



सत्यमेव जयते

Government of India

**MINISTRY OF ROAD TRANSPORT
AND HIGHWAYS**

OUTCOME BUDGET 2011-12

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EXECUTIVE SUMMARY

Ministry of Road Transport & Highways

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

During the financial year 2011-12, about 5,926 kms. of the National Highways are to be improved along with construction/rehabilitation of 130 nos. of bridges and 10 nos. of bypasses at an estimated cost of Rs.19,600 crores. Besides budgetary support, Internal Extra Budgetary Resources (IEBR) through external borrowings will also be utilized.

The Ministry has taken up the Special Accelerated Road Development Programme in the North Eastern Region (SARDP-NE) involving widening of 10,141 km of National Highways and other roads in three phases ensuring connectivity of 88 district headquarters in the North Eastern Region to the National Highways. An outlay of Rs.1600 crores has been proposed for SARDP-NE for the year 2011-12.

The Government approved in February, 2009 a special programme for development of roads in Left Wing Extremism (LWE) affected areas including Tribal Sub-Plan in the country spread over 34 districts in 8 States of Andhra Pradesh, Bihar, Jharkhand, Chhattisgarh, Madhya Pradesh, Maharashtra, Orissa and Uttar Pradesh. The programme envisages development of 5477 km roads (1126 km National Highways and 4351 km State Roads) to 2 lane standards at an estimated cost of Rs.7300 crore. An outlay of Rs.1200 crore has been proposed for this programme for the year 2011-12. Improvement of 600 km of State roads in Odisha under Vijayawada Ranchi corridor at a cost of Rs.1200 crore has been approved by the Government in November, 2010. The stretch has been divided into 7 packages. An outlay of Rs.100 crore has been proposed for development of this corridor during 2011-12. This Ministry is also providing funds from the Central Road Fund (CRF) to the State Governments and Union Territories for the development of State roads other than rural roads and also for other roads under the Schemes of Inter-State Connectivity & Economic Importance.

Regular monitoring of financial and physical progress of works is carried out with a view to removing bottlenecks. Senior officers of the State Governments/Railway Ministry have been appointed as nodal officers for resolving problems associated with the implementation of the National Highway Development Project such as land acquisition, removal of utilities, forest/pollution/environment clearances and construction of ROBs etc.

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

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

ROAD TRANSPORT

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

- Motor Vehicles Act, 1988
- Central Motor Vehicles Rules, 1989
- Road Transport Corporations Act, 1950
- Carriers Act, 1865/Carriage by Road Act 2007

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

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

CHAPTER-I

INTRODUCTION

Ministry of Road Transport & Highways:

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

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

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

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

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

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

Apart from the above, the Ministry has two wings: Roads wing and Transport wing.

ROADS WING

The Central Government is responsible for the development and maintenance of National Highways. The development and maintenance of National Highways are being implemented on agency basis. Out of the total length of 70,934 km of National Highways, 35,979 km is with the State Public Works Departments (State PWDs), 28, 126 km with the National Highways Authority of India (NHAI) and 3,565 km with Border Roads Organisation (BRO), balance length of 3,264 km is yet to be entrusted to the executing agencies.

DG(RD) & SS, who is heading the Roads Wing, is concerned mainly with matters related to (i) advising the Government on all general policy matters relating to National Highways (ii) development and maintenance of roads declared as National Highways (iii)

development and maintenance of roads other than National Highways in Union Territories (iv) administration of Central Road Fund (CRF) pertaining to State roads other than rural roads (v) evaluation and specification of standards for roads and bridges and (vi) Research and Development in the Road Sector.

Roads Wing is also administering the following Acts:

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

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

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

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

Research and Development

The main thrust of Research and Development (R&D) in the road sector is to build a sustainable road infrastructure comparable to the best in the world. The various components of this strategy are: (i) improvement in road design, (ii) modernization of construction techniques, (iii) introduction of improved material conforming to latest trends, (iv) evolving better and appropriate specifications encouraging development and use of new technologies etc. These components of the strategy are disseminated through publication of new guidelines, codes of practices, instructions/circulars, compilation of state-of-the-art reports and seminars/presentations etc. The research schemes sponsored by the Department are generally 'applied' in nature, which, once completed, would enable them to be adopted by user agencies/departments in their field work. The areas covered are roads, road transport, bridges, traffic and transportation techniques etc. The Ministry takes the help of various research and academic institutions and universities to implement the R&D schemes.

ROAD TRANSPORT

Road transport is considered to be one of the cost effective and preferred modes of transport for both freight and passengers. It is estimated that the share of passenger traffic by road is more than 85 per cent whereas freight traffic accounts for around 60 per cent of the total freight transport. Easy availability, adaptability to individual needs and cost savings are some of the factors working in favour of road transport. Road transport also acts as a feeder service to railway, shipping and air traffic.

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

The Ministry frames policies and undertakes activities for improving road safety so as to minimise road accidents. The important schemes formulated and managed by the Road Safety Cell of the Ministry include publicity programmes, grants-in-aid to Non Government Organisations (NGOs) for organising road safety awareness programmes, National Highways Accident Relief Service Scheme (NHARSS), refresher training to heavy vehicle drivers in unorganized sector etc.

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

CHAPTER-II

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

ROAD SECTOR

Keeping in view the need for large-scale investments in the road sector, Planning Commission provides outlays for roads. In the Eleventh Plan, Planning Commission has provided an outlay of Rs 1,06,659.00 crores, out of which gross budgetary support (GBS) is Rs.71,830.00 crores and IEBR is Rs 34,829.00 crores.

Planning Commission provided an annual outlay of Rs 27,100.00 crore for 2011-2012 for development in road sector. The break-up is as follows:

Item	Amount (Rs. in crores)
a) Gross budgetary support (of which EAP is Rs 500.00 crore)	19,600.00
b) Internal and extra budgetary resources (IEBR)	7,500.00
c) Total outlay (a+b)	27,100.00

The major constituents of Road Sector are as under:

		(Rs in crores)
S.No	Item	2011-2012
1.	NHAI – ‘Investment’*	8250.00
2.	NHAI – Funds for J&K Package	320.01
2.	EAP (Road Wing)	80.00
3.	EAP (Counterpart)	20.00
4.	National Highways (Original) works (including NH(O), Domestic Travel and Machinery	4641.33
5.	Dandi Heritage Route (NH-228)	10.00
6.	Rail-cum-Road Bridge at Ganga Munger, Bihar	180.00
7.	Works under BRDB – National Highways	700.00
9.	Strategic roads under BRDB	105.00
10.	Special Accelerated Road Development Programme (includes allocation for Kaladan multi-modal transport project)	1,600.00
11.	Other Charges and Development of IT, R&D Planning Studies and Training including Professional Services, Charged Expenditure	18.00
12.	Centrally sponsored schemes – E&I for States/UTs from CRF	249.75
13.	Special programme for development of Road Connectivity (NH & State Roads in Naxalite affected areas (Including Rs.375.00 crore for Tribal sub-plan).	1,200.00
14.	Special programme for Vijayawada – Ranchi Road	100.00
15.	Pasco Project in Orissa – Harichandanpur-Naranpur State Road	33.02
16.	Remittance of Toll Receipts by NHAI	2092.89
	TOTAL	19,600

* Out of total earmarked cess of Rs.9,411.87 crore dedicated for National Highways during 2011-12, Rs.8,250 crore is proposed to be earmarked under “NHAI ‘Investment’” for NHDP and balance amount of Rs.1,161.87 crore is proposed to be included under NH(O) as per CRF Act, 2000 as amended by the Finance Act, 2005.

ROADS WING

The development and maintenance of National Highways are being done on agency basis. The National Highways Authority of India (NHAI), State Public Works Departments (PWDs) and the Border Roads Organization (BRO) are the main agencies of the Central Government for this purpose. The details of financial outlays including complimentary extra budgetary resources (share of private sector in respect of BOT projects) and projected physical outputs for the year 2011-2012 in respect of State PWDs, NHAI and BRO are enclosed as **Annexure-I, II & III** respectively.

Projected Outcomes:

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

Processes / time lines:

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

a	Award of Contracts for works	
	i) Projects costing less than Rs 1.00 crore	Maximum within six months from date of sanction
	ii) Projects costing Rs 1.00 crore and more	Maximum of one year from the date of sanction
b	Completion of work:	
	i) Projects costing less than Rs 1.00 crore	A maximum of two and half a years from date of award of work
	ii) Projects costing between Rs 1.00 crore to Rs 10.00 crore	A maximum of two and half a years from date of award of work
	iii) Projects costing more than Rs 10.00 crore	A maximum of 3 years from the date of award of work. Wherever sophisticated construction machineries are likely to be available, the period of construction for this category of the projects is further reduced suitably in the sanction letter.

STATEMENT INDICATING THE OUTCOME BUDGET 2011-2012

(Physical and Financial Targets of 2011-2012)

STATE PWDs.

Head	Sl. No.	Category	Phy. Target	Fin. Target (Rs. in crore)
Plan works	1	Widening from Single/Intermediate lane to 2 lane (Km)	870.00	1,280.00
	2.	Strengthening of weak 2 lane pavement (Raising((Km)	1,055.00	1,000.00
	3.	Improvement of Riding Quality (Km)	1,650.00	750.00
	4	Construction of By-bass (Nos.)	5	80.00
	5.	Construction rehabilitation of bridges including construction of ROBs (Nos)	110	600.00
	6.	Widening to 4 lane and above (Km)	100.00	350.00
	7.	Others		40.00
		Total		4,100.00

NATIONAL HIGHWAYS AUTHORITY OF INDIA
Statement of Financial Outlays and Outcomes/Targets : 2011-12 (Quarterly and Monthly)

Sl No	Name of Scheme/ Programme	Targets/ Actual	Outlay (Estimated Expenditure) - 2011-12 (Rs. in Cr.)													Targets / Actual	Quantifiable Deliverables (in Kms.)				
			Q1			Q2			Q3			Q4			Total		Q1	Q2	Q3	Q4	Total
			April	May	June	July	Aug.	Sep	Oct.	Nov.	Dec.	Jan.	Feb.	March							
1	NHDP Phase-I (Widening to 4/6 lane including strengthening)	Targets	260.99			235.19			200.81			150.54			847.53	Targets for widening to 4 lane & above					
65.25			91.35	104.40	94.08	70.56	70.56	70.28	70.28	60.24	45.16	45.16	60.22	847.53							
Actual		0.00			0.00			0.00			0.00			0.00	Actual for completion						
2	NHDP Phase-II (Widening to 4/6 lane including strengthening)	Targets	1195.17			902.38			882.84			725.59			3705.99	Targets for widening to 4 lane & above					
298.79			418.31	478.07	360.95	270.71	270.71	308.99	308.99	264.85	217.68	217.68	290.24	3705.98	Actual for completion						

		Actual	0.00			0.00			0.00			0.00			0.00	Targets for award					
															Actual for award						
3	NHDP Phase-III (Widening to 4/6 lane including strengthening)	Targets	6717.77			6510.91			7069.16			7170.62			27468.46	Targets for widening to 4 lane & above					
			1679.44	2351.22	2687.11	2604.36	1953.27	1953.27	2474.21	2474.21	2120.75	2151.19	2151.19	2868.25	27468.46	Actual for completion					
		Actual	0.00			0.00			0.00			0.00			0.00	Targets for award					
															Actual for award						
4	NHDP Phase-IV (Widening and strengthening of 2-lane with Paved Shoulder)	Targets	1195.50			1489.00			1410.50			1577.00			5672.00	Targets for award					
			298.88	418.43	478.20	595.60	446.70	446.70	493.68	493.68	423.15	473.10	473.10	630.80	5672.00	Actual for award					
		Actual	0.00			0.00			0.00			0.00			0.00						

5	NHDP Phase-V (6-lanning of selected stretches on GQ and Others)	Targets	2095.98			1716.74			2452.73			2831.54			9096.99	Targets for widening to 6 lane & above					
			524.00	733.59	838.39	686.70	515.02	515.02	858.46	858.46	735.82	849.46	849.46	1132.62	9096.99	Actual for completion					
		Actual	0.00			0.00			0.00			0.00			0.00	Targets for award					
																Actual for award					
6	NHDP Phase-VI (Development of Expressways)	Targets	0.00			0.00			0.00			0.00			0.00	Targets for award					
			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Actual for award					
		Actual	0.00			0.00			0.00			0.00			0.00						
																Actual for award					
7	NHDP Phase-VII (Ring Roads, Bypasses, Grade Separators, Service Roads etc.)	Targets	90.48			104.98			120.47			148.07			464.00	Targets for award					
			22.62	31.67	36.19	41.99	31.49	31.49	42.16	42.16	36.14	44.42	44.42	59.23	464.00	Actual for award					
		Actual	0.00			0.00			0.00			0.00			0.00						
																Actual for award					
8	SARDP-NE	Targets	326.00			438.00			416.00			336.00			1516.00						
			81.50	114.10	130.40	175.20	131.40	131.40	145.60	145.60	124.80	100.80	100.80	134.40	1516.00						
		Actual	0.00			0.00			0.00			0.00			0.00						

9	Liabilities on account of interest and repayment of loans/ borrowings and payment of annuities	Targets	984.82			984.82			984.83			984.83			3939.30	Targets					
			246.21	344.69	393.93	393.93	295.45	295.45	344.69	344.69	295.45	295.45	295.45	393.93	3939.30						
		Actual	0.00			0.00			0.00			0.00			0.00	Actual					
TOTAL	Targets	12866.71			12382.02			13537.34			13924.19			52710.26	Target (for completion)						
	Actual														Actual						

ANNEXURE-III**STATEMENT INDICATING THE OUTCOME BUDGET 2011-2012**

(Physical and Financial Targets of 2011-2012)

BRDB

Head	Sl. No.	Category	Phy. Target	Fin. Target (Rs. in crores)
Plan works	1	Widening from Single/Intermediate lane to 2 lane (Km)	200.00	574.50
	2.	Strengthening of weak 2 lane pavement (Raising) (Km)	25.00	30.00
	3.	Widening to 4 lane and above (Km)	4.10	18.00
	4	Construction of By-bass (Nos.)	2	10.00
	5.	Construction/Rehabilitation of bridges including Construction of ROBs (Nos.)	19	40.00
	6.	Improvement of Riding Quality (Km)	22.30	17.50
	7.	Others		10.00
		Total		700.00

1. ROAD SAFETY

(Rs. in lakhs)

<u>Budget Estimates</u> <u>2010-2011</u>	<u>Revised Estimates</u> <u>2010-2011</u>	<u>Budget Estimates</u> <u>2011-2012</u>
<u>18000.00</u>	<u>8100.00</u>	<u>22500.00</u>

Details of activities under the scheme are as under:

1.1 Publicity Measures and Awareness Campaigns

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

- (i) Printing of calendars depicting road safety messages.
- (ii) Broadcasting of radio jingles
- (iii) Telecasting of video spots on road safety on National Network of Doordarshan and other channels.
- (iv) Supply of publicity material on road safety like pamphlets, posters, Activity books etc. to Non Government Organisations/Schools/Transport Commissioners/Secretaries, Director General/Inspector General Police (Traffic) of all States/Union Territories for distribution to all road users.
- (v) Holding All India Essay Competitions for school children and
- (vi) Observance of Road Safety Week

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

1.2.1 Refresher Training to Drivers : Under this scheme, financial assistance is given to the organizations for imparting two days refresher training course to the Heavy Motor Vehicle drivers in the unorganised sector. During the year 2010-2011, 40,000 drivers are expected to be trained through SIAM, AIMTC and Driver Training Schools involving an amount of Rs. 3.50 crore.

1.2.2 Human Resources Development: Under this scheme, training is imparted to the officers of State Governments to keep them abreast of developments in the road transport sector.

During the year 2010-2011, funds for conducting 10 training programmes at Central Institute of Road Transport, Pune, 8 training programmes at Automotive Research Association of India, Pune and 2 programmes at Engineering Staff College of India,

Hyderabad have been sanctioned. These training programmes would cover the areas of vehicular pollution, vehicular evaluation, alternate fuel, road safety management, road transport regulation & administration, Road Accident Investigation and Information Technology in Transport etc.

1.2.3 The budget provision under this head includes provision for meeting the outstanding liabilities arising out of the Model Driving Training Schools sanctioned during the Xth Five Year Plan. During the year 2009-2010, out of this fund, an amount of Rs.2.63 crore was released towards the instalments in respect of earlier sanctioned schools. A revised scheme of “Setting up of Training Institutes for Driving and Research in India” has been approved by the Government. The funds would therefore be required for sanctioning new schools as per the new scheme. Budgetary provision has been proposed for this purpose under HRD head for the year 2010-2011.

1.3 National Highways Accident Relief Service Scheme

1.3.1 With a view to providing immediate medical assistance to the victims of road accidents and removing damaged vehicles from the National Highways, a National Highways Patrolling Scheme was introduced in 1993-1994. Under this scheme, State Governments/NGOs were provided financial assistance for the purchase of cranes and ambulances for removal of vehicles involved in the accidents from the National Highways and providing immediate medical assistance to the road accident victims.

1.3.2 However, keeping in view the delays in the purchase of equipments in some cases and non-furnishing of utilization certificates thereof, the scope of the scheme was amended in 2000-2001 to provide equipment instead of cash grant. Non Government Organisations were also included in the ambit of the scheme. During the year 2010-2011, 40 Nos. 10-ton cranes and 36 small/medium sized cranes are expected to be provided to the States/Union Territories/Non Government Organisations. 70 ambulances are expected to be provided during 2010-2011 for hospitals/trauma centres along National Highways identified by the Ministry of Health and Family Welfare under the scheme of upgradation of trauma centres.

1.4 Road Safety & Pollution Testing and Control Equipments

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

1.4.2 Pollution Testing Equipment: Vehicular emission has become one of the major sources of environmental pollution. The Motor Vehicles Act/Rules contain some innovative provisions for checking this menace. The provisions governing the standards for vehicular emission were brought into force from 1.7.1992 and progressively tightened over the years. Bharat Stage-IV emission norms for four wheeled vehicles have been notified and are effective now in 13 mega cities namely National Capital Region, Mumbai, Kolkata, Chennai, Ahmedabad, Bangalore, Hyderabad/Secunderabad, Kanpur, Pune, Surat, Agra,

Lucknow and Solapur. Bharat Stage III emission norms are now effective in rest of country. The PUC norms have been tightened w.e.f. 1.10.2004.

1.4.3 From the year 2006-2007, the Ministry decided to provide pollution testing equipments to the States/UTs for enforcement of PUC norms. During the year 2010-2011, work order for supply of 139 smoke meters and 139 gas analysers has been issued for supply to States/Union Territories. In the year 2011-12, it is expected to procure pollution testing equipments for supply to the States/UTs at a total cost of around Rs.4.00 crore.

2. NATIONAL DATA BASE NETWORK

(Rs.in lakhs)

	Budget Estimates 2010-2011	Revised Estimates 2010-2011	Budget Estimates 2011-2012
Computer System & National Database	2500.00	1000.00	4000.00
Data Collection, Research & Development	500.00	500.00	1000.00

2.1 Computer System and National Database

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

2.1.1 The symmetric key infrastructure for both Smart Card based driving license and registration certificate has been established at the Central level at National Informatics Centre (NIC) on 31.08.2004. All the States/UTs have already implemented pilot projects in Vahan (Registration Certificate) and Sarathi(Driving Licence). Out of these, 18 States/UTs namely Delhi, West Bengal, Jharkhand, Orissa, Maharashtra, Assam, Tripura, Chandigarh, Andhra Pradesh, Manipur, Madhya Pradesh, Nagaland, Sikkim, Bihar, Uttarakhand, Gujrat, Tamil Nadu and Karnataka have started issuing of Smart Cards based Driving Licence and Registration Certificates. The Government, in the year 2008, approved a project for creation of National and State Registers of Driving Licences & Registration Certificates at an estimated cost of Rs. 148 crores. 100% computerization had been achieved in 27 States/UTs and about 93% of the RTOs, have been computerized. Further, 100% connectivity has been achieved in 29 States/UTs. Network connectivity has been established in 890 RTOs (about 91%).

2.2 Data Collection, Research and Development

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

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

(i) **Basic Road Statistics (BRS)** containing data/information on road network including National Highways, State Highways, urban roads, rural roads and project roads. About 280 source agencies provide data utilized for the BRS. The latest issue of BRS was brought out in July 2010 containing data upto the end of March 2008

(ii) **Road Transport Year Book** containing the details regarding total registered motor vehicles across states/UTs in terms of vehicle classification; public and private ownership of buses; road accidents; motor vehicle taxation and fare structure; revenue realized from vehicle taxes, fees etc. The latest publication (Road Transport Year Book 2006-07) contains data for the year ending March 2006 and for certain aspects up to March 2007. The next publication containing registered vehicles data for the year ending March 2007, March 2008 and March 2009 is under preparation.

(iii) **Review of Performance of State Road Transport Undertakings (SRTUs):** This publication presents both physical and financial performance of individual SRTUs in terms of broad organizational classification (State Road Transport Corporation, Companies [incorporated under Companies Act], municipal undertakings, and departmental undertakings). Besides it gives physical and financial performance of the State Road Transport Undertakings in terms of various identified parameters. Of the 52 existing SRTUs about 35 to 37 SRTUs are reporting data in the requisite format on a regular basis. The latest publication contains data for the financial year 2008-09.

(iv) **Road Accidents in India** covers various facets/parameters on road accidents, including causes of accidents, based on the data received from States/Union Territories. 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. The data is collected in a 19-item format as per a UNESCAP sponsored project on "Asia Pacific Road Accident Database (APRAD) – Indian Road Accident Database (IRAD)".

3. NEW SCHEMES OF XITH PLAN:

3.1 Setting up of Inspection and Maintenance Centre

(Rs. in lakhs)

Budget Estimates 2010-2011	Revised Estimates 2010-2011	Budget Estimates 2011-2012
5400.00	2000.00	8400.00

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

3.1.2 A transport vehicle has to undergo fitness test every year after two years of the date of initial registration. There is no such requirement for non-transport vehicle for 15 years once they are registered. Hence this Ministry is of the considered view that proper inspection and maintenance system must be put in place to identify the vehicles which do not meet the emission and safety norms. Such inspection and maintenance centres would need to be set up in various states with Public, Private, Partnership. The scheme to set up 10 model Inspection and Certification centres in the States of Madhya Pradesh, Andhra Pradesh, National Capital Region, Gujarat, Uttar Pradesh, Haryana, Rajasthan, Maharashtra, Karnataka and Himachal Pradesh has been approved by Competent Authority and proposals have been invited from the States. Proposals of Madhya Pradesh, Karnataka, Himachal Pradesh and Haryana have been approved. Other States have been reminded to submit their proposals. During the year 2011-2012, allocation of Rs 84.00 crore has been proposed under the scheme.

3.2 Strengthening public transport system including introduction of Information Technology like Automatic Fare Collection based on Global Positioning System:

(Rs. in lakhs)

Budget Estimates 2010-2011	Revised Estimates 2010-2011	Budget Estimates 2011-2012
3500.00	2400.00	4000.00

3.2.1 Decline of public transport has been one of the failures of our transport planning over the years. The percentage of buses in the total fleet of vehicles has come down from more than 11% in 1951 to 1.1% in 2006. This leads to increase in the personalized transport which in turn has a number of adverse consequences such as congestion, pollution, and accidents apart from being inequalitarian as the poor get excluded from transport services. This needs to be reversed. In the 11th Five Year Plan, the provisions have been made at the central level to extend financial assistance to help the States to strengthen their public transport system including application of Information Technology like automatic fare collection system based on Global Positioning System. However such financial assistance shall be restricted to those States who undertake to take measures for reforms in the public transport system. The scheme was approved by the Government in March, 2010 and the scheme was made effective from 15.3.2010. During the year 2010-11, till 31.12.2010, the Government has approved the proposals of States of Karnataka, Haryana, Gujarat, Tamil Nadu, Himachal Pradesh, Punjab and Rajasthan. During the year 2011-2012, Rs. 40.00 crore have been allocated for this purpose

3.3 Creation of National Road Safety Board.

(Rs. in lakhs)

Budget Estimates 2010-2010	Revised Estimates 2010-2011	Budget Estimates 2011-2012
100.00	0.00	100.00

3.3.1 The Government has introduced a Bill in Lok Sabha on 4.5.2010 to create National Road Safety and Traffic Management Board to oversee road safety activities in the country. The Bill was referred to Department related Parliamentary Standing Committee which had submitted its report on 21.7.2010. Its recommendation are being examined in the Ministry to incorporate certain amendments in the Bill. It is expected that the Board will be set up in the next financial year. Accordingly, an amount of Rs.. 1.00 crore has been proposed for BE 2011-12 to take care of the administrative expenses of the Board at initial stage. The targeted outlay/outcome budget for 2011-2012 is at annexure.

Monitoring Mechanism

There is in-built mechanism for monitoring the schemes in Road Transport Sector. The payment in respect of Road Safety Scheme is released after obtaining final action taken reports. Central Institute of Road Transport has been engaged as an expert agency to monitor, supervise and extend technical assistance in setting up of Model Drivers Training Schools. On the basis of its report, IInd and subsequent instalments are released to the concerned States/Union Territories/Organisations.

Annexure II**(Rs. in crore)**

Sl. No	Name of Scheme/Programme	Objective/outcome	Outlay 2011-2012 (proposed)	Quantifiable deliverables/physical outputs	Projected outcomes	Processes/ time lines	Remarks/risk factors
1.	Road Safety						
	i) Refresher Training to Drivers in Unorganized Sector and Human Resource Development	To provide training to the drivers of heavy motor vehicles of unorganized sector through NGOs/Institutes and to impart training to the State Transport Department Personnel.	120.00	Number of drivers to be trained and number of training programmes for officers of State Transport Department/ Ministry to be conducted.	80000 drivers to be trained 20 training programmes to be conducted. 7 model driving training schools to be sanctioned.	Annual	It depends on the receipt of proposal from the Organisations in time.
	(ii) Publicity measures and awareness campaigns	To generate public awareness through publicity campaign through Radio, T.V. and print media.	45.00	Number of video spots and radio spots to be telecast/broadcast.	300 video spots and 300 radio spots to be telecast/broadcast. Further news paper advertisement on road safety to be undertaken.	Annual	It is dependent on DAVP's response.
	(iii) Road Safety Equipments and Pollution Testing and Control	To provide road safety equipment such as interceptors and pollution testing equipments to the States/UTs.	10.00	The scheme of providing multi purpose traffic vehicles (MTVs) has been discontinued and in its place various traffic enforcement equipments such as speed detection radar and breath analyzer etc are proposed to be provided to States/ UTs.	200 Smoke meters and 200 Gas analysers i.e. pollution testing equipments to be sanctioned.	Annual	Procurement to be made based on the outcome of the review.
	(iv) National Highways Accident Relief Service	To provide cranes and ambulances to the State	50.00	Number of cranes and ambulance to be provided	30 cranes, 30 ambulances and 20	Annual	Proposal from the States/UTs/NGOs

	Scheme	Governments/NGOs. The prime objective is to provide medical care to the road accident victim within reasonable time so as to save time and also to clear the accident site to ensure smooth flow of traffic.		to the States/UTs/NGOs.	small/medium sized cranes to be provided.		are to be received.
2.	National Data Base Network						
	(i) Computer System and National Data Base	To evolve standardized upto-date information on motor vehicle registration, driving licenses etc. and networking of all RTOs/STAs.	40.00	Quantitative targets cannot be indicated.	N.A	-	State Governments' readiness has to be there.
	(ii) Data Collection, Research and Development and transportation studies including Total Engineering Solution.	To undertake/entrust studies/R&D projects concerning Road Transport Sector.	10.00	Number of Studies/ R&D Projects to be undertaken.	4 No of Studies/R&D Projects to be undertaken	Annual	Response from Bidders.
4.	New Schemes of XI Plan						
	Setting up of Inspection and Certification Centre	To set up Inspection and Certification centres through public private participation	84.00	No. of centres to be sanctioned.	5 centres to be sanctioned	Annual	Proposal from States/other organizations are to be received.
	Strengthening public transport system including introduction of IT like Automatic Fare Collection based on GPS	To strengthen public transport system	40.00		10 proposals of States/UTs to be sanctioned.	Annual	MOU to be signed between State/Central Govt. States to take up reforms
	Creation of National Road Safety Board	To set up National Road Safety Board	1.00	Cannot be quantifiable at this stage.	Cannot be quantified		Approval of the Parliament is required.
			400.00				

CHAPTER-III

IMPACT OF REFORM MEASURES AND POLICY INITIATIVES TAKEN BY THE MINISTRY

ROADS WING

A comprehensive review of 10th Plan performance reveals that there has been shortfall in the achievement of the targets due to delay in land acquisition, environmental clearances, road over bridge clearances, law and order problems, rehabilitation and settlement issues and in some cases due to poor performance of the contractors. The Government has taken several steps for speedy implementation of highway projects.

LAND ACQUISITION

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

ENVIRONMENTAL AND FOREST CLEARANCE

Issues pertaining to environmental clearance have been taken up with the Ministry of Environment and Forests wherein it has been proposed that in case of land acquisition for National Highways upto a width of 60 meters to be used as Right of Way (ROW), environmental clearances should not be required. Further, uniform policy guidelines on environmental clearances have been suggested to the Ministry of Environment and Forests.

ROB CLEARANCE

- In order to expedite the clearances of ROBs/RUBs from Railways, Nodal Officers have been nominated by the NHAI and the concerned Zonal Railways.
- Periodic meetings are held at the zonal level to review the various pending clearances.
- Meetings are also held from time to time at senior level at the Railway Board level to review the progress of clearances for construction of ROBs.
- On the suggestion of the Railway Board for expediting the construction of ROBs, NHAI have signed a MoU with IRCON to construct the ROBs on cost plus basis.
- IRCON has been delegated powers by the Railway Board to approve the designs at various stages of construction except General Arrangement Drawing (GAD).

POOR PERFORMANCE OF THE CONTRACTORS

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

Steps taken by the Government during 2010-11 (upto 31st December, 2010) to expedite the implementation of National Highways Development Project (NHDP).

1. In order to make visible impact of National Highway Projects, the Ministry has targeted the procedural issues, acting as roadblocks and major bottlenecks in achieving the desired progress of the Infrastructure.
2. Apart from the policy initiatives taken last year, this year (2010-11) amendments were made in April, 2010 in the model bidding documents - Request for Qualification (RFQ)/ Request for Proposal (RFP) for Build – Operate – Transfer (BOT)/ Design Build Finance Operate Transfer (DBFOT) projects vide Office Memorandum No.NH-37015/1/2009-H dated 9th April, 2010. The amendments would, inter-alia, curb intentional accumulation of projects for National Highways projects, by bidders who may deliberately overstretch themselves and may result in difficulty in securing financing.
3. Work Plan –II for 2010-11 was approved for 119 projects covering 15,628 Kms.
4. During the current FY 2010-11 so far 42 projects out of Work Plan I & II have been awarded under different modes of delivery covering 4001.244 Kms at cost of ` 36,243.82 Crores, by the end of December 2010.
5. Bids have also been received for 6 projects covering 631 Kms costing about ` 5,790 Crores.
6. Further, bids have also been invited for 8 projects covering 808 Kms costing about ` 6,388 Crores.
7. In addition, for 10 projects covering a length of 1003 Kms, which have been approved by the PPPAC/SFC, bids are being invited by the NHAI.
8. Proposal for 44 projects costing ` 14960 Crores have been submitted for approval of PPPAC / SFC, as the case may be.
9. In order to further address the dispute redressal mechanism of NHAI, restructuring and strengthening of NHAI and other Tax related issues, the second report of the Chaturvedi Committee has also been received by the Government and the process of its implementation is underway.
10. A Joint Task Force of Confederation of Indian Industry (CII) and the Ministry of Road Transport and Highways, constituted by the Ministry to serve as an institutionalized framework for a constant Industry – Government dialogue held 2 meetings during 2010-11 (upto December, 2010) to resolve various issues related to the development of National Highways and concerns of the Industry.

Implementation of new National Permit Scheme

The Government 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. 1.9.2010. Consolidated fee of Rs. 15000/- can be deposited at any branch of State Bank of India across the country. The new national permit sy;stem 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.

CHAPTER - IV

REVIEW OF PERFORMANCES DURING 2009-10 AND 2010-11

ROADS WING

Scheme-wise Physical Performance

National Highways:

(Rs in crores)

2009-10 (Plan)		2010-11		2011-12 (Plan)
BE	RE	BE	RE	BE
*20,198.00	*18,632.75	*25,155.00	*25,465.00	*27,100.00

*This includes IEBR amount also

The total length of the National Highways system stands at present at 70,934 km. This constitutes only 1.7 percent of the Indian road network, but carries 40 percent of the total traffic. The budget provision for the development of National Highways system covering both the on going as well as new works during 2010-11 amounted to Rs.25,465.00 crore at RE stage. It also includes the investment provided to NHAI.

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

Apart from the development of National Highways included under the various phases of NHDP, there are about 42,808 kms of National Highways which are being developed/ maintained with the funds available from the budgeted amount. Various development works like improvement of riding quality, widening to four and six lanes, strengthening, construction of bypasses and rehabilitation/construction of bridges, etc. have been undertaken on the National Highways. During 2010-11, fresh proposals involving a total cost of Rs.1584 crores have been sanctioned upto December, 2010. A total of 763 km of single lane roads have been widened to two lanes, 687 km have been strengthened and work on rehabilitation/ construction of 66 bridges has been completed upto December, 2010. The details of the major projects are given below:

A. Major on-going projects costing more than Rs 20.00 crores under implementation by the State PWDs as on 31.12.2010:-

There are a total of 84 number of projects (non-NHDP) aggregating to Rs.3,755.54 crores, each costing Rs 20.00 crores or more under implementation by the Ministry through State PWDs / NHAI during the year 2009-10 and 2010-11. The details of the cost of projects, results achieved, present stage of progress and the future plans and the targets are given in **Annexure-A**.

B. Maintenance and repairs

(Rs in crores)

2009-10				2010-11				2011-2012
BE		RE		BE		RE		BE
Plan	Non-Plan	Plan	Non-Plan	Plan	Non-Plan	Plan	Non-Plan	Non-Plan
-	1036.44	-	1035.10	-	1032.86	-	1989.46	983.25

Under this head, funds are provided for the preservation and proper upkeep of National Highways all over the country. Over the past six decades, the volume of traffic on Indian roads has increased exponentially; between 1950-51 and 2002-03, the freight traffic

increased 101 times and passenger traffic 132 times. During this period, the share of the road sector in total freight traffic increased from 12% - 65% and passenger traffic from 25% - 85%. However, notwithstanding the vast network of roads and of National Highways, there are serious concerns about their quality and capacity. The rise in labour wages and steep increase in prices of materials, particularly, of petroleum products in recent years are reflected in the high cost of maintenance and repair of National Highways. Despite the constraints, the availability of funds has been about 40% of the requirement.

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

So far, the detailed estimates for 180 projects covering a length of 4880 km of roads costing Rs.5951 crore have been sanctioned. Out of these, 122 projects covering a length of 3331 km roads costing Rs.3866 crore have been awarded. Further, tendering for 44 works for length of 1306 km costing Rs.2068 crore is in progress and these works are also likely to be awarded soon. The entire programme is likely to be awarded by June 2011. We plan to complete the entire programme by March 2014.

Under development of Vijayawada Ranch corridor, so far, the detailed project reports for 3 packages covering 199 km length costing Rs.336 crore received from the State Government of Orissa have been processed for sanction. The works under Vijayawada Ranchi corridor are also proposed to be awarded by June 2011 so that these works are completed by March 2014.

3. Central Road Fund (CRF)

This fund was given a statutory status by Central Road Fund Act enacted in December, 2000. The amount of cess collected on sales of diesel and petrol is distributed to various implementing agencies as per following norms:

Distribution of Cess [Rs.2.00 on petrol and high speed diesel (HSD)]

(A) Distribution of Rs.1.50 per litre cess:-

(i) 50% of the cess collected on diesel (HSD) is earmarked for the development of rural roads by the Department of Rural Development.

(ii) The balance 50% of cess on HSD and the entire cess collected on petrol is earmarked for the following purposes:

- An amount equal to 57.5% of such sum for the development and maintenance of National Highways;
- An amount equal to 12.5% for construction of road under or over bridges and safety works at unmanned railway crossings; and
- An amount equal to 30% on development and maintenance of State Roads. Out of this amount, 10% shall be kept as reserve by the Central Government for allocation to States for implementation of State Road Schemes of Inter-State Connectivity and Economic Importance.

(B) Distribution of balance Rs.0.50 per litre cess:-

Additional cess of Re 0.50 paisa levied on petrol and high speed diesel from 1.4.2005 onwards is to be exclusively earmarked for National Highways as per CRF Act,

2000 as amended by the Finance Act, 2005..

- 125 number of works for improvement of State roads involving expenditure of Rs.1121.40 crore have been sanctioned from the CRF for 2010-11 upto December, 2010. From the commencement of the CRF scheme in 2000, a total of 6590 number of works amounting to Rs.20756.80 crores have been sanctioned till December, 2010. The details of these are given at **Annexure-B**.

Roads of Inter-State Connectivity and Economic Importance:

The Government of India enacted the Central Road Fund Act 2000 on 27th December, 2000 by levying cess on diesel and petrol, and decided that 10% of the share of CRF for State roads be earmarked for development of roads under Ministry's Scheme for improvement of State roads of Inter-State Connectivity and Economic Importance. With the revamped Central Road Fund coming into force, it has been decided that the road / bridge projects of Inter-State Connectivity will be fully funded and projects of Economic Importance will be funded to the extent of 50% by the Government of India. Broadly, the following categories of road / bridge projects are eligible for grant of assistance under the scheme:

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

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

Year	Economic Importance (EI)		Inter-State Connectivity (ISC)	
	No. of projects approved	Central share (50%)	No. of projects approved	Full funded by Central Govt.
2001-02	23	53.92	52	220.98
2003-04	28	46.26	18	67.31
2004-05	30	101.13	46	232.94
2005-06	16	60.99	29	187.06
2006-07	14	51.66	41	239.87
2007 - 08	20	74.22	31	342.78
2008-09	20	81.19	27	303.20
2009-10	6	59.36	30	421.73
2010-11*	3	29.80	27	144.61
Total	160	558.53	301	2160.48

* Upto December, 2010

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

An outlay of about Rs.282.77 crore has been proposed during the year 2011-12, which includes Rs.33.02 crore for the Duburi-Brahmanipal-Naranpur-Keonjhar Road project in Orissa.

ANNEXURE-A

NATIONAL HIGHWAY ONGOING PROJECTS COSTING RS. 20 CRORE & ABOVE AS ON 31 DECEMBER 2010

Sl. No.	State	Name of project/State	Sanctioned cost of project (Rs. in Cr.)	Date of Start of Project	Date of Completion of project as per contract	Target Date of Completion	Cumulative Physical Progress achieved as on 31 December 2010	Expenditure as on 31 Dec. 2010 (Rs. in Cr.)	Remarks
1	2	3	4	5	6	7	8	9	10
1	ANDHRA PRADESH	CONSTRUCTION OF MAJOR BRIDGE WITH APPROACHES ACROSS VYNATHEYA BRANCH OF RIVER GODAVARI AT Km. 105/500 OF NH - 214	49.63 (O) 70.43 (R)	1-Apr-2007	2. Apr. 2010 (O)	2 April. 2010 25 Oct. 2011 (R)	49.3%	28.47	THE MAIN REASON FOR DELAYS ARE SHIFTING OF UTILITIES, FLOOD IN RIVER AND LAND ACQUISITION.
2	ANDHRA PRADESH	WIDENING TO FOUR LANE INCLUDING IMPROVEMENT OF RIDING QUALITY Km. 124/000 TO 130/600 OF NH - 202	24.39 (O)	8-Sep-2010	8-Sep-2012	8-Sep-2012	5%	0.37	THE WORK IS IN PROGRESS.
3	ASSAM	STRENGTHENING FROM Km. 816/012 TO 829/000 INCLUDING CONSTRUCTION OF PAVED SHOULDER INCLUDING IMPROVEMENT OF CONNECTING ROADS MEETING OF NH - 31	20.71 (O)	24-May-2010	7-Jun-2012	7-Jun-2012	14%	1.91	THE WORK IS IN PROGRESS.
4	ASSAM	STRENGTHENING AND CONSTRUCTION OF PAVED SHOULDER FROM Km. 0/000 TO 19/659 OF NH - 31-B	28.57(O)	-	-	-	0%	0.00	ON THE VERGE OF ALLOTMENT.

ANNEXURE-A

NATIONAL HIGHWAY ONGOING PROJECTS COSTING RS. 20 CRORE & ABOVE AS ON 31 DECEMBER 2010

Sl. No.	State	Name of project/State	Sanctioned cost of project (Rs. in Cr.)	Date of Start of Project	Date of Completion of project as per contract	Target Date of Completion	Cumulative Physical Progress achieved as on 31 December 2010	Expenditure as on 31 Dec. 2010 (Rs. in Cr.)	Remarks
1	2	3	4	5	6	7	8	9	10
5	ASSAM	STRENGTHENING FROM Km. 39/500 TO 55/760 INCLUDING PAVED SHOULDER AND CONSTRUCTION OF HUME PIPE CULVERTS (Km. 16.151) OF NH - 36	21.79 (O) 24.26 (R)	19-Sep-2009	31-Mar-2011	31-Mar-2011	95%	19.54	THE WORK IS IN PROGRESS.
6	ASSAM	STRENGTHENING FROM Km. 62/000 TO 64/260, 68/000 TO 69/000 AND 69/760 TO 90/760 INCLUDING PAVED SHOULDER OF NH - 36	26.76 (O) 29.79 (R)	18-Sep-2009	31-Mar-2011	31-Mar-2011	96%	28.21	THE WORK IS IN PROGRESS.
7	ASSAM	4 LANNING FROM Km. 134/000 TO 140/000 (Km. 6.00) INCLUDING CONSTRUCTION OF FLYOVER AT L.G.B.I. AIR PORT JUNCTION OF NH - 37	46.16 (O)	29-May-2009	12-Jun-2011	12-Jun-2011	73%	13.11	THE WORK IS IN PROGRESS.
8	ASSAM	CONSTRUCTION OF FOUR LANE GOWAHATI UNIVERSITY BYPASS FROM Km. 140/000 TO 146/300 OF NH - 37	47.38 (O)	20-Mar-2010	31-Mar-2012	31-Mar-2012	15%	10.35	THE WORK IS IN PROGRESS.
9	ASSAM	STRENGTHENING FROM Km. 100/000 TO 115/000 INCLUDING CONSTRUCTION OF PAVED SHOULDER INCLUDING IMPROVEMENT OF CONNECTING ROADS MEETING OF NH - 37	23.38 (O) 26.26 (R)	14-Jul-2010	29-Jul-2012	29-Jul-2012	35%	6.36	THE WORK IS IN PROGRESS.
10	ASSAM	STRENGTHENING OF PAVEMENT FROM Km. 6/160 TO 32/000 OF NH - 37	32.93 (O)	31-Dec-2010	15-Jan-2013	15-Jan-2013	0%	0.00	WORK JUST AWARDED.

ANNEXURE-A

NATIONAL HIGHWAY ONGOING PROJECTS COSTING RS. 20 CRORE & ABOVE AS ON 31 DECEMBER 2010

Sl. No.	State	Name of project/State	Sanctioned cost of project (Rs. in Cr.)	Date of Start of Project	Date of Completion of project as per contract	Target Date of Completion	Cumulative Physical Progress achieved as on 31 December 2010	Expenditure as on 31 Dec. 2010 (Rs. in Cr.)	Remarks
1	2	3	4	5	6	7	8	9	10
11	ASSAM	STRENGTHENING FROM Km. 61/000 TO 69/000 AND 96/000 TO 103/000 INCLUDING PAVED SHOULDER OF NH - 39	23.60 (O)	20-Mar-2010	31-Mar-2012	31-Mar-2012	16%	1.98	THE WORK IS IN PROGRESS.
12	ASSAM	STRENGTHENING FROM Km. 316/000 TO 338/924 INCLUDING CONSTRUCTION OF PAVED SHOULDER AND SPOT RIDING AT 5 LOCATIONS OF NH - 52	32.92 (O)	22-Mar-2010	31-Mar-2012	31-Mar-2012	24%	8.80	THE WORK IS IN PROGRESS.
13	ASSAM	STRENGTHENING AND WIDENING TO TWO LANE FROM Km. 244/000 TO 275/000 (DITCHERS - BALACHERRA) INCLUDING CONSTRUCTION OF CROSS DRAINAGE WORKS Etc. OF NH - 54-E	43.79 (O) 51.61 (R)	23-Nov-2009	7-Apr-2011	7-Apr-2011	20%	8.01	THE WORK IS IN PROGRESS.
14	ASSAM	STRENGTHENING INCLUDING PAVED SHOULDER 175/900 TO 191/000 OF NH - 44	35.58 (O)	20-Mar-2010	5-Oct-2011	5-Oct-2011	22%	8.06	THE WORK IS IN PROGRESS.
15	BIHAR	WIDENING AND STRENGTHENING FROM Km. 0/000 TO 14/500 OF NH - 101	20.99 (O)	2-Mar-2009	1-Mar-2011	1-Mar-2011	95%	20.64	ROAD WORK NEARLY COMPLETION. BRIDGE CONSTRUCTION IN PROGRESS.

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NATIONAL HIGHWAY ONGOING PROJECTS COSTING RS. 20 CRORE & ABOVE AS ON 31 DECEMBER 2010

Sl. No.	State	Name of project/State	Sanctioned cost of project (Rs. in Cr.)	Date of Start of Project	Date of Completion of project as per contract	Target Date of Completion	Cumulative Physical Progress achieved as on 31 December 2010	Expenditure as on 31 Dec. 2010 (Rs. in Cr.)	Remarks
1	2	3	4	5	6	7	8	9	10
16	BIHAR	CONSTRUCTION OF 15 X 24 mt. (EFFECTIVE SPAN) HIGH LEVEL REINFORCE CEMENT CONCRETE BHUTAHI BALAN BRIDGE IN Km. 194/000 - 195/000 OF NH - 104	24.66 (O) 28.93 (R)	-	-	-	0%	0.00	REVISED ESTIMATE BASED ON TENDER HAS BEEN SANCTION BY THE MINISTRY ON 13.12.2010 FOR Rs. 28.92 Cr. WORK ORDER ISSUED.
17	BIHAR	STRENGTHENING FROM Km. 547/000 TO 564/000 OF NH - 28	23.87 (O)	5-May-2010	27-Jun-2010	27-6-2011	70%	13.80	B.M. COMPLETED. D.B.M. IN 1.5 Km. BC 8 Km. DONE.
18	BIHAR	STRENGTHENING FROM Km. 576/000 TO 601/000 OF NH - 28	32.26 (O)	3-May-2010	2-Nov-2011	2-Nov-2011	85%	16.66	B.M. IS COMPETED. D.B.M. IN 12 Km. 8 Km. B.C. DONE. WIDENING WORK IN 3 Km. COMPLETED.

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NATIONAL HIGHWAY ONGOING PROJECTS COSTING RS. 20 CRORE & ABOVE AS ON 31 DECEMBER 2010

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1	2	3	4	5	6	7	8	9	10
19	CHHAT TISGAR H	WIDENING OF SINGLE INTERMEDIATE LANE PAVEMENT TO TWO LANE AND IMPROVEMENT IN Km. 287/000 TO 314/000 (KATNI - AMBIKAPUR - JASPUR - GUMIA SECTION) OF NH - 78	21.45 (O)	13-Aug-2010	13-May-2012	13-May-2012	18%	3.91	WORK AWARDED ON 13.08.2010 (TIME PERIOD 20 MONTHS INCLUDING RAINS)
20	DELHI	WIDENING AND STRENGTHENING FROM SIX LANE TO EIGHT LANE FROM Km. 12/300 TO 24/000 OF NH - 10	52.87 (O)	14-Apr-2010	13-Apr-2011	13-Apr-2011	69%	21.00	THE WORK IS IN PROGRESS.
21	GUJAR AT	CONSTRUCTION OF FLYOVER AT ISCON JUNCTION OF NH - 8-C	25.27 (O)	31-Aug-2009	30-Jan-2011	30-Jan-2011	85%	21.41	THE WORK IS IN PROGRESS.
22	GUJAR AT	CONSTRUCTION OF ROAD OVER BRIDGE CUM FLY OVER ON JUNCTION ON NH - 89 & 8E Ext. AND RAILWAY CROSSING NEAR PORBANDAR OF NH - 8E Ext.	49.58 (O)	28-Dec-2010	27-Apr-2012	27-Apr-2012	0%	8.88	THE WORK IS IN PROGRESS.
23	GUJAR AT	WIDENING OF EXISTING FOUR LANE TO SIX LANE FROM Km. 14/600 TO 22/600 OF NH - 8A	49.45 (O)	9-Apr-2010	8-Oct-2011	8-Oct-2011	40%	10.05	THE WORK IS IN PROGRESS.
24	GUJAR AT	WIDENING OF EXISTING FOUR LANE TO SIX LANE FROM Km. 0/000 TO 6/720 OF NH - 8A	24.36 (O)	24-Jun-2010	23-Mar-2011	23-Mar-2011	50%	4.86	THE WORK IS IN PROGRESS.

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1	2	3	4	5	6	7	8	9	10
25	GUJARAT	STRENGTHENING FROM Km. 150/000 TO 161/000, 167/150 TO 187/780 AND 192/000 TO 208/000 OF NH - 8-E	39.79 (O)	15-Sep-2010	29-Sep-2011	29-Sep-2011	10%	0.00	THE WORK IS IN PROGRESS.
26	GUJARAT	CONSTRUCTION OF PAVED SHOULDER FROM Km. 310/050 TO 349/200 AND 364/500 TO 366/500 OF NH - 8-E Ext.	40.58 (O)	17-Sep-2010	1-Oct-2011	1-Oct-2011	25%	1.26	THE WORK IS IN PROGRESS.
27	GUJARAT	CONSTRUCTION OF SIX LANE FLYOVER BRIDGE AT Km. 30/650 OF NH - 8-C	28.03 (O)	21-Oct-2010	20-Jan-2012	20-Jan-2012	10%	4.91	SANCTIONED ON 29.9.2010
28	HARYANA	CONSTRUCTION OF RAIL OVER BRIDGE OVER RAILWAY CROSSING No. 4/43 ON REWARI - BHATINDA RAILWAY LINE AT Km. 255/850 OF NH - 10	34.22 (O) (Ministry's Share Rs. 17.83)	7-Nov-2008	28-Jun-2010	28-Jun-2010	99%	23.88	DELAY DUE TO LAND ACQUISITION.
29	HARYANA	RENEWAL WORK IN Km. 153/000 TO 159/300, 160/375 TO 181/000, 183/000 TO 188/000 AND 193/850 TO 197/000 OF NH - 65 (NEW NH - 52)	22.70 (O)	SANCTIONED ON 30.12.2010					
30	HIMACHAL PRADESH	CONSTRUCTION OF HAMIR PUR BYPASS FROM Km. 140/800 TO 145/800 OF NH - 88	27.51 (O)	12-Mar-2010	11-Mar-2013	11-Mar-2013	12%	3.31	RECENTLY STARTED.

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1	2	3	4	5	6	7	8	9	10
31	HIMACHAL PRADESH	WIDENING, STRENGTHENING INCLUDING IMPROVEMENT OF PINJORE - BADDI - NAFAGARH - SWARGHAT ROAD FROM Km. 49/000 TO 66/275 OF NH - 21-A	22.73 (O)	9-Aug-2010	23-Aug-2013	23-Aug-2013	8%	0.70	RECENTLY STARTED.
32	JHARKHAND	CONSTRUCTION OF ROAD OVER BRIDGE CUM FLY OVER AND CONSTRUCTION OF HIGH LEVEL BRIDGE WITH APPROACHES OVER RIVER SUBARNAREKHA AT NAMKUM OF NH - 33	26.30 (O) 45.22 (1st R) 49.76 (2nd R) (Ministry's Share Rs. 18.69)	16-Oct-2008	15-Oct-2010	31-Mar-2011	50%	12.00	THE WORK IS IN PROGRESS.
33	KARNATAKA	WIDENING FROM Km. 92/000 TO 115/000 OF NH - 218	23.15 (O) 27.39 (R)	5-May-2009	22-Jan-2012	22-Jan-2012	67%	18.19	WIDENING OF Km. 15.38 WITH B.M. AND S.D.B.C. IS COMPLETED. BALANCE WORK IS IN PROGRESS.
34	KARNATAKA	IMPROVEMENT OF RIDING QUALITY FROM Km. 30/000 TO 57/300 OF NH - 207	21.13 (O)	4-Jan-2010	3-Jan-2012	3-Jan-2012	32%	2.51	2 C.D.'S, 4250 Mt. R.C.C. DRAIN AND 12.4 Km. B.M. COMPLETED. BALANCE WORK IS IN PROGRESS.

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NATIONAL HIGHWAY ONGOING PROJECTS COSTING RS. 20 CRORE & ABOVE AS ON 31 DECEMBER 2010

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1	2	3	4	5	6	7	8	9	10
35	KARNA TAKA	WIDENING TO TWO LANE FROM Km. 91/000 TO 103/000 AND 106/000 TO 118/000 OF NH - 206	22.23 (O)	6-Mar- 2010	5-Mar-2012	5-Mar-2012	5%	2.11	9 C.D.'S, 150 Mt. C.C. DRAIN G.S.B., AND W.B.M. 8.Km. COMPLETED. BALANCE WORK IS IN PROGRESS.
36	KARNA TAKA	WIDENING TO TWO LANE FROM Km. 212/000 TO 227/000 OF NH - 206	22.33 (O)	9-Dec- 2009	8-Dec-2011	8-Dec-2011	29%	6.62	20 C.D.'S, 3.5 Km. B.M. AND 6 Km. C.C. DRAIN COMPLETED. BALANCE WORK IS IN PROGRESS.
37	KARNA TAKA	CONSTRUCTION OF MAJOR BRIDGE ACROSS RIVER KABINI AT Km. 240/500 OF NH - 212	36.56 (O) 39.83 (R)	12-Aug- 2010	11-Feb-2013	11-Feb-2013	0%	4.80	COFFER DAM FOR PIER - 10, 12 AND EXECUTION FOR PIER IS IN PROGRESS.

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1	2	3	4	5	6	7	8	9	10
38	KARNATAKA	IMPROVEMENT OF RIDING QUALITY FROM Km. 237/000 TO 264/000 (Km. 27.0) OF NH - 48	14.21 (O) 21.99 (R)	3-Jan-2008	2-May-2009	2-May-2009	96%	17.96	24.0 Km D.B.M. AND B.C. 17 C.D. WORK AND 4800 Mt. C.C. DRAIN COMPLETED. INTER LOCKING PAVEMENT PARTIALLY COMPLETED TENDER ARBITRATION IS IN PROGRESS. HOWEVER. PROPOSAL FOR FORECLOSURE SENT TO MINISTRY VIDE THIS OFFICE Dt. 30.3.2010.

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1	2	3	4	5	6	7	8	9	10
39	KERALA	REALIGNMENT FROM Km. 434/000 TO 438/827 AND CONSTRUCTION OF IMMEDIATE APPROACHES TO ROAD OVER BRIDGE AT EDAPPALLY AT Km. 437/375 BETWEEN Km. 436/380 (ch.1875) INCLUDING 280.80 mt. LONG VIADUCT ON EIGHTER SIDE OF NH - 17	14.25 (O) 17.29 (1st R) 24.16 (2nd R) 36.13 (3rd R)	25 Aug 2005 (BALANCE WORK STARTED BASED ON 3rd RE ON 22 Aug 2010)	21-Sep-2011	21-Sep-2011	50%	13.54	BALANCE WORK AWARDED TO CONTRACTOR ON 14.9.2010 AND THE WORK IS IN PROGRESS.
40	KERALA	CONSTRUCTION OF CALICUT BYPASS PHASE - II FROM 5100 mt. TO 11960 mt. OF NH - 17	32.62 (O) 35.64 (R)	30-Mar-2009	29-Sep-2011	29-Sep-2011	50%	15.03	THE WORK IS IN PROGRESS.
41	KERALA	CONSTRUCTION OF KODUNGALLUR BYPASS (CHANDAPURA TO KOTTAPURAM) OF NH - 17	19.80 (O) 28.74 (R)	8-Oct-2010	7-Jan-2012	7-Jan-2012	0%	2.54	WORK AWARDED ON 29.9.2010 AND MOBILIZATION ADVANCE RELEASED.
42	KERALA	CONSTRUCTION OF APPROACHES TO PADANAKKAD ROAD OVER BRIDGE AT Km. 90/695 OF NH - 17	14.68 (O) 29.94 (R) 36.36 (II RE)	17-Jan-2009	16-Jan-2011	16-Jan-2011	65%	21.51	THE WORK IS IN PROGRESS.

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1	2	3	4	5	6	7	8	9	10
43	KERALA	LAND ACQUISITION FOR CONSTRUCTION OF KODUNGALLUR BYPASS OF NH - 17	56.73 (O) 78.28 (R)	-	-	-	99%	70.28	L.A. IN PROGRESS.
44	MADHYA PRADESH	WIDENING TO TWO LANE AND STRENGTHENING FROM Km. 38/000 TO 92/000 (SAGAR - KANPUR ROAD) OF NH - 86	21.02 (O) 21.18 (R)	25-Dec-2010	1-Jan-2011	1-Jul-2011	33%	4.42	THE WORK IS IN PROGRESS.
45	MAHARASHTRA	CONSTRUCTION OF MISSING LINK FROM ZARAP TO PATRADEVI OF PANVEL - MAHAD - PANJI ROAD FROM Km. 0/000 TO 21/508 (Km. 21.508) (FOUR LANEING) OF NH - 17	99.85 (O) 183.43 (R)	23-Mar-2006	25-Oct-2010	28-Apr-2011	70%	156.18	THE WORK IS IN PROGRESS.
46	MAHARASHTRA	LAND ACQUISITION FROM Km. 185/550 TO 201/350 NASIK - SINNER SECTION OF NH - 50	24.89 (O)	-	-	-	0%	0.13	3A MODIFICATION SUBMITTED TO MINISTRY ON 11.6.2010
47	MANIPUR	STRENGTHENING OF IMPHAL - MONEH SECTION FROM Km. 366/000 TO 387/500 OF NH - 39	19.98 (O) 25.82 (R)	24-Mar-2010	23-Mar-2012	23-Mar-2012	35%	5.04	THE WORK IS IN PROGRESS.

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1	2	3	4	5	6	7	8	9	10
48	MANIPUR	STRENGTHENING OF MARAM - IMPHAL SECTION FROM Km. 235/000 TO 263/000 OF NH - 39	39.25 (O)	3-Apr-2010	2-Apr-2013	1-Mar-2012	5%	0.00	RECONSTRUCTION OF 5 CULVERT AND CONSTRUCTION OF RETAINING WALL ARE IN PROGRESS.
49	MANIPUR	STRENGTHENING OF IMPHAL - MONEH SECTION FROM Km. 400/000 TO 430/900 OF NH - 39	34.49 (O)	-	-	-	0%	0.32	TENDER FINALIZED. RE BASED ON TENDER RATES UNDER PROCESS IN THE MINISTRY.
50	MEGHALAYA	IMPROVEMENT OF GEOMETRIC INCLUDING WIDENING OF SINGLE LANE TO TWO LANE FROM Km. 55/000 TO 64/000 OF NH - 51	22.65 (O)	20-Jul-2009	20-Nov-2011	20-Nov-2011	40%	11.06	THE WORK IS IN PROGRESS.
51	MEGHALAYA	RECONSTRUCTION AND STRENGTHENING OF PAVEMENT FROM Km. 20/000 TO 91/000 OF NH - 62	39.86 (O) 46.24 (R)	11-Mar-2010	10-Mar-2012	10-Mar-2012	50%	6.15	THE WORK IS IN PROGRESS.

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1	2	3	4	5	6	7	8	9	10
52	MEGHALAYA	WIDENING OF SINGLE LANE TO TWO LANE WITH OF GEOMETRIC IMPROVEMENT FROM Km. 131/000 TO 154/000 OF NH - 40	36.75 (O) 42.33 (R)	10-Mar-2010	9-Mar-2012	9-Mar-2012	30%	8.12	THE WORK IS IN PROGRESS.
53	MEGHALAYA	CONSTRUCTION OF DAWKI BRIDGE AT Km. 161/000 OF NH - 40	23.12 (O)	-	-	-	0%	0.00	TENDERING IN PROGRESS.
54	MIZORAM	WIDENING FROM INTERMEDIATE LANE CARRIAGEWAY TO TWO LANE CARRIAGEWAY IN THE STRETCH FROM Km. 28/000 TO 42/000 OF NH - 154	14.77 (O) 21.32 (R)	4-Aug-2010	4-Feb-2012	4-Feb-2012	60%	9.88	FIRST CONTRACT TERMINATE D. BALANCE WORK AWARDED TO SECOND CONTRACTOR.
55	NAGALAND	WIDENING TO TWO LANE WITH GEOMETRICS IMPROVEMENT FROM Km. 220/000 TO 240/000 OF NH - 61.	29.63 (O)	-	-	-	0%	0.00	WORK RECENTLY AWARDED.
56	NAGALAND	WIDENING TO TWO LANE FROM Km. 40/000 TO 72/400 OF NH - 61	93.68 (O)	-	-	-	0%	0.00	WORK RECENTLY AWARDED.

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1	2	3	4	5	6	7	8	9	10
57	ORISSA	CONSTRUCTION OF APPROACHES TO ROAD OVER BRIDGE AT Km. 5/287 NEAR CHAINPAL IN LIEU OF EXISTING LEVEL CROSSING AT Ch. 490/600 BETWEEN BUDHAPARK AND TALCHER RAILWAY STATION OF NH - 23	23.10 (O) (Ministry's Share Rs. 11.55 Cr.) 28.18 (R) (Ministry's Share Rs. 14.049 Cr.)	6-Aug-2010	5-Feb-2012	5-Feb-2012	0%	0.00	REVISION OF ESTIMATE DUE TO TENDER PREMIUM.
58	PUNJAB	IMPROVEMENT OF SECTION FROM Km. 315/500 TO 348/550 AND ABOHAR BYPASS FROM Km. 1/000 TO 15/530 HARYANA - PUNJAB BORDER TO MALAUT TOWN BY PROVIDING PAVED SHOULDER AND STRENGTHENING ON EXISTING CARRIAGEWAY OF NH - 10 (NEW NH - 9)	51.43 (O)	SECTIONED ON 2.12.2010					
59	RAJASTHAN	WIDENING WITH STRENGTHENING AND GEOMETRIC IMPROVEMENT OF EXISTING INTERMEDIATE LANE CARRIAGEWAY TO TWO LANE FROM Km. 193/000 TO 217/000, 248/000 TO 259/000 AND 255/000 TO 269/000 ALONG WITH FOUR LANE FROM Km. 235/000 to 236/000 OF NH - 112	34.41 (O)	5-Sep-2010	4-Dec-2011	4-Dec-2011	EW - 7 Km. OSB - 4 Km. WMM - 4 Km. CD 4 no. COMPLETED. CD 4 no. IN PROGRESS.	2.37	THE WORK IS IN PROGRESS.

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1	2	3	4	5	6	7	8	9	10
60	RAJASTHAN	CONSTRUCTION OF 6.25 Km. LONG BYPASS ON BAR - BILARA - JODHPUR ROAD OF NH - 112	27.38 (O)	1-Nov-2010	31-Jan-2012	31-Jan-2012	EW - 1.5 Km.	0.00	WORK ORDER ISSUED.
61	RAJASTHAN	STRENGTHENING OF EXISTING TWO LANE CARRIAGEWAY FROM Km. 218/000 TO 220/000 AND 221/000 TO 259/000 OF NH - 15	22.15 (O)	22-Aug-2010	21-Nov-2011	21-Nov-2011	DBM+BC - 1.5 Km.	4.56	THE WORK IS IN PROGRESS.
62	TAMIL NADU	IMPROVEMENT OF EXISTING TWO LANE AND CONSTRUCTION OF PAVED SHOULDER ON EITHER SIDE FROM KARUR (Km. 277/400) TO COIMBATORE (Km. 332/600) OF NH - 67	178.00 (O)	21-Aug-2006	10-Jan-1900	Aug - 2009 Dec. - 2009 April 2010 Dec - 2010 Mar - 2011	99%	130.80	DELAY DUE TO LAND ACQUISITION AND SHIFTING OF UTILITIES.
63	TAMIL NADU	IMPROVEMENT OF ACCESS TO GOLDEN QUADRILATERAL (G.Q.) WITHIN CHENNAI CITY INCLUDING CONSTRUCTION OF FOUR GRADE SEPARATORS OF NH - 4, 45 AND 205	196.00 (O) 489.34 (R)	7-Apr-2005	6-Apr-2007 (O) 30- Mar-2008 (R)	March - 2008 31.Dec. - 2008 March - 2009 31.Dec. - 2009 Dec. - 2010 Jan - 2011	97%	662.10	DELAY DUE TO LAND ACQUISITION AND SHIFTING OF UTILITIES.
64	TAMIL NADU	WIDENING AND STRENGTHENING TO FOUR LANE FROM Km. 340/800 TO 360/600 OF NH - 67 Ext.	49.70 (O)	4-May-2010	3-May-2011	3-May-2011	20%	8.60	THE WORK IS IN PROGRESS.

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1	2	3	4	5	6	7	8	9	10
65	TAMIL NADU	IMPROVEMENT FROM Km. 0/000 TO 66/000 BY WIDENING TO TWO LANE AND STRENGTHENING PAVED SHOULDER INCLUDING RECONSTRUCTION OF CULVERT AT Km. 19/600, 24/600 AND 25/400 OF NH - 136 (old NH No 226E)	50.56 (O)	-	-	-	0%	0.00	RETENDERE D.
66	UTTAR PRADESH	STRENGTHENING OF EXISTING TWO / FOUR LANE CARRIAGEWAY INCLUDING CONSTRUCTION OF PAVED SHOULDER FROM Km. 0/410 TO 34/000 OF NH - 235	47.56 (O)	10-Mar-2010	9-Mar-2011	9-Mar-2011	58%	22.17	SANCTION ON 05.11.09 THE WORK IS IN PROGRESS.
67	UTTAR PRADESH	CONSTRUCTION OF ROAD OVER BRIDGE IN Km. 428/000 AT RAILWAY CROSSING No. 79D IN KANPUR OF NH - 91	34.41 (O)	22-Jul-2010	9-Mar-2011	9-Mar-2011	10%	3.11	SANCTIONED ON 26.11.10 THE WORK IS IN PROGRESS.
68	UTTAR PRADESH	STRENGTHENING FROM Km. 150/000 TO 180/000 OF NH - 232	48.30 (O)	-	-	-	0%	0.00	SANCTIONED ON 11.12.2009. EXTENSION OF TIME FOR AWARD OF WORK IS GRANTED.

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1	2	3	4	5	6	7	8	9	10
69	UTTAR PRADESH	STRENGTHENING FROM Km. 11/000 TO 25/000 OF NH - 231	25.63 (O)	-	-	-	0%	1.00	SANCTIONED ON 11.12.2009. EXTENSION OF TIME FOR AWARD OF WORK IS GRANTED.
70	UTTAR PRADESH	IMPROVEMENT OF RIDING QUALITY FROM Km. 98/000 TO 150/000 OF NH - 232	35.77 (O)	14-Sep-2010	13-Mar-2012	13-Mar-2012	2%	4.00	THE WORK IS IN PROGRESS.

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1	2	3	4	5	6	7	8	9	10
71	UTTAR PRADESH	IMPROVEMENT OF RIDING QUALITY FROM Km. 0/000 TO 51/800 AND 61/800 TO 65/800 OF NH - 232-A	40.30 (O)	-	-	-	0%	0.00	SANCTIONED ON 31.3.2010. LO ISSUED BY STATE P.W.D. ON 14.9.2010 BUT AGREEMENT COULD NOT BE SIGNED AS THE CONTRACTOR FILED PETITION IN HONBLE HIGH COURT OF ALLAHABAD (LUCKNOW BRANCH). THE FINAL DECISION IS AWAITED.

ANNEXURE-A

NATIONAL HIGHWAY ONGOING PROJECTS COSTING RS. 20 CRORE & ABOVE AS ON 31 DECEMBER 2010

Sl. No.	State	Name of project/State	Sanctioned cost of project (Rs. in Cr.)	Date of Start of Project	Date of Completion of project as per contract	Target Date of Completion	Cumulative Physical Progress achieved as on 31 December 2010	Expenditure as on 31 Dec. 2010 (Rs. in Cr.)	Remarks
1	2	3	4	5	6	7	8	9	10
72	UTTAR PRADESH	WIDENING OF EXISTING FOUR LANE CARRIAGEWAY TO EIGHT LANE CARRIAGEWAY FROM Km. 8/000 TO 28/280 OF NH - 9 (old NH No 24)	128.04 (o)	-	-	-	0%	0.00	SANCTIONED ON 25.8.2010. 12 BIDS HAVE BEEN RECEIVED AND ARE UNDER EVALUATION.
73	UTTAR AKHAND	CONSTRUCTION OF ROAD OVER BRIDGE AT LACHHIWALA AND DOIWALA BYPASS (EXISTING CHAINAGE 174.200 TO 180.160) OF NH - 72	38.34 (O)	22-Jan-2009	21-Jan-2010	21-Jan-2010	70%	25.95	DELAY DUE TO START OF RAIL OVER BRIDGE WORK BY RAILWAY.
74	WEST BENGAL	STRENGTHENING OF EXISTING PAVEMENT FROM Km. 566/000 TO 599/000 AND WIDENING 1.5mt. WIDE PAVED SHOULDER ON BOTH SIDE FROM Km. 566/000 TO 577/500 OF NH - 31	26.26 (O)	15-Mar-2010	14-Mar-2012	14-Mar-2012	85%	21.92	SUBSTANTIALLY COMPLETED.
75	WEST BENGAL	WIDENING OF EXISTING INTERMEDIATE CARRIAGEWAY TO TWO LANE AND STRENGTHENING FROM Km. 160/000 TO 173/000 OF NH - 60	21.17 (O)	-	-	-	0%	0.08	L.O.A. ISSUED.

ANNEXURE-A

NATIONAL HIGHWAY ONGOING PROJECTS COSTING RS. 20 CRORE & ABOVE AS ON 31 DECEMBER 2010

Sl. No.	State	Name of project/State	Sanctioned cost of project (Rs. in Cr.)	Date of Start of Project	Date of Completion of project as per contract	Target Date of Completion	Cumulative Physical Progress achieved as on 31 December 2010	Expenditure as on 31 Dec. 2010 (Rs. in Cr.)	Remarks
1	2	3	4	5	6	7	8	9	10
76	WEST BENGAL	WIDENING AND STRENGTHENING OF EXISTING INTERMEDIATE FLEXIBLE PAVEMENT FROM Km. 95/000 TO 112/500 (NEW Km. 113.5) OF NH - 117	38.99 (O)	-	-	-	0%	3.08	PREPARATORY WORK IN PROGRESS.
77	WEST BENGAL	WIDENING AND STRENGTHENING FROM Km. 113/500 TO 137/684 OF NH - 117	52.67 (O)	-	-	-	0%	0.07	L.O.A. ISSUED.
78	WEST BENGAL	WIDENING AND STRENGTHENING FROM Km. 27/000 TO 51/547 OF NH - 2-B	41.52 (O)	-	-	-	0%	0.07	TENDER UNDER PROCESS
79	WEST BENGAL	WIDENING AND STRENGTHENING FROM Km. 281/000 TO 317/000 OF NH - 60	47.59 (O)	-	-	-	0%	0.04	TENDER UNDER PROCESS
80	WEST BENGAL	WIDENING AND STRENGTHENING OF EXISTING INTERMEDIATE LANE CARRIAGEWAY TO TWO LANE CARRIAGEWAY FROM Km. 232/000 TO 260/000 OF NH - 60	49.80 (O)	-	-	-	0%	0.47	BIDS UNDER EVALUATION.
81	WEST BENGAL	STRENGTHENING OF EXISTING PAVEMENT FROM Km. 598/000 TO 612/000 AND 630/000 TO 634/000 OF NH - 31	23.55 (O)	-	-	-	0%	0.00	BIDS INVITED.
82	WEST BENGAL	CONSTRUCTION OF 5.50 Km. DALKHOLA BYPASS INCLUDING ROAD OVER BRIDGE OF NH - 34	74.78 (O)	1-Sep-2006	1-Jul-2009	July - 2009 Dec. - 2010 Jan - 2011	36%	38.91	THE WORK IS IN PROGRESS.

ANNEXURE-A

NATIONAL HIGHWAY ONGOING PROJECTS COSTING RS. 20 CRORE & ABOVE AS ON 31 DECEMBER 2010

Sl. No.	State	Name of project/State	Sanctioned cost of project (Rs. in Cr.)	Date of Start of Project	Date of Completion of project as per contract	Target Date of Completion	Cumulative Physical Progress achieved as on 31 December 2010	Expenditure as on 31 Dec. 2010 (Rs. in Cr.)	Remarks
1	2	3	4	5	6	7	8	9	10
83	RAJASTHAN	WIDENING WITH STRENGTHENING AND GEOMETRIC IMPROVEMENT OF EXISTING INTERMEDIATE LANE CARRIAGEWAY TO TWO LANE FROM Km. 193/000 TO 217/000, 248/000 TO 259/000 AND 255/000 TO 269/000 ALONG WITH FOUR LANE FROM Km. 235/000 TO 236/000 OF NH - 112	34.41 (O)	5-Sep-2010	4-Dec-2011	4-Dec-2011	EW - 7 Km. OSB - 4 Km. WMM - 4 Km. CD 4 no. COMPLETED. CD 4 no. IN PROGRESS.	2.37	THE WORK IS IN PROGRESS.
84	RAJASTHAN	CONSTRUCTION OF 6.25 Km. LONG BYPASS ON BAR - BILARA - JODHPUR ROAD OF NH - 112	27.38 (O)	1-Nov-2010	31-Jan-2012	31-Jan-2012	EW - 1.5 Km.	0.00	WORK ORDER ISSUED.

Annexure-B

STATE / UT-WISE DETAILS OF PROPOSALS SANCTIONED UNDER CENTRAL ROAD FUND (CRF) UPTO DECEMBER, 2010			
<i>Sl No</i>	<i>States / UTs</i>	<i>Total</i>	
		<i>Nos</i>	<i>Cost (in Rs. crore)</i>
1	Andhra Pradesh	780	1925.20
2	Arunachal Pradesh	53	307.74
3	Assam	87	338.90
4	Bihar	62	273.72
5	Chhattisgarh	52	356.61
6	Goa	16	57.33
7	Gujarat	727	1179.60
8	Haryana	100	892.87
9	Himachal Pradesh	49	225.85
10	Jammu & Kashmir	87	699.52
11	Jharkhand	23	266.73
12	Karnataka	1321	1461.11
13	Kerala	84	620.15
14	Madhya Pradesh	281	2135.07
15	Maharashtra	639	2357.69
16	Manipur	16	51.41
17	Meghalaya	30	110.73
18	Mizoram	26	62.07
19	Nagaland	14	49.89
20	Orissa	164	558.07
21	Punjab	137	591.91
22	Rajasthan	716	1688.57
23	Sikkim	26	30.86
24	Tamil Nadu	736	1177.15
25	Tripura	9	33.53
26	Uttarakhand	59	205.94
27	Uttar Pradesh	160	1906.44
28	West Bengal	35	616.09
Total		6489	20180.75
29	A&N Island	2	7.58
30	Chandigarh	9	17.29
31	Dadra & Nagar Haveli	0	0.00
32	Daman & Diu	0	0.00
33	Delhi	79	493.60
34	Lakshdweep	0	0.00
35	Puducherry	11	57.58
Total		101	576.05
Grand total		6590	20756.80

ANNEXURE-C

**State / UT-wise details of proposals accorded in-principal approval under
Economic Importance (EI) & Inter State Connectivity (ISC) scheme
from 2001-02 to 2010-11 (up to 31-12-2010)**

(Amount Rs in crore)

Sl No	State / UT	EI			ISC		
		No	Cost	Central share	No	Cost	Central share
1	Andhra Pradesh	10	77.50	38.75	13	100.37	100.37
2	Arunachal Pradesh	2	17.78	8.89	8	149.23	149.23
3	Assam	8	17.94	8.97	12	37.07	37.07
4	Bihar	2	27.81	13.91	3	17.43	17.43
5	Chhattisgarh	2	17.17	8.59	5	45.70	45.70
6	Goa	2	6.72	3.36	1	0.33	0.33
7	Gujarat	26	57.91	28.96	23	80.37	80.37
8	Haryana	5	45.50	22.75	9	61.41	61.41
9	Himachal Pradesh	1	8.91	4.46	13	75.86	75.86
10	Jammu & Kashmir	7	15.98	7.99	1	67.55	67.55
11	Jharkhand	2	42.18	21.09	2	19.00	19.00
12	Karnataka	13	80.83	40.42	19	136.06	136.06
13	Kerala	2	14.60	7.30	6	54.13	54.13
14	Madhya Pradesh	11	64.46	32.23	29	70.89	70.89
15	Maharashtra	7	21.87	10.93	31	121.13	121.13
16	Manipur	1	30.00	15.00	4	35.35	35.35
17	Meghalaya	1	7.00	3.50	2	9.00	9.00
18	Mizoram	7	64.02	32.01	2	29.02	29.02
19	Nagaland	5	88.82	44.41	6	93.00	93.00
20	Orissa	15	119.08	59.54	9	159.62	159.62
21	Punjab	0	0.00	0.00	7	45.87	45.87
22	Rajasthan	2	29.96	14.98	32	133.13	133.13
23	Sikkim	8	74.25	37.12	14	186.98	186.98
24	Tamil Nadu	9	88.41	44.20	14	72.86	72.86
25	Tripura	6	43.40	21.70	0	0.00	0.00
26	Uttarakhand	2	20.86	10.43	10	70.19	70.19
27	Uttar Pradesh	1	13.44	6.72	10	128.77	128.77
28	West Bengal	1	17.08	8.54	5	121.27	121.27
29	A&N Island	0	0.00	0.00	0	0.00	0.00
30	Chandigarh	2	3.57	1.78	1	4.98	4.98
31	Dadra & Nagar Haveli	0	0.00	0.00	8	25.25	25.25
32	Daman & Diu	0	0.00	0.00	2	8.66	8.66
33	Delhi	0	0.00	0.00	0	0.00	0.00
34	Lakshadweep	0	0.00	0.00	0	0.00	0.00
35	Puducherry	0	0.00	0.00	0	0.00	0.00
Total		160	1117.05	558.53	301	2160.48	2160.48

SARDP-NE Outcome Budget for the year 2011-12

An amount of Rs 1500 crore was allocated for SARDP-NE during 2010-11. Out of this, expenditure of Rs.390.82 crore has been incurred as on 31.12.2010. Total 82 km roads of 2-lane standards were constructed. Together with the roads completed upto the previous year, total 678 km roads have been completed so far under SARDP-NE Phase 'A' against 4099km approved for execution on EPC basis. The notable roads/highways on which the work was executed during 2010-11 and their importance are given below:

National Highways(NH)

NH 52

The work of 2-lane of this highway was partly done during 2010-11. The highway connects North Lakhimpur and Dhemaji district headquarter of Assam and runs parallel to the border of Assam and Arunachal Pradesh. This highway is also an important link to Arunachal Pradesh. It also connects Passighat, an important district headquarter of Arunachal Pradesh.

NH 53

Raising and widening to 2-lane of NH 53 near about Silchar including Silchar bypass is in progress during 2010-11. The National Highway prior to raising and widening was grossly sub-standard and used to get sub-merged under water during floods, causing disruptions of traffic for Barak Valley, Mizoram and Manipur. Raising and widening of this highway provides a great relief to the people of these areas.

NH 54

Raising and widening to 2-lane of NH 54 near about Silchar was executed during 2010-11. The National Highway prior to raising and widening was grossly sub-standard and used to get sub-merged under water during floods, causing disruptions of traffic line between Barak Valley and the States of Mizoram. Raising and widening of this highway provides a great relief to the people of these areas.

NH 153

NH 153 is a part of famous Stilwell road. The total length of this Stilwell road is 57 km in India. Out of this, 24 km length is in Assam and balance 33km length is in Arunachal Pradesh. The widening to 2-lane with paved shoulders for 24km in Assam has been completed and for balance length of 33km in Arunachal Pradesh, work is in progress during 2010-11.

NH 154

This highway connects the remote areas of Barak Valley, including Hailakandi district headquarter town of Assam and Mizoram. The total length of the highway is about 147km, out of which 89km is in Assam and balance 58km is in Mizoram. About 80 km length of this highway passing through Assam gets submerged in the water during rainy season, cutting of the traffic line to the areas of Hailakandi districts and also large parts of Mizoram. Work of about 111 km length on this highway is in progress during 2010-11.

NH 31A

This highway of about 80km length is the only road connecting Sikkim with the rest of the Country. The road is of single lane standards with 77 critical location which are prone to landslides during the monsoon. Work in about 44km length including improvement of 71 critical locations on this highway is in progress during 2010-11.

NH 37

This highway of about 749km length starts from Joghigopa in Assam and terminates at Roing in Arunachal Pradesh with the stretch from Dhola to Roing having been notified as National Highway about 2 years back. The stretch of this National Highway between Dibrugarh and Rupai is passing parallel along the Railway line, which is restricting the improvement of the NH in this location. Accordingly, this stretch of the Highway has been realigned. Simultaneously, the stretch from Rupai to Rioing is being improved to 2 lane with paved shoulders including construction of new bridge across the Brahmaputra on BOT (Annuity) basis to connect Dhola and Sadia Ghat. Work in about 158 km length of this stretch of the highway is in progress during 2010-11.

NH 38

This highway of about 56km length starts from Makum and terminates at Lekhapani. The road passes through Oil and Coal producing areas of Digboi, Margherita and ledo in Assam besides connecting the historic Stillwell road (NH 153) with NH 37. Work in about 19km length of this stretch of the highway is in progress during 2010-11.

Non National Highway roads**Gangtok – Nathula road**

Work on entire 67 km of this road was in progress during 2010-11. This road connects China. Nathula is a trading point on India-China border. This road is being improved to 2-lane standards. The existing road is grossly deficient and highly unsafe for the traffic.

Maram-Peren road

The work also on this 116 km length from Maram-Peren was in progress. Maram is an important destination of Manipur on NH 39. Peren is a district headquarter of Nagaland. The road connects these 2 important destinations and also the several places enroute.

The brief of SARDP-NE is given below:-

Special Accelerated Road Development Programme in North East (SARDP-NE) covering construction/improvement/DPR preparation of 10141 km road stretches, approved by Cabinet Committee on Economic Affairs (CCEA) /Cabinet from time to time. The total length of 10141 km now covered under SARDP-NE also includes 28 road stretches aggregating to 1503km, which were transferred from Phase 'B'/added to Phase 'A' of SARDP-NE, approved by the Cabinet Committee

on Infrastructure recently on 08.04.2010. The programme has been divided under 3 phases, as under:-

- (i) Phase 'A' of SARDP-NE covering implementation/ 'in-principle' approval of 4099 km roads(**Annexure D-1**);
- (ii) Phase 'B' of SARDP-NE covering preparation of Detailed Project Reports for 3723 km roads (**Annexure D-2**); and
- (iii) Arunachal Pradesh Package of Roads & Highways covering implementation/'in-principle' approval of 2319 km roads (**Annexure D-3**).

1.1 Objective of the programme

- Upgrade National Highways connecting State Capitals to 2/ 4 lane
- To provide connectivity of all 88 District Headquarter towns of NER by at least 2-lane road;
- Provide road connectivity to backward and remote areas of NE region to boost socio - economic development
- Improve roads of strategic importance in border area.
- Improve connectivity to neighboring countries

1.2 Summarized details approvals under SARDP-NE are as under:-

Phase	Length(km) approved							
	Approved for execution		Approved 'in-principle'		Approved for DPR preparation		Total approved	
	Length (km)	Estimated cost (Rs in crore)	Length (km)	Estimated cost (Rs in crore)	Length (km)	Estimated cost (Rs in crore)	Length (km)	Estimated cost (Rs in crore)
Phase 'A'	3213	12821	886	8948*	-	-	4099	21769
Arunachal Package	2319	11703	-	-	-	-	2319	11703
Phase 'B'	-	64	-	-	3723	-	3723	64
Total	5532	24588	886	8948	3723	0	10141	33536

* Only Rs 974 crore has been approved for pre-construction activities and approval for the construction cost is yet to be accorded by Cabinet Committee on Infrastructure (CCI).

2. Phase 'A' of SARDP-NE

Phase 'A' of the programme, which was originally approved by the Cabinet for implementation on 22.09.2005, covers 17 roads with an aggregate length of 1310 km, which includes improvement of 1110 km long stretches of various National Highways and 200 km long stretches of State roads and GS roads. Subsequently, additions/modifications were made to the programme and as per the approval of the Cabinet Committee on Infrastructure (CCI) on 08.04.2010, Phase 'A' of the programme will now covers 4099km, out of which 2041km length is National Highways and 2058km length is of State roads and GS roads. The estimated cost is Rs.21,769 crore, which is based on the rough cost estimates. The target for completion of roads under this Phase is by the year 2013-14. So far, sub-projects aggregating to 2152km have been sanctioned by the Ministry and improvement of about 678km length has been completed. An expenditure of Rs.2658 crore has been incurred against Phase 'A' of SARDP-NE. The list of roads included in the programme along with the implementation agencies are given vide Annex- 2.

3. Arunachal Pradesh Package of Roads and Highways

The Arunachal Pradesh Package of Roads and Highways was approved for implementation by the Cabinet on 09.01.2009. The Package covers 2319km, out of which 1472km length is National Highways and 847km length is State road, GS roads and Strategic roads as per the details given vide Annex-3. The estimated cost is Rs. 11,703 crore, which is based on the rough cost estimates. The target for completion of roads under this Phase is by the year 2014-15. So far, sub-projects aggregating to 416 km have been sanctioned by the Ministry and are in various stage of progress. An expenditure of Rs.87 crore has been incurred so far against Arunachal Pradesh Package of Roads and Highways of SARDP-NE.

4. Phase 'B' of SARDP-NE

Phase 'B' comprises 35 roads with an aggregate length of 3723 km as per the details given vide Annex-4. Approval to undertake DPR preparation has been given by the Cabinet. Implementation of Phase 'B' of SARDP-NE would be taken up during the 12th Five Year Plan as suggested by the Department of Expenditure, Ministry of Finance, due to paucity of funds during the 11th Five Year Plan. The estimated cost is Rs.17,294 crore, which is based on the rough cost estimates.

5. Physical and Financial progress.

5.1 Sub projects covering length of 3489 km at an amount of Rs 16599 crore has been approved by High Powered Inter- Ministerial Committee (HPC) set up for SARDP-NE works till date under Phase 'A'. The details of approval as well as the performance in the previous years since the implementation of the programme are as given below:

Year	Allocation (Rs. in crore)	Length approved by HPC (km)	Approved cost (Rs. in crore)	Expenditure (Rs. in crore)	Length completed (in km)
2006-2007	550	501	1256	449	Preliminary
2007-2008	700	299	779	651	150
2008-2009	1000	254	1194	637	290
2009-2010	1200	358	1526	676	156
2010-2011	1500	2077	11844	390.82*	82
Total	4950	3489	16599	2790	678

* Till 31-12-2010

Annexure D-1

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 (BOT(Annuity)).	NH	301
2	Meghalaya	Construction of new Shillong By-pass connecting NH-40 & NH-44 (2-lane) (BOT(Annuity)).	NH	50
3	Meghalaya	Four laning of existing 2-lane road stretch from Jorabat to Barapani on NH-40(BOT(Annuity)).	NH	62
4	Nagaland	Four laning of Dimapur to Kohima Road including Dimapur/Kohima Bypass on NH-39 (BOT(Annuity)).	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
13	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-Phiangdiloin-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'

A. Roads remaining after transfer to Phase 'A'

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
		Total (II)		1087

III. GS roads				
19	GS road	2 laning of Champai- Seling road	Mizoram	150
20	GS road	2 laning of Gangtok- Mangam road	Sikkim	68
		Total (III)		218
IV. Strategic roads				
21	Indo-Myanmar road	Improvement / 2 laning from Vijaynagar-Miao road	Arunachal Pradesh	157
22	Indo-Myanmar road	Improvement / 2 laning from Miao-Namchik road	Arunachal Pradesh	17
23	Indo-Myanmar road	Improvement / 2 laning from Changlang to Khimiyang road	Arunachal Pradesh	35
24	Indo-Myanmar road	Improvement / 2 laning from Khimiyang - Sangkuhavi road	Arunachal Pradesh	33
25	Indo-Myanmar road	Improvement / 2 laning from Sangkuhavi-Lazu road	Arunachal Pradesh	40
26	Indo-Myanmar road	Improvement / 2 laning from Lazu-Wakka road	Arunachal Pradesh	75
27	Indo-Myanmar road	Improvement / 2 laning from Wakka- Khanu road	Arunachal Pradesh	21
28	Indo-Myanmar road	Improvement / 2 laning from Khanu - Konsa road	Arunachal Pradesh	30
29	Indo-Myanmar road	Improvement / 2 laning from Konsa-Panchao road	Arunachal Pradesh	29
30	Indo-Myanmar road	Improvement / 2 laning from Panchao – Nagaland Border road	Arunachal Pradesh	25
31	State road	Improvement / 2 laning from Yingkiong to Bishing(Porgo via Gette-Pugging-Likor-Paling-Jido) road	Arunachal Pradesh	160
32	State road	Improvement / 2 laning from Zido-Singha road	Arunachal Pradesh	94
33	State road	Improvement / 2 laning from Pango-Jorging road	Arunachal Pradesh	90
34	State road	Improvement / 2 laning from Sarkam point-Singa via Eko-Domping road	Arunachal Pradesh	125
		Total (IV)		931
		Total (A)		3521
B. New road added				
Sl. No.	Category of road	Scope/ Section of road	State	Tentative Length (km)
35	State road	2 laning of road from Shankshak (near Finch corner on NH- 150) to Tengnoupal on NH-39	Manipur	202
	Total (B)			202
	Total (A+B)			3723

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)
1	Nechipu - Seppa road NH 229	99
2	Seppa - Khodaso NH 229	110
3	Khodaso - Kheel - Hoj NH 229, via Sagalee	102
4	Hoj - Potin NH 229	20
5	Potin - Yazali - Ziro NH 229	71
6	Ziro - Daporijo NH 229	160
7	Daporijo - Bame NH 229	108
8	Bame - Aalo NH 229	42
9	Aalo - Pangin NH 229	26
10	Pangin - Pasighat NH 229	84
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
	(ii) 2-laning with paved shoulders of remaining stretches after exclusion of length under (i) above.	140
12	Mahadevpur - Bordumsa - Namchik - Jairampur - Mammao NH 52B	97
13	Mammao - Changlang	42
14	Changlang - Khonsa NH 52B	67
15	Khonsa - Tissa NH 52B	48
16	Tissa - Longding - Kanubari NH 52B	80
17	Kanubari - Bimlapur NH 52B	16
18	Bimlapur to NH-37 link in Assam NH 52B	70
	Total (A)	1412

B. Missing link of NH 37 and NH 52

Sl. No.	Section of road	Tentative length (km)
1	Missing bridge and its approach between Dhola and Sadia ghats on NH 37	28
2	2-laning with paved shoulders from Islampur Tinali to Roing, via Sadia and Santipur	32
	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)
1	Koloriang - Joram road	158
2	Yingkiong - Mariyung - Pasighat road	140
3	Anini - Meka road	235
4	Hawai - Hawa Camp road	165
5	Hoj - Yupia - Pappu road	35
6	Bame - Iekabali - Akajan road	114
	Total (C)	847
	Grand Total (A + B + C)	2319

NATIONAL HIGHWAYS AUTHORITY OF INDIA:

Details of major development works on National Highways being implemented by NHA are given in Chapter-VI under the name and style of National Highway Development Project (NHDP).

TOOLS & PLANTS:

Machinery:

The rising infrastructure and vehicles has pushed further the road construction projects in the country, including the national highway development programs. Increased and rapid mechanisation of the road construction sector helps developers to execute large projects, improve design specifications, ensure quality, and most importantly, complete projects on time.

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.

- (i) To ensure safety of Bridges, it is necessary to inspect the bridges periodically. Proper Bridge Inspection depends upon adequate access to the structure. Mobile Bridge Inspection Unit, the state of the art platforms allow unrestricted access to all under bridge related tasks; inspections, repairs, general maintenance, replacement & maintenance of bearings, and more...! . 1 no. Each of Mobile Bridge Inspection Unit allotted by the Ministry to the States of Tamil Nadu, Orissa and West Bengal, are being utilized to ensure proper maintenance and upkeep of bridges and also help in repair of distressed bridges. Estimates for repair, operation and maintenance of Mobile Bridge Inspection unit for an amount of Rs. 6.4 lacs has been sanctioned for the year 2009-10.
- (ii) To improve safety and reduce the cost of maintaining the roads by preventing the damage caused by the overloaded vehicles, Ministry is in the process of installing 13 nos. WIM-cum-ATCC (Weigh-in-motion-cum-Automatic traffic Counter-cum-Classifer) in different stretches of National Highways in the country.
- (iii) To facilitate the use of latest technological equipments, guidelines for "Selection, Operation and Maintenance of Hot mix Plants" has been published. Also, the documents on guidelines on compaction equipments for soil and bituminous road works and guidelines for selection, operation and maintenance of concrete batching and mixing plants have been prepared.
- (iv) Implementation of World Bank and Asian Development Bank assisted projects also led to mechanisation of road construction. These institutions stipulated that import of machinery and equipment for the projects would

have to be free of import duty for the construction of roads in India. Therefore, Custom and Excise duty exemption facility in respect of equipment and material is being availed by contractors in Road Construction activity under externally aided projects. Also, with the cooperation of Ministry of Finance, 21 items of Road Construction Machinery have been allowed for duty free import and the import of which is being done by the contractors. This facility has attracted the contractors to equip them with latest and sophisticated road construction machineries.

- (v) Usage Rates of plants & machinery specified in the Chapter 17 of the Ministry's Standard Data Book for the Analysis of Rates (first revision), are as per base year 2001-02. Since then, the cost of plant & machinery has been changed considerably due to significant technological changes. Also, the cost of fuel, oil, lubricants, wages of operators and helpers etc. have been revised considerably. Further, besides the plants and machinery mentioned in the Ministry's Standard Data Book, many State of Art or innovative equipments have been developed and are being used in Road Projects such as recycling plant in hot/cold mix etc. Therefore, Ministry has initiated the process for the revision of usage rates data.

ROAD TRANSPORT

PERFORMANCE ON OUTCOME BUDGET TARGETS 2009-2010 & 2010-2011

	Name of the Scheme	Target 2009-2010	Performance in the year 2009-2010	Target 2010-2011	Performance in the year 2010-2011 (as on Dec., 2010)
1	Road Safety				
	Refresher Training to Drivers in Unorganized Sector and Human Resource Development including training	70000 drivers to be trained. 20 training programmes to be conducted.	The Ministry of RT&H used to provide grants-in-aid to NGOs under the scheme "Two days refresher training to heavy motor vehicle drivers in unorganized sector". During the financial year 2009-10, it was decided to assign this work to established organizations such as Society of Indian Automobile Manufacturers (SIAM) and All India Motor Transport Congress (AIMTC) for ensuring training in a more effective and organized manner. However, SIAM and AIMTC submitted their action plans for conducting the training in February, 2010. As a result, the targets set for training of HMV drivers could not be met. 5 training programmes each at CIRT, Pune & ARAI, Pune were organised.	20 training programmes to be conducted.	10 training programmes at CIRT, Pune, 8 programmes at ARAI, Pune and 2 programmes at ESCI, Hyderabad have been sanctioned. 30% of the total amount has been released. Proposals for imparting refresher training received from SIAM, AIMTC and Krishna Distt Lorry Owners Driving training schools have been processed for training of about 35,000 drivers. The scheme for Model Drivers training schools has been approved . One such school to be set up at Chhindwara, M.P has been sanctioned. The proposals received from other States are being scrutinized in consultation with CIRT, Pune.

	Name of the Scheme	Target 2009-2010	Performance in the year 2009-2010	Target 2010-2011	Performance in the year 2010-2011 (as on Dec., 2010)
	Publicity measures and awareness campaigns	360 video spots and 1230 radio spots to be telecast/broadcast. Further news paper advertisement on road safety to be undertaken.	3848 video spots were telecast. 3240 radio spots were broadcast.	400 video spots and 250 radio spots to be telecast/broadcast. Further news paper advertisement on road safety to be undertaken.	Awareness campaign through printing material has been sanctioned for which the expenditure would be Rs. 10.3 crore. An amount of Rs. 1.00 crore has been released to Doordarshan for awareness during Common Wealth Games. So far 2046 video spots were telecast and 1720 radio spots were broadcast. Advertisement in newspapers through DAVP is also being carried out. Tender process has also been completed for carrying out awareness campaign through internet.
	Road Safety Equipments and Pollution Testing and Control	15 interceptors to be sanctioned	During the financial year 2009-10, it was decided to procure speed detection radar and breath analyzer instead of complete interceptor. Specifications of speed detection radar and breath analyzer could not be firmed up. As a result, the targets set for road safety equipment could not be met. Tender process completed and the proposal to award work order was submitted for approval of Hon'ble Minister(S,RTH). The work order for supply of pollution testing equipments has now been issued.	225 road safety equipments and 100 smoke meters & 100 gas analysers to be sanctioned.	Work Order for supply of 139 smoke meters and 139 gas analysers has been placed. Specifications for interceptors are being finalized.

	Name of the Scheme	Target 2009-2010	Performance in the year 2009-2010	Target 2010-2011	Performance in the year 2010-2011 (as on Dec., 2010)
	National Highways Accident Relief Service Scheme	30 cranes, 73 ambulances and 25 small/medium sized cranes to be provided.	During the year 2009-10, 30 ten ton cranes and 30 small recovery cranes for hilly areas were provided to the States/UTs. (However, payment will be released in the current financial year i.e.2010-11). The tender for 70 ambulances was floated. The technical bids were evaluated but due to single technically qualified bidder, the tender was discharged and fresh tender is being invited.	25 cranes, 35 small/medium sized cranes and 100 ambulances to be provided.	Work order is being placed for procurement of 40 number of 10-ton cranes and 36 number of small cranes for hilly areas at a total cost of Rs. 13.50 crore. As regards ambulances, technical bids for procurement of ambulances have been opened on 8.12.2010 and the bids have been technically evaluated. Financial bids have also been opened and the proposal to award the tender to the lowest bidder has been approved.
2.	National Data Base & Computer System, Data collection, research & development and transportation studies including Total Engineering Solution	N.A 3 No of Studies/R&D Projects to be undertaken	In 32 states and UTs, almost all RTOs have been computerized. On all India basis 905 transport authority offices have been computerized out of 990 offices. In 23 states all the RTOs have been networked and progress is good in other states too. In 33 states the State Registers have been established. Data from 734 RTOs is flowing into the State Register. The National Register has been established. Various	National and StateRegisters of Driving Licences/Registration Certificates to be in place. 3 No. of studies/R&D projects to be undertaken.	About 93% of the RTOs have been computerized. Request from NIC has been received for release of Rs. 25.00 crore for implementation of the project i.e. creation of National/State register of DL/RC. This has been examined in consultation with IFD and NIC has been advised accordingly to go ahead with the project and seek release of funds from the Ministry as and when actual release is required at their end. A study has been entrusted to CIRT, Pune at a total cost of Rs. 25,97,565/-. Moreover, M/s. JPS Associated has also submitted final report of three studies entrusted to them earlier. The release of final instalment is under process.

	Name of the Scheme	Target 2009-2010	Performance in the year 2009-2010	Target 2010-2011	Performance in the year 2010-2011 (as on Dec., 2010)
			services to be offered from State Register and National Register have been identified and requisite softwares have been developed. Study on 'Cost benefit analysis of mandated safety regulations' was awarded to CIRT, Pune.		
3	Setting up of Inspection and Maintenance Centre	1 or 2 centres to be sanctioned	Planning Commission has approved the draft scheme. Revised EFC note is being finalised.	7 or 8 centres to be sanctioned	The scheme has been approved by Hon'ble Minister (RT&H) and proposals have been invited from 10 identified States/UTs. One such centre has been sanctioned to be set up at Chhindwara. An amount of Rs. 2.55 crore has been released to SIAM. The proposal to set up I&C centres at Haryana, Karnataka and Himachal Pradesh has also been approved.
4	Strengthening public transport system including introduction of IT like Automatic Fare Collection based on GPS		Scheme was approved by Hon'ble Finance Minister in March 2010 and the scheme has been made effective from 15.3.10.		The scheme has been made effective from 15.3.2010. Proposals received from States of Karnataka, Haryana, Himachal Pradesh, Gujarat Tamil Nadu, Punjab and Rajasthan have been sanctioned.
5	Creation of National Road Safety Board		Cabinet note was finalized to introduce a Bill in the Parliament to create National Road Safety and Traffic Management Board.		A Bill to create the National Road Safety and Traffic Management Board was introduced in Lok Sabha on 4.5.2010 which was referred to Department related Parliamentary Standing Committee for examination. The Committee has submitted its report to the Chairman, Rajya Sabha on 21.7.2010. The recommendations of the Committee are being examined.

CHAPTER-V

FINANCIAL REVIEW

The Annual Plan 2011-12 proposed gross outlay of Rs.27,500.00 crore in respect of Central and Centrally Sponsored Schemes in the Transport Sector as under:

(Rs. in crores)			
Sector	Budgetary support (proposed)	IEBR (Proposed)	Total
1	2	3	4
Roads	19,600.00	7,500.00	27,100.00
Road Transport	400.00	-	400.00
Total	20,000.00	7500.00	27,500.00

The actual expenditure incurred during the years 2009-10 and the expenditure incurred during 2010-11 till 31.12.2010 is indicated in the statement given below:-

(Rs in crores)						
Sl. No	Item	Actual Expenditure		2010-11		2011-12
		2009-10	2010-11 (upto31.12.10)	BE	RE	BE
ROADS						
1	GBS	13,350.71	10580.08	17,200.00	18214.42	19,500.00
	Other than GBS (EAP)	340.00	300.00	500.00	401.00	100.00
	Total=	13,690.71	10880.08	17,700.00	18,615.42	19,600.00
2	Provision for NE and Sikkim Pool being 10% of GBS	981.11	562.68	1,750.00	1,826.00	1990.00

Road Development

At present, the length of National Highways (NH) stood at 70,934 km. Schemes/projects for improvement of National Highways include widening and strengthening of existing National Highways, reconstruction/ widening of bridges, and construction of bypasses. While the government is providing increasing budgetary allocation for projects in the highway sector and has undertaken major initiatives for upgrading high density corridors, it has not been possible to allocate sufficient funds matching the needs because of competing demands from other sectors. Inflow of private sector funds is expected to bridge the resource gap to some extent.

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

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

BRO is as under:-

(Rs. in crores)

Item	2009-10			2010-11			BE 2011-12
	BE	RE	EXP.	BE	RE	EXP. (upto Dec, 10)	
PLAN							
National Highways (Original) works	3342.55	4342.55	4298.12	3958.10	4656.10	2407.27	4634.33
Works under BRO	600.00	756.00	723.49	700.00	760.00	458.52	700.00
Permanent bridge fee fund	90.00	90.00	89.95	120.00	120.00	78.83	150.00
SARDP-NE	1200.00	1200.00	658.55	1500.00	1500.00	390.82	1600.00
Total	5232.55	6388.55	5770.11	6278.10	7036.10	3335.44	7084.33
Non-Plan							
NHs with State PWDs	1036.44	1035.10	1030.25	1032.86	1989.46	483.99	983.25
NHs with BRO	24.00	24.00	23.73	24.00	65.00	18.10	44.00
Total	1060.44	1059.10	1053.98	1056.86	2054.36	502.09	1027.25

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

The fund for development of National Highways by the NHAI is provided from cess levied on petrol and High Speed Diesel (HSD) and toll collected by NHAI on the NH stretches entrusted to NHAI. NHAI is allowed to leverage cess fund for market borrowing. The present rate of cess on petrol and HSD is Rs.2.00 per litre. Funds are also provided to the NHAI from the budget for Externally Aided Projects. The provision made for the NHAI in the budget of the Ministry of Road Transport & Highways during the years 2009-10, 2010-11 and expenditure made upto December, 2010 and proposed in 2011-12 is as under:

(Rs. in crores)

Item	2009-10			2010-11			2011-2012
	BE	RE	Exp.	BE	RE	Exp.	
Investment (Financed from CRF)	8578.45	7404.70	7404.70	7848.98	8440.94	5886.25	8250.00
Investment (Financed from Permanent Bridge Fee Fund)	0.00	0.00	0.00	1623.00	1623.00	969.64	2092.89
J&K Package	0	0	0	0	0	0	320.01
EAPs	340.00	340.00	340.00	400.00	400.00	300.00	0.00
Total	8918.45	7744.70	7744.70	9871.98	10463.94	7155.89	10662.90
IEBR	5000.00	4000.00	1273.26	7455.00	2341.00	1401.59	7500.00
Grand Total	13918.45	11744.70	9017.96	15703.98	12804.94	8557.48	18162.90

Central Road Fund (CRF) for the State Roads

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

Connectivity & Economic Importance. The allocation and expenditure from this fund is as under:

Rs. in crores)

Item	2009-10			2010-11			2011-12
	BE	RE	Exp.	BE	RE	Exp. As on 31-12-2010	
Grants to states and UTs for State Roads (CRF)	2070.06	1786.56	1344.98	1893.75	*2714.87	1466.97	2247.75
Grants to States and UTs for Roads of ISC & EI	230.00	198.50	104.35	210.42	223.88	86.15	249.75

* This includes Rs.700 crore from previous year's balance.

Research and Development

The main thrust of Research and Development (R&D) in the road sector is on building a sustainable road infrastructure comparable to the best in the world. An outlay of Rs.6.00 crore was provided for R&D in 2010-11 out of which an expenditure of Rs.0.57 crore was incurred upto 31-12-2010 during the year 2010-11.

Machinery and Equipment

It is necessary that modern and sophisticated machines are used for high quality standards in road construction and maintenance. A provision of Rs.15.00 crore was made for procurement of machinery and equipment which has been revised to Rs.5.00 crore at RE stage during the financial year 2010-11 out of which an expenditure of Rs.0.01 crore has been made upto 31-12-2010.

Road Transport

Financial Performance 2009-2010 & 2010-2011

(Rs. in crores)

Name of the Scheme/ Project/Programme	BE 2009-2010	Expd. 2009-2010	BE 2010-2011	Expd. 2010-2011 (as on 13.1.2011)
1 Road Safety				
(i) Refresher training to drivers in unorganised sector Human Resource Development including training	20.00	5.28	111.00	1.65
(ii) Publicity measures and awareness campaigns	27.50	16.61	30.00	16.85
(iii) National Highway Accident Relief Service Scheme	25.00	0	32.00	13.62
(iv) Road Safety Equipment & Pollution Testing Equipment	6.50	0.50	7.00	1.45
2 National Database & Computer system, Data collection, research & development & transportation studies including total engineering solution	56.00	0	30.00	0.20
3 Setting up of Inspection and Maintenance Centre	10.00	0	54.00	2.55
4 Strengthening public transport system including introduction of IT like Automatic Fare Collection based on GPS	35.00	0	35.00	15.15
5 Creation of National Road Safety Board	72.00	0	1.00	0
Grand Total	252.00	22.39	300.00	51.47

CHAPTER-VI

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

ROADS WING

INDIAN ACADEMY OF HIGHWAYS ENGINEERS (IAHE) [FORMALY NATIONAL INSTITUTE FOR TRAINING OF HIGHWAY ENGINEERS (NITHE)]

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

Broad activities of IAHE comprise:-

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

Since its inception, the IAHE has trained 20,313 Highway & Bridge 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 Public Works Department, Public Sector Undertakings 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 Programme. It has also compiled a number of manuals useful for engineers and their organizations.

During the year 2010-11 (up to 31st December, 2010), the Institute organized 73 training programmes in which 1,725 engineers participated. These programmes included inter-alia the following sponsored and international training programmes/workshops:

- (i) Various Training programmes for National Rural Roads Development Agency (NRRDA) and State RRDA's on Pradhan Mantri Gram Sarak Yojna (PMGSY) projects.
- (ii) Road Safety and road safety audit for the Engineers of SAARC Countries.
- (iii) 11 Training programmes for the Engineers of North Eastern States.
- (iv) Course on Safety Zones for the Managers of IL & FS
- (v) 06 Training Programmes for the Engineers of RCD, Bihar at Patna.
- (vi) Foundation programmes for newly recruited Engineers of Chhattisgarh.
- (vii) Orientation Programme for General Managers, Deputy General Managers and Managers of National Highway Authority of India.
- (viii) International Training programme under the Technical Co-operation Scheme-Colombo Plan.
- (ix) Public Private Partnership workshop in association

with Commonwealth Business School, UK.

- (x) Training programme on Project Management for the Engineers of Mangolia.

NATIONAL HIGHWAYS AUTHORITY OF INDIA

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

1.1 Government of India has launched major initiatives to upgrade and strengthen National Highways and has taken up National Highways Development Project (NHDP) which consists of following components -

1.2 The National Highways Development Project (NHDP) — the largest Highway Project ever undertaken by the country, which is being implemented by the NHAI, consists of the following components:

- NHDP Phase-I: Four laning of 7498 km. at an approved cost of Rs. 30,300 crore in December, 2000 and NHDP Phase-II: For laning of 6,644 km. at an approved cost of Rs. 34,339 crore in December, 2003. These two phases comprise of Golden Quadrilateral (GQ), North-South and East-West Corridors (NS-EW), Port Connectivity and other projects. The GQ (5,846 km) connects the four major cities of Delhi, Mumbai, Chennai and Kolkata. The NS-EW Corridors (7,300 km) connect Srinagar in the North to Kanyakumari in the South, including spur from Salem to Kochi and Silchar in the East to Porbandar in the West.
- Government has approved upgradation of 12,109 km under NHDP Phase III at an estimated cost of Rs. 76546 crore.
- Government on June 18, 2008 has approved upgradation/strengthening of 5,000 kms of national highways to two lane with paved shoulders on BOT (Toll/Annuity) basis under NHDP Phase –IVA at a cost of Rs. 6950 crore.
- Government on October 5, 2006 has approved six laning of 6,500 km of national highways comprising 5,700 km of GQ and balance 800 km of other sections under NHDP Phase-V at a cost of Rs 41,210 crore.
- Government on November 2, 2006 has approved construction of 1000 km of expressways with full access control on new alignments at a cost of Rs.16,680 crore under NHDP-Phase-VI.
- Government has approved construction of ring roads, bypasses, grade separators, flyovers, elevated roads and tunnels at a cost of Rs.16,680 crore under the NHDP Phase-VII. Of the total cost, Rs.6,302 crore will be provided by the government while Rs.10,378 crore will come from the private sector. The larger chunk of the total investments about Rs. 10,500 crore will be spent on construction of 700 km of ring roads and by-passes. The remaining amount of Rs. 6,180/- crore will be spent on stand alone grade separated intersections, road over bridges, elevated roads, tunnels, underpasses and service roads. The works of stand alone ring roads and bypasses are likely to be awarded by March 2011 and is likely to be completed by December 2014.

1.3.1 The Prime Minister had appointed a Committee under the chairmanship of Shri B.K. Chaturvedi, Member, Planning Commission, to suggest measures for faster development of NHDP projects with the objective to resolve procedural

impediments to the programme as well as the need to take a holistic look at the financing need and arrive at a financing plan that balances the needs of the road sector and other priority areas of the Government. The Chaturvedi Committee submitted its report with recommendations on the Work Plan upto 2013-14 and Financing Plan of NHDP (upto 2030-31) and other issues relating to RFQ/RFP and Model Concession Agreement

1.3.2 The government has considered and approved the recommendations of the Chaturvedi Committee including Work Plan-I (for 2009-10) and the recommendations pertaining to the NHDP Financing Plan with the directions that a Financing Plan for 2010-11 onward would be considered by the Empowered Group of Ministers (EGoM) for further action including such changes to the work plan as may become necessary.

1.4 EGoM in its first two meetings held on 7th and 14th December, 2009 agreed inter alia to:

- (i) allow the MoRT&H to implement Work Plan I to the maximum extent and to continue the balance works during the next year;
- (ii) provide the Additional Budgetary Support (ABS) for SARDP-NE and J&K as recommended by the Chaturvedi Committee; and
- (iii) approve work plans 2010-11 onwards and to provide necessary financial support for them as recommended by the Chaturvedi Committee with the stipulation that for the total length of NH to be developed broadly 60 % would be taken up on BOT (Toll) basis, 25 % on BOT (Annuity) basis and the remaining 15 % on EPC basis. Work plans may accordingly be modified for enabling the NHAI to achieve optimum efficiency.

2.0 The details of Financial Outlays including complimentary extra budgetary resources (share of private sector in respect of BOT projects), Quantifiable deliverables/ Projected Physical Output etc. for the year 2011-12 are given in **Annexure-I (A & B)**

Financing of NHDP

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

- a) GoI's Gross Budgetary Support (GBS) and Additional Budgetary Support (ABS)
- b) Dedicated accruals under the Central Road Fund (share in the levy of cess on fuel)
- c) Lending by International Institutions (World Bank; ADB; JBIC)
- d) Ploughing back of toll revenue including toll collection, negative grant, premium and revenue share deposited by NHAI into Consolidated Fund of India and equivalent amount to be released to NHAI for ploughing back in its projects.
- e) Private financing under PPP frameworks
 - (i) Build Operate and Transfer (BOT)-Toll/Design Build Finance Operate and Transfer (DBFOT)-Investment by private firm and return through levy and

- retention of user fee;
- (ii) BOT (Annuity)-Investment by private firm and return through semi-annual pre-determined payments from NHAI as per bid; and
- (iii) Special Purpose Vehicle (SPV)-with equity participation by NHAI
- f) Funding of the NHDP Projects under SARDP-NE and in J&K with Additional Budgetary Support (ABS) over and above cess; and
- g) Market borrowings (including funds raised through Capital Gain Tax Exemption Bonds under section 54 EC of Income Tax Act).

2.1.1 For implementation of NHDP Phases I and II, the main source of finance of NHAI is the fuel cess (Table below). The present rate of cess is **Rs. 2** per litre on both petrol and diesel. A part of this cess is allocated to NHAI to fund the NHDP. This cess is leveraged to borrow additional funds from the domestic market.

2.1.2 Besides, the Government of India has also negotiated various loans from World Bank (US\$1965 million), Asian Development Bank (US\$1,605 million-excluding direct loan negotiated by NHAI) and Japan Bank for International Cooperation (Jap. Yen 32,060 million) for financing various projects under NHDP. These loans from the multilateral institutions are passed on to NHAI by the Government partly in the form of grant and partly as loan. NHAI has earlier received loans directly from multilateral agencies (for instance, Asian Development Bank had sanctioned loan of US \$ 165 million to NHAI for the Surat-Manor Highway project).

2.1.3 The funds provided to NHAI, including its borrowings from the market, are utilized for meeting project expenditure as well as debt servicing.

TABLE 2.1.3 : FINANCING OF NHDP

(RS CRORE)						
Year	Cess Funds	External assistance (Grant)	External Assistance Loan	Borrowings	Budgetary Support	Estimated Private Sector Participation
1999-2000	1192	492	-			49.72
2000-01	1800	461	12	656.62		225.10
2001-02	2100	887	113	804.44		510.48
2002-03	2000	1202	301	5592.94		846.25
2003-04	1993	1159	290	-		1830.80
2004-05	1848	1239	361	-	50.00	1462.84
2005-06	3269.74	2350	600	1289.00	700.00	649.08
2006-07	6407.45	1582.5	395.5	1500.00	110.00	1578.28
2007-08	6541.06	1776	444	305.18	-	7062.40
2008-09	6972.47	1515.20	378.80	3700.00	-	8184.73
2009-10	8578.45	68.00	272.00	5000.00	-	16657.66
2010-11*	7848.98	80.00	320.00	7455.00	-	21256.00

*the figures relating to financial year 2010-11 are as per the Budget estimates.

Reforms Measures and Policy Initiatives

3.0 Historically, investments in infrastructure, particularly in the highways, were being made by the Government mainly because of the large volume of resources required, long gestation period, uncertain return and associated externalities. The galloping resource requirements and the concern for managerial efficiency and consumer

responsiveness in recent times have led to an active involvement by the private sector also. To encourage participation of the private sector, the Ministry of Road Transport and Highways (MoRT&H) has laid down comprehensive policy guidelines for private sector participation in the highway sector. Government has also announced several incentives such as tax exemptions and duty- free import of road building equipments & machinery to encourage private sector participation.

Statements showing summary of Projects based on Public Private Partnership (PPP), i.e., BOT (toll) based Projects & BOT (Annuity) projects in NHAI are placed at **Annexure II & III**, respectively.

3.1 In keeping with the targets of implementation of the National Highways Development Project (NHDP), the Ministry of Road Transport and Highways has set a target for achieving construction of national highways at the rate of 20 km per day, which translates into a target of about 7,000 km per year for a total of 36,000 km in the next five years. Moving ahead with these objectives, the BKC Committee in its Report has observed that in order to complete 20 kms per day, the NHAI is required to award at least 21,000 kms over the next three years so as to achieve the objective of constructing 7,000 kms per year (20 kms per day).

3.2 The summary of the recommendations pertaining to the Financing Plan considered in the BKC Committee Report and as approved by the Government are as under –

- (i) Raising the overall VGF cap of 5% to 10% for the entire six-laning programme, and consideration of individual projects in low traffic GQ stretches with VGF up to 20% within an overall cap of 500 Km out of the 5,080 km of the Phase- V programme yet to be awarded.
- (ii) Funding of the NHDP Projects under SARDP-NE and in Jammu & Kashmir with Additional Budgetary Support (ABS) over and above the cess that Government provides to NHAI on a yearly basis.
- (iii) 'In Principle' approval of the government Support to the NHAI for:
 - Issuance of Tax exempted bonds
 - Guarantee cover to the Borrowing Plan of NHAI
 - Out of the borrowing approval of Rs 30,000 crores earlier provided to Indian Infrastructure Finance Company Limited (IIFCL), Rs 10,000 crores under the fiscal stimulus package will be transferred to NHAI, as per its borrowing requirement.
 - Assistance in negotiating non-sovereign multilateral loans from World Bank, ADB, JBIC etc. by providing back to back support, if necessary.
 - Providing a Letter of Comfort from the Ministry of finance confirming the availability of Cess at least till 2030-31.

3.3 Moving ahead with the objective for achieving construction of National Highways at the rate of 20 km per day, NHAI has taken initiatives to expedite the completion of NHDP, flagship programme of Government.

- a) Project being awarded only after 80% of land with Government against 50% earlier;
- b) 122 dedicated special Land Acquisition units have been set up and as to get the required land be notified/taken over (under sec 3 A/D) possession;
- c) Action has been taken against defaulting civil contracts. 27 contracts have been terminated and two contracts have been foreclosed. Several contractors have been declared as non-performers and banned from further NHAI works till their performance improves.
- d) Steps have been taken to improve cash flow problems of contractors by

granting interest bearing discretionary advance at the request of contractor, release of retention money against bank guarantee of equal amount, deferment of recovery of advances (on interest basis) and relaxation in minimum IPC amount;

3.4 A proposal for Restructuring of NHAI has been approved by Government, the major components of which are as under:-

- (i) Setting up of 12 Regional Offices, headed by CGM level officer for regular monitoring and effective coordination with State authorities;
- (ii) Adequate delegated powers to Regional Offices;
- (iii) Creation of 6 posts of Executive Directors created to coordinate in LA matters;
- (iv) Creation of 26 posts of Chief General Manager's over and above the existing 13 posts of CGMs; and
- (v) Empowering the Authority to engage, where required, outside experts (with relaxation of age of needed) specifically the posts of for Financial Analyst, Transport Economist, Contract Management Specialist and Legal Expert, on compensation to be determined by the Authority in line with the experience and availability of the appropriate personnel.

3.5 Besides higher allocation for improved maintenance of NH's, an Model Concession Agreement for Operation, Maintenance & Tolling (OMT), long term maintenance contracts will be introduced for obtaining best results. Others steps taken for better maintenance include the following:

- (i) Pavement Management System (PMS) based on the rational method of assessment of distress and decision support system for maintenance activities, needs to be introduced for productive use of limited resources. The inventorization programme including the Road Information System may be used for the purpose of PMS.
- (ii) Encouraging the use of machine for repair of distress in pavements to improve maintenance culture.
- (iii) Outsourcing of maintenance works the private sector to enhance efficiency. Concepts involving operation, maintenance and tolling contracts, to be extended to National Highways with State PWDs.
- (iv) Corridor Management which includes comprehensive management of road section including engineering and non-engineering experts, to be introduced for proper management and maintenance of National Highways section. This would include
 - Maintenance of roads and bridges to the desired standard
 - Tackling safety hazards and traffic bottlenecks
 - Traffic management
 - Collection of Users Fee
 - Incidence management
 - Land management
- (v) Steps will be taken for enforcing the necessary provision of the Control of National Highways (Land and Traffic) Act, 2002, which has come into force from January 2005 for safe and speedy movement of traffic on National Highways. For enforcing the various provisions of this Act, the Highways Administration has already been established.

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

in highway operation and maintenance. However, the prospects of private participation will depend on a comprehensive policy and regulatory framework necessary for addressing the complexities of PPP, and the balancing the interests of users and investors. For sustaining the interest of private entities in operation and maintenance of highways on Operation, Maintenance and Transfer (OMT) basis, a precise policy and regulatory framework is being spelt out in a Model Concession Agreement (MCA). This framework addresses the issues which are typically important for PPP, such as mitigation and unbundling of risks; allocation of risks and rewards; symmetry of obligations between the principal parties; precision and predictability of costs and obligations; reduction of transaction costs; force majeure; and termination.

3.7 NHAI has already initiated action to appoint techno-financial consultants for finalization of bid documents and selection of Operation-Maintenance-Transfer (OMT) concessionaire. Twelve stretches for OMT have also been identified and in two stretches commercial operation is in operation whereas Concession Agreement for other three stretches has been signed in addition LoA for one stretch has been issued. For two stretches are decided for re-bidding. Four new stretches are recently identified and financial consultant for project preparation has been appointed. The Revised Financing Plan has also been prepared on the assumption that all the EPC stretches will be handed over to OMT concessionaire in a phased manner. In addition, even the BOT stretches will also be awarded on OMT concession, after the BOT concession period is over.

3.8 Central Government is authorized to levy fee (toll) under section 7 of the National highways Act, 1956 for public funded project and under section 8 A *ibid*, for private investment project. Government has recently reviewed the policy for collection of Toll on National Highways and a new toll policy/Rules 'National Highways Fee (Determination of Rates and Collection) Rules, 2008' has been notified in the Gazette on 5th Dec. 2008 as amended vide GSR No. G 50 (E) dated 3.12.2010.

3.9 To improve the collection of user fee, NHAI has adopted the system of engagement of fee collecting agency through competitive bidding, where the successful bidder shall pay a fixed quoted amount irrespective of the actual collection.

REVIEW OF PAST PERFORMANCE

4.1 PERFORMANCE DURING 2010-11

The physical and financial performance during the year 2010-11 against the targets set for the year along with the reasons for variation/shortfall is as per the Statement at **Annexure-IV**.

4.2 PERFORMANCE DURING 2010-11 (Upto 31st Dec., 2010)

a) By December 31st 2010, 14,889 km of national highways pertaining to NHDP had been completed, the bulk of which 5,811km lie on the GQ (Table below). Constraints faced in the timely completion of NHDP include delays in land acquisition, removal of structures and shifting of utilities, law and order problem in some States, and poor performance of some contractors.

Table 4.2 : Progress of NHAI projects: Status as on December 31st, 2010

	NHDP and Non-NHDP								
	GQ	NS&EW Ph. I & II	NHDP Phase III	NHDP Phase IV*	NHDP Phase V	NHDP Phase VII	Port Conn.	Others	NHDP Total
Total Length (km)	5,846	7,142	12,109	14799	6,500	700	380	1383	49,247
Already four laned (km)	5,811	5,447	1968	-	443	-	292	928	14,889
Under Implementation (km)	35	1,271	5,374	765	1,857	41	88	435	9,978
No. of Contracts under implementation (nos.)	8	102	75	5	16	2	5	7	222
Balance Length for award (km.)	-	424	4,767	14034	4,200	659	0	20	24,380

* Balance length is to execute by MORT&H

b) A summary of the physical and financial progress of various phases of NHDP as on December 31, 2010 has been shown at **Annexure-VIII**

c) With the completion of more than 99.4 per cent of the GQ, a substantial impact upon the economy is already visible. The completed stretches of GQ are likely to be awarded to the concessionaires for its development for 6-laning under the NHDP Phase-V.

d) The substantial completion of NHDP Phase-II, i.e. NSEW, has called for a shift in emphasis to corridor management in respect of some stretches, i.e. the technique of managing the highways so as to deliver maximum throughput in terms of speed and traffic volume, while minimizing operational cost and enhancing road safety. The concept of corridor management is applied on the completed sections of NHDP through O&M contracts. The scope of work, inter-alia, includes road maintenance, road property management, incident management, traffic management and engineering improvements.

e) NHAI has already initiated action to appoint techno-financial consultants for finalization of bid documents and selection of Operation-Maintenance-Transfer (OMT) concessionaire. Twelve stretches for OMT have also been identified and for two stretch's commercial operation is in progress; concession agreement for three stretches has been signed; Loa for one stretch has been issued; for two stretches the bids are decided to re-bidding. Four new stretches are recently identified and financial consultants for project preparation have been appointed. The financial projections have been made in the Revised Financing Plan, considered in the BKC Committee Report with the assumption that all the EPC stretches will be handed over to OMT concessionaire in a phased manner.

In addition, even the BOT stretches will also be awarded on OMT concession, after the BOT concession period is over.

4.5 Status of Externally Aided Projects

NHAI is implementing several projects with foreign assistance in the form of loans from the World Bank (WB), Asian Development Bank (ADB) and the Japan Bank of International Cooperation (JBIC) to the tune of US\$ 1965 million, US\$ 1770 million and Yen 32060 million respectively. Status of projects which are currently under implementation is as under:–

Table 4.5 : Status of On going Externally Aided Projects as on 31.12.2010

Sl.No.	Name of the Project & States	Length (Km.)	Financing Agency	Amount of Loan (US \$ million)	No. of Packages
1.	Third National Highway Project (TNHP-UP Bihar & Jharkhand) (Loan closed on 31.12.2007)	477.00	WB	516	8
2.	Grand Trunk Road Improvement Project (GTRIP-UP, Bihar Jharkhand. (Loan closed on 30.06.2008)	422.00	WB	589	7
3.	Allahabad bypass Project- UP (Loan closed on 30.6.2009)	84.71	WB	240	3
4.	Lucknow – Muzzaffarpur National Highways Project (LMNHP)-UP; Bihar	511.00	WB	620	11
5.	Western Transport Corridor – Karnataka (Loan closed on 30.06.2008)	259.00	WB	240	5
6.	East-West Corridor Project-Gujrat	504.60	ADB	320	6
7.	NH C (Sector-I) project EW Rajasthan, Madhya Pradesh, Uttar Pradesh	602	ADB	400	12
8.	NH C (Sector-I) project EW Rajasthan, Madhya Pradesh, Uttar Pradesh (Supplementary)			100	
8.	NH C (Sector-II) project Madhya Pradesh, Uttar Pradesh & Andhra Pradesh	566	ADB	400	13

A statement showing summary of EAP projects is placed at **Annexure VI & VII**.

5. Financial Review

5.0 The provision made for NHAI in the budget of the Ministry of Road Transport and Highways and actual funds received during 2009-10, 2010-11 and proposed in 2011-12 is as under:

Table 5.0 : Details of Sources of funds [BE/RE & Actuals for the year 2009-10, 2010-11

(Actual upto December'10) & 2011-12 (BE)

(Rs. in Crore)

Particulars	2009-10			2010-11			BE 2011-12
	BE	RE	Actual	BE	RE	Actual (upto Dec.'10)	
Investments (Cess)	8,578.45	7404.70	7404.70	7848.98	7848.98	5886.25	8255.56
External Assistance	340.00	340.00	340.00	400.00	400.00	300.00	0.00
Ploughing back of Toll Revenue	0.00	0.00	0.00	1623.00	2150.00	1557.64	2922.00
IEBRs	5,000.00	4000.00	1153.00	7455.00	2341.00	1401.59	7508.00
Sub-Total	13,918.45	11744.70	8897.70	17326.98	12739.98	9145.48	18685.56
Negative Grant *	10.00	10.00	7.21	0.00	0.00	0.00	0.00
Total	13,928.45	11754.70	8904.91	17326.98	12739.98	9145.48	18685.56

* As per the directions of the Government, the amount for the year 2010-11 onwards are to be deposited into the Consolidated Fund of India and the equivalent amount to be released to NHAI for ploughing back in the projects.

5.1 The Expenditure on projects being implemented by NHAI and on servicing and re-payment of borrowings including payment of annuities during the year 2009-10, 2010-11 and the projected expenditure for the year 2011-12 are as under:-

Table 5.1 : Details of Utilization of funds [BE/RE & Actuals for the year 2009-10, 2010-11 (Actual upto December'10) & 2011-12 (BE)].

(Rs. in crore)

Particulars	2009-10			2010-11			BE 2011-12
	BE	RE	Actual	BE	RE	Actual (upto Dec.'10)	
A) NHAI funded projects	4805.65	3708.68	4150.93	2176.70	3984.46	3017.61	2018.23
B) Externally Aided Projects							
ADB funded	1906.15	1408.15	1705.46	1055.71	973.09	812.58	430.00
WB funded	1601.07	1295.95	1090.55	861.00	981.18	809.96	284.30
Sub Total (B)	3507.22	2703.25	2796.01	1916.71	1954.27	1622.54	714.30
C) Annuity/BOT projects (including NHAI and private sector share)	21621.72	11114.76	11393.28	30407.60	21319.27	15453.05	47393.44
Total (A+B+C)	29934.59	17526.69	18340.22	34501.01	27258.00	20093.20	50125.97
Add : Interest & Repayment of Market Borrowings	1,523.00	1664.65	1662.96	604.75	521.00	233.45	2122.00

Add : Payment of Annuities	576.00	1313.10	731.37	1818.30	1817.30	831.26	1817.30
Total	32033.59	20504.44	20734.55	36524.06	29596.30	21157.91	54065.27
Less : Share of Private Sector in case of Annuity/ BOT Projects	16657.66	8395.63	8572.54	21256.00	16372.00	12673.22	33365.99
Total Exp. on projects to be financed out of NHAI Budget	15375.93	12108.81	13162.01	15268.06	13224.30	8484.69	20699.28

As may be seen from the above, the pace of expenditure during 2010-11 has not been keeping pace with the targets fixed for expenditure. One of the prime reasons, for shortfall in utilization of plan funds is the delay in award of projects under various phases of NHDP in addition to delay in achieving the financial close of the projects already awarded due to impact of previous economic slow-down and slow-mobilization of resources by the Private Sector. However, it is expected that pace and quantum of construction expenditure will pick up significantly in the last quarter of the current financial year.

It may also be seen from the above, there has been a quantum jump in the estimated expenditure during the year 2011-12 and 2012-13. This is due to the fact that a large number of the projects are already under implementation and also many projects are scheduled for award.

5.2 Position of Outstanding Utilization Certificates

Utilization Certificates against the Grant and Loan received by NHAI from the Government have been submitted upto 30.09.2010.

5.3 Status of Unspent Balances

The amount of unspent balances with NHAI as on 31.12.2010 was Rs. 1,684 crore.

6.0 OUTLOOK FOR THE YEAR 2011-12 AND BEYOND

Government has set an ambitious target to build 20 kms National Highways per day under various mode of deliveries i.e. BOT (Toll), BOT (Annuity) and EPC in the years to come. Following projects, in addition to the completion of the ongoing works included under NHDP Phase-I and Phase-II, will be taken up during 2011-12 & beyond:-

- 4-laning of 12,109 km (NHDP Phase-III)
- Special Accelerated Road development programme for the North Eastern region for 394 kms.
- 2-laning with paved shoulder of 20,000 km of National Highways (NHDP Phase-IV)
- 6-laning of GQ & some other selected stretches covering 6,500 km (NHDP Phase-V)
- Development of 1,000 km. of expressways (NHDP Phase-VI)
- Development of Ring roads, bypasses, grade separators, service roads etc. (NHDP Phase-VII)

- As a policy, the work plans 2010-11 onwards and providing necessary financial support for them as recommended by the Chaturvedi Committee with the stipulation that the total length of NH to be developed broadly 60 % would be taken up on BOT (Toll) basis, 25 % on BOT (Annuity) basis and the remaining 15 % on EPC basis, approved by the Empowered Group of Ministers (EGoM). Work plans would accordingly be modified for enabling the NHAI to achieve optimum efficiency.

List of Annexures of National Highway Authority of India (NHAI)

Sl.No.		Annexure No.
I	Statement of Financial outlays and outcomes/targets 2011-12 and (Quarterly and Monthly).	I A
	Statement showing Outlay (Non-plan Budget, Plan Budget and Complementary Extra-Budgetary Resources) (Outcome Budget 2011-12).	I B
2	Statement showing summary of BOT (Toll) based projects as on 31.12.2010.	II
3	Statement showing summary of BOT (Annuity) based projects as on 31.12.2010.	III
4	Statement showing a Consolidated Physical & Financial Outlays and Outcomes/Targets: 2009-10.	IV
5	Status showing the GQ Contract Under Implementation as on 31-12-2010	V
6	Statement showing Completed/4 Laned Stretches in fully completed Projects of Golden Quadrilateral during the years 2009-10 and 2010-11	VI
7	Statement showing summary of EAP projects as on 31.12.2010.	VII
8	Statement showing the Quarterly Physical & Financial Targets during Annual Plan 2010-11 (Status as on 31.12.2010).	VIII
9	Statement showing the status of North South- East West Contracts Under Implementation as on 31-12-2010	IX
10	Statement showing the completed / 4 Landed Stretches in fully completed stretches of North- South East- West Corridor as on 31-12-2010	X
11	Statement showing Balance Length for Award (North South - East West Corridor) as on 31-12-2010	XI
12	Statement showing Other Contracts Under Implementation as on 31-12-2010	XII
13	Statement showing Completed / 4 laned Stretches in fully completed projects of other projects as on 31.12.2010	XIII
14	Statement showing Port connectivity projects Under Implementation as on 31-12-2010.	XIV

NATIONAL HIGHWAYS AUTHORITY OF INDIA**Statement of Financial Outlays and Outcomes/Targets : 2011-12 (Quarterly and Monthly)**

Sl No	Name of Scheme/ Programme	Targets / Actual	Outlay (Estimated Expenditure) - 2011-12 (Rs. in Cr.)													Targets/ Actual	Quantifiable Deliverables (in Kms.)				
			Q1			Q2			Q3			Q4			Total		Q1	Q2	Q3	Q4	Total
			April	May	June	July	Aug.	Sep	Oct.	Nov.	Dec.	Jan.	Feb.	March							
1	NHDP Phase-I (Widening to 4/6 lane including strengthening)	Targets	260.99			235.19			200.81			150.54			847.53	Targets for widening to 4 lane & above					
			65.25	91.35	104.40	94.08	70.56	70.56	70.28	70.28	60.24	45.16	45.16	60.22	847.53						
		Actual	0.00			0.00			0.00			0.00			0.00	Actual for completion					
2	NHDP Phase-II (Widening to 4/6 lane including strengthening)	Targets	1195.17			902.38			882.84			725.59			3705.99	Targets for widening to 4 lane & above					
			298.79	418.31	478.07	360.95	270.71	270.71	308.99	308.99	264.85	217.68	217.68	290.24	3705.98		Actual for completion				
		Actual	0.00			0.00			0.00			0.00			0.00	Targets for award					
																	Actual for award				
3	NHDP Phase-III (Widening to 4/6 lane including strengthening)	Targets	6717.77			6510.91			7069.16			7170.62			27468.46	Targets for widening to 4 lane & above					
			1679.44	2351.22	2687.11	2604.36	1953.27	1953.27	2474.21	2474.21	2120.75	2151.19	2151.19	2868.25	27468.46		Actual for completion				

SI No	Name of Scheme/ Programme	Targets / Actual	Outlay (Estimated Expenditure) - 2011-12 (Rs. in Cr.)											Targets/ Actual	Quantifiable Deliverables (in Kms.)						
			Q1			Q2			Q3			Q4			Total	Q1	Q2	Q3	Q4	Total	
			April	May	June	July	Aug.	Sep	Oct.	Nov.	Dec.	Jan.	Feb.								March
		Actual	0.00			0.00			0.00			0.00			0.00	Targets for award					
															Actual for award						
4	NHDP Phase-IV (Widening and strengthening of 2-lane with Paved Shoulder)	Targets	1195.50			1489.00			1410.50			1577.00			5672.00	Targets for award					
			298.88	418.43	478.20	595.60	446.70	446.70	493.68	493.68	423.15	473.10	473.10	630.80	5672.00	Actual for award					
		Actual	0.00			0.00			0.00			0.00			0.00						
5	NHDP Phase-V (6-lanning of selected stretches on GQ and Others)	Targets	2095.98			1716.74			2452.73			2831.54			9096.99	Targets for widening to 6 lane & above					
			524.00	733.59	838.39	686.70	515.02	515.02	858.46	858.46	735.82	849.46	849.46	1132.62	9096.99	Actual for completion					
		Actual	0.00			0.00			0.00			0.00			0.00	Targets for award					
																Actual for award					
6	NHDP Phase-VI (Development of Expressways)	Targets	0.00			0.00			0.00			0.00			0.00	Targets for award					
			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						
		Actual	0.00			0.00			0.00			0.00			0.00						
																Actual for award					
7	NHDP Phase-	Targets	90.48			104.98			120.47			148.07			464.00	Targets					

Sl No	Name of Scheme/ Programme	Targets / Actual	Outlay (Estimated Expenditure) - 2011-12 (Rs. in Cr.)													Targets/ Actual	Quantifiable Deliverables (in Kms.)				
			Q1			Q2			Q3			Q4			Total		Q1	Q2	Q3	Q4	Total
			April	May	June	July	Aug.	Sep	Oct.	Nov.	Dec.	Jan.	Feb.	March							
	VII (Ring Roads, Bypasses, Grade Separators, Service Roads etc.)		22.62	31.67	36.19	41.99	31.49	31.49	42.16	42.16	36.14	44.42	44.42	59.23	464.00	for award					
		Actual	0.00			0.00			0.00			0.00			0.00						
																Actual for award					
8	SARDP-NE	Targets	326.00			438.00			416.00			336.00			1516.00						
			81.50	114.10	130.40	175.20	131.40	131.40	145.60	145.60	124.80	100.80	100.80	134.40	1516.00						
		Actual	0.00			0.00			0.00			0.00			0.00						
9	Liabilities on account of interest and repayment of loans/ borrowings and payment of annuities	Targets	984.82			984.82			984.83			984.83			3939.30	Targets					
			246.21	344.69	393.93	393.93	295.45	295.45	344.69	344.69	295.45	295.45	295.45	393.93	3939.30						
		Actual	0.00			0.00			0.00			0.00			0.00						
																Actual					
TOTAL		Targets	12866.71			12382.02			13537.34			13924.19			52710.26	Target (for completion)					
		Actual														Actual					

Annexure IB

Statement showing Outlay (Non-plan Budget, Plan Budget and Complementary Extra-Budgetary Resources) (OUTCOME BUDGET 2011-12)

Sr. No.	Name of Scheme/ Programme	Objective/ Outcome	Outlay 2011-12 (proposed)			Quantifiable Deliverables/ Physical Outputs	Projected Outcomes	Processes/ Timelines	Remarks/ Risk Factors
			4(i)	4(ii)	4(iii)				
1	2	3	4			5	6	7	8
			Non-Plan Budget	Plan Budget*	Complementary Extra-Budgetary Resources**				
1	NHDP Phase-I	4-laning of NHs on GQ, NS&EW Corridor, road connectivity to major ports and some other projects	300.00 [for maintenance of National Highways entrusted to NHAI]	Investments (Cess) - Rs. 8255.56 cr. External Assistance - Rs. 0.00 cr. IEBRs (issue of 54 EC Bonds) - Rs. 7508.00 cr.	0.00				
2	NHDP Phase-II	4-laning of NHs on NS&EW Corridor and some other projects.			1356.00				
3	NHDP Phase-III	4/6-laning of NHs on BOT basis.			18747.00				
4	NHDP Phase-IV [not yet approved]	2-laning of NHs with Paved Shoulder			4660.00				
5	NHDP Phase-V	6-laning of 6500 km. of existing 4-lane NH on DBFO basis.			7643.00				
6	NHDP Phase-VI	Construction of 1000 km. of Expressways on DBFO basis			0.00				
7	NHDP Phase-VII	Ring roads, By-passes, Grade Separaters etc.			290.00				
8	SARDP-NE				670.00				

*the proposed Outlay shown under various heads is to be utilized for exp. on projects under different phases of NHDP and for servicing and repayment of borrowings.

**the estimated amount of exp. to be incurred by Private Sector (concessionaires) in respect of BOT (Toll/Annuity) Projects under Public-Private-Partnership.

ANNEXURE II**NATIONAL HIGHWAYS AUTHORITY OF INDIA**
Summary of BOT Toll based Projects**Status as on December 31st, 2010**

Category	Awarded		Total Project Cost (Rs Crs)	Awarded Cost (Rs Crs)	Completed	
	No. of Contracts	Length in km			No. of Contracts	Length in km
NHDP Phase I	9	454.1	3598	718.99 (19.98 %)	9	454.1
GQ	6	373.4	2679.35	739.79 (27.62%)	6	373.4
Others	3	80.7	918.65	-20.80 (-2.26%)	3	80.7
NHDP Phase II	19	992.66	8109.77	631.82 (7.790%)	14	713.83
NS - EW	16	787.44	6849.77	683.916 (9.98 %)	11	508.63
Others	3	205.217	1260	-52.1 (-4.13%)	3	205.217
NHDP Phase III	77	6556.38	53634.05	9940.38 (18.53%)	12	666.48
NHDP Phase IV	4	589	1639.01	501.51 (30.60%)	-	-
NHDP Phase V	19	2300.35	21390.28	242.80 (1.14%)	3	152.7
NHDP Phase VII	2	41	2335	560.6 (24.00)	-	-
Total	130	10933.49	90706.11	12596.10 (13.89%)	38	1987.11
DoRTH	3	83.4			2	30

NATIONAL HIGHWAYS AUTHORITY OF INDIASummary of BOT Annuity based ProjectsStatus as on December 31st, 2010

Category	Awarded		Total Project Cost (Rs Crs)	Annuity (Rs Crs)	Completed	
	No. of Contracts	Length in km			No. of Contracts	Length in km
NHDP Phase I	8	475.57	2353.57	288 (12.23 %)	8	476
GQ	7	382.57	1979	246 (12.43%)	7	383
Others	1	93	375	42 (11.2%)	1	93
NHDP Phase II NS-EW	20	1029.65	13912.37	1501.6 (10.668%)	7	436
NHDP Phase III	11	740.9	4559.88	450.03 (9.869%)	1	36
NHDP Phase IV	1	176.3	2498.76	290.8 (11.63%)	-	-
SARDP-NE	2	111.80	762.00	97.38 (12.78%)	-	-
Total	42	2534.22	24086.58	2627.81 (10.90%)	16	948

NATIONAL HIGHWAYS AUTHORITY OF INDIA**Statement showing a Consolidated Physical & Financial Outlays and Outcomes/Targets : 2009-10**

Sl. No.	Name of Scheme/ Programme	Objective/ Outcome	Targets/ Actual	Outlay (Estimated Expenditure) - 2009-10 (Rs. in Cr.)					Targets/ Actual	Quantifiable Deliverables (in Kms.)				
				Q1	Q2	Q3	Q4	Total		Q1	Q2	Q3	Q4	Total
1	NHDP Phase-I (Widening to 4/6 lane including strengthening)	Development of National Highways and related programmes	Targets	484.35	435.20	310.97	322.80	1553.32	Targets for completion	49.37	3.62	53	94.83	200.82
			Actual	193.97	346.47	234.13	324.28	1098.85	Actual for completion	36.44	8.91	29.28	64.79	139.42
2	NHDP Phase-II (Widening to 4/6 lane including strengthening)	Development of National Highways and related programmes	Targets	2775.60	2295.30	2492.14	2804.73	10367.77	Targets for completion	596.93	299.05	413.06	476.51	1785.55
			Actual for completion	363.48	490.34	381.3	398.87	1633.99						
			Actual	2124.26	1843.76	2233.10	2767.71	8968.83	Targets for award	60	0	235	27	322
			Actual for award	59	95	0	55	209						
3	NHDP Phase-III (Widening to 4/6 lane including strengthening)		Targets	1854.95	1924.16	2622.00	2869.87	9270.98	Targets for completion	255.26	152.1	284.96	410.44	1102.76
			Actual for completion	103.5	91.81	208	389.91	793.22						
			Actual	1046.17	1311.48	784.11	2613.71	5755.47	Targets for award	1030	2941	1510	910	6391
			Actual for award	264	519	914	1040.66	2737.66						
4	NHDP Phase-IV (Widening and strengthening of 2-lane with Paved Shoulder)	Development of National Highways on BOT(toll) and BOT(annuity) basis.	Targets	32.51	32.50	32.51	32.50	130.02	Targets for award	0	0	0	0	0
			Actual	0.00	0.00	0.00	0.00	0.00	Actual for award	0	0	0	0	0

Sl. No.	Name of Scheme/ Programme	Objective/ Outcome	Targets/ Actual	Outlay (Estimated Expenditure) - 2009-10 (Rs. in Cr.)					Targets/ Actual	Quantifiable Deliverables (in Kms.)				
				Q1	Q2	Q3	Q4	Total		Q1	Q2	Q3	Q4	Total
5	NHDP Phase-V (6-lanning of selected stretches on GQ and Others)	Development of National Highways on BOT(toll) basis.	Targets	1068.91	1629.36	2098.26	2214.03	7010.56	Targets for award	439	794.99	1121	702	3057.35
			Actual	254.96	176.84	13.86	2071.24	2516.90	Actual for award	0	0	0	389.86	389.86
6	NHDP Phase-VI (Development of Expressways)	Development of National Highways on BOT(toll) basis.	Targets	75.75	105.76	135.75	85.76	403.02	Targets for award	0	0	0	0	0
			Actual	0.00	0.00	0.00	0.00	0.00	Actual for award	0	0	0	0	0
7	NHDP Phase-VII (Ring Roads, Bypasses, Grade Separators, Service Roads etc.)	Development of National Highways on BOT-Toll/BOT-Annuity/EPC basis.	Targets	152.00	207.00	443.00	397.00	1199.00	Targets for award				30	30
			Actual	0.00	0.00	0.00	0.00	0.00	Actual for award				22.12	22.12
8	Liabilities on account of interest and repayment of loans/ borrowings and payment of annuities		Targets	144.00	1644.00	144.00	167.00	2099.00	Targets	Not Applicable				
			Actual	144.89	1525.47	156.27	567.67	2394.30	Actual					

NATIONAL HIGHWAYS AUTHORITY OF INDIA

Statement showing GQ Contracts Under Implementation as on 31.12.10

Sl No	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of anticipated Completion	Physical Progress Target (%)	Physical Progress Achived (%)	Funded By	Total Project Cost (Rs.Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2010	expenditure in CFY	Cumm Expn	Contractor
1	Harihar - Chitradurga	4	77	Oct-2008	Jun-2010	Mar-2011	100.00	41.00	NHAI	207.56	207.56	71.35	41.1	112.45	Gammon India Ltd
2	Haveri - Harihar	4	56	Nov-2008	Jul-2010	Mar-2011	100.00	46.15	NHAI	196.65	196.65	67.03	35.48	102.51	Gammon India Ltd
3	Ganjam - Icchapuram (OR-VIII)	5	50.8	Jul-2006	Nov-2008	Apr-2011	100.00	65.01	NHAI	263.27	242.76	201.38	30.12	231.5	KMC Construction Ltd. - RK - SD (JV)
4	Sunakhala - Ganjam (OR-VII)	5	55.713	Oct-2009	Oct-2011	Oct-2011	56.79	15.36	NHAI	241.53	231.28	0	35.45	35.45	KNR Construction Pvt Ltd.
5	Bhubaneswar - Khurda (OR-I)	5	27.15	Jan-2001	Jan-2004	Jan-2011	100.00	99.26	NHAI	140.85	118.9	149.17	3.91	153.08	Gammon India Ltd. - Atlanta
6	Balasore - Bhadrak (OR-III)	5	62.64	Dec-2008	Dec-2010	Mar-2011	100.00	52.94	NHAI	228.7	241.3	0.41	120.65	121.06	BBEL - MIPL (JV)
7	Agra- Shikohabad (GTRIP/I-A)	2	50.83	Mar-2002	Mar-2005	Mar-2011	100.00	99.00	WB	367.49	328.49	418.88	34.8	453.68	Oriental Structural Engineers Pvt. Ltd.- Gammon India Ltd. (JV)
8	Bridges section (WB-III)	6	1.732	T E R	M I N A	T E D			NHAI	81	67	80.2	0	80.2	Bhageeratha Engg. Ltd.

NATIONAL HIGHWAYS AUTHORITY OF INDIA
Statement showing Completed / 4 Laned stretches of GQ during the years 2009-10 & 2010-11

S.No.	Stretch	km from to	NH No	Length	Funded By	Date of Start	When Completed	State Name
1	Fatehpur - Khaga (TNHP/II-C)	km 38 - km 115	2	77	WB	Mar-2001	Sep-2010	Uttar Pradesh
2	Tumkur Bypass	km 75 - km 62	4	13	NHAI	Jun-2009	Dec-2010	Karnataka
3	Chitradurga Bypass	km 207 - km 189	4	18	NHAI	Apr-2007	Dec-2010	Karnataka
4	Gorhar - Barwa Adda (TNHP/V-C)	km 320 - km 398.75	2	78.75	WB	Sep-2001	Sep-2010	Jharkhand
5	Varanasi - Mohania (GTRIP/IV-A)	km 317 - 329(0) km 0 - km 65	2	76	WB	Mar-2002	Sep-2010	Uttar Pradesh[55]/Bihar[21]
6	Allahabad Bypass Contract-III	km 198 km - km 242.708	2	44.708	WB	Nov-2004	Dec-2009	Uttar Pradesh
7	Allahabad Bypass Contract-II	km 158 km - km 198	2	38.987	WB	Jun-2004	Dec-2009	Uttar Pradesh

NATIONAL HIGHWAYS AUTHORITY OF INDIA
Summary of EAP Projects

Status as on December 31st, 2010

Category	Awarded		Awarded Cost (Rs Crs)	Completed	
	No. of Contracts	Length in km		No. of Contracts	Length in km
World Bank Funded Projects					
NHDP Phase I	18	983	5538	17	932
GQ	18	983	5538	17	932
Others	-	-	-	-	-
NHDP Phase II (EW Corridors)	12	482	3208	-	-
Sub-Total (A)	30	1465	8746	17	932
ADB Funded Projects					
NHDP Phase I	10	615	1866	10	615
GQ	9	567	1807	9	567
Others	1	48	59	1	48
NHDP Phase II (NS & EW Corridors)	31	1636	7565	18	1018
Sub -Total (B)	41	2251	9431	26	1633
JBIC Funded Projects					
NHDP Phase I	7	150	634	7	150
GQ	5	111	333	5	111
Others	2	39	301	2	39
Sub-Total (C)	7	150	634	7	150
Grand -Total (A+B+C)	78	3866	18811	52	2715

**Statement showing the Quaterly Physical & Financial Targets during Annual Plan 2010-11
(OUTCOME BUDGET 2010-11 : status as on Dec-2010)**

Sl. No.	Name of Scheme/ Programme	Targets/ Actual	Financial Targets (in Rs. Cr.)					Projected Outcome	Targets/ Actual	Physical Targets (in Kms.)				
			Q1	Q2	Q3	Q4	Total			Q1	Q2	Q3	Q4	Total
1	NHDP Phase - I (Widening to 4/6 lane including strengthening)	Targets	189.39	163.40	146.17	122.04	621.00	Development of National Highways and related programmes	Targets for widening to 4 lane & above *	42.86	6.03	25.03	20.26	94.18
		Actual	380.06	237.63	614.93	0.00	1232.62		Actual for completion	24.79	8.92	20.74		54.45
2	NHDP Phase - II (Widening to 4/6 lane including strengthening)	Targets	2112.50	1751.77	1835.23	1841.50	7541.00	Development of National Highways and related programmes	Targets for widening to 4 lane & above *	342.24	33.92	268.47	498.11	1142.74
		Actual	Actual for completion	200.15	85.35	184.79			470.29					
			Actual for completion						0					
			Targets for award	222	0	0			222					
	Actual for award	92	67.76	0		159.76								
3	NHDP Phase - III (Widening to 4/6 lane including strengthening)	Targets	3657.74	3387.20	3688.46	4363.60	15097.00	Development of National Highways on BOT(toll) basis.	Targets for widening to 4 lane & above	301.81	91.93	128.33	462.61	984.68
		Actual	Actual for completion	197.33	73.09	117.04			387.46					
			Targets for award	2222	923	0			3145					
			Actual for award	1436	291	213			1940					
4	NHDP Phase - IV (Widening and strengthening of 2-lane with Paved Shoulder)	Targets	136.00	254.00	402.00	531.00	1323.00	Development of National Highways on BOT(toll) and BOT(annuity) basis.	Targets for award	841	0	0	1929	2770

Sl. No.	Name of Scheme/ Programme	Targets/ Actual	Financial Targets (in Rs. Cr.)					Projected Outcome	Targets/ Actual	Physical Targets (in Kms.)				
			Q1	Q2	Q3	Q4	Total			Q1	Q2	Q3	Q4	Total
		Actual			3.49	0.00	3.49		Actual for award	176.3	0	588.7	0	765
5	NHDP Phase - V (6-lanning of selected stretches on GQ and Others)	Targets	1795.80	1795.06	2244.86	2596.28	8432.00	Development of National Highways on BOT(toll) basis.	Targets for widening to 4 lane & above *	78	50.6	64.8	85.00	278.40
									Actual for completion	86.66	1.12	140.72	0.00	228.50
		Actual	867.27	339.55	2475.14	0.00	1064.71		Targets for award	0	0	1316	1265.00	2581.00
									Actual for award	876	0	0	0.00	876.00
6	NHDP Phase - VI (Development of Expressways)	Targets	168.00	233.00	272.00	299.00	972.00	Development of National Highways on BOT(toll) basis.	Targets for award	0	0	0		0.00
		Actual	0.00	2.15	0.00	0.00	2.15		Actual for award	0	0	0		0.00
7	NHDP Phase-VII (Ring Roads, Bypasses, Grade Separators, Service Roads etc.)	Targets	18.75	24.76	33.51	37.98	115.00	Development of National Highways on BOT-Toll/BOT-Annuity/EPC basis.	Targets for award	0	0	0		0.00
		Actual	0.00	0.00	0.00		0.00		Actual for award	0	0	0		0.00
8	SARDP-NE	Targets	100.00	100.00	100.00	100.00	400.00		Targets for award	0	0	145	137.00	282.00
		Actual	201.52	381.67	11.61	0.00	594.80		Actual for award	112	0	0	0.00	112.00
9	Liabilities on account of interest and repayment of loans/ borrowings and payment of annuities	Targets	605.76	605.76	605.76	605.76	2423.04		Targets	Not Applicable				
		Actual	206.09	43.75	814.87	0.00	1064.71		Actual					

NATIONAL HIGHWAYS AUTHORITY OF INDIA
Statement showing NS-EW Contracts Under Implementation as on 31.12.10

Sl No.	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of anticipated Completion	Physical Progress Target (%)	Physical Progress Achieved (%)	Funded By	Total Project Cost (Rs.Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2010	expenditure in CFY	Cumm Expn	Contractor
EW Corridor															
1	Maibang to Lumding (AS-27)	54	21	Oct-2006	Apr-2009	Dec-2011	67.82	13.84	NHAI	200	198.68	61.4	7.41	68.81	Gayatri -ECI (JV)
2	Siliguri to Islampur (WB-7)	31	26	Jan-2006	Jul-2008	Aug-2011	100.00	58.59	NHAI	225	211.07	155.2	17.72	172.92	IRCON International Ltd.
3	Guwahati to Nalbari (AS-4)	31	28	Dec-2005	Apr-2008	Mar-2012	100.00	25.06	NHAI	175.96	173.62	54.47	44.92	99.39	Punj Lloyd Ltd.
4	Guwahati to Nalbari (AS-5)	31	28	Oct-2005	Apr-2008	Mar-2012	100.00	55.58	NHAI	198.16	192.87	86.08	62.39	148.47	Punj Lloyd Ltd.
5	Gorakhpur-Ayodhya (LMNHP-5)	28	44	Oct-2005	Oct-2008	Jun-2011	69.00	66.75	WB	227	266.06	218.04	77.12	295.16	Nagarjuna Construction Co. Ltd.
6	Gorakhpur-Ayodhya (LMNHP-4)	28	29	Nov-2005	Nov-2008	Mar-2011	94.00	96.00	WB	205	255.21	264.37	67.52	331.89	Hindustan Construction Company Ltd.
7	Ayodhya-Lucknow (LMNHP-3)	28	41.925	Nov-2005	Nov-2008	Mar-2011	100.00	99.60	WB	212	249.95	292.12	88.46	380.58	Hindustan Construction Company Ltd.
8	Silchar-Udarband (AS-1)	54	32	Sep-2004	Sep-2007	Mar-2011	100.00	57.15	NHAI	154.57	115.86	130.8	16.05	146.85	Punj Lloyd Ltd.
9	Harangajo to Maibang (AS-21)	54	26	Jan-2007	Jul-2009	Dec-2013	100.00	2.84	NHAI	212	253.08	34.11	3.92	38.03	Continental Engg. Corporation
10	Ayodhya-Lucknow (LMNHP-2)	28	47	Oct-2005	Oct-2008	Mar-2011	100.00	99.86	WB	217	212.33	287.68	52.01	339.69	Hindustan Construction Company Ltd.

Sl No.	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of anticipated Completion	Physical Progress Target (%)	Physical Progress Achieved (%)	Funded By	Total Project Cost (Rs.Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2010	expenditure in CFY	Cumm Expn	Contractor
11	Harangajo to Maibang (AS-23)	54	16	Aug-2006	Feb-2009	Dec-2011	100.00	43.71	NHAI	280	317.11	122.68	65.99	188.67	Hindustan Construction Company Ltd.
12	Bijni to Assam/WB Border (AS-11)	31C	30	Nov-2005	Jun-2008	Dec-2011	100.00	33.37	NHAI	195	199.41	88.52	38.31	126.83	GPL-ECI (JV)
13	Lanka to Daboka (AS-16)	54	24	Dec-2005	Jun-2008	Mar-2011	100.00	94.52	NHAI	225	198.65	177.44	34.95	212.39	Punj Lloyd Ltd.
14	Maibang to Lumding (AS-26)	54	23	May-2006	Nov-2008	Dec-2013	64.58	6.58	NHAI	167.64	179.25	39.49	1.19	40.68	Gammon India Ltd.
15	Maibang to Lumding (AS-25)	54	28	#	#	#	#	#	NHAI	385.13	372.64	28.1	1.41	29.51	Maytas Infra Ltd.
16	Maibang to Lumding (AS-24)	54	15	#	#	#	#	#	NHAI	280.13	225.33	28.09	1	29.09	N.K.C Projects Pvt. Ltd.
17	Lumding to Daboka (AS-15)	54	18.5	Feb-2008	Aug-2010	Dec-2011	100.00	52.09	NHAI	130	143.97	65.76	36.94	102.7	Patel - KNR (JV)
18	Dharamtul to Sonapur (AS-19)	37	25	Dec-2005	Jun-2008	Dec-2011	95.28	63.00	NHAI	200	173.15	131.07	28.21	159.28	Maytas Infrastructure Ltd.
19	Sonapur to Guwahati (AS-3)	37	19	Sep-2005	Jun-2009	Dec-2011	100.00	44.00	NHAI	245	166.71	227.18	42.63	269.81	Maheshwari Brothers Ltd.-Telecommunication Consultant India Ltd.
20	Nagaon bypass (AS-18)	37	23	Dec-2005	Jun-2008	Apr-2011	100.00	98.36	NHAI	230	238.72	264.23	35.22	299.45	Patel - KNR (JV)
21	Nagaon to Dharmatul (AS-2)	37	25	Dec-2005	Jun-2008	Dec-2011	100.00	63.39	NHAI	264.72	273.8	166.99	36.18	203.17	Madhucon Projects Ltd.
22	Harangajo to Maibang (AS-22)	54	24	Jan-2007	Jul-2009	Dec-2013	100.00	0.10	NHAI	196	241.53	23.53	4.01	27.54	Continental Engg. Corporation

Sl No.	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of anticipated Completion	Physical Progress Target (%)	Physical Progress Achieved (%)	Funded By	Total Project Cost (Rs.Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2010	expenditure in CFY	Cumm Expn	Contractor
23	Darbanga to Muzzaffarpur (BR-9)	57	37.75	Jan-2006	Jun-2008	Jan-2011	100.00	98.00	NHAI	291.8	323	376.35	63.51	439.86	B. Seenaiiah & Co. (Projects) Ltd. - C & C (JV)
24	Ganga Bridge to Rama Devi Crossing (UP-6)	25	5.6	Dec-2005	Sep-2008	Jun-2011	100.00	33.70	NHAI	201.66	159.06	53.32	17.7	71.02	Gammon India Ltd.
25	Purnea - Gayakota (EW-12/BR)	31	28	Sep-2001	Sep-2004	Mar-2011	100.00	98.00	NHAI	205.73	176.11	241.1	6.1	247.2	Lanco Construction Ltd - Rani (JV)
26	Lucknow Bypass (EW-15/UP)	56A & B	22.85	Mar-2009	Aug-2010	Mar-2011	19.10	46.00	NHAI	111.78	111.78	0.59	44.45	45.04	NKG Infrastructure Ltd.
27	Forbesganj-Simrahi (BR-3)	57	34.87	Apr-2006	Sep-2008	Jun-2011	80.00	53.10	NHAI	332.94	356.51	147.14	87.79	234.93	Gammon India Ltd.
28	Kotwa to Dewapur (LMNHP-10)	28	38	Nov-2005	Nov-2008	Mar-2011	100.00	60.50	WB	240	263.97	166.62	53.09	219.71	Progressive Construction Ltd. - MVR (JV)
29	Deewapur to UP/Bihar Border (LMNHP-9)	28	41.085	Nov-2005	Oct-2008	Jun-2012	21.00	21.50	WB	300	357.14	133.5	2.06	135.56	Progressive Construction Ltd.
30	Simrahi to Ring bund (missing link) (BR-4)	57	15.15	Apr-2006	Apr-2008	Jun-2011	93.00	86.57	NHAI	100.5	115.56	170.85	22.36	193.21	Simplex Infrastructure Ltd.
31	Kosi Bridge including approaches and Guide Bond & Afflux Bond (BR-5)	57	10.63	Apr-2007	Apr-2010	Jun-2011	97.57	71.24	Annuity	418.04	31.9	229.24	30.74	259.98	Gammon india Ltd. - GIPL Consortium
32	Ring bunds to Jhanjharpur (BR-6)	57	38.55	Jan-2006	Jun-2008	Mar-2011	100.00	90.40	NHAI	340	383.42	413.08	91.46	504.54	BSCPL - C&C (JV)

Sl No.	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of anticipated Completion	Physical Progress Target (%)	Physical Progress Achieved (%)	Funded By	Total Project Cost (Rs.Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2010	expenditure in CFY	Cumm Expn	Contractor
33	Gorakhpur-Ayodhya (LMNHP-6)	28	44.86	Oct-2005	Oct-2008	Feb-2011	93.00	99.80	WB	239	262.6	339.95	56.25	396.2	B. Seenaiah & Co. (Projects) Ltd.
34	Darbanga to Muzzaffarpur (BR-8)	57	32.05	Jan-2006	Jun-2008	Nov-2011	100.00	98.90	NHAI	305	335.29	367.15	114.11	481.26	B. Seenaiah & Co. (Projects) Ltd. - C & C (JV)
35	Bijni to Assam/WB Border (AS-12)	31C	30	Nov-2005	Jun-2008	Dec-2011	89.36	46.55	NHAI	230	218.37	98.69	52.06	150.75	Progressive Construction Ltd.
36	Muzzaffarpur to Mehsi (LMNHP-12)	28	40	Sep-2005	Sep-2008	Mar-2011	100.00	75.00	WB	275	311.13	229.19	87.17	316.36	Progressive Construction Ltd. - MVR (JV)
37	Mehsi to Kotwa (LMNHP-11)	28	40	Sep-2005	Sep-2008	Mar-2011	100.00	65.00	WB	239	318.77	195.53	91.54	287.07	Madhucon Projects Ltd.
38	Nalbari to Bijni (AS-6)	31	25	Nov-2005	Jun-2009	Dec-2011	100.00	54.95	NHAI	225	182.48	117.45	36.9	154.35	Dinesh Chandra R. Agarwal - Infracon Pvt. Ltd. - Banowari Lal Agarwalla Pvt. Ltd. - Brahmaputra Constorium Ltd.
39	Nalbari to Bijni (AS-7)	31	27.3	Oct-2005	Apr-2008	Dec-2011	100.00	46.78	NHAI	208	207.17	116.31	57.24	173.55	KMC Construction Ltd.
40	Nalbari to Bijni (AS-8)	31	30	Dec-2005	Jun-2008	Mar-2011	100.00	82.30	NHAI	200	187.07	167.08	32.32	199.4	Punj Lloyd Ltd.

Sl No.	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of anticipated Completion	Physical Progress Target (%)	Physical Progress Achieved (%)	Funded By	Total Project Cost (Rs.Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2010	expenditure in CFY	Cumm Expn	Contractor
41	Nalbari to Bijni (AS-9)	31	21.5	Dec-2005	Jun-2008	Dec-2011	100.00	80.73	NHAI	142	131.22	124.79	29.58	154.37	Punj Lloyd Ltd.
42	Brahmputra Bridge (AS-28)	31	5	Oct-2006	Apr-2010	Mar-2012	75.00	32.46	NHAI	217.61	238.34	63.87	13.71	77.58	Gammon India Ltd.
43	Bijni to Assam/WB Border (AS-10)	31C	33	Nov-2005	Jun-2008	Dec-2011	100.00	39.46	NHAI	237.8	248.69	98.64	36.33	134.97	GPL-ECI (JV)
44	Dharamtul to Sonapur (AS-20)	37	22	Nov-2005	May-2008	Dec-2011	79.97	38.90	NHAI	160	137.75	54.05	36.53	90.58	KMC Construction Ltd.
45	Jhanjhapur to Darbanga (BR-7)	57	37.59	Apr-2006	Sep-2008	Dec-2011	100.00	57.72	NHAI	340	388.23	254.18	112.88	367.06	Madhucon Projects Ltd.
46	Orai to Jhansi (UP-4)	25	68.2	Oct-2005	Apr-2008	Mar-2011	100.00	90.05	ADB	451.97	414.88	436.32	89.86	526.18	Sunway Construction Ltd.
47	Daboka to Nagaon (AS-17)	36	30.5	Dec-2005	Jun-2008	Oct-2011	100.00	80.80	NHAI	225	202.18	170.65	52.31	222.96	Maytas Infrastructure Ltd.
48	Ayodhya-Lucknow (LMNHP-1)	28	36	Oct-2005	Oct-2008	Mar-2011	100.00	96.61	WB	193	198.06	262.59	44.59	307.18	Hindustan Construction Company Ltd.
49	Bara to Orai	2, 25	62.8	Oct-2006	Apr-2009	Mar-2011	100.00	91.80	Annuity	465	44.82	30.89	576.93	607.82	NCC - KMC Consortium
50	Lucknow - Kanpur (EW/3B)	25	16	Feb-2010	Aug-2011	Aug-2011	#	27.00	NHAI	54		0.93	10.41	11.34	Neeraj Cement Structural Ltd
51	Chambal Bridge (RJ-5)	76	1.4	Nov-2006	Feb-2010	Mar-2012	78.06	59.26	NHAI	281.31	213.59	176.71	1.27	177.98	Hyundai eng. Cons. Co. Ltd. - M/s Gammon India Ltd.
52	Orai to Jhansi (UP-5)	25	50	Sep-2005	Mar-2008	Mar-2011	100.00	75.27	ADB	340.68	302.97	236.56	76.95	313.51	IRCON International Ltd.

Sl No.	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of anticipated Completion	Physical Progress Target (%)	Physical Progress Achieved (%)	Funded By	Total Project Cost (Rs.Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2010	expenditure in CFY	Cumm Expn	Contractor
53	Jhansi Bypass (UP-3)	25	15	Nov-2005	May-2008	Mar-2011	100.00	97.00	ADB	158.06	115.24	148.72	14.64	163.36	Oriental Structural Engineers Pvt. Ltd.
54	Gagodhar to Garamore (Package-IV)	15, 8A	90.3	Feb-2005	Nov-2007	Mar-2011	100.00	93.50	ADB	479.54	339.02	423.5	1.56	425.06	Daelim Industrial Corp. Ltd.- Nagarjuna Construction Co. Ltd. (JV)
55	UP/Bihar Border to Kasia (LMNHP-8)	28	41.115	Dec-2005	Dec-2008	Jun-2011	100.00	81.70	WB	227	259.77	269.08	59.14	328.22	Simplex
56	Kasia to Gorakhpur (LMNHP-7)	28	40	Dec-2005	Dec-2008	May-2011	100.00	80.30	WB	242	253.12	297.41	41.2	338.61	NCC - VEE (JV)
57	Gorakhpur Bypass	28	32.6	Apr-2007	Oct-2009	Jun-2011	100.00	66.50	Annuity	600.24	48.6	437.37	142.48	579.85	Gammon india Ltd. - GIPL - ATSL Consortium
58	Assam/WB Border to Gairkatta (WB-1)	31C	32	Jun-2006	Nov-2008	Aug-2011	100.00	61.30	NHAI	221.82	228.43	167.23	27.9	195.13	Italian Thai Dev. Projects Co. Ltd.
59	Kota Bypass (RJ-4)	76	26.42	May-2006	Nov-2008	Feb-2011	100.00	96.00	NHAI	250.39	205.51	207.07	58.83	265.9	ITD- CemIndia (JV)
NS Corridor															
61	Pathankot to Jammu & Kashmir Border (NS-36/J&K)	1A	19.65	Nov-2005	May-2008	Jun-2011	100.00	56.55	NHAI	97.73	90.11	153.64	37.09	190.73	M. Venkata Rao Engineering
62	Lalitpur - Sagar (ADB-II/C-4)	26	55	Apr-2006	Oct-2008	Mar-2011	100.00	85.07	ADB	225	171.463	178.02	41.3	219.32	IJM Corporation

Sl No.	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of anticipated Completion	Physical Progress Target (%)	Physical Progress Achieved (%)	Funded By	Total Project Cost (Rs.Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2010	expenditure in CFY	Cumm Expn	Contractor
63	Eight laning of Haryana/ Delhi Border to Mukaraba Chowk (NS-18/DL)	1	12.9	Jun-2009	Sep-2010	Mar-2011	100.00	75.00	NHAI	87.89	84.33	4.22	42.8	47.02	Kundu-MG(JV)
64	Sagar Bypass (ADB-II/C-5)	26	26	Apr-2006	Oct-2008	Nov-2011	100.00	84.86	ADB	151.3	116.073	103.95	37.03	140.98	Ssangyong Engineering Const co.
65	Jammu to Kunjwani (Jammu Bypass) NS-33/J&K	1A	15	Nov-2005	May-2008	Mar-2011	100.00	77.93	NHAI	85.34	74.87	67.35	18.1	85.45	M. Venkata Rao Engineering
66	Jhansi to Lalitpur (NS-1/BOT/UP-2)	25, 26	49.7	Mar-2007	Sep-2009	Mar-2011	100.00	81.27	Annuity	355.06	29.95	242.4	51.71	294.11	Gayatri - IDFC Consortium
67	Lakhnadon to MP/MH Border (NS-1/BOT/MP-2)	7	49.35	Mar-2007	Sep-2009	Oct-2012	100.00	81.27	Annuity	263.17	22.42	232.35	0.06	232.41	Navabharat - Ferro Alloys Ltd.(Malaxmi Higyways pvt. Ltd.)
68	Vijaypur to Pathankot (NS-35/J&K)	1A	30	Sep-2005	Feb-2008	Jun-2011	100.00	72.72	NHAI	193.1	158.08	83.56	37.34	120.9	ITD Cementation (I) Ltd.
69	Lalitpur Sagar (ADB-II/C-3)	26	38	May-2006	Nov-2008	Mar-2011	100.00	71.00	ADB	198	140.387	110.92	41.25	152.17	Nagarjuna Construction Co. Ltd.
70	Pathankot to Bhogpur (NS-37/PB)	1A	40	Nov-2005	May-2008	Jun-2011	100.00	62.31	NHAI	284	286.7	290.99	21.76	312.75	ITD Cementation (I) Ltd.
71	Pathankot to Bhogpur (NS-38/PB)	1A	44	Feb-2010	Aug-2012	Aug-2012	23.98	13.56	NHAI	359		8.72	55.09	63.81	IVRCL Infrastructure Ltd
72	Jhansi to Lalitpur (NS-1/BOT/UP-3)	26	49.3	Mar-2007	Sep-2009	Mar-2011	100.00	84.00	Annuity	276.09	23.95	184.58	110	294.58	Gayatri - IDFC Consortium

Sl No.	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of anticipated Completion	Physical Progress Target (%)	Physical Progress Achieved (%)	Funded By	Total Project Cost (Rs.Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2010	expenditure in CFY	Cumm Expn	Contractor
73	Borkhedi-Jam (NS-22/MH)	7	27.4	Jun-2005	Dec-2007	Mar-2011	100.00	97.12	NHAI	110	89.39	106.18	4.02	110.2	JSR Construction Pvt. Ltd.-Ketan Construction Limited
74	Gundla Pochampalli to Bowenpalli Shivarampalli to Thondapalli (NS-23/AP)	7	23.1	Dec-2005	Dec-2006	Jan-2011	100.00	90.00	NHAI	71.57	60.35	112.7	5.39	118.09	M.B Patel Construction Ltd.
75	Kelapur-Pimpalkhatti (NS-62)	7	22	T E R	M I N A	T E D			NHAI	117.4	92.59	36.31	0.26	36.57	Devi Enterprises Ltd.
76	Wadner-Devdhari (NS-60/MH)	7	29	T E R	M I N A	T E D			NHAI	145	105.27	29.04	0	29.04	HSCL - SIPL (JV)
77	Vijaypur to Pathankot (NS-34/J&K)	1A	33.65	Sep-2005	Feb-2008	Jun-2011	100.00	75.00	NHAI	166.3	151.36	111.57	42.09	153.66	ITD Cementation (I) Ltd.
78	Butibori ROB(NS-29/MH)	7	1.8	Jun-2005	Dec-2006	Feb-2011	100.00	89.97	NHAI	26	24.268	27.13	3.5	30.63	JSR Construction Pvt. Ltd.
79	Chenani-Nashri	1A	12	Jun-2010	Jun-2015	Jul-2015	#	#	Annuity	2159	317.52	0	0	0	IL & FS Transportation Networks Ltd
80	Rajmarg Choraha to Lakhandon (ADB-II/C-9)	26	54.7	Apr-2006	Oct-2008	Jun-2011	100.00	60.26	ADB	229.91	203.504	150.25	0	150.25	Ssangyong Engineering Const co.
81	Six lanning of Vadakkancherry - Thrissuresection	47	30	Feb-2010	Aug-2012	Aug-2012	#	#	BOT	617	243.99	0	0	0	KMC Construction Ltd.- CR18G Consortium

Sl No.	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of anticipated Completion	Physical Progress Target (%)	Physical Progress Achieved (%)	Funded By	Total Project Cost (Rs.Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2010	expenditure in CFY	Cumm Expn	Contractor
82	Armur to Kadloor Yellareddy (NS-2/AP-1) (Approved Length 60.25)	7	59	#	Feb-2012	Feb-2012	#	#	BOT	390.56	112.6	16.05	193.62	209.67	Navyouga KPCL Consortium
83	Kunjwani to Vijaypur (NS-15/J&K)	1A	17.2	Jan-2002	Dec-2004	Mar-2011	100.00	99.00	NHAI	110	83.88	142.22	5.89	148.11	Border Road Organization
84	Hyderabad Bangalore section (ADB-11/C-10)	7	40.35	Mar-2007	Aug-2009	Jan-2011	100.00	96.71	ADB	194.8	167.39	159.3	20.42	179.72	CGGC - SOMA (JV)
85	Hyderabad Bangalore section (ADB-11/C-11)	7	42.4	Mar-2007	Aug-2009	Jan-2011	100.00	97.69	ADB	208.46	174.81	176.72	21.12	197.84	CGGC - SOMA (JV)
86	Hyderabad Bangalore section (ADB-11/C-12)	7	42.6	Mar-2007	Sep-2009	Jan-2011	100.00	96.00	ADB	239.19	213.45	206.16	18.63	224.79	Continental Engg. Corporation
87	Srinagar Bypass (Bridge Portion) (NS-30A)	1A	1.23	Jun-2006	Dec-2008	Jul-2011	100.00	70.00	NHAI	62.96	62.96	0	17.98	17.98	Valecha Engineering Ltd.
88	Thrissur to Angamali (KL-I)	47	40	Sep-2006	Mar-2009	Jan-2011	100.00	83.50	BOT	312.5	-84.4	477.03	98.14	575.17	KMC Construction Ltd. - SREI (JV) [Guruvayoor Infrastructure Pvt. Ltd.]
89	Srinagar to Banihal	1A	67.76	#	#	#	#	#	Annuity	1100.7	134.82	0	0	0	Ramkey Infra and JPTEG
90	Jam-Wadner (NS-59/MH)	7	30	Oct-2005	Apr-2008	Mar-2011	100.00	83.89	NHAI	145	117	77.62	19.09	96.71	Ideal Road Builders Pvt. Ltd.

Sl No.	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of anticipated Completion	Physical Progress Target (%)	Physical Progress Achieved (%)	Funded By	Total Project Cost (Rs.Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2010	expenditure in CFY	Cumm Expn	Contractor
91	New 4 laning Agra Bypass (NS-1/UP-1)	2,3	32.8	Oct-2007	Oct-2010	Jun-2013	50.82	3.31	NHAI	348.16	326.7	107.79	1.59	109.38	JMC Projects - Sadbhav (JV)
92	Gwalior - Jhansi	75	80	Jun-2007	Dec-2009	Jun-2011	99.94	67.65	Annuity	604	52.29	252.52	143.09	395.61	DSC - Apollo consortium
93	Gwalior Bypass (NS-1/BOT/MP-1)	75, 3	42	Apr-2007	Oct-2009	Mar-2011	100.00	89.08	Annuity	300.93	26.53	231.89	53.63	285.52	Ramky - Era - Shriram Consortium
94	Sagar -Rajmarg Choraha (ADB-II/C-6)	26	44	Apr-2006	Oct-2008	Dec-2011	100.00	67.29	ADB	203.43	163.87	108.1	51.4	159.5	Ssangyong Engineering Const co.
95	Rajmarg Choraha to Lakhnadon (ADB-II/C-8)	26	54	Apr-2006	Oct-2008	Jun-2011	100.00	60.70	ADB	251.03	219.01	205.56	0	205.56	Ssangyong Engineering Const co.
96	Lakhnadon to MP/MH Border (NS-1/BOT/MP-3)	7	56.475	Dec-2007	Jun-2010	Oct-2012	100.00	49.10	Annuity	407.6	35.4	181.38	0.9	182.28	Sadbhav - SREI (JV)
97	Dholpur - Morena Section (including chambal bridge) NS-1/RJ-MP/1	3	10	Sep-2007	Sep-2010	Dec-2011	100.00	28.22	NHAI	232.45	230.28	102.18	38.04	140.22	PNC-TRG (JV)
98	Madurai-Kanniakumari Section(NS-41/TN)	7	39.23	Sep-2005	Apr-2008	Mar-2011	100.00	94.50	NHAI	323.36	173.5	189.9	0	189.9	IVRCL Infrastructure Projects Ltd.
99	Kanniyakumari-Panagudi(NS-32)	7	31.7	Apr-2008	Apr-2010	Apr-2011	100.00	92.00	NHAI	120	205.99	153.92	90.49	244.41	Patel - KNR (JV)
100	Chengapalli to Coimbatore Bypass and End of Coimbatore Bypass to TN/Kerala Border	47	54.83	#	#	#	#	#	BOT	852	36	0	0	0	IVRCL Infrastructure & Projects Ltd

Sl No.	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of anticipated Completion	Physical Progress Target (%)	Physical Progress Achieved (%)	Funded By	Total Project Cost (Rs.Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2010	expenditure in CFY	Cumm Expn	Contractor
101	Quazigund-Banihal	1A	15.25	Jul-2010	Jul-2015	Jul-2015	#	#	Annuity	1987	245	0	0	0	Navyuga Engineering Co. Ltd.
102	Jammu - Udhampur	1A	65	Jul-2010	Jul-2013	Jul-2013	#	#	Annuity	1813.76	201.9	0	0	0	Shaboorji & Palonji Co. Ltd.
103	Four laning from MP/Maharashtra border to Nagpur I/C Kamptee Kanoon and Nagpur bypass	7	95	Apr-2010	Jun-2012	Oct-2012	26.00	34.00	BOT	1170.52	455.21	4.41	0	4.41	Oriental Structural Engineers Ltd.

NATIONAL HIGHWAYS AUTHORITY OF INDIA
Statement showing Completed / 4 laned Stretches of NS-EW as on 31.12.10

S.No.	Stretch	NH No	Length	Funded By	By	Date of Start	When Completed	State Name
NHDP Phase I								
1	Palanpur - Dessa (EW-11/GJ)	14	22.7	NHAI	NHAI	Aug-2001	Feb-2003	Gujarat
2	Jalandhar Bypass (NS/1)	1	14.4	NHAI	NHAI	Nov-1999	Jun-2004	Punjab
3	Construction of Karur ROB	7	0.84	NHAI	NHAI	Jul-1999	Sep-2002	Tamil Nadu
4	4 laning of Karur Bypass including additional bridge across river Amarawati	7	9.36	NHAI	NHAI	Aug-1999	Sep-2002	Tamil Nadu
5	Guahati bypass (EW/7)	37	8	NHAI	NHAI	Jun-2000	Dec-2003	Assam
6	Dalkola Islampur Sub section 2(EW/6)	31	23.85	NHAI	NHAI	Apr-2000	Nov-2005	West Bengal
7	Purnea - Gayakota (EW/4)	31	15.15	NHAI	NHAI	Dec-1999	May-2008	Bihar
8	Abu Road Deesa Section near Palanpur (EW/1)	14	10	NHAI	NHAI	Dec-1999	Apr-2001	Gujarat
9	Lucknow-Kanpur section (EW-8/UP)	25	22.2	NHAI	NHAI	Sep-2001	Feb-2006	Uttar Pradesh
10	Avathi village to Nandi Hills cross & Six laning of Devanhalli - Meenukunte (NS-10)	7	7	NHAI	NHAI	Jan-2000	Jul-2001	Karnataka
11	Ribda to Gondal section (EW-10/GJ)	8B	17	NHAI	NHAI	Sep-2001	Oct-2002	Gujarat
12	Dalkola - Islampur (EW/5)	31	23	NHAI	NHAI	Dec-1999	Mar-2004	West Bengal
13	Guwahati Bypass (EW-14/AS)	37	10.5	NHAI	NHAI	Sep-2001	Jun-2004	Assam
14	Jalandhar-Ambala	1	160.7	WB	MOSRTH	#	#	Punjab
15	Ambala-Panipat	1	116	WB	MORTH	#	#	Haryana
16	Thrissur - Kochi Section	47	17	MORTH	MORTH	#	#	Kerala
17	Rajkot - Ribda	8B	15	MORTH	MORTH	#	#	Gujarat
18	Eight Laning of Mukarba Chowk to Mall Road (Delhi)(NS3/DL)	1	8.5	NHAI	NHAI	Nov-2001	Jan-2007	Delhi
19	Bamnaborr - Rajkot	8B	31	MORTH	MORTH	#	#	Gujarat
20	Bhogpur to Jalandhar (NS-16/PB)	1A	21.77	NHAI	NHAI	Aug-2001	Oct-2004	Punjab

S.No.	Stretch	NH No	Length	Funded By	By	Date of Start	When Completed	State Name
21	Lucknow-Kanpur section (EW-9/UP)	25	15.5	NHAI	NHAI	Sep-2001	Mar-2005	Uttar Pradesh
22	Nandi Hills Cross to Devanhalli & Six laning of Meenukunte to Habbal (NS-24/KN)	7	25	NHAI	NHAI	Sep-2001	Aug-2008	Karnataka
23	Six laning of Panchi Gujran to Kamaspur (Sonapat) (NS-17/HR)	1	21.7	NHAI	NHAI	Jan-2006	Dec-2010	Haryana
24	Raj/UP border to Mania (NS-19/UP/RJ)	3	17	NHAI	NHAI	Aug-2001	Jan-2005	Uttar Pradesh[7]/Rajasthan[10]
25	Lucknow Kanpur Section (EW/2)	25	10.42	NHAI	NHAI	Apr-2000	Aug-2002	Uttar Pradesh
26	Morena - Rairu (Start of Gwalior bypass) (NS-21/MP)	3	18	NHAI	NHAI	Aug-2001	Dec-2005	Madhya Pradesh
27	Salem bypass (NS/12)	7	8.4	NHAI	NHAI	Dec-1999	Jan-2003	Tamil Nadu
28	Thumpipadi to Salem (NS-26/TN)	7	19.2	NHAI	NHAI	Sep-2001	Mar-2010	Tamil Nadu
29	Bangalore - Salem - Madurai (NS-27/TN)	7	8.4	NHAI	NHAI	Sep-2001	Apr-2004	Tamil Nadu
30	Angamali to Aluva (NS-28/KL)	47	16.6	NHAI	NHAI	Sep-2001	Jun-2004	Kerala
31	Bowenpalli (Hyderabad city) to Shivarampalli	7	9.2	MORTH	MORTH	#	Apr-1998	Andhra Pradesh
32	Nagpur- Chinchbhuvan	7	9.2	MORTH	MORTH	#	Apr-1998	Maharashtra
33	Mania - Dholpur (NS/5)	3	10	NHAI	NHAI	Dec-1999	Mar-2001	Rajasthan
34	Thopurghar section (NS/14)	7	7.4	NHAI	NHAI	Dec-1999	Apr-2002	Tamil Nadu
35	Sarai Cholla to Morena (NS-20/MP)	3	15	NHAI	NHAI	Sep-2001	Aug-2004	Madhya Pradesh
36	Thondapalli to Farukhanagar (NS/9)	7	12.5	NHAI	NHAI	Dec-1999	Jan-2003	Andhra Pradesh
37	Agra - Raj/UP Border (NS-4)	3	16	NHAI	NHAI	Dec-1999	Nov-2001	Uttar Pradesh
38	MP/RAJ border to Sarai Cholla (NS/6)	3	9	NHAI	NHAI	Jul-2000	Jan-2003	Madhya Pradesh
39	Chinchbguan-Butibori - Borkhedi (NS-7)	7	25.6	NHAI	NHAI	Sep-1999	Mar-2002	Maharashtra
40	Kalkallu village to Gundla Pochampali (NS-8)	7	17	NHAI	NHAI	Dec-1999	Apr-2002	Andhra Pradesh

S.No.	Stretch	NH No	Length	Funded By	By	Date of Start	When Completed	State Name
41	Six laning of Kamaspur to Haryana / Delhi Border (NS/2)	1	15	NHAI	NHAI	Dec-1999	Nov-2001	Haryana
NHDP Phase II								
42	Purnea-Forbesganj (BR-1)	57	42.5	NHAI	NHAI	Nov-2005	Apr-2010	Bihar
43	Farukhanagar to Kotakatta (NS-2/AP-4)	7	55.74	BOT	NHAI	Aug-2006	Mar-2009	Andhra Pradesh
44	Purnea-Forbesganj (BR-2)	57	36.7	NHAI	NHAI	Nov-2005	Jul-2010	Bihar
45	Kadloor Yellareddy to Gundla Pochampalli (NS-2/BOT/AP-2)	7	85.74	Annuity	NHAI	Sep-2006	Mar-2009	Andhra Pradesh
46	Hyderabad Bangalore section (ADB-11/C-14)	7	42	ADB	NHAI	Mar-2007	Nov-2010	Andhra Pradesh
47	Hyderabad Bangalore section (ADB-11/C-13)	7	40	ADB	NHAI	Mar-2007	Dec-2010	Andhra Pradesh
48	Panipat Elevated Highway	1	10	BOT	NHAI	Jan-2006	Jun-2008	Haryana
49	Hyderabad Bangalore section (NS-2/BOT/AP-5)	7	74.65	Annuity	NHAI	Sep-2006	Nov-2009	Andhra Pradesh
50	Hyderabad Bangalore section (ADB-11/C-15)(Approved length 45.6)	7	45.05	ADB	NHAI	Mar-2007	Nov-2010	Andhra Pradesh
51	Islam Nagar to Kadtal (NS-2/BOT/AP-7)	7	53.01	Annuity	NHAI	Mar-2007	Aug-2010	Andhra Pradesh
52	Silliguri to Islampur (WB-6)	31	25	NHAI	NHAI	Apr-2006	Oct-2008	West Bengal
53	Farukhanagar to Kottakata (NS-2/AP-3)	7	46.162	BOT	NHAI	Aug-2006	Feb-2009	Andhra Pradesh
54	Thopurghat to Thumpipadi (NS-25/TN)	7	16.6	NHAI	NHAI	May-2005	Jan-2010	Tamil Nadu
55	Swaroopganj to Bakaria (RJ-1)	76, 14	43	NHAI	NHAI	Dec-2005	May-2009	Rajasthan
56	Panipat to Panchi Gujran (Six laning work) (NS-89/HR)	1	20	NHAI	NHAI	Oct-2006	Dec-2010	Haryana
57	Sagar Rajmarg choraha (ADB-II/C-7)	26	43.162	ADB	NHAI	Apr-2006	Dec-2010	Madhya Pradesh
58	Shivpuri Bypass & upto MP/RJ	25,	53	ADB	NHAI	Aug-2005	Oct-2008	Madhya Pradesh

S.No.	Stretch	NH No	Length	Funded By	By	Date of Start	When Completed	State Name
	Border(EW-II - MP-I)	76						
59	Madurai-Kanniakumari Section (NS-40/TN)	7	38.86	NHAI	NHAI	Sep-2005	Sep-2009	Tamil Nadu
60	Salem to Kerala Border Section (TN-6)	47	53.525	BOT	NHAI	Jul-2006	Apr-2010	Tamil Nadu
61	Madurai-Kanniakumari Section (NS-42/TN)	7	42.7	NHAI	NHAI	Sep-2005	Aug-2010	Tamil Nadu
62	km 120 of Madurai - Tirunelveli Section to Panagudi (km 203) (NS-43)	7	43	NHAI	NHAI	Oct-2005	Aug-2009	Tamil Nadu
63	Salem to Kerala Border Section (TN-7)	47	48.51	BOT	NHAI	Jul-2006	Aug-2009	Tamil Nadu
64	Phagwara Junction on NH-1	1	1	NHAI	NHAI	Dec-2005	Jan-2008	Punjab
65	Chittorgarh Bypass (RJ-6)	76	40	ADB	NHAI	Oct-2005	Dec-2008	Rajasthan
66	Jhansi-Shivpuri (EW-II - MP-2)	25	35	ADB	NHAI	Aug-2005	Nov-2008	Madhya Pradesh
67	Karur to Madurai (TN-4)	7	68.125	BOT	NHAI	Oct-2006	Nov-2009	Tamil Nadu
68	Rajkot Bypass & Gondal Jetpur (Package-VII)	8B	36	BOT	NHAI	Sep-2005	Mar-2008	Gujarat
69	Bhiladi to Porbandar (Package-I)	8B	50.5	ADB	NHAI	Feb-2005	May-2007	Gujarat
70	Jetpur to Bhiladi (Package-II)	8B	64.5	ADB	NHAI	Feb-2005	Jan-2009	Gujarat
71	Garamore to Bamanbore (Package-III)	8A	71.4	ADB	NHAI	Feb-2005	Jul-2009	Gujarat
72	Radhanpur to Gagodhar (Package-V)	15	106.2	ADB	NHAI	Feb-2005	May-2008	Gujarat
73	Deesa to Radhanpur (Package-VI)	14	85.4	ADB	NHAI	Feb-2005	Sep-2008	Gujarat
74	Jhansi-Shivpuri (UP/MP-1) (UP-11 km & MP - 30 km)	25	41	ADB	NHAI	Oct-2005	May-2009	Uttar Pradesh[11]/Madhya Pradesh[30]
75	Bakaria to Gogunda (RJ-2)	76	44	NHAI	NHAI	Nov-2005	Mar-2009	Rajasthan
76	AP/Karnataka border- Nandi Hill crossing & Devenhalli to Meenu Kunte Village	7	61.38	Annuity	NHAI	Mar-2007	Dec-2009	Karnataka
77	RJ/MP Border to Kota (RJ-10)	76	59.85	ADB	NHAI	Oct-2005	Jun-2009	Rajasthan
78	RJ/MP Border to Kota (RJ-9)	76	43.15	ADB	NHAI	Oct-2005	Jun-2009	Rajasthan

S.No.	Stretch	NH No	Length	Funded By	By	Date of Start	When Completed	State Name
79	RJ/MP Border to Kota (RJ-11)	76	70	ADB	NHAI	Sep-2005	Oct-2008	Rajasthan
80	MH/AP border to Islam Nagar (NS-2/BOT/AP-6)	7	54.6	Annuity	NHAI	May-2007	Aug-2010	Andhra Pradesh
81	Kadal to Armur (NS-2/BOT/AP-8)	7	31	Annuity	NHAI	May-2007	Nov-2009	Andhra Pradesh
82	Madurai to km 120 of Madurai - Tirunelveli Section including Madurai Bypass (NS-39)	7	42	NHAI	NHAI	Sep-2005	Sep-2009	Tamil Nadu
83	Kota to Chittorgarh (RJ-7)	76	63	ADB	NHAI	Oct-2005	Dec-2008	Rajasthan
84	Karur to Madurai (TN-5)	7	53.025	BOT	NHAI	Jul-2006	Sep-2009	Tamil Nadu
85	Devdhari-Kelapur (NS-61/MH)	7	30	NHAI	NHAI	Oct-2005	Oct-2010	Maharashtra
86	Palanpur to Swaroopganj (Rajasthan -42 km & Gujarat-34 km)	14	76	Annuity	NHAI	Sep-2006	May-2009	Rajasthan[42]/Gujarat[34]
87	Gogunda to Udaipur (RJ-3)	76	31	NHAI	NHAI	Jan-2006	Dec-2009	Rajasthan
88	Krishnagiri to Thopurghat (NS-2/TN1)	7	62.5	BOT	NHAI	Jul-2006	Jan-2009	Tamil Nadu
89	Salem to Karur (NS-2/TN-2)	7	41.55	BOT	NHAI	Aug-2006	Aug-2009	Tamil Nadu
90	Salem to Karur (NS-2/TN-3)	7	33.48	BOT	NHAI	Jul-2006	Aug-2009	Tamil Nadu
91	Srinagar Bypass (Road Portion)(NS-30)	1A	17.8	NHAI	NHAI	Oct-2003	Nov-2010	Jammu Kashmir
92	Kota to Chittorgarh (RJ-8)	76	65	ADB	NHAI	Oct-2005	Dec-2008	Rajasthan

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Statement showing Balance Length for Award (NS-EW Corridor) as on 31.12.2010

S.No.	Stretch	NH No	Length	State Name
1	Salem to km 100 & Salem - Coimbatore - Kerala Border Section	47	27.37	Tamil Nadu
2	Four lanning of Walayar - Vadakkancherry section	47	58	Kerala
3	Udhampur-Ramban	1A	43	Jammu Kashmir
4	Ghoshukur (km 351 of NH 31) to Salsalabari (km 226 of NH 31C) via Fulbari- Mainagnri - Dhumpgiri - Falkata (3 Packages)	31, 31C	201	West Bengal
5	Udarband to Harangajo (AS-14)	54	31	Assam
6	Ramban to Banihal	1A	36	Jammu Kashmir

NATIONAL HIGHWAYS AUTHORITY OF INDIA
Statement showing Other Contracts Under Implementation as on 31.12.10

Sl No.	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of anticipated Completion	Physical Progress Target (%)	Physical Progress Achieved (%)	Funded By	Total Project Cost (Rs.Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2010	expenditure in CFY	Cumm Expn	Contractor
1	Multai-Chhindwara-Seoni section & Narsinghpur-Amarwara-Umranala-Saoner section (2-laning with 4 paved shoulders)	69A & 26B	418	#	#	#	#	#	NHAI	1565	1411.4	0	0	0	Sadbhav Engineering Ltd.
2	NH Connectivity to ICTT Vallarpadam	47C	17.2	Aug-2007	Feb-2010	May-2012	100.00	99.25	NHAI	557	329.46	504.78	421.28	926.06	Suncon - Soma (JV)
3	Kangayam to Coimbatore (KC-2)	67, KC2	55.2	Aug-2006	Aug-2008	Mar-2011	100.00	98.85	MORTH	0	79.52	119.78	11.05	130.83	SRC Projects (P) Ltd.
4	Improvement of Access of GQ within Chennai City including Construction of 4 grade Seperators	205 , 4 & 45	4	Apr-2005	Apr-2007	Jan-2011	100.00	96.65	MORTH	210	196	622.23	39.84	662.07	Somduitt Builders-Simplex (JV)
5	Garhmukteshwar - Muradabad	24	56.25	Mar-2005	Sep-2007	Mar-2011	98.00	97.77	NHAI	275	221.42	277.35	9.41	286.76	PNC Construction Co. - BEL (JV)
6	Hapur - Garhmukteshwar	24	35	Mar-2005	Sep-2007	Jun-2011	100.00	67.00	NHAI	220	195.51	133.59	49.89	183.48	UP State Bridge Corporation Ltd. (UPSBC)
7	Chennai Bypass Phase II	45, 4 & 5	32.22	May-2005	Nov-2007	Jan-2011	100.00	98.80	NHAI	480	404.98	782.86	63.33	846.19	Hindustan Construction Company Ltd.

NATIONAL HIGHWAYS AUTHORITY OF INDIA

Statement showing Completed / 4 laned Stretches of Others during the years 2009-10 and 2010-11

S.No.	Stretch	km from to	NH No	Length	Funded By	Date of Start	When Completed	State Name
1	Tindivanam - Ulundurpet (Pkg - VI-A)	km 121 - km 192.25	45	72.9	BOT	Oct-2006	Jul-2009	Tamil Nadu
2	Ulundurpet - Padalur (Pkg- VI-B)	km 192.25 - km 285.00	45	93.89	BOT	Dec-2006	Sep-2009	Tamil Nadu
3	Chittorgarh Bypass	km 159 to km 213	79, 76	30	NHAI	Aug-2005	Oct-2009	Rajasthan
4	Tovaramkurchi to Madurai (Package -VII B)	Km 60.95 to Km 124.84	45B	63.89	NHAI	Feb-2006	Dec-2009	Tamil Nadu
5	Padalur - Trichy (Pkg - VI-C)	km 285.00 - km 325.00	45	38.427	BOT	Nov-2006	Apr-2010	Tamil Nadu
6	Trichy Bypass end to Tovaramkurchi (Package -VII A)	Km 0 to Km 60.95	45B	60.95	NHAI	Feb-2006	Apr-2010	Tamil Nadu
7	Karur to Kangayam (KC-1)	km 218.200 to km 277.400	67, KC1	59.2	MORTH	Aug-2006	Apr-2010	Tamil Nadu

NATIONAL HIGHWAYS AUTHORITY OF INDIA

Statement showing Port Connectivity Contracts Under Implementation as on 31.12.2010

S.No.	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of anticipated Completion	Physical Progress Target (%)	Physical Progress Achieved (%)	Funded By	Total Project Cost (Rs.Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2010	expenditure in CFY	Cumm Expn	Contractor
1	Development of Adiqate Road Connectivity to Chennai - Ennore Port Connectivity	SR	30.2	#	#	#	#	#	SPV	600	253.47	0	26.21	26.21	Coastal-SPL(JV)
2	Cochin Port	47	10	Nov-2008	Apr-2010	Jan-2011	100.00	98.78	SPV	193	114	127.92	13.79	141.71	RDS-CVCC(JV)
3	Tuticorin Port	7A	47.2	Apr-2010	Apr-2012	Apr-2012	16.45	15.00	SPV	182.25		0	0	0	Transstroy-OJSC(JV)
4	New Mangalore Port	13, 17 & 48	37	Jun-2005	Dec-2007	Mar-2011	100.00	79.94	SPV	196.5	168.22	132.44	79.18	211.62	IRCON International Ltd.
5	Haldia Port	41	53	Sep-2008	Sep-2010	Jun-2011	95.00	57.87	SPV	522	295.8	282.08	65.71	347.79	Dinesh Chandra R. Agarwal Infracon Pvt. Ltd