



सत्यमेव जयते

GOVERNMENT OF INDIA

**MINISTRY OF ROAD TRANSPORT
AND HIGHWAYS**

OUTCOME BUDGET 2014-15

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EXECUTIVE SUMMARY

MINISTRY OF ROAD TRANSPORT & HIGHWAYS

(i) The Central Government is primarily responsible for the development and maintenance of National Highways. The National Highways are very important as even though these comprise less than 2% 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, bypasses and wayside amenities.

(ii) During the financial year 2014-15, about 6000 kms of the National Highways are to be improved along with construction/rehabilitation of 190 nos. of bridges and 10 nos. of bypasses as standalone projects at an estimated cost of Rs.23,000 crore. Besides budgetary support, Internal Extra Budgetary Resources (IEBR) through external borrowings will also be utilized.

(iii) The Ministry has taken up the Special Accelerated Road Development Programme in the North Eastern Region (SARDP-NE) involving widening of 10,141 km of National Highways and other roads in three phases ensuring connectivity of 88 district headquarters in the North Eastern Region to the National Highways. An outlay of Rs. 3,000 crore has been proposed for SARDP-NE for the year 2014-15.

(iv) The Government approved in February, 2009 a special programme for development of roads in Left Wing Extremism (LWE) affected areas including Tribal Sub-Plan in the country spread over 34 districts in 8 States of Andhra Pradesh, Bihar, Jharkhand, Chhattisgarh, Madhya Pradesh, Maharashtra, Odisha and Uttar Pradesh. The programme envisages development of 5,477 km roads (1,126 km National Highways and 4,351 km State Roads) to 2 lane standards at an estimated cost of Rs.7,300 crore. An outlay of Rs.1,200 crore has been proposed for this programme for the year 2014-15. 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. An outlay of Rs.150 crore has been proposed for development of this corridor during 2014-15.

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

(vi) Ministry has initiated number of steps to attract private investment, speedy implementation of projects and towards simplification of the processes.

(vii) 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 Wing 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 neighboring countries. Improving the road safety scenario in the country is one of the important and challenging activities of the Road Transport Wing. The following Acts/Rules, which embody the policy relating to motor vehicles and State Road Transport Corporations (SRTC's), are being administered by the Road Transport Division of the Ministry:

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

Besides formulating policies for the Road Transport Sector, the Division is also responsible for administering certain central sector schemes. These schemes relate to Human Resources Development involving training programmes for the State Transport/Traffic Department and Municipal Corporation 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/Computerization in road transport sector, strengthening of public transport system, Setting up of Inspection & Certification centres and Model Institute of Drivers and Research, scheme for security of women in public transport in the country, creation of National Road Safety and Traffic Management Board and pilot projects for setting up of Transport Hub and Cashless scheme for road accident victims.

This Ministry has also been undertaking various publicity/awareness campaigns on Road Safety through electronic/print media, Akashvani, FM radio including observance of Road Safety Week. 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 the National Road Safety and Traffic Management Board, to oversee road safety activities in the country.

CHAPTER-I

INTRODUCTION

MINISTRY OF ROAD TRANSPORT & HIGHWAYS:

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

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

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

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

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

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

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

ROADS WING

1.8 The Ministry of Road Transport & Highways is responsible for the development and maintenance of National Highways. The development and maintenance of National Highways are being implemented on agency basis. Out of the total length of 92,851 km of National Highways, 46,419 km is with the State Public Works Departments (State PWDs), 32,523 km with the National Highways Authority of India (NHAI) and 4,860 km with Border Roads Organization (BRO), balance length of 9,049 km is yet to be entrusted to the executing agencies.

1.9 DG(RD) & SS, who is heading the Roads Wing, is concerned mainly with matters related to (i) advising the Government on all general policy matters relating to National Highways (ii) development and maintenance of National Highways (iii) development and maintenance of roads other than National Highways in Union Territories (iv) administration

of Central Road Fund (CRF) pertaining to State roads other than rural roads (v) evaluation and specification of standards for roads and bridges and (vi) Research and Development in the Road Sector.

1.10 Roads Wing is also administering the following Acts:

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

1.11 The Ministry has taken up 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.

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

1.13 Besides, 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.

Research and Development

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

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

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

ROAD TRANSPORT

1.17 Road transport has emerged as the dominant mode in India's transportation sector with a share of 4.8% in India's GDP in 2011-12. Easy availability, adaptability to individual needs and cost savings are some of the factors which go in favour of road transport. Road transport also acts as a feeder service to railway, shipping and air traffic. The total number of registered motor vehicles has been growing at 10.5 per cent per annum during the period 2002 to 2012. The share of road traffic in total traffic movement by roads and railways has grown from 13.8 per cent of freight traffic and 15.4 per cent of passenger traffic in 1950-51 to an estimated 65 per cent of freight and 90 per cent of passenger traffic as per NTDP. The rapid expansion and strengthening of the road network, therefore, is imperative, to provide for both present and future traffic and for improved accessibility to the hinterland. In addition, road transport needs to be regulated for better energy efficiency, less pollution and enhanced road safety.

1.18 The Ministry is concerned with formulation of broad policies and regulations relating to road transport in the country, besides making arrangements for movement of vehicular traffic with the neighboring countries. In addition, the Ministry frames policies and undertakes activities for improving road safety so as to minimize road accidents.

CHAPTER-II

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

2.1 ROADS WING

2.1.1 Keeping in view the need for large-scale investments in the road sector, Planning Commission provides outlays for roads. In the Twelfth Plan, Planning Commission has provided an outlay of Rs 2,07,603 crore, out of which gross budgetary support (GBS) is Rs.1,42,769 crore and IEBR is Rs 64,834 crore.

2.1.2 Planning Commission has provided an annual outlay of Rs. 35088 Crore for 2014-2015 for development in road sector. The break-up is as follows:

Item	Amount (Rs. in crore)
a) Gross budgetary support (of which EAP is Rs 750.00 crore)	26,088
b) Internal and extra budgetary resources (IEBR)	9,000
c) Total outlay (a+b)	35,088

2.1.3 The major constituents of Road Sector are as follows:

Sl. No	Item	2014-2015 (Rs in crore)
1.	NHAI – ‘Investment’	9,565.81*
2.	EAP (Road Wing)	375.00
2.	EAP (Counterpart)	375.00
3.	National Highways (Original) works (including NH(O), Domestic Travel and Machinery	5,207.56
4.	Works under BRDB – National Highways	400.00
5.	Strategic roads under BRDB	50.00
6.	Special Accelerated Road Development Programme (includes allocation for Kaladan multi-modal transport project)	3,000.00
7.	Other Charges and Development of IT, R&D Planning Studies and Training including Professional Services, Charged Expenditure	23.00
8.	Centrally sponsored schemes – E&I for States/UTs from CRF	293.63
9.	Special programme for development of Road Connectivity (NH & State Roads in Left Wing Extremism (LWE) affected areas (Including Rs. 500.00 crore for Tribal sub-plan).	1,200.00
10.	Special programme for Vijayawada – Ranchi Road	150.00
11.	Remittance of Toll Receipts by NHAI	5,448.00
	TOTAL	26,088.00

*An additional amount of Rs.3088 crore has been provided from Central Road Fund to NHAI under the Head ‘Investment’.

2.1.4 The development and maintenance of National Highways are being done on agency basis. The details of physical and financial for the year 2014-2015 in respect of State PWDs, NHAI and BRO are enclosed as **Annexure-I, II & III** respectively.

2.1.5 Besides, an outlay of Rs. 3,000 crore for SARDP-NE and 1,200 crore for LWE scheme have been proposed for the year 2014-15. Under these programmes 600 km and 1000 km length are targeted for completion during the year.

2.1.6 For development of roads other than National Highways which are of economic importance or provide inter-state connectivity an out lay of Rs. 292.63 crore has been made in the plan 2014-15.

Projected Outcomes:

2.1.7 Industrialization of the country has induced a traffic growth of 8 to 10% per year on many sections of National Highways and this growth trend is expected to continue for years to come. Many stretches of the National Highways are in need of capacity augmentation by way of widening, grade separation, construction of bypasses, bridges and expressways etc. The traffic movement on National Highways is also hindered due to large number of rail / road level crossings where road traffic is forced to stop due to frequent gate closures. 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:

Sl. No.	Activity	Time required for completion of civil work			Time for mobilization
1.	Periodic Renewal (PR)	3 days / km upto maximum limit of 3 months			45 days (for plain areas)
2.	Improvement of Riding Quality Programme (IRQP)	6 days / km upto maximum limit of 6 months			60 days (for difficult ^s areas)
3.	Strengthening (with bituminous layer)	12 days / km upto maximum limit of 12 months			60 days (for plain areas)
4.	Widening & Strengthening	18 days / km upto maximum limit of 18 months			75 days (for difficult areas)
5.	Minor bridges (stand alone) with approaches	(i) < 30 m (ii) > 30 m	For difficult areas 12 months 18 months	For difficult areas 18 months 24 months	2 months (for plain areas) 3 months (for difficult areas)
6.	Major bridges (stand alone) with approaches	(i) 60 – 100 m (ii) > 100 m	For plain areas 24 months 30 months	For difficult areas 30 months 36 months	3 months (for plain areas) 4 months (for difficult areas)
^s LWE area, North-East areas and hilly areas are difficult areas.					

2.2 ROAD SAFETY

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

(Amount in Rs. lakh)

Budget Estimates 2013-2014	Revised Estimates 2013-2014	Budget Estimates 2014-2015
20,000	20,000	*15,000

*Apart from this a provision of Rs.50 crore has been made for "Women Safety on Public Road Transport from Nirbhaya Fund" provided by Ministry of Finance.

Details of activities under the scheme are as follows:

Publicity Measures and Awareness Campaigns

2.2.2 Publicity campaign is one of the best means of raising awareness and bringing about additional changes 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:-

- a) Observance of Road Safety Week throughout the country involving State Governments, voluntary organizations, vehicle manufacturers, SRTC, etc.
- b) Media campaign through the entire Doordarshan network including the Regional Centres and Regional channels, All India Radio, Vividh Bharati and all Regional stations, Private TV Channels, Private FM radio stations throughout the country and in leading newspapers throughout the country with special emphasis on the Road Safety.
- c) Printing and distribution of Road Safety material viz. annual Calendars with Road Safety messages; children's activity books; Book on Road Signages & Sign; posters in Hindi, English and Regional languages across the country in order to raise awareness on road safety.
- d) Organisation of Conference/seminar/ workshop etc. on Road Safety with the States/UTs and other stakeholder to prepare action plan on road safety for their States. They were also requested to create an oversight mechanism such as a Road Safety Board or a Road Safety Council,
- e) Organizing meetings of National Road Safety Council, to periodically review the action being taken and share the best practices in the field of road safety.
- f) Inclusion of a chapter on road safety in the text books of Central Board of Secondary Education (CBSE) syllabus in Class VI to Class XII. State Governments have also been advised to include Road Safety education in the curriculum of the schools administered by the State Education Board.
- g) Finalisation of National Ambulance Code based on the recommendations of the Working Group on Emergency care, setting up of toll free national helpline.
- h) Creation of National Road Safety and Traffic Management Board

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

2.2.3 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.

Human Resources Development:

2.2.4 Setting up Institute of Driving Training & Research: Ministry is appraising the scheme for “Setting up Institute of Driving Training and Research” before its implementation in the Twelfth Five Year Plan.

2.2.5 Under this scheme, training is imparted to the officers of State Governments to keep them abreast with developments of the road transport sector. During FY 2013-14, MoRTH conducted 39 training programmes for State Transport/Traffic Deptt. personnel through seven leading institutes of the country namely, CIRT, Pune, ARAI, Pune, ESCI, Hyderabad, IRTE, Faridabad, IIT, Delhi, PCRA, Delhi and IIP, Dehradun. The training programmes are designed in such a manner so as to give the participants exposure in all spheres of governance in road transport sector and to enable them to face the emerging challenges.

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

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

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

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

National Highways Accident Relief Service Scheme

2.2.9 The scheme entails providing cranes and ambulances to States/UTs for relief and rescue measures in the aftermath of accidents by way of evacuating road accident victims to nearest medical aid centre and for clearing the accident site. So far, 347 ten ton cranes and 106 small/medium size cranes have been provided under the scheme. 509 ambulances have

been provided to States/UTs/NGOs under the scheme. Ministry of Road Transport & Highways has also provided 140 advanced life support ambulances to 140 identified hospitals upgraded under the Ministry of Health and Family Welfare's Scheme 'establishment of an integrated network of Trauma Centers' along the Golden Quadrilateral, North-South and East-West Corridors of the National Highways by upgrading the trauma care facilities in 140 identified State Government hospitals. For the financial year 2014-15, Rs. 25.0 Cr. is proposed to be allotted for NHARSS.

Road Safety & Pollution Testing and Control Equipments

2.2.10 Road Safety Equipments: Under this head, assistance is provided to States in the form of road safety equipments, like breath analyzers, multipurpose traffic regulation vehicles etc.

2.2.11 Pollution Testing Equipment: MoRTH has been procuring pollution testing equipments from various firms since 2007. These equipments are supplied to the States/UTs free of cost for enforcement of the PUC norms envisaged in the Motor Vehicles Act, 1988.

2.2.12 During 2014-15, the Ministry intends to procure and supply 300 each Smoke meters and Gas Analyzers to States/UTs for checking pollution level in diesel and petrol vehicles. Requirement from States/UTs has been called for, tender document including technical specifications has been finalized and work order would be placed soon. The tenders for supply of approved smoke meter and gas analyser during 2014-15 has been floated and price bids are scheduled to be opened on 27.06.2014.

NATIONAL DATA BASE NETWORK

Scheme	Budget Estimates 2013-2014	Revised Estimates 2013-2014	Budget Estimates 2014-2015 (Rs.in lakhs)
Computer System & National Database	4300.00	4300.00	1000.00
Data Collection, Research & Development	500.00	500.00	200.00

Computer System and National Database

2.2.13 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. The Back-end computerization envisages incorporation of details of existing driving licenses, registration certificates and Permit details on standardized 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.

2.2.14 VAHAN and SARATHI are conceptualized to capture the functionalities as mandated by Motor Vehicles Act, 1988 as well as State motor vehicles rules with customization in the core product to suit the requirements of all the States and UTs. VAHAN and SARATHI have been successfully customized and implemented in 33 States/UTs. The National Register of Registration Certificate (RCs) and Driving Licenses (DLs) launched in

July, 2011. Simultaneously, the National Transport Portal was also released and the smart card for Driving License and Registration Certificate designed by National Institute of Design were inaugurated. Data from the state registers will flow to the National Register. Enforcement agencies and transport departments have been provided the facility of obtaining details of RCs/DLs from the national register by sending an SMS to NIC from their registered official mobile phones.

2.2.15 Out of 1006 RTOs, 1001 RTOs have been computerized. Customization of standard software as per requirements of the State is complete for all 35 States/UTs and the software is running at least at pilot site in each State/UT. 100% connectivity has been achieved in 32 States/UTs and 994 RTOs are connected. State Transport Departments officials as well as enforcement authorities have been provided access to the data on the National Register to facilitate instant verification of all DLs/RCs which have been digitized by sending SMS from their registered mobile number. Data of 13,11,10,646 RCs and 5,08,64,084 DLs has so far been digitized. Vehicles on the Vahan register crossed the 100 million mark on the 5th November, 2012. The 'Vahan' vehicle registration and permit system was awarded the "Platinum Icon Web Ratna Award" for the best citizen centric service.

2.2.16 In order to remove the bottlenecks and ensure seamless movement of traffic and collection of toll as per the notified rates, Government had decided to introduce passive Radio Frequency Identification (RFID) based on EPC, Gen-2, ISO 18000-6C Standards for collecting user fee electronically. A pilot project on ETC was inaugurated on section of NH-5 at Delhi to Parwanoo on 19/4/2012. Electronic Toll Collection (ETC) system is being implemented by NHAI on fifty-one Toll Plazas on public funded projects.

Data Collection, Research and Development

2.2.18 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 and 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.

2.2.19. The major publications brought out by TRW covering the road and road transport sectors are:

- (i) **Basic Road Statistics (BRS)** contains data/information on road network including National Highways, State Highways, urban roads, rural roads and project roads. About 250 source agencies provide data on road network for the BRS. The latest issue of BRS covering data upto 31st March, 2012 was released in December, 2013.
- (ii) **Road Transport Year Book** contains the details regarding total registered motor vehicles across states/UTs in terms of vehicle classification; public and private ownership of buses; motor vehicle taxation and fare structure; revenue realized from vehicle taxes, fees, etc. The latest issue of the publication 'Road Transport Year Book 2011-2012' was brought out in November 2013.

- (iii) **Review of Performance of State Road Transport Undertakings (SRTUs):** This publication presents both physical and financial performance of individual SRTUs. It gives physical and financial performance of the State Road Transport Undertakings in terms of various identified parameters. Of the 54 existing SRTUs 38 SRTUs provided data in the requisite format for the financial year, 2012-13. The latest 'Review of the Performance of State Road Transport Undertakings – Passenger Services (April 2012- March 2013)' was released in January, 2014.
- (iv) **Road Accidents in India** covers various facets/parameters on road accidents, including causes of accidents, based on the data received from States/Union Territories and 50 million plus cities of the country. The latest issue of 'Road Accidents in India: 2012' was released in July, 2013. 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)".

Setting up of Inspection and Maintenance Centre

Budget Estimates 2013-2014	Revised Estimates 2013-2014	Budget Estimates 2014-2015 (Rs. in lakhs)
5000.00	5000.00	3000.00

2.2.20 A transport vehicle has to undergo fitness test every year after two years of the date of initial registration. There is no such requirement for non-transport vehicle for 15 years once they are registered. Hence this Ministry is of the considered view that proper inspection and maintenance system must be put in place to identify the vehicles which do not meet the emission and safety norms. Such inspection and maintenance centres would need to be set up in various states with Public, Private, Partnership. A model of automated Inspection & Certification (I&C) Centre was designed and a scheme for setting up of one such Centre in 10 States one each in the States of Andhra Pradesh, Karnataka, Gujarat, Maharashtra, Rajasthan, Himachal Pradesh, Haryana, Madhya Pradesh, U.P and Delhi on a pilot basis was approved. The total cost for setting up one such centre is around Rs. 1440 lakh. The sanctioned I & C Centres are at various stages of implementation. Civil work at six centers is nearly at completion and supplier has been shortlisted through competitive bidding for supply of equipments and these centers are expected to be functional by the end of August, 2014.

2.2.21 After having an experience of successful running of above centres for two to three years, the Ministry would upscale the scheme on Public-Private Partnership (PPP) basis to set up more such centres in the entire country. However, one centre in a State cannot cater the requirement of used vehicle population. As such the states would need to replicate the model centres in their parts of the Sates/UTs. Also changes in rules are contemplated to make the setting up and operation of such centres a viable business proposition.

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

(Rs. in lakhs)

Budget Estimates 2013-2014	Revised Estimates 2013-2014	Budget Estimates 2014-2015
2000.00	2000.00	2000.00

2.2.22 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 1.05% in 2012 while the number registered motor vehicles has been growing at 10.5% per annum during the period 2002 to 2012. 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 in equalitarian 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 made effective from 15.3.2010. Under the scheme, twenty two projects of seventeen states namely Karnataka, Haryana, Tamil Nadu, Himachal Pradesh, Gujarat, Punjab, Kerala, Rajasthan, Odisha, Uttarakhand, Andhra Pradesh, Arunachal Pradesh, Assam, Nagaland, Sikkim, Goa and J&K for bringing latest IT related features in their road transport services covering rural / mofussil areas were sanctioned for central assistance. During 2013-14, project proposals of North Eastern Karnataka Road Transport Corporation, Kadamba Transport Corporation, Jammu & Kashmir State Road Transport Corporation were approved for Central assistance and first installment released as advance for implementation of the projects by States/SRTUs/SRTC. Projects sanctioned to GSRTC(Gujarat), NWKRTC(Karnataka), PUNBUS(Punjab) and CIRT, Pune were completed. Six sanctioned projects are nearing completion and rest of the projects are at various stages of implementation. A project monitoring committee comprising State Govt. representatives, beneficiary SRTUs and expert regularly monitors the progress of the projects. Rs. 20.00 crore earmarked for this scheme during the year 2014-2015.

Operationalisation of scheme under “Nirbhaya Fund” for Security for Women and Girl Child in public road transport in the country:

Budget Estimates 2013-2014	Revised Estimates 2013-2014	Budget Estimates 2014-2015* (Rs. in lakhs)
140500.00	140500.00	140500.00
<i>*Funds for implementation of the scheme will be provided by Ministry of Finance from “Nirbhaya Fund</i>		

2.2.23 Due to work pressures/shift timings/staying far away from office/visiting acquaintances staying away from their residences, people, particularly women and girl child tend to use the public transport during late hours too. Of late it has been observed that crime against women in public transport has increased. With a view to ensure safety of women and girl child in public transport by monitoring location of State owned public transport and private transport vehicles to provide immediate assistance in minimum response time to the victims in distress, a proposal of Ministry of Road Transport & Highways regarding “Security

for Women in public road transport in the country” has been approved by the Union Cabinet in its meeting held on 02.01.2014. The proposal include setting up of a unified system at the National Level (National Vehicle Security and Tracking System) and State level (City Command and Control Centre) for GPS tracking of the location of, emergency buttons in and video recording of incidents in public transport vehicles, in 32 cities of the country with a population of 1 million or more in the first phase. Total estimated cost of the project is Rs. 140468 lakhs which will be funded by Ministry of Finance from “Nirbhaya Fund” and the scheme is 32 cities are to be covered under first phase. Standard operating procedure for the scheme is under preparation. A provision of Rs.50 crore has been made for Women Safety on Public Road Transport from Nirbhaya Fund provided by Ministry of Finance. The targeted outlay/outcome budget for 2014-2015 is at **Annexure-VI**.

MONITORING MECHANISM

2.2.24 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, 2nd and subsequent installments are released to the concerned States/Union Territories/Organisations.

CHAPTER-III

IMPACT OF REFORM MEASURES AND POLICY INITIATIVES TAKEN BY THE MINISTRY

3. ROADS SECTOR

3.1 PREFERRED MODE OF IMPLEMENTATION OF PROJECTS

The highways sector in the country has, of late, been facing difficulties in the award and implementation of project stretches, particularly through the Public Private Partnership (PPP) mode. This is due to overall economic downturn as well as sector specific issues. Though no effort is being spared by the Ministry in identifying and addressing the sector specific issues in consultation with the stakeholders, it is a fact that availability of equity in the market will be a critical factor to bring the sector back on track.

Till such time, it would be prudent to pursue the public funded, or EPC mode of implementation as the preferred mode by the Government, subject, of course to the availability of resources. As a consequence, when the award of projects will increase, the highways construction sector would regain its lost momentum and importantly, financial liquidity would become increasingly available in the sector. After the market reaches a certain level of maturity and stability as the private sector regains confidence, we may gradually switch back to PPP mode, particularly the BOT (Toll) mode, as the preferred mode of implementation.

3.2 OPERATION, MAINTENANCE AND TRANSFER (OMT) MECHANISM FOR NHS:

Earlier the maintenance of road stretches implemented through public funds was being done separately through short term Operation and Maintenance Contracts funded from budgetary resources. User fee was being collected through different agencies on annual contract basis.

Under the new policy, maintenance of all sections of Highways are outsourced to a private entity for a definite time period (4 to 9 years) on Operate, Maintenance and Transfer (OMT) basis, whether publicly funded or under Public Private Partnership (PPP) mode with private funds, whose concession period have expired and which are not likely to qualify for further lane upgradation. The main features of the policy are as under:

The project section of the Highways is handed over to the Concessionaire for a fixed concession period who will be responsible for carrying out the annual and periodic maintenance during the concession period including Incident Management. The concessionaire is authorized to levy, collect and retain user fee from road users.

3.3 HARMONIOUS SUBSTITUTION OF CONCESSIONAIRE IN THE NH PROJECTS

While the primary reasons for acute slow-down in the roads sector are external factors, lack of equity in a constrained environment has resulted in many otherwise sound viable projects either not receiving any response, or where projects have been awarded, not being able to achieve financial closure with the lenders. To revitalise the sector, this Ministry proposed a policy to facilitate harmonious substitution of concessionaire in the projects that

have achieved COD. This was approved by CCEA in its meeting held on 23.05.2013 and a policy circular has been issued by NHAI in this regard on 29.01.2014.

3.4 RE-SCHEDULING OF THE PREMIUM WITHOUT AFFECTING NET PRESENT VALUE (NPV) OF THE AMOUNT DUE TO NHAI

The projects that were bid on a premium, the bidders are finding it difficult to pay the premium upfront. The high premium was quoted by the bidders in times of high economic growth and an overall bullish environment, as such re-bidding would certainly not attract such a high premium. Accordingly it has been decided that existing developers, who are finding it difficult to pay premiums quoted upfront, are allowed to re-schedule their premium payments over the concession period keeping the NPV of the total premium payable as the same.

3.5 BANKING NORMS

Bankers have reached their sectoral exposure ceilings in case of road projects as per the prudential norms prescribed by the RBI. Therefore, many bankers have already tied up their purse strings and not lending easily to the road projects anymore. Conventionally, debt as a part of project finance considered as unsecured as per the prudential norms of RBI. Considering the debt part at least to the extent guaranteed by the Authority as secured loan would result in credit enhancement. *RBI in a circular dated March 18, 2013, considered the debt part as Secured Loan to the extent assured by the Project Authority after rounds of representations/deliberations at the highest level.*

3.6 PROJECT MONITORING GROUP

With a view to putting in place an institutional mechanism to track stalled investment project, a cell in the nature of Project Monitoring Group (PMG) has been set up in the Cabinet Secretariat for proactively pursuing the stalled projects, both in the public and private sectors, so that the projects are commissioned on time. The objective of the PMG is to create and evolve an institutional mechanism and put in place structures and processes to address and resolve issues adversely affecting commissioning of projects of Rs. 1,000 crore or more. CCI had nominated Joint Secretary (Highways) as nodal officer for PMG.

3.7 SIMPLIFICATION IN ENVIRONMENT AND FOREST CLEARANCE:

Normal Time Taken in Statutory Clearances

S. No.	Clearance required	Statutory authority	Time taken
1.	Environmental Clearance	Ministry of Environment and Forest, GOI, New Delhi	12-15 months
2	Forest Clearance	Ministry of Environment and Forest	1-2 years
3	Wildlife Clearance	National Board of Wildlife and Supreme Court of India	More than 3 years

Number of obstacles causing delay has been identified and has been resolved by the Ministry of Environment & Forests and the Ministry of Tribal Affairs.

- Now Highway projects are exempted from Environment Clearance if widening within standard ROW for National Highways i.e. 60m and up to 100km.
- “Special Exemption” or ‘No Objection Certificate’ under Forest Rights Act (FRA), 2006 be granted in respect of strengthening and widening of the National Highways

projects specifically pertaining to diversion of Protected Forest land under Forest Conservation Act, 1980.

- Earlier environment clearance was linked to forest clearance. As a result the projects could be started only after obtaining the forest clearance, even if a small portion of the project passes through the forest land. Now grant of Environment Clearance has been delinked from the Forest Clearance for highway projects.

3.8 DELEGATION OF POWER TO SECRETARY RTH

Department of Expenditure issued O. M. No. 24/35/PFII/12 dated 12.04.2013 and Department issued O. M. No. 1/22/2012-PPP dated 9th July, 2013 delegating Secretary (Road Transport & Highways) or the Expenditure Finance Committee (EFC) headed by him should be competent for appraisal of projects upto Rs. 500 crores and the corresponding level for approval should be the Minister (Road Transport & Highways).

3.9 DISPUTE RESOLUTION MECHANISM

The present dispute resolution mechanism for highway projects suffers from severe limitations in terms of effective resolution of disputes. NHAI continues to be plagued with large number of pending claims, arbitrations and court proceedings resulting in huge financial liabilities including a major interest component.

In order to address the above, a three stage dispute resolution mechanism has been recommended and approved by the NHAI Board for one time settlement, particularly for its old item rate contracts. After approval of the Competent Authority, the pending claims/issues shall be referred to the Settlement Negotiation Committee (SNC) comprising 3 CGMs, to be nominated by the Chairman, NHAI. The composition of SNC may vary from case to case. Initial negotiation shall be carried out by the above said SNC. After initial negotiations, matter to be placed before an Independent Settlement Advisory Committee (ISAC) comprising a retired High Court Judge and two other members with adequate experience in administration/finance. The SNC in consultation with ISAC may frame the broad principles and guidelines for one time settlement. NHAI informed the composition newly constituted Independent Settlement Advisory Committee with Hon'ble Justice Ms. Rekha Sharma, Retd High Court Judge as Chairman and Shri A.K.Upadhyay, Secretary (Retd.), MoRTH and Shri A.V.Sinha, DG(RD) & SS (Retd.), MoRTH as members. ISAC recommendations are to be placed before NHAI Board for approval. After initial negotiations by 3 CGMs Settlement Negotiation Committee, the ISAC shall carry out the proposed negotiation with Contractor/Concessionaire as required which would result in prompter resolution of disputes. At the same time, NHAI Board shall continue to have desired flexibility and discretion in the ultimate decision making process.

NHAI has already constituted a 3 CGM Settlement Negotiation Committee for the old disputes. In addition, a 3 CGM Technical Interpretation Committee has also been constituted by NHAI specially for addressing cases pertaining to interpretation of contract/concession provisions. The same is proposed for all contracts and concessions of NHAI. The NHAI Board is empowered to take decision for implementation of Dispute Resolution Mechanism. On adoption, the three stage process has resulted in effective resolution of contractual disputes. This has led to substantial reduction in the quantum of financial claims made by concessionaires/contractors against NHAI.

3.10 LAND ACQUISITION

Delay in Land Acquisition is one of the major factors adversely affecting the timely implementation of highways projects. The major constraints faced by NHAI include inadequate manpower with the Land Acquisition Units/DPR consultants at field level, time

lost in arbitration, Right of Way (RoW) not demarcated with boundary stones, erroneous/un-updated revenue records leading to issue of incomplete/faulty notification and protest and stoppage of works by local population. The process of Land Acquisition gets delayed due to alignment of highways wherever altered and reports by DPR consultants are mismatching with the alignment.

To address the constraints and to expedite the process of Land Acquisition steps have been taken for setting up of Special Land Acquisition Units (SLAUs) at State level for new stretches, setting up of Regional Offices at 13 locations across the country, constitution of High Powered Committee under Chief Secretary to monitor the pre-construction activities to assure coordination between all the State agencies involved in land acquisition, shifting of utilities, Law and Order, Rehabilitation and Resettlement etc., and to expedite all the preconstruction activities. State Support Agreements (SSAs) have also been signed by 24 State Governments and Union Territories. These SSAs ensure explicit and legally tenable support from respective State Government/Union Territory Administration for facilitating the NHAI in pre-construction matters and also to provide support to concessionaires/contractors in resolving any issues with implementation of projects, which are within the purview of the State Governments.

3.11 ELECTRONIC TOLL COLLECTION SYSTEM

In order to remove the bottlenecks and ensure seamless movement of traffic and collection of toll as per the notified rates it has been decided to introduce electronic toll collection system using Radio Frequency Identification (RFID) technology.

Subsequently, a pilot project on ETC was inaugurated on Zirakpur- Parwanoo section of NH-5 on 19/4/2012.

Government has issued orders to incorporate ETC lanes as a mandatory clause in the contracts awarded for all the Highways projects in future. Action will be taken to include ETC system by means of supplementary agreement in those projects which have not yet been started.

For implementing ETC on Pan India basis, a new Company under company's act 1956, with equity participation from NHAI (25%), Concessionaires (50%) and Financial Institutions (25%) has already been constituted. Name of the new Company is “**Indian Highways Management Company Limited**”.

Necessary amendments have already been made in the Central Motor Vehicle Rules, 1989 for fitment of RFID tag on vehicles for ETC.

Interoperability of 10 toll plazas between Mumbai (Charoti) and Ahmedabad has already been tested and seamless ETC on this section is successfully operational at present.

Service Provider Agreement for Central Clearing House (CCH) Services for Electronic Toll Collection (ETC) between Indian Highways Management Co. Ltd. (IHMCL) and ICICI Bank has been signed on 27.2.2014. Installation of ETC on Delhi-Mumbai arm of GQ is planned by August 2014 and on Pan India basis by December, 2014. Substantial Financial Powers have been delegated to Regional Officers for facilitating speedy processing/ approvals, for speedy acquisition of land.

ROAD TRANSPORT SECTOR

Cashless Treatment for Road Accident Victim

The Ministry launched a pilot project for cashless treatment of road accident victims on the Gurgaon-Jaipur stretch of National Highways No.8. A Memorandum of Understanding (MoU) has been signed with ICICI Lombard General Insurance Company for executing the pilot project. The objective of the project is to save lives of accident victims by providing prompt and appropriate medical care during 'Golden Hour', and thereby reduce fatalities in road accidents. The project envisages transport of accident victims from the accident scene to hospital and, where required, from one hospital to another for treatment at a public or private hospital for the first 48 hours or Rs. 30,000/-, whichever is earlier. The project was launched on 29th July, 2013.

A Toll free No. 1033 has been started for reporting of accidents. A 24x7 Call Centre to receive reports of accidents, deploy nearest ambulance and alert local police authorities, hospital and Road Safety Volunteers. 45 private hospitals have been empanelled to provide treatment at CGHS /AIIMS rates. In addition, there are seven Government hospitals located on the stretch. Upto January, 2014, a total number of 1349 victims had been attended under the Project. Data from the Pilot Project would be used for formulating a pan-India scheme for cashless treatment of road accident victims.

Transport Hub

With a view to integrate all transport related facilities at one place to facilitate safe and efficient movement of road transport, the Ministry of Road Transport & Highways has proposed to set up a Transport Hub as a pilot project at Railmagra in District Rajsamand, Rajasthan. The Land for the project will be provided by the State Government. The MoRTH will sanction Rs.25 crore for development of infrastructure facilities for the project. The Transport Hub will be established and run by a Society to be set up by the State Government of Rajasthan. The Society will be headed by the Collector. The Society will engage strong marketing and professional competencies for running and management of the Hub.

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

Apart from the above, the following initiatives are also proposed to be taken up during the year 2014-15 in road transport sector :-

- (i) Introduction of a new award/incentive scheme for the states in order to reduce road accident possibly on the lines of 'Nirmal Gram Pursakar' being constituted by Department of Drinking Water and Sanitation and Special incentive / award to road accident free districts.
- (ii) The Ministry has constituted a Committee under the chairmanship of the Transport Commissioners, Andhra Pradesh to devise practical objective tests of compliance for issue of driving licenses and outsourcing the conduct of these practical objective tests.
- (iii) The Ministry has constituted a Committee on 05.02.2014 under the chairmanship of the Principal Secretary (Transport), Government of Bihar to give its recommendations for a National Permit System for tourist buses and goods vehicle (below 7.5 ton GVW(gross vehicle weight), within two months time.

- (iv) With a view to rationalise the motor vehicle tax regime across the country, Transport Development Council (TDC), an apex body in the country to advise the Government on issues concerning road transport sector, in its 35th meeting held on 23.10.2013 under the Chairmanship of Union Minister (RT&H) passed a resolution to rationalise the motor vehicle taxes by State Governments on two –wheelers, cars / LMVs and Taxi/ maxi operating within the State by 31.03.2014 and on taxi / maxi operating on inter-state route by 30.09.2014.

CHAPTER – IV

REVIEW OF PERFORMANCES DURING 2012-13 AND 2013-14

ROADS WING

Scheme-wise Physical Performance

4.1 National Highways:

(Rs in crore incl. IEBR)				
2012-13 (Plan)		2013-14(Plan)		2014-15 (Plan)
BE	RE	BE	RE	BE
32,600	31,672.81	37,300	30,890	35,088

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

Sl. No.	Category	2012-13	2013-14
1.	Missing Link (km)	21.00	21.51
2.	Widening to 2-lanes (km)	567.81	661.70
3.	Strengthening (km)	708.61	697.99
4.	Improvement of Riding Quality (km)	2285.34	2494.99
5.	Widening to 4-lanes (km)	47.15	78.53
6.	Bypasses (No.)	0	4
7.	Bridges / ROB's / RUBs (No.)	43	76

4.2 Maintenance and Repairs

(Rs in crore)								
2012-13				2013-14				2014-2015
BE		RE		BE		RE		BE
Plan	Non - Plan	Plan	Non- Plan	Plan	Non- Plan	Plan	Non- Plan	Non- Plan
-	1928.03	-	1429.32	-	1925.32	-	1849.15	1,974.93

Under this head, funds are provided for the preservation and proper upkeep of National Highways all over the country. Over the past six decades, the volume of traffic on Indian roads has increased exponentially. However, notwithstanding the vast network of roads and of National Highways, there are serious concerns about their quality and capacity. The rise in labour wages and steep increase in prices of materials, particularly, of petroleum products in recent years are reflected in the high cost of maintenance and repair of National Highways.

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

4.3 The Government on 26-02-2009 has approved the Road Requirement Plan (RRP) for development of 1126 km NHs and 4351 km State Roads (total 5477 km) to 2-lane at a cost of Rs 7300 crore in LWE affected 34 districts affected by LWE in the States of Andhra Pradesh,

Bihar, Chhattisgarh, Jharkhand, Madhya Pradesh, Maharashtra, Odisha and Uttar Pradesh for all inclusive growth of these areas. MoRT&H has been entrusted with the responsibility of developing roads in LWE affected areas of the country.

4.4 Up-to-date, the detailed estimates for 5469 km length have been sanctioned at an estimated cost of Rs 7973 crore, out of which, works on 5077 km length costing Rs 6151 crore have been awarded. Development in 2929 km length has been completed up to March, 14 and cumulative expenditure incurred so far is Rs 3479 crore. The development of roads under the programme is scheduled to be completed by March, 2015.

Development of Vijayawada Ranchi route:

4.5 Out of 1622 km long LWE affected Vijayawada Ranchi route, development of 600 km (net length 594 km) of State Roads in Odisha, not covered in any Central or State Scheme has been approved by the Government at a cost of Rs 1200 crore on 4th November, 2010.

4.6 So far, the detailed estimates for all the 9 packages in an aggregate length of 594 km have been sanctioned at an estimated cost of Rs 1126 crore and have been awarded. The development on 88 km has been completed at the cumulative expenditure of Rs 209 crore up to December, 2013.

SARDP-NE

4.7 Special Accelerated Road Development Programme in North East (SARDP-NE) covering construction/improvement/DPR preparation of 10,141 km road stretches, approved by Cabinet Committee on Economic Affairs (CCEA) /Cabinet from time to time. The programme has been divided under 3 phases, as follows:-

Phase 'A' of SARDP-NE

4.8 Phase 'A' involve improvement/ construction of 4,099 km of roads (2,041 km NH and 2,058 km State roads and other roads) at an estimated cost of Rs.21,769 crore. Out of these 3,213 km roads, has been approved for execution and balance 886 km has been approved 'in-principle'. The implementation of these roads has been entrusted to various Agencies such as State PWDs, BRO and NHAI. So far, 2505 km roads (incl. 112 km on BOT (Annuity)) at Rs 11,429 crore under SARDP-NE Phase 'A' have been sanctioned/awarded and balance lengths are being targeted for award during 2014-15. The likely target date of completion for sanctioned road stretches of Phase 'A' is March 2017.

Arunachal Pradesh Package of Roads and Highways.

4.9 Under this package 776 km road stretches were approved on Hybrid BOT (Annuity) basis. Tenders for all 4 sub-projects of 775 km (revised length) have been awarded at total project cost (TPC) of Rs 5,111 crore.

4.10 Road stretches aggregating to 1543 km length have been approved for execution on Cash contract basis. Out of these, about 566 km length has been sanctioned/awarded amounting to Rs 2710 crore, till date.

4.11 The total sanctions accorded is for 1341 km roads at Rs 11084 crore. The entire Arunachal Pradesh Package is targeted for completion by March, 2017.

Phase 'B' of SARDP-NE

4.12 Improvement of 34 roads stretches of various categories such as NHs, State Roads, GS roads and Strategic roads etc. aggregating to 3723 km has been included under Phase 'B' of SARDP-NE. Phase 'B' has been approved by the Government for preparation of DPR only.

4.13 An amount of Rs. 3,300 crore was allocated for SARDP-NE during 2013-14. Out of this, expenditure of Rs. 2,965.01 Cr was incurred as on 31.03.2014. Total 363 km roads of 2-lane standards were completed and together with the roads completed upto the previous year, total 1,514 km roads have been completed so far under Phase 'A' and Arunachal Pradesh Package of Roads and Highways of SARDP-NE against 6,418 km approved for implementation under SARDP-NE.

Development of State Roads under Central Road Fund (CRF) and Inter-State Connectivity and Economic Importance Scheme

4.14. Besides development of NHs this Ministry also provided funds for development of State Roads (other than rural roads) under Central Road Fund (CRF). 10% of the share of CRF for State roads earmarked for development of roads under Ministry's Scheme for improvement of State roads of Inter-State Connectivity and Economic Importance (ISC&EI). The details of accrual and releases made under the scheme of CRF and ISC&EI during the last two year and the current year are as follows:-

(Rs. in crore)

Item	2012-13			2013-14			2014-15
	BE	RE	Exp.	BE	RE	Exp. *	
Grants to states and UTs for State Roads (CRF)	2359.91	2359.91	2350.37	2359.91	2971.41 ^s	2923.72	2642.63
Grants to States and UTs for Roads of ISC & EI	262.22	262.22	242.26	262.22	262.22	236.68	293.63

^s - Rs. 611.50 crore additionally allocated out of the unspent balance of previous years.

*-Provisional for 2013-14.

TOOLS & PLANTS:

4.15 Machinery and Equipment:

India has embarked on one of the biggest road development program in the world, in which the development of National Highways and other Central Sector roads play a central role. The ambitious program is characterized by huge investment and a short delivery schedule. It is only through mechanisation that we are able to achieve the desired rate of progress for time bound delivery and at the same time ensure proper utilisation of scarce financial resources by constructing roads with high quality, durability, safety, user satisfaction and at the same time complying with the latest environmental standards for sustainable development.

Ministry proposes to take following measures for Mechanized construction in Road and Bridge works.

1. **Mechanised Bridge Condition Survey Program:** Condition survey of Bridges is being carried out through Mobile Bridge Inspection Unit, which is a state of the art machine and allows unrestricted access to the bridge under the deck level for inspection, carry out repair, and maintenance of bearings.

During the year 2014-15, it has been planned to undertake condition survey of bridges in the States of Assam, West Bengal, Odisha, Himachal Pradesh and Madhya Pradesh with the help of Ministry's Mobile Bridge Inspection Unit.

2. **Automatic Overload Control & Traffic Survey Program:** To control overloading and to collect traffic data on National Highways, Ministry has installed WIM-cum-ATCC (Weigh-in-Motion-cum- Automatic Traffic Counter-cum-Classifer) system at one site in the State of Karnataka. The commissioning/ testing of the system is under progress. The installation of the systems at other sites are under process.
3. **Equipment Quality Monitoring:** As per Ministry's policy, the standards & performance of Highway equipment is being monitored by Technical Committee comprising of officers of the Ministry and the State PWD, for all works in the State of West Bengal and several works in the State of Karnataka, Kerala, Maharashtra, Assam, Gujarat, Himachal Pradesh and Rajasthan.
4. **Dissemination of Technical know-how:** To achieve quality in construction of roads, Ministry alongwith State PWD, Govt of West Bengal has taken an initiative to organize training at Kolkata in which general mechanization issues, operator skill and safety, automation for the machinery in the Highway sector were discussed . Also specialised training was imparted during class room session and at the site by the leading manufacturers. Such Programs shall be conducted for raising awareness about the importance of equipment, equipment based processes and their role in value addition
5. **Feedback Mechanism:** Ministry has its presence on the facebook page to interact with general public by inviting their views/suggestions/comments etc relating to Ministry's activities and respond to them for taking remedial and corrective action wherever necessary. Also dissemination of information at the time of Google Hangout, Road Safety Week, and cyclothon is also being done through this medium.

4.16 NATIONAL HIGHWAYS DEVELOPMENT PROJECT (NHDP)

4.16.1 The National Highways have a total length of 92,851 km to serve as the arterial network of the country. The development of National Highways is the responsibility of the Government of India. The Government of India has launched major initiatives to upgrade and strengthen National Highways through various phases of National Highways Development project (NHDP). The overall status of NHDP as on 31.03.2014 is as follows :

Overall status of NHDP:

Status as on 31.03.2014

Sl. No.	NHDP Component	Total Length (km)	Completed 4/6 lane (km)	Under implementation		Balance for award of civil works (km)
				Length (km)	No. of contracts	
1.	GQ	5846	5846	0	0	-
2.	NS-EW	7142	6282	443	46	417
3.	Port connectivity	380	377	3	1	0

4.	Other NHs	1754	1350	404	9	-
5.	SARDP-NE	388	88	23	1	277
6.	NH 34	5.5	-	5.5	1	-
7.	NHDP Phase III	12109	6098	4326	86	1685
8.	NHDP Phase IV	20000	591	5711	56	13698
9.	NHDP Phase V	6500	1819	2262	28	2419
10	NHDP Phase VII	700	22	19	2	659
.	Total	54,824.5	22,473.00	13,196.5	230	19,155.00

*NHDP Phase IV status is including NHs with MoRTH.

Financing of NHDP

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

- a) GoI's Gross Budgetary Support (GBS) and Additional Budgetary Support (ABS) including:-
 - i. Dedicated accruals under the Central Road Fund (share in the levy of cess on fuel) allocated through Union Budget.
 - ii. External Assistance in respect of International Institutions (World Bank; ADB; JBIC) funded projects allocated through Union Budget.
 - iii. Ploughing back of toll revenue including toll collection, negative grant, premium and revenue share deposited by NHAI into Consolidated Fund of India and in turn equivalent amount released to NHAI for development, maintenance and management of National Highways entrusted to it.
- b) Private financing under PPP frameworks
 - (i) Build Operate and Transfer (BOT)-Toll/Design Build Finance Operate and Transfer (DBFOT)-Investment by private agencies and return through levy and retention of user fee;
 - (ii) BOT (Annuity)-Investment by private agencies and return through semi-annual pre-determined payments from NHAI as per bid; and
 - (iii) Special Purpose Vehicle (SPV)-with equity participation by other stakeholders i.e. port trust etc.
- c) Funding of the NHDP Projects under SARDP-NE and in J&K with Additional Budgetary Support (ABS) over and above cess allocation; and

- d) Market borrowings (including funds raised through Capital Gain Tax Exemption Bonds under section 54 EC of Income Tax Act and Tax free Bonds) as authorized by GoI on year to year basis.

4.16.3 For implementation of NHDP, 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.

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

FINANCING OF NHDP						
(Rs. in crore)						
Year	Cess Funds	External assistance (Grant)	External Assistance Loan	Borrowings	Additional 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	1630.74	-	8184.73
2009-10	7404.70	272.00	68.00	1153.63	-	8572.54
2010-11	8440.94	320	80	2160.10	-	15354.37
2011-12	6187.00	-	-	12511.52*	320.01	25998.57
2012-13	6003.00	-	-	1668.85	367.00	19886.52
2013-14	6857.45	-	-	7942.25**	15.00	14866.98
*-Including NHAI Tax Free Bond of Rs. 10,000 Crore						
**-Including NHAI Tax Free Bond of Rs. 5,000 Crore						

4.17 Physical & Financial performance of NHDP

4.17.1 Performance on Outcome Budget targets for the years 2012-2013 & 2013-2014 of works on National Highways being implemented by NHAI are given in **Annexure IV & V**.

4.17.2 Performance on Outcome Budget targets for the years 2012-2013 & 2013-2014 of Road Transport is at **Annexure VII**.

CHAPTER-V

FINANCIAL REVIEW

5.1 The Annual Plan 2014-15 proposed gross outlay of Rs.35,238.00 crore in respect of Roads and Road Transport Sector as follows:

Sector	Budgetary support (proposed)	IEBR (Proposed)	Total (Rs. in crore)
1	2	3	4
Roads	26,088.00	9000.00	35,088.00
Road Transport	150.00	-	150.00
Total	26,238.00	9000.00	35,238.00

5.2 The actual expenditure incurred during the years 2012-13 and the expenditure incurred during 2013-14 till 31.12.2013 is indicated in the statement given below:-

(Rs in crore)

Sl. No.	Item	Actual Expenditure		2013-14		2014-15
		2012-13	2013-14	BE	RE	BE
ROADS						
1	GBS	20,395.55	20,905.50	23,450.50	23,040.50	25,488.00
	Other than GBS (EAP)	0.00	0.00	49.50	49.50	750.00
	Total		20,905.50	23,500.00	23,090.00	26,238.00
2	Provision for NE and Sikkim Pool being 10% of GBS	1825.78	2,965.01	3,300.00	3,300.00	3,000.00

Road Development

5.3 Schemes/projects for improvement of National Highways include widening and strengthening of existing National Highways, reconstruction/ widening of bridges, and construction of bypasses.

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

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

Item	2012-13			2013-14			BE 2014-15 (Rs. In crore)
	BE	RE	EXP.	BE	RE	EXP.*	
PLAN							
National Highways (Original) works	6042.80	5881.32	5726.91	5422.83	5423.03	4518.10	5207.56
Works under BRO	550.00	450.00	442.73	500.00	450.00	334.00	400.00
Permanent bridge fee fund	150.00	150.00	105.95	150.00	150.00	64.27	150.00
SARDP-NE	2000.00	1860.00	1825.69	3300.00	3300.00	2965.01	3000.00
Total	8742.80	8341.32	8101.28	9372.83	9323.03	7881.38	8757.56
Non-Plan							
Maintenance NHs with State PWDs	1928.03	1429.32	1443.28	1925.32	1849.15	631.92	1974.93
Maintenance NHs with BRO	70.00	62.00	34.65	70.00	146.00	77.43	125.00
Total	1998.03	1491.32	1477.93	1995.32	1995.15	709.35	2099.93

*-Provisional for 2013-14.

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

5.5 The fund for development of National Highways by the NHAI is provided from cess levied on petrol and High Speed Diesel (HSD) and toll collected by NHAI on the NH stretches entrusted to NHAI. NHAI is allowed to leverage cess fund for market borrowing. The present rate of cess on petrol and HSD is Rs.2.00 per litre. The provision made for the NHAI in the budget of the Ministry of Road Transport & Highways during the years 2012-13, 2013-14 and expenditure made and proposed in 2014-15 is as follows:

Item	2012-13			2013-14			2014-2015
	BE	RE	Exp.	BE	RE	Exp.	
Investments (Cess)	7881.95	6003.00	6003.00	6857.45	6857.45	6857.45	9565.81
External Assistance	0.00	0.00	0.00	0.00	5.00	0.00	0.00
Ploughing back of Toll Revenue #	3554.03	4853.32	1777.00	4770.00	4770.00	4770.00	5448.00
IEBRs	13000.00	2890.98	2890.98	14000.00	8000.00	7942.25	9000.00
Sub-Total	24435.98	13747.3	10670.98	25627.45	19632.45	19569.7	24013.81

(Rs. in crore)

Central Road Fund (CRF) for the State Roads

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

(Rs. in crore)

Item	2012-13			2013-14			2014-15
	BE	RE	Exp.	BE	RE	Exp. *	
Grants to states and UTs for State Roads (CRF)	2359.91	2359.91	2350.37	2359.91	2971.41 ^s	2923.72	2642.63
Grants to States and UTs for Roads of ISC & EI	262.22	262.22	242.26	262.22	262.22	236.68	293.63

^s - Rs. 611.50 crore additionally allocated out of the unspent balance of previous years.

*-Provisional for 2013-14.

Research and Development

5.7 The main thrust of Research and Development (R&D) in the road sector is on building a sustainable road infrastructure comparable to the best in the world. An outlay of Rs.10.00 crore was provided for R&D in 2014-15.

BORDER ROADS DEVELOPMENT BOARD

5.8 The Annual Plan 2014-15 proposed gross outlay of Rs 950 Crore in respect of Roads under BRDB as follows:-

	Budgetary Support	IEBR (proposed)	Total (Rs in Crore)
Roads under BRDB	950.00	-	950.00

Road Development

5.9 Schemes/Projects for improvement of National Highways include widening and strengthening of existing National Highways, Construction of Major/Minor Bridges including ROB's and Bypasses.

Development and Maintenance of National Highways by Border Roads Organisation

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

(Rs in Crore)

Item	2012-13			2013-14			2014-15
	BE	RE	Exp.	BE	RE	Exp.*	BE
Plan works under BRDB							
National Highways (Original Works)	550.00	450.00	442.73	500.00	450.00	334.00	400.00
Strategic Roads	92.00	80.00	73.49	70.00	60.00	57.83	50.00
SARDP-NE	600.00	405.00	386.57	650.00	475.00	420.25	500.00
Total	1242.00	935.00	902.79	1220.00	985.00	812.08	950.00
Non-Plan works under BRDB							
Maintenance & Repair	70.00	48.00	34.65	70.00	146.00	77.43	125.00
Total	70.00	48.00	34.65	70.00	146.00	77.43	125.00

*-Provisional for 2013-14.

5.11 **ROAD TRANSPORT**

Financial Performance 2012-2013 & 2013-2014				
(Rs. in crore)				
Name of the Scheme/ Project/Programme	BE 2012- 2013	Expd. 2012- 2013	BE 2013- 2014	Expd. 2013- 2014 (as on 31.03.2014)
1 Road Safety	215.05	102.92	86.00	62.86
2 National Database & Computer system, Data collection, research & development & transportation studies including total engineering solution	60.00	17.99	48.00	36.99
3 Setting up of Inspection and Maintenance Centre	90.00	10.00	45.00	15.05
4 Strengthening public transport system including introduction of IT like Automatic Fare Collection based on GPS	30.00	8.25	20.00	18.15
5 Creation of National Road Safety Board	4.85	0	1.00	0
Grand Total	400.00	139.16	200.00	133.05

CHAPTER-VI

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

INDIAN ACADEMY OF HIGHWAYS ENGINEERS (IAHE)

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

6.2 The name of NITHE was changed to Indian Academy of Highway Engineers in the year 2011. The institute has been functioning 30 years and is now functioning from its own campus developed in 10 acres of land at A-5, Institutional Area, Sector-62, NH-24 bypass, Noida (UP) w.e.f. 1st Oct. 2001. The vision and scope of the Academy has been recently discussed in the Council and broadened covering setting up of centres of excellence in different areas of Highway Engineering.

Broad Activities:

BROAD ACTIVITIES:

6.3 The Academy has been playing pivotal role in imparting training to Highway Engineers. The broad activities of IAHE consist of following:

- a. Training of freshly recruited Highway Engineers.
- b. Conducting Refresher Course for Senior, Middle and Junior level Engineers.
- c. Short duration technical and management development course for senior level Engineers and Administrators involved in road development.
- d. Training in specialised areas and new trends in Highway sectors.
- e. Development of training materials, training modules for domestic and foreign participants.
- f. To conduct short term courses/management development programmes on PPP, EPC etc., develop expertise in different areas like road safety and to conduct collaborative research in planning/designing/construction/management of roads and highways in the country.

6.4 Since its inception, IAHE has trained 25030 Highway Engineers and Administrators involved in road development from India and abroad through 1076 training programmes upto 31st March, 2014. Participants are drawn from Ministry of Road Transport & Highways, NHAI, NRRDA, various State PWDs, Public Sector and Private Sector.

Training programmes conducted during the year 2013-14

6.5 During the year 2013-14 the Academy has organised 58 training programmes in which 1320 Engineers and professionals have participated.

6.6 NATIONAL HIGHWAYS AUTHORITY OF INDIA

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

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

6.6.3 PERFORMANCE DURING 2013-14 (Upto 31st March, 2014)

a) By March 31st 2013, 22,473 km of national highways pertaining to NHDP had been completed, the bulk of which 12,128 km lie on the GQ and NSEW (Table below). Constraints faced in the timely completion of NHDP include delays in land acquisition, removal of structures and shifting of utilities, law and order problem in some States, and poor performance of some contractors.

Progress of NHAI projects: Status as on March 31st, 2014

Sl. No.	NHDP Component	Total Length (km)	Completed 4/6 lane (km)	Under implementation		Balance for award of civil works (km)
				Length (km)	No. of contracts	
1.	GQ	5846	5846	0	0	-
2.	NS-EW	7142	6282	443	46	417
3.	Port connectivity	380	377	3	1	0
4.	Other NHs	1754	1350	404	9	-
5.	SARDP-NE	388	88	23	1	277
6.	NH 34	5.5	-	5.5	1	-
7.	NHDP Phase III	12109	6098	4326	86	1685
8.	NHDP Phase IV	20000	591	5711	56	13698
9.	NHDP Phase V	6500	1819	2262	28	2419
10.	NHDP Phase VII	700	22	19	2	659
	Total	54,824.5	22,473	13,196.5	230	19,155.00

OUTLOOK FOR THE YEAR 2014-15 AND BEYOND

6.6.4 The National Highways Development Project (NHDP) Phase I (GQ) and NHDP Phase II (NSEW) were started before the Eleventh Plan, but were effectively built in the Eleventh Plan. Small portion remain to be completed and these will be completed in the Twelfth Plan. Following projects, in addition to the completion of the ongoing works included under NHDP Phase-I and Phase-II, will be taken up during 2014-15 & beyond:-

- 4-laning of 6,011 km (NHDP Phase-III)
- Special Accelerated Road Development Programme for the North Eastern region.
- 2/4-laning with paved shoulder of 19,409 km of single lane National Highways under NHDP Phase-IV. This could increase further during the Twelfth Plan on account of expansion of the NH network.

- The more heavily part of National Highways network (GQ) alongwith some selected stretches has to be strengthened through conversion to six-lane roads comprising length of 4687 kms under NHDP Phase-V
- Development of 1,000 km. of expressways under NHDP Phase-VI.
- Development of Ring roads, bypasses, grade separators, service roads etc. under (NHDP Phase-VII.

Statement of Physical Targets, 2014-15

In respect of STATE PWDs

Head -Plan works		
Sl. No.	Category	Phy. Target
1.	Widening from Single/Intermediate lane to 2 lane (km)	785 Km
2.	Strengthening of weak two lane pavement (Raising)((km)	834 Km
3.	Improvement of riding quality (km)	2060 Km
4.	Construction of by-passes (nos.)	6 Nos.
5.	Construction/ rehabilitation of bridges including construction of ROBs (nos)	164 Nos.
6.	Widening to 4 lane and above (km)	80 Km
7.	Others	10 Km

NATIONAL HIGHWAYS AUTHORITY OF INDIA**Statement of Financial Outlays/Targets : 2014-15**

(Rs. In Crore)

S. No.	Name of Scheme/Programme	Targets Total
1	NHDP Phase-I (Widening to 4/6 lane including strengthening)	568.20
2	NHDP Phase-II (Widening to 4/6 lane including strengthening)	4633.55
3	NHDP Phase-III (Widening to 4/6 lane including strengthening)	16159.25
4	NHDP Phase-IV (Widening and strengthening of 2-lane with Paved Shoulder)	14368.71
5	NHDP Phase-V (6-lanning of selected stretches on GQ and Others)	10525.59
6	NHDP Phase-VI (Development of Expressways)	393.90
7	NHDP Phase-VII (Ring Roads, Bypasses, Grade Separators, Service Roads etc.)	166.02
8	SARDP-NE	821.78
9	Liabilities on account of interest and repayment of loans/ borrowings and payment of annuities	7869.29
TOTAL		55506.29

Annexure III

**PHYSICAL AND FINANCIAL TARGETS DURING ANNUAL
PLAN
2014-15 FOR BORDER ROADS DEVELOPMENT BOARD**

Sl. No.	Name of Scheme/Programme	Phy. Target (km/no.)	Fin. Target (Rs. in crore)
Plan works under NH(O)			
1	Widening to 4/6 lanes)	-	-
2.	Strengthening of weak 2 lanes	28.84	35.71
3.	Widening from single/intermediate lane to two lanes	124.60	311.74
4.	Construction of by-passes (nos.)	4.00	2.06
5.	Major Bridges	17.00	62.90
6.	Minor Bridges	8.00	13.20
7.	IRQP	18.14	15.36
8.	ROB/RUB	-	-
9.	Rehabilitation of Bridges	2	1.50
10.	Miscellaneous work	-	7.50
	Total Financial Outlay		450.00
SARDP-NE			
1	Widening to 4/6 lanes)	-	-
2.	Strengthening of weak 2 lanes	19.67	63.55
3.	Widening from single/intermediate lane to two lanes	128.10	379.30
4.	Construction of by-passes (nos.)	-	-
5.	Major Bridges	5	26.00
6.	Minor Bridges	5	8.75
7.	IRQP	2.70	2.00
8.	ROB/RUB		-
9.	Rehabilitation of Bridges		-
10.	Miscellaneous work		20.40
	Total Financial Outlay		500.00
Strategic Roads			
1.	Miscellaneous work		65.00
Maintenance & Repair			
1.	Periodical Renewal	1366.66	105.00

Annexure IV						
NATIONAL HIGHWAYS AUTHORITY OF INDIA						
Statement showing a Consolidated Physical & Financial Outlays and Outcomes/Targets: 2012-13						
Sl. No.	Name of Scheme/ Programme	Outlay (Estimated Expenditure) - 2012-13 (Rs. in Cr.)		For Completion/ Award	Quantifiable Deliverables (in km)	
		Targets	Achievement		Targets	Achievement
1	NHDP Phase-I	633.11	363.53	completion	41.00	27.30
2	NHDP Phase-II	5285.29	6390.53	completion	245.00	192.77
				award		
3	NHDP Phase-III	19691.73	15829.28	completion	1754.00	1503.65
				award	153.00	153.00
4	NHDP Phase-IV	7325.76	2330.71	completion	155.00	178.55
				award	6298.00	809.00
5	NHDP Phase-V	11684.43	4632.09	completion	792.00	626.45
				award	893.00	100.00
6	NHDP Phase-VI	238.00	12.54	completion	0.00	0.00
				award		
7	NHDP Phase-VII	254.20	289.39	completion	13.00	63.50
				award		
6	SARDP-NE	764.56	269.23	completion	0.00	252.62
				award	1182.00	54.00
8	Liabilities on account of interest and repayment of loans/ borrowings and payment of annuities	4268.42	3063.46	completion		
				award		
	TOTAL	50145.50	33180.76	completion	3000.00	2844.87
				award	9500.00	1116.00

NATIONAL HIGHWAYS AUTHORITY OF INDIA

**Statement showing a Consolidated Physical & Financial Outlays and
Outcomes/Targets : 2013-14**

Sl. No.	Name of Scheme/ Programme	Outlay (Estimated Expenditure) - 2013-14 (Rs. in Cr.)		For Completion/ Award	Quantifiable Deliverables (in kms.)	
		Targets	Achievement		Targets	Achievement
1	NHDP Phase-I	646.34	1223.03	completion	12.00	4.50
2	NHDP Phase-II	4586.17	5201.45	completion	175.28	149.06
				award	175.00	20.00
3	NHDP Phase-III	19108.95	17176.81	completion	1180.92	767.96
				For award	359.00	0.00
4	NHDP Phase-IV	11849.29	3945.30	completion	341.73	311.20
				award	2988.00	928.00
5	NHDP Phase-V	8327.62	7094.79	completion	502.72	351.91
				award	123.00	130.00
6	NHDP Phase-VI	555.52	71.84	completion	0.00	0.00
				award	0	0
7	NHDP Phase-VII	222.80	241.59	completion	1.44	0.00
				award	0	0
8	SARDP-NE	1120.22	503.51	completion	286.16	315.19
				award	383.00	358.00
9	Liabilities on account of interest and repayment of loans/ borrowings and payment of annuities	3603.60	3952.05	completion	-	-
TOTAL		50020.51	39140.37	completion	2500.25	1901.26
				award	4028.00	1436.00

ANNEXURE VI**ROAD TRANSPORT**
Targeted Outlay/Outcome Budget For 2014-2015**(Rs. In Crore)**

Name of Scheme/Programme	Objective/outcome	Outlay 2014-2015 (proposed)	Quantifiable deliverables/physical outputs /Projected outcomes	Processes/ time lines
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.	15.00	(i) Around 35,000 HMV drivers will be imparted refresher training. (ii) 4 new IDTRs will be sanctioned. (iii) 50 training programmes for transport/traffic department officials to be conducted.	Annual
(ii) Publicity measures and awareness campaigns	To generate public awareness through publicity campaign through Radio, T.V. and print media.	42.00	15000 video spots and 25000 radio spots will be telecasted. Road safety material will also be sent to different stakeholders for creating awareness about road safety.	Annual
(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.	05.00	200 Breath Analyzers to be procured 600 pollution testing equipments i.e. 300 smoke meters and 300 gas analyzers to be procured.	Annual
(iv) National Highways Accident Relief Service Scheme	To provide cranes and ambulances to the State 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. Ministry of Road	25.00	For procurement of 40 advanced life support ambulances. Procurement of 25 Ten ton crane and 20 small recovery cranes. Two new proposal (pilot projects) for cashless treatment of road accident victims : (i) Ranchi-Maholia stretch of NH-33 and	Annual

	Transport and Highways has started a pilot project under which road accident victims would be provided cashless treatment, an initiative that could bring down the high rate of fatalities in the country. Two pilot projects are envisaged for 2013-14. Two more projects would be launched in 2014-15.		(ii) Mumbai-Vadodara stretch of NH-8 are likely to be launched.	
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. To undertake/entrust studies/R&D projects concerning Road Transport Sector.	12.00	To complete National Register and State register of Driving Licenses for enforcement and various other applications 10 Studies in key issues of RT Sector to be undertaken.	Annual
Setting up of Inspection and Maintenance Centre including setting up of transport hub	To set up Inspection and Maintenance centres and a transport hub as a pilot project basis through public private participation Transport Hub	30.00	5 new I& C centre to be sanctioned. Procurement of equipment for I&C Centre sanctioned during previous years. Operation expenditure of the I&C Centre sanctioned during previous years. Road worthy vehicles on roads to enforce road safety and efficiency of transportation. To complete the Pilot Project at Railmagra (Raj.) sanctioned during 2012-13.	Annual

Strengthening public transport system including introduction of IT features like GPS / GSM based VTS, computerized reservation system, AFCS, ETMs, inter-modal fare integration, PIS etc.	To strengthen public transport system	20.00	10 proposals of States/UTs to be sanctioned. Committed liability for previous year for release of 2nd and 3rd installment to be considered.	Annual
Creation of National Road Safety Board	To set up National Road Safety Board	01.00	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 submitted its report to the Chairman, Rajya Sabha on 21.7.2010. The recommendation of the Committee has been examined. Draft note for consideration of the Cabinet has been circulated amongst concerned departments for comments.	
		150.00		

ROAD TRANSPORT
Financial Performance 2012-2013 & 2013-2014

(Rs. In crores)

	Name of the Scheme	Target 2012-2013	Performance in the year 2012-2013	Target 2013-2014	Performance in the year 2013-2014 (as on March, 2014)
1	Road Safety				
	Refresher Training to Drivers in Unorganized Sector and Human Resource Development including training	1,00,000 HMV drivers in unorganized sector to be given refresher Training. 19 IDTRs to be sanctioned on PPP mode. 20 training programmes to be conducted .	Sanction order has been issued for two days refresher training of HMV drivers of 16,000 HMV drivers The scheme for setting up of IDTR is being restructured. However, around Rs. 9.00 crore has been released for civil construction for the IDTR sanctioned during 11 th Plan. 22 training programmes sanctioned for conducting training programmes to State Transport Deptt./Traffic Deptt. through CIRT, ARAI, ESCI & IIP. 10% of the sanctioned amount has been released.	Around 20,000 HMV driver will be imparted refresher training. 2 new IDTRs will be sanctioned. 25 training programmes to be conducted.	Training was imparted to around 35,200 HMV drivers. The scheme for setting up of IDTR is being restructured. 39 training programmes on various issues relating to transport, traffic and municipal corporations have been sanctioned for personnel of Transport/ Traffic Department of States.
	Publicity measures and awareness campaigns	20000 video spots and 10000 radio spots to be telecast/broadcast. Further news paper advertisement on road safety to be undertaken. Publicity material to be distributed to Police/Transport Departments of States/ UTs, 15 thousand	It is expected that around 5000 video spots on road safety may be telecasted on Doordarshan and selected private TV channels. Aound 10,000 radio spots may be broadcasted on AIR, FM radio. Besides, road safety material is also being published and supplied.	5000 video spots and 10000 radio spots will be telecasted.	6500 video spots and 22500 radio spots were telecast/broadcast during the period.

		schools etc. Advertisement through SMS, Cinema Hall, Internet, hoarding etc. will be carried out.			
	Road Safety Equipments and Pollution Testing and Control	300 Smoke meters and 300 Gas analysers i.e. pollution testing equipments to be sanctioned. 50 interceptors to be sanctioned	(i) Order for procurement additional 50 each smoke meters and gas analysers was issued. (ii) The technical specification for interceptor and breath analyser could not be finalized so far. A committee has been formed under the chairmanship of Jt. Commissioner (Traffic), Delhi. Two meetings of the committee held. It is expected that specification will be finalized shortly.	200 Breath Analyzers to be procured 300 each of smoke meter and gas analyzer to be procured.	Due to administrative delays Breath Analyzers could not be procured. Due to delay in finalization of work order, PTE could be procured during 2013-14. However, most of the pollution testing equipments awarded during 2011-12 have been dispatched/installed/operationalised.
	National Highways Accident Relief Service Scheme	40 cranes, 70 ambulances and 40 small/medium sized cranes to be provided.	During 2010-11, tender were floated for procurement of 70 Advanced Life Support. Now after completing the necessary formalities, work order has been issued. The selected company is in the process of supply the ambulances. It is expected that entire 70 ambulances will be supplied before 31 st March, 2013. Proposals to procure 17 ten tone crane and 20 small recovery cranes for hilly areas are under submission for seeking approval of competent authority.	17 Ten ton crane and 20 small recovery cranes are proposed to be procured.	During 2010-11, tender were floated for procurement of 70 Advanced Life Support. Now after completing the necessary formalities, work order was issued. The short-listed firm supplied all the 70 ambulances. 90% payment of these ambulances has been released. Work order has also been issued for procurement of 20 small cranes for hilly areas and 17 ten ton cranes in October, 13. It is expected that the work will be completed by July, 14.
2	National Data Base & Computer System, Data	2-3 number of Studies/ R&D Projects to be undertaken.	Application based Smart Card for registration certificate & driving license are being	Number of Studies/R&D Projects to be	Rs. 20 crore was issued to NIC for meeting committed

	collection, research & development and transportation studies including Total Engineering Solution		issued by States/UTs.100% computerization has been achieved in 35 States/UTs. 985 out of 986 RTOs have been computerized	undertaken.	liability in connection with completion of National Register and State register of Driving Licenses for enforcement and various other applications.
3	Setting up of Inspection and Maintenance Centre	19 centres to be sanctioned.	Tender was issued for procurement of technical equipment for I&C centre sanctioned during previous years. Besides, civil construction of the different centre are in progress.	2 new I& C centre to be sanctioned. Technical equipment for I&C Centre sanctioned during previous years will be procured. Road worthy vehicles on roads to enforce road safety and efficiency of transportation.	The scheme for setting up of I&C Centre is being restructured.
4	Strengthening public transport system including introduction of IT like Automatic Fare Collection based on GPS	14 proposals of States/UTs to be sanctioned	Beneficiary States were requested to furnish the UCs for the projects sanctioned during 2010-11 & 2011-12.	10 proposals of States/UTs to be sanctioned.	During 2013-14, four projects of STUs namely, North Eastern Karnataka Road Transport Corporation (NEKRTC), Kadamba Transport Corporation (KTC), Goa, JKSRTC and CIRT, Pune were sanctioned under this scheme.

5	Creation of National Road Safety Board		A Bill for creation of National Road Safety and Traffic Management Board was introduced in Lok Sabha on 4.5.2010 which was later referred to Parliamentary Standing Committee for examination. The Committee has submitted its recommendations on 21.7.2010. The Government has examined the recommendations of the Committee and initiated necessary process to incorporate certain amendments in the bill in line with the recommendations of the Committee for consideration of the Parliament.	Cannot be quantified at this stage.	The Government has examined the recommendations of the Parliamentary Standing Committee made on the bill for creation of National Road Safety and Traffic Management Board. The note has been sent to Cabinet Secretariat for consideration of the Cabinet to introduce the bill in the Parliament House.
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