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Department of Road Transport & Highways
Government of India, New Delhi

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2006-2007



GOVERNMENT OF INDIA
DEPARTMENT OF ROAD TRANSPORT & HIGHWAYS
MINISTRY OF SHIPPING, ROAD TRANSPORT & HIGHWAYS
NEW DELHI



Chennai Bypass

CONTENTS

Chapter		PAGES
I	Introduction	1
II	Year at a Glance	7
III	Road Development	11
IV	Road Transport and Road Safety	23
V	Development of National Highways in North Eastern Region	29
VI	Research and Development	32
VII	Border Roads Organisation	36
VIII	Implementation of Official Language Policy	38
IX	Administration and Finance	40
X	Vigilance	45
XI	O & M and Public Grievances Redressal	46
XII	Departmental Accounting Organisation and Set-up	48
XIII	Miscellaneous	49
Annexures		
Annex I	List of Build-Operate-Transfer (BOT) Projects	50
Annex II	List of State-wise National Highways in the country	57
Annex III	List of Port Connectivity Projects	59
Annex IV	Statement indicating State-wise Allocation of Funds under different Schemes for development and maintenance of National Highways	60
Annex V	Statement showing Details of National Highways in North Eastern States under NHDP Phase III-B	62
Annex VI	Statement showing State-wise Length of National Highways, State Roads/General Staff Roads under Phase A and B of Special Accelerated Road Development Programme for North-East	63
Annex VII	Towards Development of National Highways	64
Annex VIII	Statement showing sanctioned strength of officers and staff and the number of employees belonging to SCs and STs	66
Annex IX	Position of savings/excess in respect of Grants for the year 2005-2006	67
Annex X	Sources of funds for the years 2003-04, 2004-05 and 2005-06	68
Annex XI	Application for funds during the year 2005-06	70
Annex XII	Summary of Audit Observations	72



2nd Vivekanand Bridge under construction at Kolkata.

INTRODUCTION



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

1.1.2 Thiru T.R. Baalu is the Minister of Shipping, Road Transport and Highways and Thiru K.H. Muniyappa is the Minister of State of the Ministry.

Road Network

1.1.3 India, having one of the largest road network of 3.32 million km, consists of National Highways, expressways, state highways, major district roads, other district roads and village roads with following length distribution.

National Highways/Expressways	66590 km
State Highways	128000 km
Major and other District Roads	470000 km
Rural Roads	2650000 km

1.1.4 The National Highways have been further classified depending upon the carriageway width of the Highway. Generally, a lane has a width of 3.75 metres in case of single lane and 3.5 metres per lane in case of multi lane National Highways. The break-up of National Highways in terms of width is as under:

Single Lane	21674 km (32.55%)
Double/Intermediate Lane	36936 km (55.46%)
Four Lane/Six Lane/Eight Lane	7980 km (11.98%)



Road Transport

1.1.5 About 65 per cent of freight and 86.7 per cent passenger traffic is carried by the roads. Although National Highways constitute only about 2 per cent of the road network, it carries 40 per cent of the total road traffic. The number of vehicles has been growing at an average pace of 10.10 per cent per annum over the years 1999-2000 to 2003-04, whereas the share of road in total traffic has grown from 13.8 per cent of freight traffic and 15.4 per cent of passenger traffic in 1950-51 to an estimated 65 per cent of freight traffic and 86.7 per cent of passenger traffic by the end of 2004-05. 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, lesser pollution and enhanced road safety. To cater to this, the Central government is mandated to develop National Highways and the responsibility for development of other categories of roads vests with the states/Union Territories.

National Highways Development Project (NHDP)

1.1.6 In order to take up the improvement and development of National Highways, National Highways Development Project (NHDP), the largest highway project ever undertaken by the country was initiated in a phased manner. The NHDP comprises the following approved components.

- NHDP Phase I & II envisage four / six laning of about 14,234 km of National Highways at an estimated cost of Rs.65,000 crore at 2004 prices. These two phases comprise Golden Quadrilateral (GQ), North-South & East-West (NSEW) corridors, Port Connectivity and other Projects. The GQ consisting of 5846 km length connects the four major cities, viz. Delhi, Mumbai, Chennai and Kolkata. The NSEW corridors comprising a length of 7,300 km connects Srinagar in the North to Kanyakumari in the South including spur from Salem to Kochi and Silchar in the East to Porbandar in the West, respectively. The NHDP also includes Port Connectivity Project comprising a length of 380 km for improvement of roads connecting 12 major ports in the country and other projects involving a length of 945 km.
- Government has approved upgradation of 4,035 km under NHDP Phase IIIA at an estimated cost of Rs,22,207 crore as also taking advance action in the form of preparation of the Detailed Project Reports (DPR) for the balance length of 7078 km under NHDP Phase IIIB.
- The government has approved, on 5 October 2006, six laning of 6,500 km of NHs comprising 5,700 km of GQ and balance 800 km of other sections of NHs under NHDP Phase V at a cost of Rs. 41,210 crore.



- The government has also approved, on 2 November 2006, construction of 1,000 km of expressways with full access control on new alignments at a cost of Rs.16,680 crore under NHDP Phase VI

1.1.7 The Committee on Infrastructure (COI) chaired by the Prime Minister has proposed a massive programme for development of National Highways during the period of 2005-2012 in a phased manner envisaging an investment of Rs.2, 27,258 crore for the purpose. The programme includes completion of National Highways Development Project (NHDP) Phase I and II, NHDP Phase III for four / six laning of 11,113 km of National Highways on Build, Operate and Transfer (BOT) basis, NHDP Phase IV for widening of 20,000 km of National Highways to two lanes with paved shoulders, NHDP Phase V for six laning of 6500 km length of selected National Highways, NHDP Phase VI for development of 1000 km of Expressways, NHDP Phase VII for construction of ring roads of major towns and bypasses, flyovers, etc. on National Highways.

Special Accelerated Road Development Programme for North Eastern region (SARDP-NE)

1.1.8 It envisages improvement of road connectivity to all the state capitals and district headquarters in the North Eastern region. The proposed programme includes improvement of 7616 km of roads comprising 3228 km of National Highways and 4388 km of state roads and will be implemented in two phases. The government has approved Phase A comprising 1110 km of National Highways and 200 km of state roads / General Staff (GS) roads and preparation of Detailed Project Report (DPR) for Phase B comprising 2118 km of National Highways and 4188 km of state roads / GS roads

Public Private Partnership

1.1.9 Historically, investments in the infrastructure, particularly in the highways, were being made by the government mainly due to the need of huge volume of resources required, long gestation period, uncertain returns and various associated externalities. The galloping resource requirements and the concern for managerial efficiency and consumer responsiveness have led in recent times to an active involvement by the private sector also. To encourage participation of private sector, the Department has laid down comprehensive policy guidelines for private sector participation in the Highway Sector. The government has also announced several incentives such as tax exemptions and duty free import of road building equipments and machinery to encourage private sector participation. It has been decided that all the sub-projects in NHDP Phase III to Phase VII will be taken up on the basis of Public Private Partnership (PPP) on Build, Operate and Transfer (BOT) mode or Annuity mode. The private sector participation envisaged in Phase II of NHDP has also been increased.



Central Road Fund

1.1.10 The Central government has created a dedicated fund called Central Road Fund (CRF) from collection of cess on petrol and high speed diesel (HSD) oil. Presently, it is to the tune of Rs.2/- per litre. The fund is distributed for development and maintenance of National Highways, state roads, rural roads, and for construction / development of railway over bridges / under bridges and other safety features as provided in Central Road Fund Act, 2000. Funds as accrued are distributed as below.

- (i) The cess amount of Rs.1.50 is being allocated in the following manner:
- (a) 50% of the cess on high-speed diesel (HSD) oil for development of rural roads.
 - (b) 50% of cess on HSD and the entire cess collected on petrol are there after allocated as follows:
 - An amount equal to 57.5% of such sum for the development and maintenance of National Highways;
 - An amount equal to 12.5% for construction of road under or over bridges and safety works at unmanned railway crossing;
 - An amount equal to 30% on development and maintenance of state roads. Out of this amount, 10% is kept as reserve by the Central government for allocation to states for implementation of state road schemes of inter-state connectivity and economic importance (ISC& EI).
- (ii) The remaining cess of Rs.0.50 per litre (out of the total of Rs.2.00) is entirely allocated for development and maintenance of National Highways.

1.1.11 The Department is additionally charged with the responsibility for approval and release of funds to states for development of state roads under the CRF and for evolving standards and specifications for roads and bridges in the country besides acting as a repository of technical knowledge on roads and bridges.



Road Safety

1.1.12 The Department also recognizes the need for improving the country's road safety record. There are three aspects of road safety, Engineering, Enforcement and Education or three Es. The engineering related aspects are being taken care of at the design stage of the NH itself. The enforcement aspect of road safety vests with the governments of respective states / Union Territories. The educative aspect of road safety is taken care of through campaigns in print, audio and audio visual media, with the involvement of states and non government organizations (NGOs).

DEPARTMENT OF
ROAD TRANSPORT
AND HIGHWAYS





Tuni-Ankapalli section of NH-5

YEAR AT A GLANCE



Road Development

NATIONAL HIGHWAYS DEVELOPMENT PROJECT (NHDP)

A total length of 5501 km (94.10%) of Golden Quadrilateral has been completed by December 2006 and the works are in progress in the remaining length of 345 km.

2.1.2 Out of a total length of 7300 km (actual 7200 km) a length of 882 km of North - South East - West Corridor has been four laned and 5352 km is under implementation as on 31 December 2006 and works for the balance length of 967 km are to be awarded in phases.

BOT (Toll) Projects

2.1.3 Sixty nine projects (Toll based) at an estimate of Rs.17247.46 crore have been awarded on Build, Operate and Transfer (BOT) basis. Of these, 28 projects have been completed and 41 projects are in various stages of progress up to January 2007.

BOT (Annuity) Projects

2.1.4 Twenty projects with an estimate of about Rs.7694.62 crore have been taken up on annuity basis. Of these, eight projects have been completed.

2.1.5 List of BOT projects is at **Annex I**.

2.1.6 Presently, a cess of Rs.2.0 per litre on petrol and high-speed diesel is being levied. Rs.7942.91 crore (Rs.6407.45 crore for National Highways and Rs.1535.46 crore for state roads) have been provided. A sum of Rs.30.54 crore has been allocated additionally for state roads from Gross Budgetary Support (GBS). During the year 2006-07, an amount of Rs.170.61 crore has been allocated for the development of state roads under the schemes of inter state connectivity and economic importance (ISC & EI).

2.1.7 Under NHDP Phase IIIA, out of a total length of 4000 km, 30 km has already been four laned, 1296 km is under implementation and for the balance length of 2674 km contracts are to be awarded up to December 2006.

2.1.8 Six laning of 6,500 km of existing four-lane highways under NHDP Phase V on Design, Build, Finance and Operate (DBFO) basis has been approved by



the government. Six laning of 6,500 km includes 5,700 km of GQ and other stretches. Length of 1225 km has already been awarded for feasibility study and bids for 180 km length are under evaluation. A length of 148 km has been awarded on BOT basis and for the balance length, action is being taken to award the contracts on BOT basis.

2.1.9 The government has approved the construction of 1,000 km of Expressways with full access control on new alignments at a cost of Rs.16,680 crore under NHDP Phase VI.

2.1.10 During the year, up to December 2006, 38 contracts for a length of 1696.94 km and costing Rs.11963.33 crore were awarded by the NHAI.

2.1.11 Several initiatives have been taken to expedite implementation of works and making improvements in its internal processes.

2.1.12 Committee on Infrastructure has approved the proposal for setting up of a dedicated Safety Fund into which one percent of cess revenues allocated for National Highways would be paid. The details of distribution have been deliberated by High Powered Committee on road safety and management under the chairmanship of Shri S. Sundar, former Secretary of erstwhile Ministry of Surface Transport. The report of Committee is awaited.

2.1.13 Action has been taken against defaulting contractors. 17 contractors were earlier declared as non-performing contractors and they are not being allowed to bid for future projects until they improve their performance in existing contracts.

2.1.14 The Department has set up a High Powered Inter Ministerial Committee to approve and co-ordinate individual sub projects under SARDP-NE. The Committee has approved various sub projects covering 452 km length at an estimated cost of Rs.1140.00 crore under Phase A of the programme, as on 27 December 2006.

Road Transport

2.1.15 India has joined the 1998 Agreement of WP-29 (World Forum for harmonization of vehicles regulations) on 21 April 2006. Joining this Agreement has paved the way for the country to adopt international best practices in emission and safety regulations of motor vehicles and also to participate in formulation of global norms in this regard. It also enables the country to benchmark the safety and environmental performances of the vehicles manufactured domestically or imported into the country. The domestic automobile manufacturers would also be able to access global market without fearing for technical barriers in the foreign markets.

2.1.16 Two bus services between Amritsar - Lahore and Amritsar-Nankana Sahib have commenced in January 2006 and February 2006 respectively pursuant to the agreements signed between India and Pakistan.

2.1.17 With a view to introduce the information technology in road transport sector, the rules for issuing smart card based driving licenses (DL) and registration certificates (RC) have already been notified. The state governments are in the process of implementing the same. So far, issuance of smart card based registration certificate



has commenced in four states namely Delhi, West Bengal, Jharkhand and Tripura and that of driving licenses in three states viz. West Bengal, Jharkhand and Maharashtra. In rest of the states the work is in progress.

2.1.18. The Ninth meeting of the National Road Safety Council and 31st meeting of Transport Development Council was held on 22 September 2006 at Shimla. Transport Ministers, Director-Generals of Police from various states / Union Territories, Secretaries (Transport) of the states / UTs, representatives of transporters' organizations, NGOs and experts in road safety participated in the meetings.

2.1.19 The bus body code was notified vide GSR 589(E) dated 16 September 2005. These codes will come into force only after a year after a system for accreditation of the bus body builders is in place for which the work is in progress.

2.1.20 A Bill to repeal Carriers Act, 1865 and enact Carriage by Road Act, 2005 was introduced in Rajya Sabha on 7 December 2005. The Bill was referred to the department-related Parliamentary Standing Committee on Transport, Tourism and Culture. The Committee submitted its report on 21 March 2006 after having oral examination of Secretary, Road Transport & Highways and other stakeholders. The recommendations of the Committee have been examined and a revised Bill i.e. Carriage by Road Bill 2006 has been finalised in consultation with Ministry of Law. The proposal is being sent to the Cabinet Secretariat shortly for consideration of the Cabinet. Enactment of this legislation would help to make the transport system transparent and modernise the systems and procedures of the transportation trade by road.

2.1.21 A Committee headed by Shri S. Sundar, former Secretary of the erstwhile Ministry of Surface Transport and Distinguished Fellow, The Energy and Resources Institute (TERI) was set up to deliberate and recommend creation of a separate body on road safety and traffic management. Report of the Committee is awaited.

2.1.22 The Eighteenth Road Safety Week was observed throughout the country from 1-7 January 2007, with the theme "Road Safety is Life Safety". The states / Union Territories, NGOs and all other stakeholders celebrated the week in a befitting manner.

2.1.23 A total of 120 NGOs have been provided grants-in-aid for administering road safety programmes entailing an expenditure of Rs.1.43 crore.

2.1.24 More than 53,000 drivers are targeted to be trained under the scheme of refresher training to heavy vehicle drivers in the unorganized sector during the year under report.





Jaipur-Kishangarh section of NH - 8

ROAD DEVELOPMENT



The Department is primarily responsible for construction and maintenance of National Highways (NH). All roads other than National Highways in the states fall within the jurisdiction of respective state governments. However, to assist the state governments in their road development programme, the Central government also provides funds from the Central Road Fund (CRF) for certain selected state roads under inter state connectivity and economic importance (ISC & EI) scheme. The Department is also responsible for evolving standards and specifications for roads and bridges in the country besides acting as a repository of technical information on roads and bridges.

3.1.2 The length of National Highways, is 66,590 km. A list of National Highways passing through the states is given at **Annex-II**.

3.1.3 The National Highways system suffers from various deficiencies of capacity constraints, pavement crust, geometric and safety features. Improvement of National Highways is undertaken by way of widening and strengthening of existing highways, reconstruction/widening of bridges and constructing bypasses after prioritizing the works on the basis of requirement within available resources. While the government is providing increasing budgetary allocation for projects in the highway sector and has undertaken major upgradation initiatives in high-density corridors, it has not been possible to allocate sufficient funds matching the needs for maintenance of National Highways. The physical programmes of road development and removing the financial bottlenecks need concerted efforts in the form of mobilization of funds from other sources. In-flow of private sector funds is expected to bridge the resource gap to certain extent.

Development and Maintenance of National Highways

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

National Highways Authority of India (NHAI)

3.1.5 National Highways Authority of India consists of a full time Chairman, and not more than five full time Members and four part time Members. They are appointed by the Central government. The full time Members are:





Udaipur-Chittorgarh section of NH-76

(i)	Member (Administration)	1
(ii)	Member (Finance)	1
(iii)	Members (Technical)	3

The part time Members are:

(i)	Secretary, Department of Road Transport & Highways	1
(ii)	Secretary, Department of Expenditure, Ministry of Finance	1
(iii)	Secretary, Planning Commission	1
(iv)	Director General (Road Development), Department of Road Transport & Highways	1

3.1.6 The Members are assisted by officers at the level of Chief General Managers, General Managers, Deputy General Managers and Managers. The Project Implementation Units (PIUs) of the NHAI at the field level are headed by a Project Director. All procurements related to Civil Contractors, Supervision Consultants etc. are done by the head office. Project Directors are responsible for pre construction activities including land acquisition, utility shifting and liaison with Central / state government organizations apart from overseeing the implementation of projects.



Restructuring of NHAI

3.1.7 The Government of India has now entrusted NHAI with the responsibility of implementing a greatly expanded National Highways Development Project spread over seven phases with an estimated expenditure of Rs.2,20,000 crore. The new phases of NHDP are to be implemented mainly through public private partnership. In order to ensure that NHAI effectively and efficiently handles the enhanced mandate, its restructuring is being done. The proposal of restructuring of NHAI has been finalized by the Inter-Ministerial Committee under the Chairmanship of Secretary (Road Transport & Highways). The process of obtaining Cabinet approval for restructuring has been initiated.

Corridor Management

3.1.8 The completed stretches of National Highways are maintained and operated by Corridor Management Division with the following responsibilities:

- Routine and periodic maintenance.
- Road property management.
- Incident Management.



Kavali-Nellore section of NH-5



Panagarh-Palsit section of NH-2

- Engineering Improvement.
- Toll Fee collection.
- Way-side amenities.

The NHDP consists of following components:

NHDP Phase I & II

3.1.9 National Highways Development Project phase I and II comprises four laning of about 14,471 km under Golden Quadrilateral (GQ), North-South and East-West corridor, Port Connectivity and other projects. The break up of the length is given below.

Golden Quadrilateral (GQ)

3.1.10 The GQ comprising aggregate length of 5846 km at an estimated cost of Rs.30,300 crore (1999 price) was approved in December, 2000. Most of the works were awarded in 2002. The GQ has now been completed to the extent of 94%.



North-South and East-West (NSEW) Corridors

3.1.11 The NSEW corridors comprise an aggregate length of 7300 km. As on December 2006, four / six laning of 882 km of the NSEW corridors has already been completed and work on 5352 km is under implementation. The work on the remaining length of the NSEW corridors is yet to be awarded. The NSEW corridor is scheduled for completion by December 2008.

Port connectivity and other projects

3.1.12 The ports are an important infrastructure for economic growth of the country. Connectivity of the ports through high quality roads to other centres of economic activities is quite crucial for speedy movements of goods to and from the ports. It was, therefore, decided in December 2000 to develop and upgrade road connectivity to all the 12 major ports in the country namely Kolkata, Haldia, Paradip, Vishakhapatnam, Chennai, Tuticorin, Cochin, Mangalore, Mormugao, Jawaharlal Nehru Port, Mumbai and Kandla. The project for connecting Kandla port has been completed by NHAI, which is entrusted with the responsibility of developing and upgrading road connectivity to all these major ports.

3.1.13 As on December 2006, four laning of about 135 km roads of port connectivity and 287 km of other National Highways have been completed. Four laning of about 224 km roads of port connectivity and 638 km of other National Highways is under implementation and the balanced length is to be awarded. The details of port connectivity projects are at **Annex III**.

NHDP Phase IIIA

3.1.14 Four laning of 4035 km on BOT basis has been approved at an estimated cost of Rs.22,207 crore under NHDP Phase-IIIA. Seventeen BOT contracts covering 1296 km under NHDP Phase-IIIA have been awarded upto December 2006. NHDP Phase IIIA is proposed to be completed by December 2009.

State PWD and Border Roads Organization (BRO)

3.1.15 Apart from the National Highways (NHs) under the NHDP, there are about 49,214 km of National Highways whose development and maintenance are presently being carried out by the respective PWDs and the BRO. In respect of the stretches not included under NHDP, 163 proposals involving an expenditure of Rs.564.45 crore have been sanctioned for the development of National Highways, as on December 2006.

3.1.16 An amount of Rs.1550.30 crore has been allocated during the current year 2006-07, for the NHs entrusted to state PWD and Rs.584.00 crore for NHs entrusted to the BRO. In addition to Rs.1550.30 crore, an amount of Rs.90.00 crore from Permanent Bridge Fee Fund (PBFF) has been allocated for NHs entrusted to the state PWDs.



3.1.17 Funds to the tune of Rs.717.54 crore and Rs.22.28 crore have been allocated during 2006-07 for maintenance of National Highways entrusted to the state PWDs and the BRO, respectively.

3.1.18 State-wise allocation under different schemes on the development and maintenance of National Highways during the year 2006-07 is at **Annex IV**.

Special Accelerated Road Development Programme for the North Eastern Region (SARDP-NE)

3.1.19 Special Accelerated Road Development Programme for North Eastern region (SARDP-NE) aims at improving road connectivity to state capitals, district headquarters and remote places of NE region. It envisages two / four laning of about 3228 km of National Highways and two laning / improvement of about 2500 km of state roads and a length of 1888 km roads of strategic importance. This will also ensure connectivity of 85 district headquarters in the eight North-Eastern states, to the National Highways / state roads.

3.1.20 The programme has been divided into the following two phases.

Phase A

It consists of 1110 km of National Highways and 200 km of state / General Staff (GS) roads at an estimated cost of Rs.4618 crore. Out of 1110 km of National Highways, 603 km is to be executed on BOT (annuity) basis by the NHAI. Implementation / construction has commenced on 454 km length. The likely target date of completion is March 2009.

Phase B

It involves improvement of 2118 km of National Highways and 4188 km of state / General Staff (GS) roads. DPRs are under preparation and investment decision is yet to be made by the government.

3.1.21 The government has accorded approval for the implementation of Phase A and the preparation of Detailed Project Reports (DPRs) for roads under Phase B.

Constraints

3.1.22 While implementing the projects mentioned above several constraints were encountered, which are as follows.

- **Land acquisition:** There has been inordinate delay in acquisition of land in some states mainly due to procedural formalities, court cases and lack of full co-operation from the state governments concerned.
- **Environment and Forest Clearances:** There have been considerable delays in getting the forest clearance both at the level of Central and state governments.



- **Clearances of Railways for ROB designs:** 84 Rail Over Bridges (ROBs) and Rail Under Bridges (RUBs) had to be constructed to make the GQ free from level crossing on Railways. Obtaining the clearance / approval from the Railways involves co-ordination with several Departments within Railways and it takes a long time to get the necessary approvals.
- **Shifting of Utilities:** Shifting of utilities of different types e.g. electric lines, water pipelines, sewer lines, telecommunication lines which were to be completed with the assistance of the concerned utility owning agencies took a considerable time.
- **Law and order problem:** In many states, works have been affected because of adverse law and order conditions and activities of anti-social groups. In addition, the stoppage of works by the local population demanding additional underpasses / bypasses, flyovers, etc. were common features.
- **Poor performance by some contractors:** Performance of some of the contractors has been very poor. Cash flow problem has been one of the major reasons for poor performance. The termination of such contracts often results in long-drawn litigation and further delays in completion of works.

CENTRAL ROAD FUND

3.1.23 The break up of allocation of Rs.12550.00 crore made under the CRF for 2006-07 is given in Table 3.1 below.

Table 3.1
Allocation from the Central Road Fund

(Rs. in crore)

1.	Grant to state governments & Union Territories for state roads	1535.46
2.	Grant to states and Union Territories for roads of inter-state connectivity and economic importance	170.61
3.	National Highways	6407.45
4.	Rural Roads	3725.62
5.	Railways	710.86
	Total	12550.00



3.1.24 The accrual under the CRF to states is further allocated to the various states based on the 60% fuel consumption and 40% geographical area.

3.1.25 Summary of the accruals and releases in respect of states/UT roads from the year 2000-01 to 2006-07 is as reflected in Table 3.2 below.

Table 3.2
Accruals and Release

Year	2000-01		2001-02		2002-03	
	Accrual	Release	Accrual	Release	Accrual	Release
Rs. Cr.	985.00	332.01	962.03	300.00	980.00	950.28
Year	2003-04		2004-05		2005-06	
	Accrual	Release	Accrual	Release	Accrual	Release
Rs. Cr.	910.76	778.94	868.00	738.36	1535.36	1299.27
Year	2006-07					
	Accrual			Release		
Rs. Cr.	1535.46**			883.84*		

*December 2006

** In addition to this Rs.30.54 crore from Gross Budgetary Support (GBS) has also been allocated to the states for state roads.

3.1.26 During the current financial year, up to December 2006, 378 proposals involving a cost of Rs.983.79 crore have been sanctioned for improvement of state roads under the CRF.

Inter State Connectivity and Economic Importance (ISC&EI) Schemes

3.1.27 The schemes of inter state connectivity and economic importance had been in existence prior to the enactment of Central Road Fund Act, 2000 where only modest programmes of work were sanctioned with Central loan assistance. The scheme has now been regulated in accordance with the provisions in the Central Road Fund Act, 2000. Under inter state connectivity scheme 100% funding (instead of loan) is provided by the Central government. The scheme of economic importance is funded to the extent of 50% by the Central government and the state government.

Sanction under ISC & EI Schemes

3.1.28 The Department has so far accorded in principle approval to 105 proposals amounting to Rs.562.20 crore with Central share of Rs.281.09 under the scheme of





economic importance (EI) and in-principle approval for 177 proposals amounting to Rs.857.51 crore with Central share of Rs.857.51 crore under the scheme of inter-state connectivity (ISC). Out of these, in-principle approval of six proposals amounting to Rs.30.53 crore with Central share of Rs.15.265 crore under EI and two proposals amounting to Rs.1.25 crore with Central share of Rs.1.25 crore under ISC have been withdrawn as per the request of the concerned state government.

3.1.29 During the year 2006-07, a sum of Rs.170.61 crore has been earmarked for the state roads under the scheme of inter state connectivity and economic importance (ISC&EI). Forty proposals worth Rs.186.81 crore with Central share of Rs.168.12 crore have been accorded in-principle approval during the year 2006-07.

National Institute for Training of Highway Engineers

3.1.30 National Institute for Training of Highway Engineers (NITHE) is a registered Society under the administrative control of the Department. It is a collaborative body of both Central and state governments and was set up in the year 1983 with the objective of fulfilling the long felt need for training of Highway Engineers in the country, both at the entry level and during the service period.

Broad Activities

3.1.31 The broad activities of National Institute for Training of Highway Engineers (NITHE) consist of the following.

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

3.1.32 Since its inception, the NITHE has trained 12,202 Highway Engineers and Administrators involved in road development from India and abroad through 531 training programmes (up to December 2006). Participants are drawn from Ministry of Shipping, Road Transport and Highways, various state PWDs, Public Sector, Private Sector and NGOs involved in the field of Highway Engineering. Engineers from foreign government departments have participated in NITHE's International, SAARC and Technical Co-operation Scheme of Colombo Plan. It has also compiled a number of manuals useful for engineers and their organizations.

3.1.33 During the year, the Institute has organized 52 training programmes in which 1028 engineers have participated. These programmes included, inter alia, the following sponsored and international training programmes / workshops.

- Planning, design, construction & maintenance of hilly roads at Guwahati.
- Planning, design, construction & maintenance of rural roads under Pradhan Mantri Gram Sadak Yojana (PMGSY) at Guwahati.
- Feasibility study & preparation of DPR for road & bridge projects at Guwahati.
- Feasibility study & preparation of DPR for road & bridge projects at Bhubaneswar.
- Disaster Management in highway projects at Guwahati.
- Programme on DPR for the engineers of Orissa Works Department and Consulting Engineers Group Ltd in respect of World Bank funded Orissa State Road Project.
- Two orientation programmes for general managers, deputy general managers and managers of NHAI.
- Training Programme for senior engineers of Madhya Pradesh Rural Roads Development Authority.



- Training programme for Tajikistan technical staff.
- Four training programmes for senior engineers involved in Pradhan Mantri Gram Sadak Yojana (PMGSY) projects.
- International training programme under Technical Cooperation Scheme - Colombo Plan.
- Workshop on the Control of National Highways (Land & Traffic) Act, 2002 at Bangalore and Kolkata.

Mechanisation in Road Construction and use of Modern Equipments

3.1.34 It is necessary that the modern and sophisticated machines are used for high quality standards in road construction and maintenance. The Department has accordingly taken adequate measures for deployment of modern and sophisticated machines for construction and maintenance activity.

3.1.35 Contractors are normally equipped with modern road construction equipments except in North Eastern region. The contractors' potential for acquiring modern and sophisticated machines is low in the North Eastern region and in the hilly states of Uttarakhand, Himachal Pradesh and Sikkim. Therefore, in the recent past, the Department has procured machinery and equipments including drum mix plants, hydrostatic sensor, paver finishers, D.G. sets, tippers, dozers, mini tandem vibratory road rollers, track chain mounted hydraulic excavators, excavator-cum-loader, mobile bridge inspection units (MBIU), weigh in motion cum automatic traffic counter cum classifier (WIM-cum-ATCC) and supplied to the North Eastern region and Himachal Pradesh, Orissa, Madhya Pradesh and West Bengal. Some more machines like wet mix plant, 100 TPH, paver for wet mix plant (Hydraulic), excavator cum loader (1.00 cum), tipper, water tanker (10KL), track chain hydraulic excavator, tandem vibratory road roller (8-10 T), hot mix plant (40-60 TPH), Gen set (82.5 KVA), WIM-cum-ATCC, mechanical paver finisher for bituminous work and MBIU shall be supplied to the North Eastern region and states of Tamil Nadu, Madhya Pradesh, Karnataka, Goa, Chhattishgarh and Rajasthan during the year 2006-07.

3.1.36 Mobile Bridge Inspection Units (MBIU), procured earlier and deployed with the states of Tamil Nadu, Rajasthan and Gujarat have been utilized to ensure maintenance and upkeep of bridges and also for repairs of distressed bridges. Four MBIUs have been procured during the year 2005-06 for the states of Assam, Himachal Pradesh, Haryana and West Bengal. These machines are also likely to be utilized by the neighbouring states, as per their requirements.

3.1.37 There has been a total thrust on preventing the overloading of vehicles which results in damage of National Highways and accidents on the Highways. The Department has, therefore, procured five WIM-cum-ATCC systems with a view to having an electronically controlled arrangement for weighing the vehicles in slow and high speed, and their classification depending on load etc. The systems have



already been consigned to the states of Orissa, Madhya Pradesh and Uttar Pradesh. These systems shall be installed shortly by the engineers of the firms located in France. During the year 2006-07, eight more systems would be procured for supply to the states of Assam, Karnataka, Goa, Chhattishgarh and Rajasthan.

3.1.38 Private entrepreneurs are being encouraged to use modern equipments for road construction to ensure better quality and speedy execution of work. To facilitate private entrepreneurs in this regard, 21 various items of road construction machinery have been allowed for duty free import in consultation with the Ministry of Finance.

3.1.39 Custom and excise duty exemption facility in respect of equipment and material is also being availed by the contractors in road construction under the externally aided projects. This facility has enabled the contractors to equip them with sophisticated road construction machines.



ROAD TRANSPORT AND ROAD SAFETY



Road transport is considered to be one of the cost effective and preferred modes of transport for both freight and passengers. During the Tenth Five Plan period, it is estimated that passenger traffic would account for 87 per cent of road transport and freight traffic for 65 per cent of the road transport. Easy availability, adaptability to individual needs and cost savings are some of the factors working in favour of road transport. Road transport also acts as a feeder service to railways, shipping and air traffic.

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

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

- Motor Vehicles Act, 1988
- Central Motor Vehicles Rules, 1989
- Road Transport Corporations Act, 1950
- Carriers Act, 1865

4.1.4 India has joined 1998 Agreement of WP-29 (World Forum for harmonization of vehicles regulations) on 21 April 2006. Joining this Agreement has paved the way for the country to adopt international best practices in emission and safety regulations of motor vehicles and also to influence formulation of global norms in this regard. It also enables the country to benchmark the safety and environmental performances of the vehicles manufactured domestically or imported to the country. The domestic automobile manufacturers would also be able to access global market without fearing technical barriers in foreign markets.

4.1.5 Two bus services between Amritsar - Lahore and Amritsar-Nankana Sahib have commenced in January, 2006 and February 2006 respectively pursuant to the agreements signed between India and Pakistan. For Amritsar-Lahore bus service, the Indian service starts on Tuesday from Amritsar and returns on



Wednesday from Lahore. The Pakistani service starts on Friday from Lahore and returns on Saturday from Amritsar. Similarly, the Indian bus for Nankana Sahib starts from Amritsar on Friday and returns on Saturday. The Pakistani bus for this service starts on Tuesday from Nankana Sahib and returns on Wednesday from Amritsar.

4.1.6 The bus body code was notified vide GSR 589(E) dated 16 September 2005. These codes will come into force only after a system for accreditation of the bus body builders is in place which is under process.

4.1.7 With a view to introduce information technology in the road transport sector, the rules for issuing smart card based driving licences and registration certificates etc. have already been notified. As per information available 25 states have already implemented the pilot projects in Vahan (registration certificate) and 21 states have implemented the pilot projects in Sarathi (driving licenses). Several other state governments are in the process of implementing the same. The symmetric key infrastructure for both smart card based driving license and registration certificate have been established at the Central level on 31 August 2004. The symmetric keys for State level operations have been generated for Governments of NCT of Delhi, West Bengal, Jharkhand, Tripura, Orissa and Maharashtra. So far, issuance of smart card based registration certificate has commenced in four states namely Delhi, West Bengal, Jharkhand and Tripura and that of driving licenses in three states viz. West Bengal, Jharkhand and Maharashtra.



9th meeting of National Road Safety Council and 31st meeting of Transport Development Council at Shimla on 22 September 2006.



4.1.8 A Bill to repeal Carriers Act, 1865 and enact Carriage by Road Act, 2005 had been introduced in Rajya Sabha on 7 December 2005. The Bill was referred to the Standing Committee on Transport, Tourism and Culture for examination. The Committee submitted its report on 21 March 2006. The recommendations of the Committee have been examined. Since the Committee has recommended a number of substantive changes in the Bill, it would require fresh approval of the Cabinet before approaching Parliament again. A revised Bill i.e. Carriage by Road Bill 2006 has been finalised in consultation with Ministry of Law. The Cabinet Note is being prepared and will be shortly sent to the Cabinet Secretariat for consideration by the Cabinet. Enactment of this legislation would help to make the transport system transparent and modernise the systems and procedures of the transportation trade by road.

4.1.9 The Department also organises a number of activities to generate public awareness about road safety in co-operation with voluntary organisations. These include seminars, workshop-cum-training programmes, essay competitions, erection of hoardings, printing of publicity material and also use of print, audio and audio-visual media to propagate road safety messages.

4.1.10 During the period under report 17 workshop-cum-training programmes have been organised for the officers of the state transport departments at the Central Institute of Road Transport (CIRT), Pune, Automotive Research Association of India (ARAI), Pune, Indian Institute of Petroleum(IIP), Dehradun and Engineering Staff College of India (ESCI), Hyderabad. These training programmes aim at training the officers of the state transport departments to acquaint them with the latest development in matters of road transport management and environmental issues.

4.1.11 The Ninth meeting of the National Road Safety Council and Thirty-first meeting of Transport Development Council was held on 22 September 2006 at Shimla. Transport ministers, Director-Generals of Police from various states/union territories, representatives of transporters' organizations, NGOs and experts in road safety participated in the meetings. As a follow up of the deliberations of these meetings, two Committees have been set up to suggest measures to increase public awareness on road safety in the country and to suggest institutional, financial and legislative mechanism to provide immediate trauma care services to the road accident victims in the country. Both the Committees will submit their reports shortly.

ROAD SAFETY

4.1.12 The Department formulates policies for road safety so as to minimise road accidents. The important schemes formulated and managed by the Department include publicity programmes, grants-in-aid to NGOs for organising road safety programmes, National Highways Accident Relief Service Scheme (NHARSS), refresher training to heavy vehicle drivers in unorganized sector, grants-in-aid for setting up of driving training schools, etc.





4.1.13 The following activities were undertaken during the year.

- A massive public awareness campaign was carried out in the electronic/ print media through the Directorate of Advertising and Visual Publicity (DAVP) and professional agencies. The campaign included printing of calendars depicting road safety messages, broadcast of radio jingles, computerised animation displays etc. Besides, television spots on road safety are telecast on the National Network of Doordarshan. The jingles in different languages are broadcast on various channels of All India Radio in order to create awareness on various aspects of road safety. Publicity material like calendars, pamphlets, posters etc. are supplied to NGOs and to transport and police authorities in states/union territories for distribution.
- Grants-in-aid were sanctioned to 120 NGOs for undertaking road safety programmes.
- The Eighteenth Road Safety Week, with the theme "Road Safety is Life Safety" was observed from 1-7 January 2007 throughout the country involving state governments, voluntary organizations, vehicle manufacturers, state road transport corporations, etc.
- More than 53,000 drivers are likely to be trained during the current year under the scheme of refresher training to heavy vehicle drivers in the unorganised sector.
- Assistance for setting up model drivers' training schools is being provided to state governments/NGOs. A new school has been sanctioned for Nagaland during the period under report. Another new driving training school for Madhya Pradesh is also under process for sanction.
- Cranes and ambulances are provided under the National Highways Accident Relief Service Scheme (NHARSS) to states/union territories as well as NGOs for clearing the accident sites and to take accident victims to the nearest medical centres. During the current year, 31 cranes have been provided to various states / UTs. It is expected that 71 ambulances will be provided to the states/UTs/NGOs during the current year.
- A National award on road safety is awarded every year to NGOs as well as individuals for doing commendable work in the field of road safety. The award amount for winners is Rs.1 lakh for NGO category and Rs.50,000 for the individual category. For the runners up the amount is Rs. 30,000 under the NGO and Rs.15,000 under the individual category. The winner of the 4th National award in individual category was Shri Bharat Dinkar Kalaskar, Deputy Regional Transport Officer, Raigad, Maharashtra. Shri Chandmal Motilal

Parmar, Pune, Maharashtra was adjudged runners up in this category. Similarly for NGO category, Dr. M.N. Tondon Memorial Charitable Trust, Jaipur was adjudged winner of the National award while Lifeline Foundation, Baroda, Gujarat was adjudged runners up for this category of award.

DEPARTMENT OF
ROAD TRANSPORT
AND HIGHWAYS

Initiatives in the North-Eastern States

4.1.14 Out of the 120 NGOs who have been sanctioned grants-in-aid for executing road safety programmes, 14 are from the North-Eastern states.





Guwahati Bypass

DEVELOPMENT OF NATIONAL HIGHWAYS IN NORTH-EASTERN REGION



The Department has been paying special attention to the development of National Highways (NHs) in the North-Eastern region. This is evident from the fact that 10 per cent of the total allocation is earmarked for NE region. The total length of National Highways in North-East, including Sikkim, is 6880 km and these are being developed and maintained by three agencies - the state PWDs, BRO and NHAI. Of the total length of 6880 km, about 3191 km is with the BRO and 2939 km is with the respective state PWDs. The remaining length of 750 km is with NHAI.

5.1.2 The details of National Highways and their development and maintenance works taken up under various schemes during the year 2006-07 (up to 31 December 2006) in the North-East region are given below:

(i)	Length under NHDP Phase-IIIB	1051 km
(ii)	Length of National Highways under SARDP-NE:	
	Phase A	1110 km
	Phase B	2118 km.

5.1.3 Details of length of National Highways in the North Eastern states under NHDP Phase IIIB are given at **Annex V**.

5.1.4 State-wise details of length of NHs, state roads and General Staff (GS) roads under SARDP-NE are given at **Annex VI**.

5.1.5 Under the ISC & EI scheme, 24 projects amounting to Rs.133.81 crore are in progress.

5.1.6 Under the CRF, 186 works amounting to Rs.387.61 crore have been taken up for improvement of state roads.

5.1.7 One hundred works costing Rs.376.56 crore sanctioned under NH(O) are under progress.

5.1.8 State-wise details of works in the North-East are given below.

Arunachal Pradesh

5.1.9 As on 31 December 2006, five improvement works amounting to Rs.20.62 crore are in progress. So far, a length of 26 km out of total length of 32.6 km with





state PWD has already been improved and in the balance length the work is in progress.

5.1.10 Under the CRF, thirty works for improvement of state roads have been taken up at a cost of Rs.94.21 crore.

5.1.11 Under the ISC & EI scheme, two works costing Rs.23.73 crore are in progress. In addition, one work at an estimated cost of Rs.9.78 crore has been approved in principle during 2005-06.

Assam

5.1.12 As on 31 December 2006, thirty two improvement works amounting to Rs.106.49 crore, including two improvement works amounting to Rs.8.12 crore sanctioned during the current year are in progress.

5.1.13 A length of 678 km of NHs covering NH-31C, 31, 37, 36 and 54 starting from the Assam-West Bengal border at Sirirampur and joining Guwahati, Nagaon and Silchar in Assam falls under East-West corridor of the NHDP. The works in 18 km stretch have been completed and the works covering a length of 629 km have been awarded. For the remaining stretches of 31 km DPR is in progress.

5.1.14 Under the CRF, seventy works amounting to Rs.150.75 crore have been taken up for improvement of state roads.

5.1.15 Under the ISC & EI scheme, seven works costing Rs.15.26 crore are in progress.

5.1.16 The government has given approval for implementation of four laning of NH-37 from Nagaon to Dibrugarh (315 km) on BOT (annuity) basis and two laning with paved shoulders of single lane stretches of NHs of 507 km in the state of Assam under Phase A of SARDP-NE.

Manipur

5.1.17 As on 31 December 2006, twenty four improvement works amounting to Rs.67.29 crore, including work on three bridges costing Rs.9.79 crore are in progress.

5.1.18 Under the CRF, ten works costing Rs.24.41 crore have been taken up. In addition, two schemes costing Rs.35 crore under ISC and EI have been approved in principle. Estimates for the scheme under EI have been received and those for the scheme under ISC are awaited from the state PWD.

Meghalaya

5.1.19 As on 30 November 2006, twenty two improvement works amounting to Rs.86.25 crore are in progress.

5.1.20 Nineteen works amounting to Rs.42.46 crore have been taken up so far under CRF. In addition, one bridgework at an estimated cost of Rs.4.29 crore is in progress under the centrally sponsored scheme of roads of inter-state connectivity.

Another work under EI amounting to Rs.7.00 crore and one more work under ISC amounting to Rs.5.00 crore have been approved in principle during 2005-06 and the estimates are awaited from state PWD.

Mizoram

5.1.21 As on 31 December 2006, eight improvement works amounting to Rs.55.63 crore are in progress.

5.1.22 Under CRF, twenty four improvement works amounting to Rs.21.18 crore have been taken up. In addition, one work amounting to Rs.5.39 crore is in progress under the ISC & EI scheme. One work with an estimated cost of Rs.18.87 crore, which was approved in principle during 2004-05 under the ISC scheme, is in process and two works amounting to Rs.14.81 crore (one under EI and the other under ISC) have been approved in principle and estimates are awaited from PWD.

Nagaland

5.1.23 As on 31 December 2006, nine improvement works amounting to Rs.37.37 crore are in progress.

5.1.24 Eleven works amounting to Rs.28.56 crore have so far been taken up for the improvement of state roads under the CRF. In addition, three works at an estimated cost of Rs.20.34 crore are in progress under the ISC scheme. Four works amounting to Rs.33.43 crore have been approved under the EI scheme recently and are in progress. One work worth Rs.24.33 crore has been approved in principle under EI scheme.

Sikkim

5.1.25 Sixteen works of the value of Rs.12.67 crore have been taken up for the improvement of state roads under the CRF. Three works costing Rs.16.51 crore are in progress under ISC & EI scheme. In addition, two works with estimated cost of Rs.34.25 crore have been sanctioned during 2006-07 under the EI scheme. Two works worth Rs.12.00 crore have been approved in principle during 2006-07 under the ISC scheme.

Tripura

5.1.26 Six works amounting to Rs.13.22 crore have been taken up under the CRF for improvement of state roads. Three works amounting to Rs.14.89 crore under EI scheme are in progress.



CHAPTER VI

RESEARCH AND DEVELOPMENT



Road Development

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

6.1.2 An outlay of Rs. 600.00 lakhs has been provided for R&D in 2006-07.

R&D Schemes completed in 2005-06

ROADS

- Use of geo-synthetics in improving performance of pavement overlays (R-41).

BRIDGES

- Preparation of draft specifications for use of high performance concrete for bridges and pavement made with indigenously available material (B-32).

Schemes nearing completion

ROADS

- Use of geo-synthetics pavement reinforcing fabric as interlayer to control reflective cracking in bituminous overlays on Kanpur - Varanasi section on NH-2 (R-63).
- Printing of manual for development of 6-lane National Highways (R-84).



BRIDGES

- Studies for aerodynamic stability of cable stayed bridge decks (B-25).
- Determination of scour depth (general bed channel contraction and bridge piers) in bouldery beds under high stream velocities (B-33).

Schemes in pipeline in the current year

ROADS

- Establishment of Ministry's Chair in the area of development of Highway System in the country.
- Investigation on field performance of bituminous mixes with modified binders (R-85).
- Guidelines for Soil Nailing Technique in Highway Engineering (R-86).
- R&D studies on Performance Evaluation of Rigid Pavements on High Density Traffic Corridors using Instrumentation supported by Laboratory Tests (R-87).

TRAFFIC & TRANSPORTATION

- Development of GIS based National Highways Information System (T-5).
- Pilot study on effect of overloading on road infrastructure (T-6).

BRIDGES

- Creation of complete range of testing facilities for expansion joints at CRRRI (B-34).

Proposals under consideration

ROADS

- Structural evaluation of flexible pavements using Falling Weight Deflectometer (FWD) and Benkelman beam and development of a rational design method.
- Investigation on the ageing of Bituminous Binder.
- Utilization of Fly Ash Aggregates for Road and Embankment Construction.
- Development of Design and Construction Manuals through Field Studies for pavements in Black Cotton Soil Regions with Geosynthetics.

BRIDGES

- Determination of scour in predominantly clayey strata.



- Evolving guidelines for retrofitting of bridges in different seismic zones.
- Performance evaluation of different types of coatings on concrete from durability considerations under the severe environmental conditions in India.
- Development of damage detection method utilizing static and dynamic response test data for assessment of residual capacity for bridges.
- Development of standard designs and plans for highway bridges and revision of existing standard drawings for various types of superstructures.
- Collection and analysis of real time traffic data with available axle load survey data for rationalization and simplification of existing live load and evolving partial load factors for design of bridges.
- Preparation of background material for design of steel concrete composite box girder bridges.
- Diagnostic Corrosion Inspection of National Highway bridges using innovative techniques.
- Further monitoring of old and new Mandovi bridges in Goa.

Transport Research

6.1.3 Transport Research Wing (TRW) is the nodal agency for rendering the requisite research inputs, analysis and data support to the various Wings of the Department. Besides, it assists in policy planning, coordination and evaluation of performance of road transport.

6.1.4 The TRW also undertakes collection, compilation, dissemination and analysis of data relating to roads, road transport, ports, shipping, ship-building, ship repairing and inland waterways. This entails collection of data from various sources viz. Central government, states/UTs and public and private sector agencies. The information received from a multitude of sources is scrutinized and validated in quarterly and annual publications covering important aspects of the transport sector. The TRW is also involved in building and strengthening the data base, identifying information gap and taking measures to improve the reliability and accuracy of the information.

6.1.5 In the field of road transport, the TRW earlier used to publish 'Motor Transport Statistics of India' which provided data on various facets of the motor vehicles registered in the country. In view of the growing importance of road transport and its contribution to the economic and social development, there was a felt need for a comprehensive and analytical publication relating to this sector. With this objective in view, a new publication titled 'Road Transport Year Book 2003-04' in lieu of earlier publication 'Motor Transport Statistics of India' was launched in the year 2005. This publication, apart from data on different motor transport parameters, contains information on various facets of the road transport sector, inter-modal share of traffic, contribution to GDP, etc. The work relating to preparation of second issue of the



publication 'Road Transport Year Book 2004-05' is in progress.

6.1.6 With a view to assess and monitor performance of State Road Transport Undertakings (SRTUs), the TRW collects, compiles and analyses data relating to the physical and financial parameters of SRTUs. This information is published on a quarterly basis in 'Review of the Performance of State Road Transport Undertakings' for monitoring the physical and financial performance of the SRTUs. Publications for the quarters ending June 2005 and September 2005 have been released by the TRW.

6.1.7 To improve the accident reporting data system for the country, the UNESCAP-sponsored Asia Pacific Road Accident Database (APRAD)/Indian Road Accident Database (IRAD) project is under implementation. For this project, road accident related data for all the states and union territories and 23 metropolitan cities of the country is collected, compiled and collated in a specially devised 19-item format. Data for the years 2001, 2002, 2003 and 2004 have already been collected. The same for the year 2005 is being collected.

DEPARTMENT OF
ROAD TRANSPORT
AND HIGHWAYS



CHAPTER VII

BORDER ROADS ORGANISATION



The Border Roads Organisation (BRO) is a road construction executive force, integral to and in support of the Army. It started operations in May 1960 with just two projects, Project Tusker (renamed Project Vartak) in the east and Project Beacon in the west. It has now grown into a 13-project executive force, supported by a well-organised recruiting / training centre and two well-equipped base workshops for overhaul of plant / equipment and two Engineer Store Depots for inventory management.

7.1.2 The BRO has not only linked the border areas of the north and north-east with the rest of the country, but also developed the road infrastructure in Bihar, Maharashtra, Karnataka, Rajasthan, Andhra Pradesh, Andaman and Nicobar Islands, Uttarakhand and Chhattisgarh.

Functions of the BRO

7.1.3 The BRO was brought into being to construct and maintain roads in the border areas, classified as General Staff (GS) roads, in keeping with defence requirements. GS roads are developed and maintained with the funds provided by the Border Roads Development Board (BRDB), through the Department of Road Transport and Highways.

7.1.4 Besides GS roads, BRO also executes Agency Works, which are entrusted to it by other Central government ministries and departments. Works entrusted by public sector undertakings, state governments and other semi-government organizations are executed as Deposit Works. Over the years, the BRO has diversified into the construction of airfields, permanent steel and pre-stressed concrete bridges and accommodation projects.

National Highways with BRO

7.1.5 The list of National Highways presently with the BRO is at **Annex VII**.

Important Milestones

- The construction of nine km long Rohtang Tunnel, related access roads to its portals and a 292 km long alternate route to Leh, at an approximate cost of Rs.1355.82 crore was entrusted to the Organisation. Length of approach road to South Portal of Rohtang Tunnel is 14.84 km and to the North Portal is 0.975 km. The construction works have so far progressed as per target. The target date of completion of Rohtang Tunnel is March 2014.



- The BRO has been entrusted with the four laning of a stretch of NH-1A from Jammu-Vijaypur as part of NHDP's North-South corridor, on behalf of the NHAI. The cost of this project is estimated at Rs.83.88 crore.
- A part of Phase A of the Special Accelerated Road Development Programme for North-East (SARDP-NE) has been entrusted to BRO. The work involves construction of new roads and improvement of existing roads to double lane under a phased programme. Widening of 492 km of roads with a rough cost of Rs.1400 crore under Phase A and preparation of DPR for the roads earmarked in Phase B have been entrusted to the BRO. The works have commenced in the year 2006-07.
- BRO has been assigned the task of rehabilitation of roads in the Tsunami affected areas of Andaman and Nicobar Islands. A team of about 300 personnel and 50 vehicles/equipments/ plants have been inducted into Andaman and Nicobar Islands. Rs.10 crore for mobilization advance and Rs.72.11 crore for North-South and East-West road has been deposited by the Andaman & Nicobar administration. The work is in progress.
- Under the Re-construction plan for Jammu & Kashmir announced by the Prime Minister, work of upgradation of 94 km long Srinagar-Uri (NH1A), 17.25 km long Uri-LoC road, double laning of 260 km long Batote-Kishtwar-Anantnag (NH-1B), double laning of 422 km long Srinagar-Leh road via Kargil (NH-1D) and widening of 14.14 km long Domel-Katra (NH-1C) has been entrusted to the BRO. The approximate cost of these projects is Rs.2308.81 crore and the projects are scheduled for completion by 2012.



CHAPTER VIII

IMPLEMENTATION OF THE OFFICIAL LANGUAGE POLICY



Acts/Rules/Annual Programmes

In order to implement the Official Language Policy of the Union Government, a Hindi Section has been set up in the Department. This section is under the overall charge of Joint Secretary (Transport & Administration) and it functions under the supervision of a Deputy Secretary and a Deputy Director(OL). With a view to comply with all the relevant provisions contained in the Official Languages Act, 1963 and the Rules framed thereunder and annual programme, the orders/instructions issued by the Department of Official Language are circulated from time to time among all officers, sections and offices under the Department and necessary steps taken to achieve this end.

Compliance of Section 3(3) of the Official Languages Act, 1963.

8.1.2 To ensure full compliance of Section 3(3) of the Official Languages Act, 1963, the following documents have been issued in both Hindi and English.

- Resolutions, General Orders, Rules, Notifications, administrative and other Reports and press communiques.
- Administrative and other Reports and Official papers laid before a House or the Houses of the Parliament.
- Contracts and agreements executed and licenses, permits, notices and forms of tender issued.

Meeting of Hindi Salahkar Samiti

8.1.3 There is a Hindi Salahkar Samiti under the chairmanship of the Minister of State (Shipping, Road Transport and Highways). The main function of the Hindi Salahkar Samiti is to render advice with regard to the implementation of the provisions relating to Official Language contained in the Constitution, Official Languages Act and Rules, and policy decisions of Kendriya Hindi Samiti and instructions issued by the Ministry of Home Affairs/Department of Official Language and progressive use of Hindi in the Department. Three meetings of the Hindi Salahkar Samiti were held in Delhi, Mysore and Delhi on 6 March 2006, 16 June 2006 and 9 November 2006, respectively.

Meeting of Official Language Implementation Committee

8.1.4 A Departmental Official Language Implementation Committee has been constituted under the chairmanship of Joint Secretary (Transport & Administration) to



review the quarterly progress of implementation of Official Language and to suggest the measures to remove the shortcomings, if any. Two meetings of the committee were held on 12 April 2006 and 4 December 2006 during the period under report. Meeting of the committee held on 12 April 2006 was headed by Secretary (Road Transport & Highways).

Official Language Review Committee

8.1.5 An Official Language Review Committee has been constituted in the Department under the chairmanship of Secretary (Road Transport & Highways) to review the progress of use of Hindi in the Department and to suggest effective measures for promoting use of Hindi in the official work.

Incentive Award Scheme for Writing Original Books in Hindi.

8.1.6 In order to encourage the authors to write original books in Hindi on the subjects falling under the purview of the Department of Road Transport & Highways, an Incentive Award Scheme for writing original books in Hindi on the subjects pertaining to the Department has been introduced during the current year. Two entries received under this scheme are being processed.

Publication of the Path Bharati

8.1.7 With a view to propagate the activities and to increase the progressive use of Hindi in the Department, a Departmental Magazine namely, "Path Bharati" is being published in Hindi. It will be a half yearly magazine. It has been decided to include the articles etc. on the subjects pertaining to the Department as also Official Language policy, Literature and contemporary topics in the introductory issue of "Path Bharati".

Observing of Hindi Day and Hindi Fortnight.

8.1.8 With a view to create a conducive atmosphere for the promotion of Hindi and to encourage the officials of the Department to do their official work in Hindi, 14 September 2006 was observed as a Hindi Day. Besides, Hindi Fortnight was also observed from 15 to 29 September 2006. Six competitions were held separately for Hindi speaking and Non Hindi speaking staff of the Department during the fortnight. Minister of State, Shipping, Road Transport & Highways presented the awards to the winners of the competition on 9 November 2006.

Preparation of English-Hindi Glossary.

8.1.9 In order to provide helping material for the use of Hindi in official work, the preparation of an English-Hindi Glossary pertaining to the Department is in progress. It has been decided to include words and phrases of English commonly used in the Department and to make efforts to provide simple and easy Hindi equivalents in this Glossary.



CHAPTER IX

ADMINISTRATION AND FINANCE



Administration

The Administration Wing of the Department consists of four establishment sections, in addition to the General and Cash Section. One of the four establishment sections is responsible for the cadre management of the Central Engineering Service (Roads) Group 'A', in addition to the service management of the Group 'B' and 'C' Technical and Non-Technical cadres of Engineers, Draftsmen etc. and other subordinate staff of Regional Offices/Engineer Liaison Offices located in various parts of the country. The second section looks after administration of personnel matters other than the technical cadre in the Department. Third section deals with the administrative references of National Highways Authority of India. The fourth section deals with Group 'D' posts and co-ordination among the establishment sections.

9.1.2 Various cadres are managed as per the instructions and guidelines issued by the Department of Personnel and Training under the Ministry of Personnel, Public Grievances and Pensions. The Department has been making all endeavour to ensure compliance of the orders regarding reservations for Scheduled Castes (SC), Scheduled Tribes (ST) and Other Backward Classes (OBC) and to fill up vacant posts reserved for them. A statement showing the total number of government servants and the number of SC and ST among them has been given in **Annex VIII**.

Implementation of Persons with Disabilities Act, 1995

9.1.3 The Department is making all efforts for effective implementation of the Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995. Disabled persons, selected and nominated, are appointed against vacancies reserved for them and also adjusted against unreserved vacancies as per the extant instructions of the Department of Personnel and Training.



9.1.4 The break up of number of persons with disabilities holding various Group 'A', 'B', 'C' and 'D' technical and non-technical posts in the Department, as on 30 November 2006, is shown in Table 9.1 below.

Table 9.1
TECHNICAL

Group	Sanctioned Strength	No. of persons with disabilities appointed
A	208	--
B	50	--
C	41	02

NON-TECHNICAL

Group	Sanctioned Strength	No. of persons with disabilities appointed
A	43	--
B	216	--
C	253	06
D	203	03

Implementation of Right to Information Act, 2005

9.1.5 The Right to Information Act, 2005 (RTI Act) received the assent of the President on 15 June 2005 and was published in the Gazette of India (Extraordinary) on 21 June 2005 with a view to setting out the practical regime of right to information for citizens to secure access to information under the control of various public authorities.

9.1.6 In order to promote transparency and accountability in the working of the department, a separate section namely RTI section has been put in place. The requisite mechanism and procedures for receiving applications and application fees from the citizens have been evolved. Public Information Officers (PIOs) / Appellate Authorities in respect of the department have already been designated within the period stipulated in the Act having regard to the organizational set up of the department at the headquarters and regional offices located at various places in the country, with one PIO (Nodal Officer) at the headquarters at Delhi as a single window for the convenience of the citizens. Besides, officers of appropriate level



have also been appointed as Designated Officers (de facto PIOs) for the purpose of processing and disposing of applications seeking information pertaining to various wings / divisions, in accordance with the provisions of the Act. The two organizations namely National Highways Authority of India (NHAI), an autonomous body and National Institute for Training of Highway Engineers (NITHE), a society under the administrative control of the department have also appointed their own PIOs / APIOs / Appellate Authorities.

9.1.7 During the year, up to December 2006, 112 applications were received in the department. Of these, 100 applications have already been disposed of as per the provisions of the Act. The applications under the Act received in the department pertain, inter alia, to seeking information broadly on road infrastructure including National Highways, major bridges in the country, toll plazas on different National Highways, collection of user's fee, guidelines governing installations of petrol pumps, tenders etc. In the road transport sector the applications under the Act received in the department broadly relate to Motor Vehicles Act, 1988, Central Motor Vehicles Rules, 1989 including clarification of certain provisions of the Act / Rules, and road safety and allied aspects. The applications also relate to information on administrative and personnel matters such as cadre management, promotions, transfers, training and visits of Ministers abroad etc.

9.1.8 The Department has been sending various officers / officials to RTI workshops, trainings and conferences. During the year, five under secretaries / deputy secretaries were sent for RTI training. The Department has also prepared a calendar for the officers / officials to be sent to various seminars / trainings, during the next year.

Finance

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

9.1.10 As per the scheme of the Integrated Financial Advisers, the Financial Adviser is closely associated with the administrative Department in rendering financial advice on various matters within the jurisdiction of the administrative Department, namely activities pertaining to planning, programming, budgeting, monitoring and evaluation of various schemes/programmes of the Department. The Financial Adviser broadly performs the following duties.

- Co-ordinating the furnishing of material to the department related Parliamentary Standing Committee on Transport, Tourism and Culture to consider the detailed demands for grants and to the Ministry of Finance on budgetary matters.
- Chairing the pre-PIB meetings relating to all projects requiring decision at the level of PIB.
- Scrutinizing all proposals to be placed before Expenditure Finance Committee/Public Investment Board and also extending secretariat



assistance for EFC to be chaired by Secretary (Expenditure).

- Rendering financial advice including concurrence on the proposals and schemes emanating from different administrative wings of the Department.
- Extending necessary co-operation in the preparation of Five Year Plans and Annual Plans.
- Assessing the internal resources and extra budgetary resources of the autonomous bodies under the administrative control of Department.
- Scrutinizing and vetting the budget proposals of the various autonomous bodies.
- Scrutinizing around 3000 proposals relating to the Road and Transport sectors.
- Assisting in the preparation of the outcome budgets ensuring specific appreciation of Unit cost of outcomes/delivery, defining measurable and monitorable outcomes with specified deliverables, setting up of appropriate appraisal, implementation, delivery, monitoring and evaluation systems and ensuring actual achievement of the intended outcomes.
- Performing Fiscal Responsibility and Budget Management (FRBM) related tasks by providing requisite inputs for Finance Minister's quarterly review of fiscal situation to be presented to the Parliament.
- Co-ordinating the preparation of performance budget.
- Assisting the Department in evolving strategies for optimizing private sector investment and PPP in the sector.
- Reviewing periodically various non-tax revenue receipts in the context of market trends and other sectoral developments and making recommendations regarding the reasonableness of return to the Government on the deployed public resources.
- Monitoring of assets and liabilities and recommending corrective action on an ongoing basis.
- Reviewing Plan schemes based on the zero-based budgeting methodology with a view to achieving optimization and containing expenditure.
- Evaluating progress/performance of the projects and other continuing schemes.
- Ensuring financial discipline, enforcement of the economy measures and the assessing the financial viability of all proposals.
- Monitoring the settlement of audit objections, inspection reports/reviews, draft



audit paras etc., and ensuring prompt action on audit reports and appropriation accounts, reports on public sector undertakings.

- Screening all the proposals which are forwarded to Ministry of Finance.

9.1.11 In addition to rendering financial advice, the Financial Adviser is also in charge of budget and accounts of the Department. It is Financial Adviser's duty to do the following.

- (a) Ensure that the schedule for preparation of Budget is adhered to by the Department and the Budget is drawn up according to the instructions issued by the Ministry of Finance
- (b) Scrutinize the budget proposals before sending them to the Ministry of Finance.
- (c) Ensure that the departmental accounts are maintained in accordance with the requirements under the General Financial Rules.
- (d) Monitor and review the progress of expenditure against the sanctioned grants.



VIGILANCE



The Vigilance unit of the Department is responsible for coordinating and supervising the vigilance activities pertaining to the department. The unit is headed by Joint Secretary (Transport & Administration) who is appointed with the approval of the Central Vigilance Commission (CVC) as part time Chief Vigilance Officer (CVO) of the department. A separate full time

Chief Vigilance Officer has been appointed in National Highways Authority of India which is an autonomous body under the administrative control of the department.

10.1.2 During 2006-07, besides dealing with the complaints received, special emphasis has been laid on the role of preventive vigilance which includes simplification of procedures, delegation in decision making, speedy handling of public complaints, transparency in public dealing and annual inspection on administrative vigilance of the Regional Offices of the department.

10.1.3 A Vigilance Awareness Week was observed in the department from 6 - 10 November 2006. The Pledge was administered to the staff in the department. During the Vigilance Awareness Week an Essay Competition was organized.



CHAPTER XI

O&M AND PUBLIC GRIEVANCES REDRESSAL



O&M Unit

An information and facilitation counter (IFC) is functioning in the department to provide information to the citizens regarding services and programmes, schemes, etc. supported by the department. Material on varied subjects that would be useful to the general public has been kept at the Counter. In addition to furnishing information, the IFC also receives public grievance petitions, which are then passed on to the concerned authorities.

11.1.2 As per the manual of office procedure, an annual Organisation and Method (O&M) inspection of all the Sections/Desks in the Department has been carried out and the corrective measures suggested by inspecting officers are implemented.

11.1.3 The Public Grievance Redressal Machinery in the Department is headed by the Joint Secretary (Administration). He is designated as the Director of Public Grievances. Periodic / monthly reviews of the grievances received are carried out by the Director of Public Grievances and necessary action taken. The Public Grievances Redressal and Monitoring System (PGRAMS), a web-based grievance redressal mechanism has also been put into operation in the Department.

11.1.4 A Staff Grievance Redressal Machinery is also functioning in the Department. Deputy Secretary (Administration) has been designated as the Staff Grievances Officer. He is available between 3.00 p.m and 4.00 p.m every day for hearing the grievances and also receiving the grievance petitions. Joint Secretary (Administration) is also available for this purpose between 11.00 a.m and 1.00 p.m on second Monday, failing which on the second Tuesday of every month. Employees of the Department can also ventilate their grievances to Secretary, Road Transport & Highways, any time. Prompt action is taken on all such grievances for early redressal.

11.1.5 A Citizen's Charter disseminating information about the Department's work, the personnel to be contacted for additional information, settling grievances, etc., has been published and also placed on the Department's website, which is updated from time to time.

Record Cell

11.1.6 Due attention is paid to proper records management. During 2006-2007 "Special Drives" were launched to record, review and weed out old records. 1142



files were recorded, 3872 files reviewed and 976 files weeded out. All the old records over 25 years have been transferred to the National Archives of India (NAI) for permanent retention.

DEPARTMENT OF
ROAD TRANSPORT
AND HIGHWAYS



CHAPTER XII

DEPARTMENTAL ACCOUNTING ORGANISATION AND SET- UP



The accounting division of the Department is under the overall charge of the Chief Controller of Accounts (CCA) who is responsible for performing the following major tasks:

- Making Payments to the different wings, Autonomous Bodies, Societies and Associations and to the State Governments.
- Direct Payment Procedure in respect of the States for the expenses incurred on various jobs of National Highways.
- Accepting, accounting and budgeting the receipts of Department of Road Transport and Highways.
- Preparation of monthly accounts, appropriation accounts, (Grant No. 86) and statements of central transactions and their submission to the Controller General of Accounts, Department of Expenditure, Ministry of Finance, Government of India.
- Preparation of Annual Budget including the Performance budget of the Department of Road Transport and Highways and Shipping and coordination with Ministry of Finance.

12.1.2 The position of savings and excess expenditure in respect of Grant No.86 - Department of Road Transport & Highways for the year 2005-06 has been reflected in **Annex IX**.

12.1.3 The sources and use (application) of funds for the year 2005-06 have been reflected in **Annex X** and **XI**, respectively.



MISCELLANEOUS



Government Policies on Women's Issues

The Department is concerned with construction and maintenance of National Highways and administration of Motor Vehicles Act, 1988 and Central Motor Vehicles Rules, 1989.

As such, there are no specific schemes and policies on gender-related issues. The initiatives related to road safety taken by the Department are gender and age neutral.

Summary of C&AG Reports

13.1.2 A summary of audit observations contained in Comptroller & Auditor General (C&AG) Reports in respect of the Department has been given at **Annex XII**.





Annex I
[Para 2.1.5]

LIST OF BUILD-OPERATE-TRANSFER (BOT) PROJECTS

Ministry Toll Based Projects

S. No.	Project Name	NH No.	State	Length in Km	Cost Rs Cr	Date of Award/ Likely Date of Start/Date of Start	Likely/ Actual date of completion	Current Status
1	Thane-Bhiwandi Bypass	3	Maharashtra	24	103.00	Sep-1995	May-2002	Completed
2	Nardhana ROB	3	Maharashtra	13	34.21	Nov-1998	Jul-1999	Completed
3	Hubli - Dharwar Bypass	4	Karnataka	30.35	68.00	Feb-1998	May-2000	Completed
4	Construction of additional 2-lane with tunnel in Khambatki Ghat on NH 4	4	Maharashtra	8	37.80	Nov-1998	Sep-2000	Completed
5	Construction of six bridges	5	Andhra Pradesh	6 Nos.	50.00	Apr-1997	May-2003	Completed
6	Kosasthalyar Bridge	5	Tamil Nadu	0.615	30.00	Jan-1999	May-2001	Completed
7	Nasirabad ROB	6	Maharashtra	1.17	10.45	Nov-1998	Jul-2000	Completed
8	Wainganga Bridge	6	Maharashtra	5.16	32.60	Nov-1998	May-2001	Completed
9	Udaipur Bypass	8	Rajasthan	11	24.00	Aug-1996	Oct-1998	Completed
10	Mahi Bridge	8	Gujarat	1.5	42.00	Nov-1998	Apr-2000	Completed
11	Bridge across river Watrak	8	Gujarat	7.4	48.20	Mar-1999	Mar-2001	Completed
12	Chalthan Road Over Bridge	8	Gujarat	4	10.00	Sep-1996	Jul-1998	Completed
13	Narmada bridge	8	Gujarat	6	113.00	Nov-1997	Jan-2000	Completed

14	Patalganga Bridge & ROB	17	Maharashtra	2.65	33.30	Nov-1997	Jul-1999	Completed
15	ROB at Derabassi	22	Punjab	-	31.48	Sep-1999	Apr-2002	Completed
16	Coimbatore Bypass	47	Tamil Nadu	33	90.00	Dec-1997	Jan-2000	Completed
17	4-laning of Pune-Sholapur road Km. 14/00 to 40/00 of NH 9	9	Maharashtra	26	88.00	Feb-2003	Dec-2004	Completed
18	Katni bypass	7	Madhya Pradesh	17.5	48.00	Aug-2002	Jun-2007	In progress
19	4-laning of Raipur-Durg section of NH 6	6	Chhattisgarh	26.6	50.00	May-2003	Jun-2006	Completed
20	ROB at km 26.428 at Kurali	21	Punjab	2-Lane ROB	20.52	Dec-2003	Dec-2006	In progress.
21	Construction of Bridge across Pinglai river in km 113/800 on NH 6	6	Maharashtra	2.7	14.15	May-2004	Jul-2005	Completed
22	Four-laning and improvement of Mumbai-Pune section of NH-4 from Shilphata (km 131/200) to Nigadi (km 20/400)	4	Maharashtra	111	153.00	May-2004	Jul-2006	Completed
23	Rewa Bypass	7	Madhya Pradesh	19.44	48.00	Jun-2005	Jun-2007	In progress.
24	4- laning of NH-9, km 493/0 - 524/0 (Pune - Hyderabad)	9	Andhra Pradesh	31	99.00	Dec-2005	Jan-2008	In progress.
25	Pune-Nasik(Khed) (km 12.90 to 42.00)	50	Maharashtra	30	127.60	Aug-2003	Dec-2005	Completed





NATIONAL HIGHWAYS AUTHORITY OF INDIA

Toll Based Projects

1	Durg Bypass	6	Chattisgarh	18.4	70	Mar-1999	Jan-2001	Completed
2	ROB at Kishangarh bypass	8	Rajasthan	1	18	Mar-1998	Feb-2000	Completed
3	4-laning of Tumkur-Neelmangla (km 29.5 to km 62.0 of Nh-4)	4	Karnataka	32.5	155	Jun-2006	Dec-2003	Completed
4	4-laning of Tada (km. 52.8) to Nellore (km. 163.6)	5	Andhra Pradesh	110.52	621.35	Aug-2006	Dec-2003	Completed
5	Nandigama - Vijayawada	9	Andhra Pradesh	35	138.65	Aug-2001	Jun-2004	Completed
6	4-laning of Satara-Kagal Section	4	Maharashtra	133	600.00	Feb-2001	Feb-2006	Completed
7	Delhi-Gurgaon Section	8	Haryana	27.7	555.00	Apr-2002	Dec-2006	In progress
8	Vivekananda Bridge and approach	2	West Bengal	6	641.00	Sep-2002	Apr-2007	In progress
9	Mahapura (near Jaipur)-Kishangarh (km 273.5-km 363.885)	8	Rajasthan	90.38	644.00	Apr-2003	Mar-2005	Completed
10	Bharatpur-Mahua	11	Rajasthan	57	250.00	Apr-2006	Jan-2009	In progress
11	Mahua-Jaipur	11	Rajasthan	108	483.00	Mar-2006	Mar-2009	In progress
12	Guna Bypass	3	Madhya Pradesh	14	46.00	Jan-2006	Jul-2007	In progress
13	Jalandhar-Amritsar	1	Punjab	49	263.00	May-2006	Feb-2009	In progress
14	Ambala-Chandigarh	21, 22	Punjab	36	298.00	May-2006	Mar-2008	In progress

15	Vadape-Gonde	3	Maharashtra	100	579.00	Apr-2006	Apr-2009	In progress
16	Pimpalgaon-Dhule	3	Maharashtra	118	556.00	Mar-2006	Mar-2009	In progress
17	Raipur-Aurang	6	Chattisgarh	45	190.00	Apr-2006	Jan-2009	In progress
18	Meerut-Muzaffarnagar	58	Uttar Pradesh	79	359.00	Mar-2006	Mar-2009	In progress
19	Rajkot Bypass abd Gondal- Jetpur	8B	Gujarat	36	388.09	Sep-2006	Mar-2008	In progress
20	Elevated Highway Through Panipat	1	Haryana	10	270.00	Mar-2006	Mar-2009	In progress
21	Indore- Khalghat	3	Madhya Pradesh	80	472.00	Sep-2006	Sep-2009	In progress
22	Agra-Bharatpur (UP/Rajasthan border)	11	Uttar Pradesh / Rajasthan	45	195.00	Sep-2006	Mar-2009	In progress
23	Kondhali-Talegaon	6	Maharashtra	50	212.00	Sep-2006	Mar-2009	In progress
24	Salem -Kerala Border (km 203.96 on NH7 to km 53 on NH4)	7 & 4	Tamil Nadu	53.53	469.80	Jul-2006	Dec-2008	In progress
25	Salem -Kerala Border (km 53 to km 100)	7	Tamil Nadu	48.51	379.80	Jul-2006	Dec-2008	In progress
26	Farukhnagar- Kottaka (km 34 to 80.05)	7	Maharashtra	46.16	267.20	Aug-2006	Feb-2009	In progress
27	Farukhnagar- Kottaka(km 80.05 to 135.47)	7	Andhra Pradesh	56	313.70	Aug-2006	Feb-2009	In progress



28	Krishnagiri- Thopurghat	7	Tamil Nadu	62.5	372.70	Jul-2006	Dec-2008	In progress
29	Salem- Karur (km 207.05 to 248.625)	7	Tamil Nadu	41.55	253.50	Aug-2006	Jan-2009	In progress
30	Salem- Karur (km 258.6 to 292.6)	7	Tamil Nadu	33.48	205.60	Jul-2006	Dec-2008	In progress
31	Trishur- Angamali	47	Tamil Nadu	40	312.50	Sep-2006	Mar-2009	In progress
32	Karur - Madurai (km 373.27 to Km 426.6)	7	Tamil Nadu	53.03	283.50	Jul-2006	Dec-2008	In progress
33	Karur - Madurai (km 305.4 to Km 373.27)	7	Tamil Nadu	68.13	327.20	Oct-2006	Apr-2009	In progress
34	Sitapur - Lucknow	24	Uttar Pradesh	75	322.00	Jun-2006	Jan-2009	In progress
35	Banglore -Hosur Elevated Highway(Silk Road-Electronic City)	7	Karnataka	9.98	450.00	Jan-2006	Jul-2008	In progress
36	Nagpur-Kondhali	6	Maharashtra	40	168.00	Jun-2006	Dec-2008	In progress
37	Armur to Adloorr Elareddy	7	Andhra Pradesh	60.25	390.56			In progress
38	Tindivanam-Ulundurepet (km 121-192.25)	45	Tamil Nadu	71.25	480.00	April, 2006	April, 2009	In progress
39	Ulundurepet-Padalur (km 192.25-285)	45	Tamil Nadu	92.75	460.00	May, 2006	May, 2009	In progress
40	Padalur-Trichy	45	Tamil Nadu	40	320.00	June, 2006	June, 2009	In progress

41	Thanjarur-Trichy	67	Tamil Nadu	56.13	280.00	Jul-2006	Jun-2009	In progress
42	Madurai-Anupukottai-Tuticorin	45B	Tamil Nadu	128.15	629.00	Jun-2006	Jan-2010	In progress
43	Vadodara to Bharuch	8	Gujarat	83.3	660.00			In progress
44	Bharuch to Surat	8	Gujarat	65	492.00			In progress
45	Panagarh-Palsit	2	West Bengal	64.457	350.00	Jun-2002	Jun-2005	Completed
46	Palsit-Dankuni Section (Durgapur Expressway)	2	West Bengal	65	432.40	Oct-2002	Jul-2005	Completed
47	Maharashtra Border-Belgaum Section	4	Karnataka	77	332.00	Jun-2002	Oct-2004	Completed
48	Anakapalli-Tuni Section	5	Andhra Pradesh	58.947	283.20	May-2002	Jan-2005	Completed
49	Tuni- Dharmavaram Section	5	Andhra Pradesh	47	231.90	May-2002	Jul-2005	Completed
50	Dharmavaram-Rajamundry Section	5	Andhra Pradesh	53	206.00	May-2002	Mar-2005	Completed
51	Nellore bypass	5	Andhra Pradesh	17.2	143.20	Oct-2002	Sep-2004	Completed
52	Tambaram- Tindivanam Section	45	Tamilnadu	93	375.00	May-2002	Jan-2005	Completed
53	Bara to Orai	2, 25	Uttar Pradesh	62.8	465.00			In progress
54	Palanpur to Swaroopganj	14	Rajasthan /Gujarat	76	498.00			In progress



55	Adloor Yellaraeddy to Kalkallu Village	7	Andhra Pradesh	85.74	546.15	Oct-2006	Apr-2009	In progress
56	Kosi Bridge incl. Approaches and bunds	57	Bihar	10	418.04			In progress
57	Gorakhpur bypass	28	Uttar Pradesh	32.6	600.24			In progress
58	Jhansi to Lalitpur (Km 0/0 to 49/7)	25,26	Uttar Pradesh	49.7	355.06			In progress
59	Jhansi to Lalitpur (Km 49/72 to 99/0)	26	Uttar Pradesh	49.3	276.09			In progress
60	Lakhnadon to MP/Mah border	7	Madhya Pradesh	49.35	263.17			In progress
61	Hyderabad Bangalore Sectio (Km 135/4 to 211/0)	7	Andhra Pradesh	74.65	611.44	Sep-2006	Mar-2009	In progress
62	AP/Knt Border - Nandihill crossing & Devnahalli to Meenu Kunte Village	7	Karnataka	61.38	402.80			In progress
63	Gwalior Bypass (Km 0/0 to 42/03)	75,3	Madhya Pradesh	42.03	300.93	May, 2006	Oct, 2009	In progress
64	Gwalior to Jhansi (Km 16/0 to 96/12)	75	Madhya Pradesh (68.5)/ Uttar Pradesh (11.5)	81.12	604.00	May, 2006	Dec, 2009	In progress

LIST OF STATE-WISE NATIONAL HIGHWAYS IN THE COUNTRY

Sl. No.	Name of State	National Highway No.	Total Length (in km)
1	Andhra Pradesh	4, 5, 7, 9, 16, 18, 43, 63, 202, 205, 214, 214A, 219, 221 & 222	4472
2	Arunachal Pradesh	52, 52A & 153	392
3	Assam	31, 31B, 31C, 36, 37, 37A, 38, 39, 44, 51, 52, 52A, 52B, 53, 54, 61, 62, 151, 152, 153 & 154	2836
4	Bihar	2, 2C, 19, 28, 28A, 28B, 30, 30A, 31, 57, 57A, 77, 80, 81, 82, 83, 84, 85, 98, 99, 101, 102, 103, 104, 105, 106, 107 & 110	3642
5	Chandigarh	21	24
6	Chhattisgarh	6, 12A, 16, 43, 78, 200, 202, 216, 217, 111, & 221	2184
7	Delhi	1, 2, 8, 10 & 24	72
8	Goa	4A, 17, 17A & 17B	269
9	Gujarat	NE-I, 6, 8, 8A, 8B, 8C, 8D, 8E, 14, 15, 59, 113 & 228	3245
10	Haryana	1, 2, 8, 10, 21A, 22, 64, 65, 71, 71A, 72, 73, 73A, 71B & NE-II	1512
11	Himachal Pradesh	1A, 20, 21, 21A, 22, 70, 72, 88 & 73A	1208
12	Jammu & Kashmir	1A, 1B, 1C & 1D	1245
13	Jharkhand	2, 6, 23, 31, 32, 33, 75, 78, 80, 98, 99 & 100	1805
14	Karnataka	4, 4A, 7, 9, 13, 17, 48, 63, 67, 206, 207, 209, 212 & 218	3843
15	Kerala	17, 47, 47A, 49, 208, 212, 213, & 220	1440
16	Madhya Pradesh	3, 7, 12, 12A, 25, 26, 26A, 27, 59, 59A, 69, 75, 76, 78, 86 & 92	4670
17	Maharashtra	3, 4, 4B, 4C, 6, 7, 8, 9, 13, 16, 17, 50, 69, 204, 211 & 222	4176
18	Manipur	39, 53, 150 & 155	959
19	Meghalaya	40, 44, 51 & 62	810
20	Mizoram	44A, 54, 54A, 54B, 150 & 154	927



21	Nagaland	36, 39, 61, 150 & 155	494
22	Orissa	5, 5A, 6, 23, 42, 43, 60, 75, 200, 201, 203, 203A, 215, 217 & 224	3704
23	Pondicherry	45A & 66	53
24	Punjab	1, 1A, 10, 15, 20, 21, 22, 64, 70, 71, 72 & 95	1557
25	Rajasthan	3, 8, 11, 11A, 11B, 12, 14, 15, 65, 71B, 76, 79, 79A, 89, 90, 113, 112, 114 & 116	5585
26	Sikkim	31A	62
27	Tamil Nadu	4, 5, 7, 7A, 45, 45A, 45B, 45C, 46, 47, 47B, 49, 66, 67, 68, 205, 207, 208, 209, 210, 219, 220, 226 & 227	4462
28	Tripura	44 & 44A	400
29	Uttaranchal	58, 72, 72A, 73, 74, 87, 94, 108, 109, 123, 119, 121, 87 Ext. & 125	1991
30	Uttar Pradesh	2, 2A, 3, 7, 11, 12A, 19, 24, 24A, 24B, 25, 25A, 26, 27, 28, 28B, 28C, 29, 56, 56A, 56B, 58, 72A, 73, 74, 75, 76, 86, 87, 91, 91A, 92, 93, 96, 97, 119 & NE-II	5874
31	West Bengal	2, 2B, 6, 31, 31A, 31C, 32, 34, 35, 41, 55, 60, 60A, 80, 81 & 117	2377
32	Andaman & Nicobar	223	300
		Total	66590



PORT CONNECTIVITY PROJECTS

S.No.	Project Name	NH No.	State	Length (km)	Cost (Rs. In Crore)	Present Status
1	Kandla Port, Gandhidham-Samkhiali (Pacakage-I to III)	8A	Gujarat	56.16	153.75	Completed
2	Mormugoa Port between Verna Jn. On NH-17 to Mormugoa	17B	Goa	18	80	13.1 km completed
3	Jawahar Lal Nehru Port (Phase-I)	4B & 4	Maharashtra	30	177.12	Completed
4	Jawahar Lal Nehru Port (Phase-II)	SH-54	Maharashtra	14.35	158.89	Ongoing
5	Haldia Port	41	West Bengal	53	273	Ongoing
6	Vishakhapatnam	SR	Andhra Pradesh	12	93.79	Ongoing
7	Tuticorin Port	7A	Tamil Nadu	47.2	138	Ongoing
8	Paradip Port	5A	Orissa	77	428	Ongoing
9	Cochin Port	47	Kerala	10	106	Ongoing
10	New Mangalore Port	17 & 48	Karnataka	37	196.50	Ongoing
11	Chennai Port, Chennai-Ennore Expressway	SR	Tamil Nadu	30	161.00	Ongoing



STATE WISE ALLOCATION OF FUNDS UNDER DIFFERENT SCHEMES DURING 2006-07

Rs. in crore

S. No.	Name of States/ Union Territories	For Development		For Maintenance
		NH(O)	PBFF	
1	Andhra Pradesh	80.00	7.34	75.01
2	Arunachal Pradesh	6.00	0.00	0.28
3	Assam	65.00	1.86	25.49
4	Bihar	70.00	14.07	34.34
5	Chandigarh	2.00	0.00	0.70
6	Chhasttisgarh	50.00	2.45	25.85
7	Delhi	15.50	0.00	0.43
8	Goa	5.00	0.00	3.58
9	Gujarat	60.00	7.69	34.81
10	Haryana	50.00	0.00	14.08
11	Himachal Pradesh	45.00	0.00	16.80
12	Jammu & Kashmir	0.00	0.00	0.00
13	Jharkhand	40.00	0.00	21.75
14	Karnataka	75.00	3.91	38.38
15	Kerala	55.00	7.02	32.89
16	Madhya Pradesh	80.00	14.64	62.94
17	Maharashtra	105.00	9.45	60.33
18	Manipur	15.00	0.09	6.31
19	Meghalaya	26.00	0.90	11.21
20	Mizoram	20.00	0.000	4.30
21	Nagaland	11.00	0.000	3.83
22	Orissa	65.00	1.370	42.25



23	Pondicherry	5.00	0.000	0.89
24	Punjab	50.00	3.34	18.44
25	Rajasthan	75.00	5.37	60.58
26	Tamilnadu	85.00	2.69	29.07
27	Uttar Pradesh	135.00	5.95	55.19
28	Uttarakhand	40.00	1.86	18.66
29	West Bengal	55.00	0.000	19.16
	NHAI	150.00	--	--
	Reserve	14.63	--	--
	Katni Bypass (M.P.)	0.17	--	--
	Total	1550.30	90.00	717.54
	BRO	584.00	-	22.28

DEPARTMENT OF
ROAD TRANSPORT
AND HIGHWAYS



DETAILS OF NATIONAL HIGHWAYS IN NORTH-EASTERN STATES UNDER NHDP PHASE-III B

S.No.	NH No.	Stretch	States	Length in km
1	36, 39	Doboka-Dimapur	Assam, Nagaland	124
2	31, 52 and 52A	Baihatta-Chariali-Itanagar (On E-W Corridor)	Assam, Arunachal Pradesh	345
3	39	Kohima-Imphal	Nagaland, Manipur	140
4	44, 53	Shillong-Agartala (Excluding Shillong bypass)	Meghalaya, Assam and Tripura	447
5	54	Silchar-Aizawl (On E-W Corridor)	Assam and Mizoram	190
	TOTAL			1246



STATE-WISE LENGTH OF NATIONAL HIGHWAYS, STATE/ GENERAL STAFF ROADS UNDER PHASE A AND B OF SARDP-NE

DEPARTMENT OF
ROAD TRANSPORT
AND HIGHWAYS

S. No.	State	Road Length (In km)				
		NH		State/GS Road		
		Ph-A	Ph-B	Ph-A	Ph-B	Total
1.	Arunachal Pradesh	0	335	36	2629	3000
2.	Assam	822	29	0	199	1050
3.	Manipur	0	92	108	58	258
4.	Meghalaya	112	179	0	223	514
5.	Mizoram	0	537	0	272	809
6.	Nagaland	81	491	0	511	1083
7.	Sikkim	95	0	56	270	421
8.	Tripura	0	455	0	26	481
	Grand Total	1110	2118	200	4188	7616



TOWARDS DEVELOPMENT OF NATIONAL HIGHWAYS

Developed and maintained by GS

NH	Section	Length (km)
NH-1A	Pathankot-Jammu-Srinagar	396
NH-22	Wangtu-Pooh	89
NH-31A	Sevoke-Gangtok	93
Total		578

Developed by Department of Road Transport & Highways and maintained by GS

NH-1A	Srinagar-Uri	94
NH-1B	Batote-Kishtwar-Sinthan Pass-Anantnag	265
NH-1C	Domel-Katra	15
NH-1D	Srinagar-Zojila-Kargil-Leh	430
NH-31	Sevoke Railway Xing	3
NH-39	Dimapur-Kohima-Mao-Maram	129
NH-44	Jowai-Rattachera-Churaibari-Agartala	419
NH-52	Jonai-Dirak	335
NH-52A	Banderdewa-Itanagar-Gohpur	61
NH-53	Badarpur-Silchar-Jiribam-Imphal	288
NH-54	Silchar-Vairangte-Aizawl-Tuipang	561
NH-54A	Theriat-Lunglei	9
NH-54B	Venus Saddle-Saiha	27
NH-58	Rishikesh-Joshimath-Mana	301
NH-94	Rishikesh-Dharasu	122
NH-150(Part)	Kohima-Lainey-Jessami	130
Total		3189



Developed and maintained by Department of Road Transport & Highways		
NH-16	Jagdalpur-Maharashtra / AP Border	288
NH-44 Extn	Agartala-Sabroom	131
NH-44A	Luipang-Manu	123
NH-52	Bahitha Charali-Jonai	510
NH-52	Dirak-Rupai	31
NH-62	Dudhnai-Nangwalbibra	82
NH-87	Simli-Karna Prayag	7
NH-108	Dharasu-Bhaironghati	124
NH-109	Rudraprayag-Gaurikund	76
NH-125	Tanakpur-Pithoragarh	151
NH-150 (Part)	Jessami-Yayganpokpi and Churachandpur-Tipaimukh	231
NH-151	Karimganj-Sutrakandi	14
Total		1768
Developed by NHAI		
NH-1A	Vijaypur-Jammu	17.20
Total		17.20
Grand Total		5552.20

DEPARTMENT OF
ROAD TRANSPORT
AND HIGHWAYS



STATEMENT SHOWING THE SANCTIONED STRENGTH OF THE OFFICERS/STAFF AND THE NUMBER OF EMPLOYEES BELONGING TO SCHEDULED CASTES (SCs) AND SCHEDULED TRIBES (STs) AND THEIR PERCENTAGE.

As on 30.11.2006.

TECHNICAL

Groups	Sanctioned strength	Total No. of employees in position	SCs	% to total employees in position	STs	% to total employees in position
Group A	208	191	27	14.13	10	5.23
Group B	50	44	07	15.90	03	6.81
Group C	41	30	06	20.00	02	6.66
Total	299	265	40	15.09	15	5.66

NON-TECHNICAL

Groups	Sanctioned strength	Total No. of employees in position	SCs	% to total employees in position	STs	% to total employees in position
Group A	43	34	04	11.76	01	2.94
Group B	216	193	32	16.58	05	2.59
Group C	253	197	35	17.76	07	3.55
Group D	203	189	65	34.39	10	5.29
Total	715	613	136	22.18	23	3.75
Grand Total (Technical and Non-Technical)	1014	878	176	20.04	38	4.32



POSITION OF SAVINGS/EXCESS IN RESPECT OF GRANTS FOR THE YEAR 2005-2006

PERMANENT BRIDGE FEE FUND

(Rs. in crore)

Opening Balance as on	1.4.2005	265.27
Receipt during	2005-06	80.00
Payment during	2005-06	35.48
Closing Balance as on	31.3.2006	309.79

CENTRAL ROAD FUND (CRF)

(Rs. in crore)

Opening Balance as on	1.4.2005	3294.85
Receipt during	2005-06	4975.69
Payment during (Grants in aid to States/UTs + Management expenses)	2005-06	4655.24
Closing Balance as on	31.3.2006	3615.30

GRANT OF DEPARTMENT OF ROAD TRANSPORT AND HIGHWAYS FOR THE YEAR 2005-06

(Rs. in crore)

Grant No. and Name		Budget Estimate	Supple-mentary	Total Budget	Actual Expenditure	Saving	Surrender
Grant No. 86	Revenue Account	8452.13	133.00	8585.13	8136.73	448.40	141.67
	Capital Account	10640.92	0	10640.92	9076.26	1564.66	1539.58
TOTAL		19093.05	133.00	19226.05	17212.99	2013.06	1681.25

Source- Appropriation Accounts 2005-2006.



SOURCES OF FUNDS AS PER THE STATEMENT OF CENTRAL TRANSACTIONS DURING LAST THREE YEARS

REVENUE RECEIPTS

(Rs. in crore)

S. No.	MAJOR HEAD	2003-04	2004-05	2005-06
1	0021-Taxes on Income other than Corporation Tax	17.20	30.27	35.71
2	0045-Other Taxes and Duties on Commodities and Services	1.49		-
3	0049- Interest Receipts	63.08	144.54	193.41
4	0050-Dividends and Profits		-	-
5	0070-Other Administrative Services		-	-
6	0071-Contribution and Recoveries towards Pension and Other Retirements Benefits	0.12	0.10	0.28
7	0075-Miscellaneous General Services	1.11	0.01	1.45
8	0210-Medical and Public Health	0.07	0.08	0.08
9	0216-Housing	0.09	0.08	0.09
10	0852-Transport Equipment Services		-	-
11	1054 - Roads and Bridges	92.70	99.30	94.76
12	1055 - Road Transport			0.52
13	1475 - Other General Economic Services	0.10	0.12	0.07
	TOTAL (REVENUE RECEIPTS)	175.96	274.50	326.37



CAPITAL RECEIPTS

S. No.	MAJOR HEAD	2003 - 04	2004-05	2005-06
1	7075-Loans for other Transport Services	115.60	71.08	100.77
2	7601-Loans and Advances to State Government.	-	13.87	17.48
3	7602-Loans and Advances to Union Territory Government	-	-	-
4	7610- Loans to Government Servants	0.75	0.65	0.61
	TOTAL (CAPITAL RECEIPTS)	116.35	85.60	118.86
	GRAND TOTAL	292.31	360.10	445.23

DEPARTMENT OF
ROAD TRANSPORT
AND HIGHWAYS





Annex XI
[Para 12.1.3]

APPLICATION OF FUNDS DURING THE YEAR 2005-2006

Particulars	REVENUE EXPENDITURE									
	2003-04			2004-05			2005-06			Total
	Plan	Non Plan	Total	Plan	Non Plan	Total	Plan	Non Plan	Total	
2049-Interest Payment		1.80	1.80	-	2.06	2.06		2.39	2.39	2.39
2071 -Pension Payment (M2071)		2.06	2.06	-	1.86	1.86		1.24	1.24	1.24
2235-Social, Security and Welfare		-	-	-	-	-		0.02	0.02	0.02
3054-Roads and Bridges	3046.43	909.51	3955.94	2812.69	746.38	3559.07	4979.69	902.64	5882.33	5882.33
3055-Road Transport	34..55	-	34.55	32.42	-	32.42	27.70		27.70	27.70
3451-Secretariat Economic Services		35.19	35.19	-	23.98	23.98		25.79	25.79	25.79
3601-Grants in aid to State Government.	856.33	578.70	1435.03	0.10		0.10	0.86		0.86	0.86
3602-Grants in aid to Union Territories	9.25	-	9.25	-	-	-	-	-	-	-
3605-Technical and Economic Cooperation with other countries								0.03	0.03	0.03
REVENUE EXPENDITURE	3946.56	1527.26	5473.82	2845.21	774.28	3619.49	5008.25	932.11	5940.36	5940.36

CAPITAL EXPENDITURE										
2003-04				2004-05			2005-06			
5054-Roads and Bridges	5002.53	233.63	5236.16	2582.67	-	2582.67	4642.82			4642.82
7075-Loans to other Transport Services	289.78		289.78	360.50	-	360.50	600.00			600.00
7610-Loans to Government Servants	-	0.66	0.66	-	0.65	0.65		0.35		0.35
CAPITAL EXPENDITURE	5292.31	234.29	5526.60	2943.14	0.65	2943.79	5242.82	0.35		5243.17
GRAND TOTAL (Revenue+Capital) 11183.53	9238.87	1761.55	11000.42	5788.35	774.93	6563.28	10251.09	932.46		



SUMMARY OF AUDIT OBSERVATIONS

National Highways Authority of India lost Rs.1.05 crore towards interest for six years due to non-construction of residential complex on purchased land.

(Para 18.1.1 of Audit Report No.12 of 2006)

Assessment of Information Technology under COBIT framework (National Highways Authority of India)

The absence of a structured information technology plan in National Highways Authority of India Limited resulted in a non coordinated approach in development and implementation of systems most suitable to its business needs. The systems were developed for the purpose of monitoring and evaluation on an on going basis, in accordance with the indicators satisfactory to the World Bank and not borne out of any cost benefit analysis undertaken by the Authority. In one case, where the preparation of Information Technology package was half way through, the Authority realized that the information was to be hosted on servers located in a foreign country and consequently the idea of developing the information solution had to be abandoned resulting in wasteful expenditure of Rs.5.07 crore upto December 2005.

(Para 27.1 of Audit Report No.12 of 2006)





**Department of Road Transport & Highways
Government of India, New Delhi**