration with the system and hence there is a requirement for formulating a revised accounting procedure for the electronic version of collection of consolidated fee on national permit.
- 1.5 The under mentioned accounting procedure would be followed for e-collection and disbursement by all concerned in respect of the consolidated fee on national permit through national permit web portal:-

2. Action to be taken by the Transporter

- 2.1 A transporter seeking National Permit will submit separate applications for each vehicle for grant/renewal of National Permit in the prescribed form specified under Central Motor Vehicle Rules, as amended from time to time, to the concerned Transport Authority in his home State and pay an

amount of Rs.1000/- towards the home State Authorization Fee in accordance with the instructions prescribed by the respective State Government for this purpose.

- 2.2 After uploading of certain details in the National Permit Web Portal (<https://vahan.nic.in/npermit>) by the RTO, the transporter will be able to access the Web Portal to proceed for making payment of National Permit Fee of Rs.15000/-. Only two options for payment of consolidated fee will be allowed i.e., a) either through Internet Banking or b) by Cash.
- i) In case the payment is made through internet banking, the System will directly update and confirm the payment status on real time basis against consolidated fee for National Permit. The system would also generate an e-receipt.
 - ii) In case of payment through cash, then three copies of auto-filled challan (containing all the critical parameters relating to National Permit) will be generated with unique transaction ID. The transporter shall get the printout of filled challan and deposit the National Permit Fee of Rs.15000/- by cash in any of the SBI bank branch or any other Public Sector Bank authorized for the purpose through this printed challan 'in triplicate' and get stamped two copies of the receipt challan. The actual electronic confirmation of the payment by cash will be uploaded by the SBI or any other Public Sector Bank authorized for the purpose on T+1 day..
- 2.3 After up-loading of payment status by the Bank within the stipulated period, the transporter will approach the concerned Transport Authority for issue of National Permit along with a copy of the challan (duly stamped by the bank) through which the Consolidated Fee (Rs.15000/-) was paid or with the on-line Consolidated Fee e-receipt as the case may be.
- 2.4 Separate set of Challans/e-receipt must be submitted for each of the vehicles in respect of which, application for grant / renewal of National Permit is being made.

3. Action to be taken by collecting (Accredited) Branch

- 3.1 In case of payment made through internet banking, the System will automatically update and confirm the payment status and will generate online e-receipt. However, in case of cash payments by the transporter, the Consolidated Fee will be collected in cash at any branch of the State Bank of India or any other Public Sector Bank authorized for the purpose across the country. On receipt of the consolidated fee as cash, the collecting branch shall directly credit through the CBS System of the State Bank of India or any other Public Sector Bank authorized for the purpose, the relevant account operated by the Focal Point Branch for the purpose of accounting / reporting etc. in respect of the consolidated receipts for the National Permit.
- 3.2 The collecting bank will accept the cash from the transporter and will stamp all the three auto-filled copies of challan indicating receipt of money and return two copies to the transporter.

4. Action to be taken by the Focal Point Branch

- 4.1 Since, the consolidated fee in cash can be deposited at any branch of the SBI or any other Public Sector Bank authorized for the purpose across the country through CBS, the dealing branch and the Focal Point Branch will be the same i.e. the State Bank of India, Main Branch, Parliament Street, New Delhi or any other Public Sector Bank authorized for the purpose.
- 4.2 The Focal Point Branch of the State Bank of India, (Parliament Street, New Delhi) or any other Public Sector Bank authorized for the purpose will daily upload the payment status on the National Permit

Web Portal with NIC. The payment status of internet banking transaction would be uploaded on real time basis whereas in case of cash transactions, the payment status will be uploaded on T+1 basis at 1400 hrs next working day.

- 4.3 The Focal point branch would provide MIS containing National Permit Unique Identification Number, date, amount, branch code, mode of payment, registered number of the vehicle, owner details and upload the same on national permit portal on T+1 basis i.e. at 1400 hrs. next working day.

In addition, the Focal Point Branch will provide a copy of the Main scroll containing the National Permit Unique ID, the name of the vehicle owner, with collecting branch-wise details of transactions (indicating therein the details of the vehicle owner, address, Registration Number of vehicle etc.) and forward it to the PAO (Sectt), Min. of RT&H after being duly signed by the Bank Authorities. The challan submitted by the transporters to the collecting branch need not accompany the scroll to the designated PAO.

- 4.4 The Focal Point Branch shall follow the normal procedure of reporting the government transactions as prescribed in the "Procedure for reporting and accounting of transactions of Departmentalized Ministries" by RBI in consultation with CGA, as amended from time to time (as applicable to SBI) or any other Public Sector Bank authorized for the purpose.
- 4.5 The FPB shall remit the e-collections of the Consolidated fee to RBI, CAS, Nagpur within the permissible time limit as prescribed by CGA i.e. within T+1 working days (excluding put through date).

5. Action to be taken by the designated Road Transport Office

- 5.1 On receipt of application from the transporter for issue of National Permit, the RTO will verify the factors viz. a) Fitness Validity b) Enforcement Details c) Insurance Status, d) Tax status, e) Owner details etc. and if found in order, accordingly will allow the transporter to pay Rs.1000/- as Home State Authorization Fee, through the existing application running at RTO.
- 5.2 After exercising all the prescribed checks and verifying the application of the transporter, the RTO will upload certain details in the National Permit Web Portal after which the transporter will be able to generate the electronic challan from the web portal. The RTO will advise the transporter to access the National Permit Web Portal for making the payment.
- 5.3 The RTO after confirming the payment status of National Permit Fee of Rs.15000/- through Unique Transaction ID on the National Permit Portal will consider grant or renewal of National Permit document on security printing paper on stationery having hologram of the issuing State/UT and will issue the same to the transporter. For the purpose of computing the validity of the national permit, the date of authorization shall be the reference date.
- 5.4 The concerned Transport authority will compile the details relating to the number of permits issued or renewed on a monthly basis and send the same to the State Transport Commissioner/Principal Secretary (Transport) by 2nd of the succeeding month. The State Transport Commissioner/Principal Secretary (transport) after compiling the State-wise information, send the same through e-mail to the Ministry at dirrt@nic.in by 5th of every month.

6. Action to be taken by designated Pay & Accounts Office

6.1 On receipt of the Receipt Scrolls received from the Focal Point Branch, the PAO will account for the receipts (as per the Daily Scrolls) under the following heads of account:

Debit Major Head-8658 - Suspense Accounts

Minor Head-108 - PSB Suspense

Credit Major Head-8449 - Other Deposits

Minor Head-121 - National Permit Account (New minor head)

Sub Head 01 - National Permit for Goods Transport Vehicles

On receipt of Put Through Statement from the RBI, CAS, Nagpur, the following entries will be made in the accounts :-

(-) Debit MH -8658 - Suspense Account

Minor Head-108 PSB Suspense

Debit MH – 8675 Deposits with RBI

Minor Head-101 Central – Civil

6.2 The Pay & Accounts Office shall also verify and reconcile the daily scroll information of the FPB with reference to the remittances reported by the RBI.

6.3 In case of any account, the Pay and Accounts Officer may also verify the data in respect of a vehicle through the NIC web portal.

6.4 The PAO will submit a monthly statement of collection of consolidated fee on national permit to Director (RT) by 5th of every succeeding month for facilitating release of share of the States.

7. Responsibilities of Road Transport Division of M/o Road Transport & Highways

7.1 The designated officer of the Road Transport Division of Min. of RTH will maintain records to indicate monthly receipts of consolidated fee on national permit, the distribution of the States' share to different States.

7.2 The Division will also ensure that at any point of time the balance under the head of account mentioned above does not lead to minus balances.

7.3 The Division will process release of share of the States / UTs on the consolidated fee on a monthly basis by 10th of every succeeding month as per the statement received from PAO in accordance

with the formula notified by the Ministry vide SO No.838 dated 4th May, 2010. The sanction order will be issued in consultation with Internal Finance in the Ministry and addressed to the Principal Accounts Office, Ministry of RTH with copies to the Finance Secretaries, Transport/Home Secretaries, State Accountant General of the respective States for transfer of amounts to the States.

8. Payments to States

8.1 The payment to the States on account of consolidated fee on national permit will be made on a monthly basis.

8.2 Payments to States/UTs having banking operations with RBI

On receipt of the sanction of the competent authority, the Principal Accounts Office, Min. of RTH will issue Inter-governmental Advices to Reserve bank of India, CAS, Nagpur to credit the accounts of the respective State Government by debiting the balances of the Central Government. The following entries will be passed in the accounts of Ministry of Road Transport & Highways.

Debit Major Head-8449 - Other Deposits

Minor Head-121 - National Permit Account

Sub Head 01 - National Permit for Goods Transport Vehicles

Credit Major Head 8658- Suspense Accounts

Minor Head 110 Reserve Bank Suspense(CAO)

On receipt of Clearance Memo from the RBI, CAS, Nagpur the following adjustments will be made :

(Minus Cr) MH 8658-Suspense Accounts-110-Reserve Bank Suspense

Credit MH 8675-Deposits with Reserve Bank-101-Central-Civil

8.3 Payments to States/UTs not having banking operations with RBI

In the case of those States/UTs who do not maintain accounts with RBI, CAS, Nagpur, the Pr. A.O., (RTH) will arrange to make payment by cheque/bank draft on receipt of a bill from the designated DDO in the Road Transport Division of the Ministry.

8.4 Before making any payment as indicated in Para 8.1 and 8.2 above, the Principal Accounts Office shall ensure that the balances under the sub-head-"National Permit for Goods Transport Vehicles" would not lead to minus balance.

9. Audit of National Permit Account

9.1 The records pertaining to collection of amounts on account of National Permit and disbursement of States' shares viz. Register/Broadsheets for compiling the date-wise/ month-wise details of receipts and payments, RBI Advice Register, TE Register, Bill Register (**By PAO-Sectt., New Delhi**), State-wise details of National Permits Issued/Renewed, monthly collection and disbursement of consolidated fee to be maintained **by the Road Transport Division of the Ministry** will be subject to internal audit by the internal audit wing of the Ministry and statutory audit by the Office of the C& AG of India.

<u>Challan for payment of consolidated fee for National Permit</u> (to be submitted in quadruplicate) State Bank of IndiaBranch		Annexure I								
Name of the vehicle owner										
Address										
Registration number of the vehicle										
Name of the Road Transport Authority who is to issue National Permit										
Head of Account	8449-Other Deposits 121-National Permit Account 01-National Permit for Goods transport vehicles									
Accounts Officer by whom adjustable	Pay & Accounts Office (Secretariat) Ministry of Road Transport and Highways New Delhi									
Mode of payment	Cash/Demand draft									
Amount	Rs.15000/- (Fifteen thousand only)									
In case the payment is made through Demand draft	-----									
Name of the Bank/branch on which DD has been drawn										
SBI branch who will report the consolidated amount of receipts (FPB)	State Bank of India, Parliament Street, New Delhi									
		Signature of the depositor								
<u>For use in the Bank</u> Bank Transaction Number: Received payment of Rs.15000/- (Rupees fifteen thousand only) on <table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="width: 20px; text-align: center;">D</td> <td style="width: 20px; text-align: center;">D</td> <td style="width: 20px; text-align: center;">M</td> <td style="width: 20px; text-align: center;">M</td> <td style="width: 20px; text-align: center;">Y</td> <td style="width: 20px; text-align: center;">Y</td> <td style="width: 20px; text-align: center;">Y</td> <td style="width: 20px; text-align: center;">Y</td> </tr> </table>		D	D	M	M	Y	Y	Y	Y	
D	D	M	M	Y	Y	Y	Y			
Signature of the authorized Signatory of the receiving branch with stamp										