

ANNUAL REPORT

2007-2008



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

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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, relating to vehicular movements 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 3.314 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	66754 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 percentage of National Highways in terms of width is as under:

Single Lane/ Intermediate lane	18350 km (27%)
Double lane	39079 km.(59%)
Four Lane/Six lane/Eight Lane	9325 km.(14%)



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 last five years (1999-2000 to 2003-04). 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. While the Central Sector programmes pertain mainly to the National Highways, the responsibility for development of other categories of roads vests with the states/ Union Territories. In this context the Department of Road Transport has been carrying out the overall responsibility of maintenance and development of National Highways and has been successfully implementing various phases of National Highway Development Project (NHDP).

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. Implementing agency for NHDP programme is National Highways Authority of India (NHAI). NHDP programme began with the Phase I and Phase II having following components:

- NHDP Phase I & II envisage four/six/eight laning of about 14,000 km. of National Highways, at an estimated cost of about Rs. 65,000 crore at 2004 prices. These two phases comprise Golden Quadrilateral (GQ), North-South & East-West corridor (NSEW), Port Connectivity and Other Projects. The GQ consists of 5846 km connects four major cities viz; Delhi, Mumbai, Chennai and Kolkatta. The NSEW corridors comprising a length of 7142 km connects Srinagar in the North to Kanyakumari in the South including a spur from Salem to Kochi and Silchar in the East to Porbandar in the West respectively. The NHDP also includes Port Connectivity Project comprising a length of 380 km for improvement of roads connecting to 12 major ports in the country and Other Projects involving a length of 962 km are also included.
- The Government has also envisaged a massive programme for development of National Highways under NHDP to be completed during the period of 2005-2015 with an investment of Rs. 2, 35,690 crore in a phased manner. This programme includes completion of National



Highways Development Project (NHDP) Phase I and II, NHDP Phase-III for upgradation of 12,109 km of National Highways on Build, Operate and Transfer (BOT) basis, NHDP Phase-IV for widening of 20,000 km of National Highways to two lanes with paved shoulders, NHDP Phase-V for six-laning of 6500 km length of selected National Highways, NHDP Phase-VI for development of 1000 km of Expressways, NHDP Phase-VII for construction of 700 km of ring roads of major towns and bypasses and construction of other stand alone structures such as flyovers, elevated roads, tunnels, underpasses, grade separated interchanges etc. on National Highways.

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

- Up-gradation of 12,109 km of National Highways (NHs) under NHDP Phase-III at an estimated cost of Rs. 80,626 crore.
- Six laning of 6,500 km of NHs comprising 5,700 km of GQ and balance 800 km of other sections of NHs under NHDP phase-V at a cost of Rs 41,210 crore.
- Construction of 1,000 km of expressways with full access control on new alignments at a cost of Rs. 16,680 crore under NHDP-phase VI.
- Construction of ring roads including improvement of NH Links in City, grade separated intersections, flyovers, elevated highways, ROBs, Under Passes and Service Roads at a cost of Rs. 16,680 crore under NHDP Phase-VII.

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

1.1.8 SARDP-NE envisages improvement/construction of 8,737 km roads. The proposed programme includes improvement of 3,846 km of National Highways and 4,891 km of state roads, which will be implemented in two phases. The estimated cost of phase- 'A' is Rs. 12,793 crore, out of which Rs. 8,173 crore would come from Gross Budgetary Support (GBS) and Rs. 4,620 crore would be leveraged against annuity payment to be made from the cess by NHAI.

Public Private Participation:

1.1.9 Historically, investments in the infrastructure sector, particularly in the highways, were being made by the Government mainly because of the large volume



of resources required, long gestation period, uncertain returns and various associated externalities. The galloping resource requirements and the concern for managerial efficiency and consumer responsiveness also have led in recent times to an active involvement by the private sector. To encourage participation of private sector, the government has also announced several incentives such as tax exemptions and duty free import of road building equipments and machinery etc. to encourage private sector participation. It has been decided that all the sub-projects in NHDP Phase-III to Phase-VII would be taken up mainly on Public Private Participation (PPP) route following either Build Operate and Transfer (BOT) toll mode or BOT (Annuity) mode. The private sector participation envisaged in Phase-II of NHDP has also been increased. Only in exceptional circumstances project would be implemented using Engineering Procurement and Construction(EPC) basis.

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 Oil. Presently, Rs.2/- per litre is collected as cess on Petrol and High Speed Diesel (HSD) Oil. The fund is distributed for development and maintenance of National Highways, state roads, rural roads, and for railway over bridges/under bridges and other safety features, as provided in Central Road Fund Act, 2000. Present Cess of Rs. 2.00 is being distributed in following manner.

- (i) Rs. 1.50 per litre 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) Remaining cess of Rs. 0.50 per litre is entirely allocated for development and maintenance of National Highways.

1.1.11 The Department is also responsible for approval and release of funds to the 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 viz. 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 of road safety provisions/rules vest with the governments of respective States/Union Territories. The mass public education relating to road safety is being taken care of through campaigns in print, audio & audio visual media, with the involvement of non government organizations (NGOs) by this Ministry.





Katraj RE-alignment on NH-4

YEAR AT A GLANCE

Road Development

Road Sector

Two Highways/ roads in the States of West Bengal and Kerala having a length of 147 km and 17 km respectively have been declared as National Highways 31D and 47C in December 2007.

2.1.2 5650 km (96.65%) of Golden Quadrilateral has been completed till 29th February 2008 and balance 196 km (3.35%) is under progress.

2.1.3 1962 km of North – South East – West Corridor has been 4-laned and 4359 km is under implementation till 29th February, 2008.

2.1.4 Government has approved up gradation of 780 km of National Highways under NHDP Phase IIIA in Bihar at an estimated cost of Rs. 6,782 crore and up gradation of 7,294 km under NHDP Phase IIIB at an estimated cost of Rs. 47,557 crore in April 2007. With these approvals, the total length for up-gradation under NHDP Phase III is 12,109 km at an estimated cost of Rs. 80,626 crore.

2.1.5 Approval has also been accorded for construction of stand alone Ring Roads, Bypasses, Grade Separators, Flyovers, elevated roads, tunnels, road over bridges, underpasses, service roads etc. on BOT (Toll) mode under NHDP Phase VII in December 2007 at an estimated cost of Rs. 16,680 crore.

2.1.6 Under NHDP Phase III, till 29th February, 2008 a length of 330 km has already been 4-laned, 1,745 km is under implementation.

BOT (Toll) Projects:

2.1.7 So far 82 projects have been taken up (56 NHAI + 26 MoSRTTH) valued about Rs. 23,104.31 crore on Built Operate and Transfer (BOT) basis (Toll based projects). Out of this, 34 projects (10 NHAI + 24 MoSRTTH) have been completed and 48 projects are under progress.



BOT (Annuity) Projects (NHDP section):

2.1.8 25 projects covering a length of 1,376.22 km have been taken up on Annuity Basis and out of this 8 projects covering a length of 476 km have been completed.

2.1.9 The Department has set up a high-powered Inter Ministerial Committee to approve and co-ordinate individual sub projects under SARDP-NE. Committee has approved various sub projects covering 664 km length at an estimated cost of Rs. 1613.00 crore under Phase “A” of the programme upto 29th February, 2008.

2.1.10 Presently, a total cess of Rs. 2.0 per litre on petrol and high-speed diesel is being levied. Rs. 8106.39 crore (Rs.6541.07 crore for National Highways and Rs.1565.32 crore for state roads) have been provided for National Highways and for state roads. Additional Rs. 0.68 crore have been allotted to the state roads from Gross Budgetary Support (GBS). An amount of Rs. 173.93 crore has been allocated during the current year 2007-2008, for the development of State Roads under the scheme of Economic Importance and Inter State Connectivity (EI & ISC).

ROAD TRANSPORT

2.1.11 With a view to introduce the information technology in the road transport sector, the rules for issuing smart card based driving licences and registration certificates etc. have already been notified. Government of West Bengal, Jharkhand, Tripura, Orissa, Assam, Maharashtra and Delhi have started issuing smart card based Registration Certificate/Driving Licence. Arunachal Pradesh and UT of Chandigarh have started issuing smart card based Driving Licenses. This Department will soon pose a proposal before Expenditure Finance Committee (EFC) seeking approval of an estimated amount of Rs. 148 crore for creation of State Registers and National Register of Driving License and Registration certificate.

2.1.12 The Tenth meeting of the National Road Safety Council was held on 21st April 2007 in Coimbatore. Transport Ministers, Director-Generals of Police from various States/Union Territories, Secretary/Commissioner (Transport) of the States/UTs, representatives of transporters' organizations, NGOs and experts in road safety participated in the meeting.

2.1.13 The Department has notified the rules for accreditation of bus body builders on 23rd March, 2007. As per these rules the bus body builders in the country would be accredited through the system of Zonal and National level accreditation boards. These rules would come into effect on 23rd March, 2008.



2.1.14 The Carriage by Road Bill 2007 was passed by the Parliament in September 2007. The Carriage by Road Act, 2007 was later gazetted on 1st October 2007 after obtaining Presidential assent on the Bill. Enactment of this legislation would help to make the transport system transparent and simplistic. This would modernise the systems and procedures of the transportation trade by road. A working Group has been set up in the Ministry to frame the rules under the Act before it could be brought into force.

2.1.15 The Union Cabinet in its meeting held on 1st March, 2007 approved the proposal of the Department to move the Motor Vehicles Amendment Bill, 2007 in the Parliament. Accordingly, the Bill was introduced in Rajya Sabha on 15th May 2007. The Bill seeks to achieve the objectives such as enhancement of penalties to ensure road safety and discipline, provision for civil liability in addition to the existing criminal liabilities, conferment of more powers to the States/UTs, making Regional Transport Authorities more responsive in discharging their duties, rationalisation of provisions for payment of compensation to road accident victims, provision for settling of compensation claims directly by the insurers etc. The Bill was referred to Department related Parliamentary Standing Committee on Transport, Tourism and Culture for examination, which is under progress.

2.1.16 A Committee headed by Shri S. Sundar, Former Secretary, the then 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". The Committee presented its report to the Department on 20th February 2007 inter-alia recommending setting up of a National Road Safety and Traffic Management Board through an Act of Parliament. The report was examined in consultation with the States/UTs and all concerned Ministries/Departments. A note on creation of National Road Safety and Traffic Management Board has been sent to Cabinet Secretariat on 10.01.08 for consideration of Committee of Secretaries (CoS).

2.1.17 The first meeting of the Transport Ministers of the SAARC countries was held on 31st August, 2007 in New Delhi. The Transport Ministers of Afghanistan, Bangladesh, Bhutan, Maldives, Nepal and Sri Lanka participated in the meeting. The meeting was preceded by the second meeting of the Technical Committee on Transport on 29th August, 2007 and thereafter the meeting of the Inter-Governmental Group on Transport on 30th August, 2007. Senior officers from all the SAARC countries dealing with the issues relating to rail, road, air and shipping sectors participated in these meetings. The thrust of these meetings was to boost regional connectivity within SAARC region by way of identifying and taking up easily implementable rail, road, inland water and aviation projects.

2.1.18 A Committee under the chairmanship of Prof.(Retd.) A.L. Aggarwal, IIT Delhi was set up on 14th June, 2007 to review the Road Transport Corporation Act, 1950. The Committee has been asked to submit its recommendations within a period of six months.



2.1.19 A Committee under the Chairmanship of Shri D. Thangaraj, Principal Secretary (Transport), Government of Karnataka was constituted in October, 2006 to finalise the National Road Transport Policy taking into account the suggestions/ comments received on the draft policy document prepared by the Department earlier. The Committee initially submitted its report on 8.9.2007. However, in the workshop of all the stakeholders held on 1.12.2007 it was felt that the policy document should also focus on strengthening of public transport system and role of independent regulator in this sector. Accordingly the Committee has been requested to deliberate on this issue and submit its recommendations at the earliest.

2.1.20 The nineteenth Road Safety Week was observed throughout the country from 1-7 January 2008, with the theme **“Drive to Care ! Not to Dare !”**

2.1.21 A total of 121 NGOs have been provided grants-in-aid for administering road safety programmes entailing expenditure of Rs.1.72 crore.

2.1.22 Grants-in-aid have been sanctioned to 57 NGOs/institutions to impart refresher training to 59,850 drivers under the scheme of refresher training to heavy vehicle drivers in the unorganized sector during the year under report.

2.1.23 During 2007-08, 30 cranes and 100 Ambulances have been sanctioned to States/NGOs under the National Highways Accident Relief Service Scheme (NHRASS).

2.1.24 A scheme is being finalized to provide financial assistance to help the States to strengthen public transport system.

2.1.25 Major initiatives taken:-

- Process has been initiated for formulation of National Policy on Development of Expressway Network in the country.
- Manuals for Specifications and Standards for six-laning and four-laning of National Highways through Public-Private Partnership have been finalized and hosted on the Department's website.
- A Committee has been constituted in the Department for finalization of the Terms of Reference (TOR) for Consultancy Services for Rationalization of Numbering System of National Highways.
- At present, out of the total length of 66,754 km of National Highways in the country, about 18,350 km stretches of National Highways are below 2-lane standards. Emphasis is to be given for widening of these stretches of National Highways to a minimum of 2-lane standards within the 11th and the 12th Five Year Plan periods.



- Construction of missing links and missing bridges on National Highways, construction of Road Over Bridges (ROBs) / Road Under Bridges (RUBs) in place of existing level crossings, rehabilitation / reconstruction / widening of weak / dilapidated and narrow bridges, etc. on National Highways has to be given high priority.
- Development/up-gradation of National Highway linkages, for providing connectivity to the Integrated Check Posts (ICPs) proposed to be developed along the International Borders with Pakistan, Nepal, Bangladesh and Myanmar by the Department of Border Management (Ministry of Home Affairs), are being taken up in a phased manner as per the priority of the Department of Border Management.
- The 11th Five Year Plan document has inter-alia recommended earmarking of a fixed proportion, say 1/3rd, of the National Highways share of road cess for maintenance. The Department has requested Planning Commission for conveying its commitment for meeting any likely shortfall towards financing of the National Highways Development Project (NHDP) as a result of utilization of part of cess amount for repair and maintenance of National Highways.
- It has been decided to take up development of about 386 km length of NH-228 from Ahmedabad to Dandi (i.e. Dandi Heritage Route) through Budgetary Support during the 11th Five Year Plan. Planning Commission has been requested to provide additional GBS during 2008-09 for this project.
- Asian Highway Route No.AH-48 is presently passing through Thimphu – Phuentsholling in Bhutan and extends upto Border of India. It has been decided on 14.2.2008 to propose to UN-ESCAP to extend Asian Highway Route No.AH-48 from Thimphu-Phuentsholling-Jaigaon (in India on India-Bhutan Border) to connect on Asian Highway Route No. AH-2 at Phulbari via Hashimara and Jalpaiguri.
- Prime Minister, during his visit to Arunachal Pradesh had announced on 31st January, 2008 that Trans Arunachal Highway of 2-lane standards would be developed from Tawang to Mahadevpur passing through Bomdila-Nechipu-Seppa-Sagalee-Ziro-Daporijo-Along-Pasighat-Roing-Tezu-Mahadevpur-Namchik-Changlang-Khonsa-Kanubari in Arunachal Pradesh.
- The Department actively participated in various national/international workshops, seminars and conferences pertaining to road sector organised by various Departments / Organizations for promoting awareness and dissemination of State-of-Art practices etc. through sponsorships or by providing funds etc., as per following details:
 - (a) A high level team participated in the World Roads Congress held in Paris in September, 2007 where interaction with other Road Congresses from



various countries was held. A presentation on Road Safety in India was made in the Conference on their invitation. On the sideline of the Conference a meeting was also held of the Working Group constituted under Indo-French Memorandum of Understanding in Roads Sector.

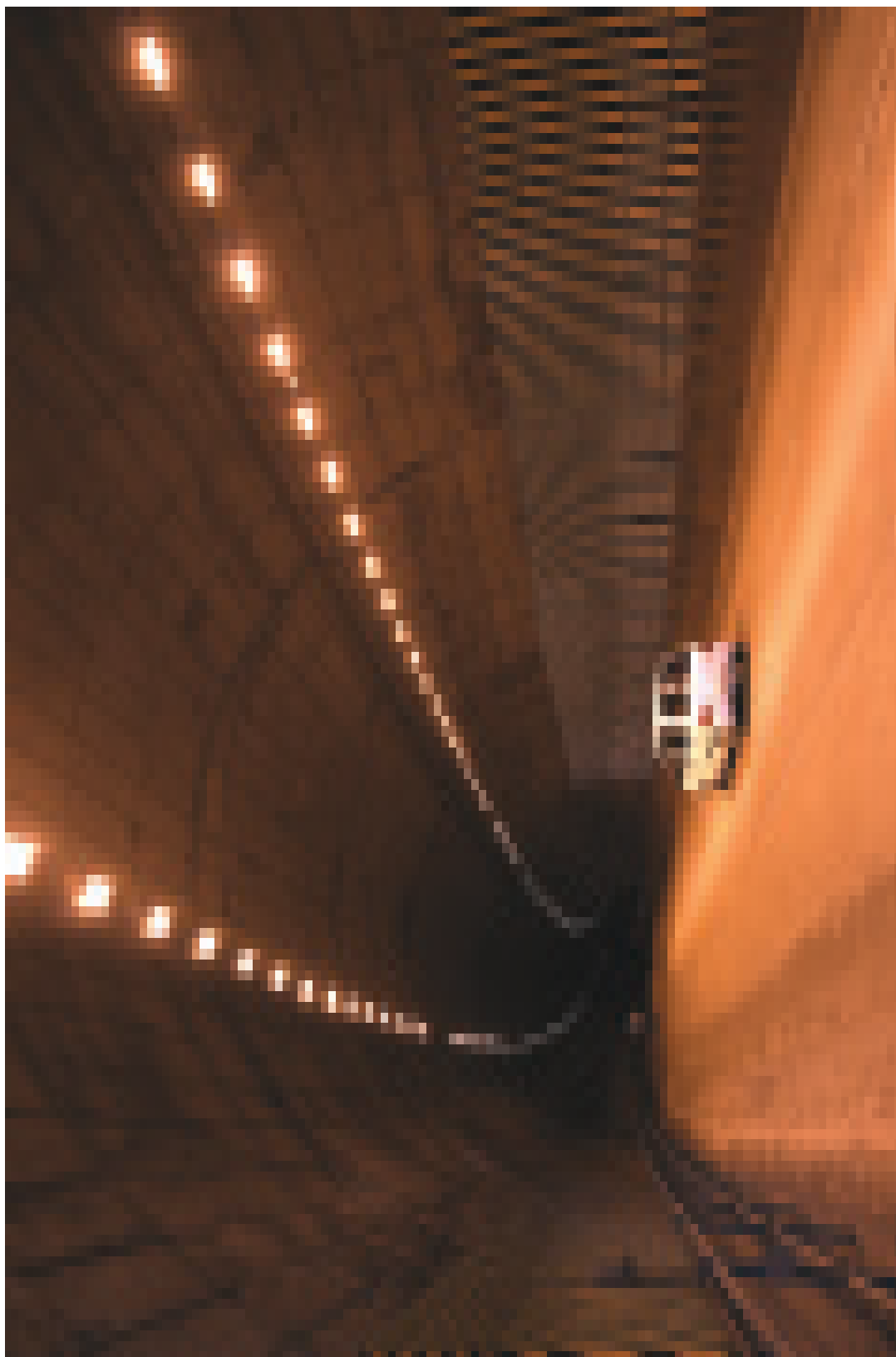
- (b) A Conference on Road Safety Design, Construction and Operations of Roads was held on 5th and 6th October, 2007 at New Delhi.
- (c) Sub-Regional Workshop for countries of South Asia on the development of Inter-modal Interfaces was held in New Delhi on 11th and 12th December 2007.
- (d) The Indian National Group- International Association of Bridge and Structural Engineers (ING-IABSE) arranged National Seminar on Long Span Bridge and Roof Structures on 4-6 January, 2008 at New Delhi.
- National Highways are rapidly getting congested and choked by undesirable road side development and encroachments. In order to overcome this problem, an Act namely, "The Control of National Highways (Land & Traffic), Act, 2002" has been notified and has come into force on 27.1.2005 as per the Notification dated 27.1.2005. Central Government has already set up 192 Highway Administrations and 8 National Highway Tribunals. These National Highway Tribunals (NHT) have been set up at Chandigarh, Lucknow, Kolkata, Mumbai, Jabalpur, Bangalore, Chennai and Guwahati.
- In order to expedite the progress of works of Inter-State Connectivity and Economic Importance and improve the utilization of the Central Road Fund, it has been decided that from next year onwards the works which are to be taken up under these schemes are identified in a Zonal Committee and the list recommended by the zonal committees would be further considered and recommended by a committee headed by Secretary (RT&H), Director General and Chief Engineer (Planning & Monitoring). Approval by the Ministry will be for one time and technical and financial sanctions are to be issued by the respective State Governments.
- More emphasis is now being given to modernization of the highways and toll collection system for which introduction of Intelligent Transport Systems (ITS) is proposed to be gradually introduced. For this purpose, a Working Group is being constituted to determine technology for Advance Traffic Management System, Advanced Travel or Information System and Electronic Toll collection.
- System is also proposed to be installed for automatic traffic counting to have better assessment of traffic moving on National highways. Automatic Traffic Counters cum Classifiers are proposed to be installed to have real time data.



- Model Concession Agreement for 6-laning of National Highways on BOT toll basis, 4/6-laning of National Highways on BOT Annuity basis and Operation, Maintenance and Transfer (OMT) of National Highways have been finalized.
- Toll Policy and Fee Rules have been finalized. Fee Rules after approval of Committee of Secretaries have been sent for legal vetting before getting Government approval.
- As per present practice the Chief Engineers of the Project Zones in the Ministry are competent to technically clear the estimates costing upto Rs. 5 crore. Considering the cost escalation. and also the amount which is exempt from clearance by Expenditure Finance Committee (EFC) the following enhanced delegation of power for technical clearance of estimates has been approved:-

Chief Engineers	:	Rs. 15 crore
Additional Director General	:	Rs. 30 crore
Director General	:	Full Power





Tunnel on Katraj Ghat Bypass on NH-4

ROAD DEVELOPMENT

The Department of Road Transport and Highways is primarily responsible for the 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, 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 66,754 km. A list of state wise National Highways passing through the states is at **Annex-I**.

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 the projects in the highway sector and has undertaken major up gradation initiatives in high-density corridors, it has not been possible to allocate sufficient funds matching the needs for maintenance of National Highways. The physical programmes of road development 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 gap of the demand and supply to a 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)

Organization Structure

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

3.1.6 NHAI is headed by a Chairman and five full time Members, namely Member (Admn), Member (Fin.), 3 Members (Technical). There are four part time (ex-officio) Members of the Authority, namely, Secretaries of Department of Road Transport and Highways, Department of Expenditure, Planning Commission and Director General (Road Development) Department of Road Transport and Highways.

3.1.7 The Authority has its field offices in the form of Project Implementation Units (PIUs) and Corridor Management Units (CMU) spread all over the country. These units are headed by Project Directors who are responsible for the implementation of various NHDP projects and Operation & Maintenance of the completed stretches. All procurement related to civil contractors, supervision consultants etc. are made by the head office. Project Directors are responsible for pre-construction activities and liaison with Central/State Government organizations for successful implementation of the projects.

Restructuring of NHAI

3.1.8 The Union Cabinet in its meeting held on 20/07/07 had approved the proposal of restructuring of NHAI. The salient points of the proposal are:

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



National Highway Development Project (NHDP)

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

Financing of NHDP Projects

3.1.10 An amount of Rs. 17,615 crore has been targeted to be spent during the year 2007-08 for construction of various projects of NHDP, till 29.02.2008 an amount of Rs. 13,280 crore has been spent.

National Highways Development Project

NHDP Phase-I&II:

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

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

3.1.12 NHDP Phase I which was approved by CCEA in December 2000 at an estimated cost of Rs. 30,300 crore (1999 prices) comprises 5,846 km of Golden Quadrilateral, 981 km of NS-EW Corridor, 356 km of Port Connectivity and 315 km of other National Highways, a total of 7,498 km. During the year 192 km was completed upto Feb'2008.

3.1.13 NHDP Phase II which was approved in December 2003 at an estimated cost of Rs. 34,339 crore (2002 prices) comprises mostly North South-East West (NS-EW) Corridor (6,240 km) and other National Highways of 496 km length, the total length being 6,736 km. During the year 846.24 km was completed upto Feb'2008.



NHDP Phase-III:

3.1.14 The Government has approved 4/6 laning of 12,109 km of National Highways on Build, Operate and transfer (BOT) basis at an estimated cost of Rs. 80,626 crore under NHDP III. The phase has been approved in two parts i.e. Phase III A consisting total length of 4,815 km. at an approved cost of Rs. 33,069 crore and Phase III B, consisting total length of 7,294 km at an approved cost of Rs. 47,557 crore. The scheduled dates of completion of Phase III A and Phase III B are December, 2009 and December, 2013 respectively. Under this phase, the stretches have been identified as per the following criteria:

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

Against 12,109 km, a length of 330 km has already been four laned up to 29.02.2008 and a length of 1745 km is under implementation. During the year 278 km has been awarded and 300 km has been completed uptill Feb'2008.

NHDP Phase-IV

3.1.15 This Phase envisages upgradation of about 20,000 km of National Highways to 2-lane paved shoulder under NHDP. This phase is yet to be approved by the Government.

NHDP Phase – V:

3.1.16 Six laning of 6,500 km of existing 4 lane National Highways under NHDP Phase V on Design, Build, Finance & Operate (DBFO) basis has been approved in October 2006. Six laning of 6,500 km includes 5,700 km of GQ and 800 km of other stretches.

3.1.17 The feasibility reports of 1405 km have already been prepared. The consultancy for preparation of feasibility reports for a length of 1493 km has been awarded and proposals for 435 km are under evaluation.

3.1.18 Six laning of 1030 km have been awarded on BOT basis, out of which during 2007-08, seven projects of length 881 km have been awarded on revenue sharing basis.



NHDP Phase VI:

3.1.19 NHDP Phase VI envisages development of 1,000 km fully access controlled expressways under Public Private Partnership (PPP) model following Design – Build – Finance – Operate (DBFO) approach. The Phase VI of NHDP has been approved at an estimated cost of Rs. 16,680 crore in November 2006. NHAI has taken action for appointing consultants for carrying out feasibility study for Vadodara-Mumbai Expressways.

3.1.20 NHAI will shortly initiate action for taking up expressway implementation on Delhi-Meerut, Bangalore-Chennai and Kolkata-Dhanbad.

3.1.21 The total fund requirement for this phase is Rs. 16,680 crore, out of which Rs. 9,000 crore will come from the private sector and the balance Rs. 7,680 crore will be Government funding for bridging the viability gap as well as meeting the cost of land acquisition, utility shifting, consultancy, etc.

3.1.22 The award of concession is proposed to be made during the 11th Plan period. The entire project is targeted to be completed by December 2015.

NHDP Phase VII

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



Overall Status, length completed as on Feb 2008 of different Phases of NHDP is shown in Table 3.1 below.

Table 3.1

Phases	Total Length (in km)	Length Completed in km	Likely date of Completion
I GQ,EW-NS corridors, Port connectivity & others	7,498	7035	97% of GQ will be completed by Mar -08
II 4/6-laning North South- East West Corridor, Others	6,647	1123	Dec - 2009
Phase III Upgradation,4/6-laning	12,109	330	Dec - 2013
IV 2 - laning with paved shoulders	20,000	-	Dec - 2015 (as per financing plan)
V 6-laning of GQ and High density corridor	6,500	NIL	Dec - 2012
VI Expressways	1000	NIL	Dec - 2015
VII Ring Roads, Bypasses and flyovers and other structures	700 km of ring roads/ bypass + flyovers etc.	NIL	Dec-2014



Work awarded during the year :

3.1.24 During the year a total length 1202 km was awarded under different phases of NHDP, out of this 158 km was awarded on Annuity and 81 km on BOT-Toll with negative grant of 175.92 crore as per details given below:

Details of BOT Toll/Annuity Projects awarded during the year 2007-08 (upto Feb'08) with Negative or no grant are shown in Table 3.2 below.

Table 3.2

Sl. No.	Name of the Project	BOT Toll/ Annuity	Length (In km)	VGF / (Negative Grant)	Awarded Annuity	Total Project cost (Rs. in Crore)
1	NS-1/BOT/MP-UP/ Gwalior-Jhansi (Km.16 Km 96.127 of NH-75) under NHDP Phase II	Annuity	80.00	-	52.29	604.00
2	NS-1/BOT/MP-/ Gwalior-Bypass (Km. 103 of NH-3 to Km. 16 of NH-75) under NHDP Phase II	Annuity	42.00	NA	26.53	300.93
3	Amritsar – Wagah Border Section of NH-1 from Km.455.400 to Km. 491.620 under NHDP Phase III	Annuity	36.22	NA	18.45	205.88
4	Neelmangal – Devihalli section (Pkg-I) Km.28/ 200 to Km. 110/000 on NH-48 (Neelmangla – Hassan) under NHDP Phase III	Toll	81.00	175.92	NA	441.00



3.1.25 During the year 1027 km was awarded till Feb'2008 with Revenue sharing on the basis of New Model Concession Agreement (NMCA). The details are shown in the Table 3.3 below.

Table 3.3

Sl. No.	Name of the Project	Length (In km)	Total Project Cost (Rs. in cr.)
1	Delhi/Haryana Border to Rohtak (NHDP Phase III)	63.49	486
2	Khalaghat – MP/MH Border (NHDP Phase III)	82.8	549
3	Chennai – Tada (km 11 to km 54.40 (NHDP Phase V)	43.4	353.371
4	Gurgaon – Kotputli – Jaipur (Km 42.70 to 273.00) (NHDP Phase V)	225.6	1,673.70
5	Surat – Dahisar (Km 263.00 to 502.00) (NHDP Phase V)	239	1,405.57
6	Chikaluripet – Vijaywada (NHDP Phase V)	82.5	572.3
7	Panipat - Jalandhar (Km 96 to 387.10) (NHDP Phase V)	291	2,288.00
	Total	1027.8	

Corridor Management

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

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



Tolling

3.1.27 During the financial year 2007-08 a total length of 1,000 km of National Highways has been targeted for tolling which will generate Rs. 1,400 crore as toll revenue. Uptill 31.03.2007 the toll collection was Rs. 3209.56 crore and by the end of 2007-08 it shall be Rs. 4609.56 crore. In order to improve toll management and revenue collection, modern tolling equipment including CCTV, smart card, weigh-in-motion and other software have been put to use.

Projects of Urban transport improvement

3.1.28 During the year, the Delhi-Gurgaon Expressway of length 27 km and Sister Nivedita Bridge (Second Vivekanand Bridge) across river Hooghly of length 6 km were successfully completed on BOT Toll basis. These projects are fully access -controlled toll roads with modern tolling equipment.

3.1.29 Improvement of access to Golden Quadrilateral highway within Chennai city including construction of 4 grade separators projects are under construction, this will improve connectivity to the city.

3.1.30 Construction activities on the Elevated Expressway in the city of Bangalore connecting the Electronic city with Silk Board Junction are progressing satisfactorily.

Action Plan for Expeditious Implementation of Program

3.1.31 The implementation mechanism for monitoring of projects in particular on BOT basis has been streamlined. The concerned officers have been sensitized on Government procedures on PPPAC/RFQ/RFP. Regular meetings at the level of Secretary (RT&H) are being held to review the progress of various projects. Targets for the next year will be fixed after critical analysis of the progress. The shortfall of the year 2007-08 is planned to be made up in the first quarter of the year 2008-09.

Policy Issues Finalized

- i. Toll policy finalized by Committee of Secretaries on 14.3.2007.
- ii. Draft user fee rules approved by Committee of Secretaries on 6.11.2007. Approved by Minister (SRT&H). Under legal vetting before taking it to Cabinet Committee on Economic Affairs (CCEA).
- iii. Manual for four and six laning finalized and hosted on Ministry's website and also sent to Indian Roads Congress (IRC) for publication. NHAI has been directed to adopt these approved Manuals.



- iv. MCA for 6-laning approved by IMG on 24.12.2007 and by empowered sub – committee of COI on 25.1.2008.
- v. MCA for OMT approved by IMG on 24.12.2007 and by empowered sub – committee of Committee on Infrastructure (COI) on 25.1.2008.
- vi. MCA for BOT (Annuity) approved by IMG on 11.12.2007 will be considered in COS meeting on 04.3.2008.
- vii. Financing plan to be recast.

State PWD and Border Road Organization (BRO)

3.1.32 Apart from the National Highways (NHs) under the NHDP, there are about 46,884 km of National Highways whose development and maintenance are presently being carried out by the respective PWDs and the BRO. During the year 2007-08, in respect of the stretches not included under NHDP, as on 29 February 2008, 616 proposals aggregating to Rs. 2781.22 crore have been sanctioned by the Department of Road Transport & Highways for the development of National Highways.

3.1.33 An amount of Rs. 2078.64 crore has been allocated during current year 2007-08, for the NHs entrusted to State PWDs and Rs. 600.00 crore for NHs entrusted to the BRO. In addition to Rs. 2078.64 crore an amount of Rs. 90.00 crore from Permanent Bridge Fee Fund (PBFF) has been allocated for NHs entrusted to State PWD.

3.1.34 An amount of Rs. 887.79 crore and Rs. 30.06 crore have been allocated during 2007-08 for maintenance of National Highways entrusted to the state PWDs and the BRO, respectively.

3.1.35 State-wise allocation under different schemes on the development and maintenance of National Highways during the year 2007-08 is at **Annexure-III**

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

3.1.36 SARDP-NE would cover improvement/construction of 8,737 km roads. Phase 'A' covering 2304 km has been approved for implementation. The estimated cost of Phase 'A' is Rs 12,793 crore, out of which Rs 8,173 crore would come from GBS and 4,620 crore would be leveraged against annuity payments to be made from the cess by NHAI. The likely target date for completion of phase 'A' is 2012-13. phase 'B' has been approved only for the preparation of DPRs. The objectives of the programme are:



Phase A:

- Connectivity of all the State Capital towns with NH through atleast 2 lane road;
 - To provide connectivity to Dibrugarh to properly connect it with rest of the country, Arunachal Pradesh and Myanmar;
 - To provide improved road to Nathula, (the trade route with China); and,
 - To improve identified strategic roads
- (11 District Headquarter towns also get connected to NH by 2-lane roads).

Phase B:

- To provide 2-lane connectivity to the remaining 51 District Headquarter towns of NER (there are in all 85 District Head Quarters towns of NER, 23 are already connected by 2-lane road and connectivity to 11 District Headquarter is provided under Phase-A of SARDP-NE).
- To provide inter-connectivity of all the State Capital towns by at least 2-lane NH;
- To improve certain roads of strategic importance;
- To provide improved connectivity to remote and backward area; and
- To improve road connectivity to border areas, Land Custom Stations and neighbouring countries.

Targets / Achievements

3.1.37 Year 2006-07 was the first year of implementation. During 2007-08, about 180 km roads of 2 lane standards are targeted to be completed by BRO and Assam PWD. Out of the budget allocation of Rs 700 crore for 2007-08, an expenditure of about Rs. 450 crore has been incurred so far. During 2008-09, expected budget allocation is of Rs. 1200 crore, against which target is to complete about 300 km length of roads of 2 lane standards by BRO and State PWDs. The entire phase 'A' is targeted to be completed by 2012-13. The target to complete Phase-'B' is 2015-16.



Constraints

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

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

Central Road Fund

3.1.39 An allocation of Rs.12830.00 crore has been made under the CRF for 2007-08 with the following break-up:



Table 3.4**Allocation from the Central Road Fund****(Rs. in crore)**

1. Grant to State Governments and UTs for State roads	1565.32
2 . Grant to States & UTs for Roads of Inter-State Connectivity and Economic Importance	173.93
3. National Highways	6541.06
4. Rural Roads	3825.00
5. Railways	724.69
Total	12830.00

3.1.40 The allocated funds from the CRF earmarked for the States are further allocated to various states based on the 60% fuel consumption and 40% geographical area of the State.

3.1.41 Summary of the allocation and release in respect of states/UT roads since the year 2000-01 to 2007-08 is as follows:

Table 3.5**Allocation and Release**

Year	2000-01		2001-02		2002-03	
	Allocation	Release	Allocation	Release	Allocation	Release
Rs. Cr.	985.00	332.01	962.03	300.00	980.00	950.28
Year	2003-04		2004-05		2005-06	
	Allocation	Release	Allocation	Release	Allocation	Release
Rs. Cr.	910.76	778.94	868.00	738.36	1535.36	1299.27
Year	2006-07		2007-08			
	Allocation	Release	Allocation	Release		
Rs. Cr.	1535.46	1462.29	1566.00**	1105.91*		

* Up to 29 February 2008

** In addition to this Rs. 0.68 crore from Gross Budgetary Support (GBS) has also been allocated to the States for State Roads.



Approval under CRF for State Roads

3.1.42 During the current financial year up to 29 February 2008, proposals involving a cost of Rs.1127.88 crore have been approved for improvement of state roads under the CRF.

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

3.1.43 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. Economic Importance Scheme is funded to the extent of 50% by the Central government and the state government.

Sanction under ISC & EI Schemes

3.1.44 During the year 2007-08 a sum of Rs. 173.93 crore has been earmarked for the state roads under Inter State Connectivity and Economic Importance (ISC&EI). Total 41 proposals amounting to Rs. 347.80 crore with central share of Rs. 302.94 crore have been accorded in-principle approval during the year 2007-08.

National Institute for Training of Highway Engineers

Broad Activities:

3.1.45 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.

3.1.46 The Institute has been functioning for over 23 years and it started functioning from its own campus, w.e.f. 01.10.2001 at A-5, Institutional Area, Sector 62, NOIDA (U.P.)



3.1.47 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.

3.1.48 Since its inception, the National Institute for Training of Highway Engineers (NITHE) has trained 14,743 Highway Engineers and Administrators involved in road development from India and abroad through 634 training programmes (up to 29th Feb, 08). Participants are drawn from Ministry of Shipping, Road Transport & Highways, various state PWDs, Public Sector, Private Sector and NGOs involved in the field of Highway Engineering. Engineers from foreign governments have participated in 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.

3.1.49 **TRAINING PROGRAMME CONDUCTED DURING THE YEAR:** During the year, the Institute has organized 74 training programmes in which 1825 engineers have participated. These programmes included, inter-alia, the following sponsored and international training programmes / workshops.

- Four Training Programmes for National Quality Monitors (NQMs) and State Quality Monitors (SQMs) for Pradhan Mantri Gramin Sadak Yojna (PMGSY) Projects
- Eleven training programmes on Project Preparation for Hilly Terrain, Contract Management, Preparation of Standard Bidding Document (SBD), Quality Assurance and Environmental and Social Management Framework (ESMF) for Pradhan Mantri Gramin Sadak Yojna (PMGSY) Field Engineers
- Six training programmes on Project Preparation, Contract Management, SBD, Quality Assurance and Maintenance of Rural Roads for Field



Engineers involved in Prime Minister Gramin Sadak Yojana PMGSY Works

- Programme on Feasibility study and preparation of DPRs for Engineers of Andhra Pradesh Roads & Buildings Department.
- Programme on Design, Construction and Maintenance of Rigid Pavements, Contract Management and Construction Management for the Engineers of BRO
- Programme on Build, Operate & Transfer (BOT) for Highway Professionals of Govt. of Kenya at Nairobi
- Workshop on Public Private Partnership (PPP) for Official of M/o Communication, Roads & Highways, Govt. of Bangladesh.
- Programme on Development of State Highways in the State of Bihar under Rashtriya Sam Vikas Yojana (RSVY)
- International training programme under Technical Cooperation Scheme-Colombo Plan
- Workshops on the Control of National Highways (Land & Traffic) Act, 2002 at Gandhinagar, Bhopal and Chandigarh

Participation In NITHE courses during the year up to 29th February,2008

Participation in NITHE courses up to 29 th February, 2008			
	Regional Level	National Level	International Level
Courses(74)	9	62	3
Trainees(1825)	384	1369	72

MECHANISATION IN ROAD CONSTRUCTION AND USE OF MODERN EQUIPMENTS

3.1.50 To achieve high quality standards in road construction and maintenance, it is necessary that the modern and sophisticated machines are used. The Department has already taken following adequate measures for development of modern and sophisticated machines for construction and maintenance activities.



3.1.51 Contractors are normally equipped with modern road construction equipments except in North Eastern Region. The contractor potential for acquiring modern and sophisticated machines is low in North Eastern Region and in the States of Uttarakhand, Himachal Pradesh and Sikkim. Therefore, in the recent past Ministry has procured Drum Mix Plants, Hydrostatic Sensor Paver Finishers, D.G.Sets, Tippers, Dozers etc. and supplied to Govt. of Manipur, Meghalaya, Nagaland, Mizoram, Uttarakhand and Sikkim. Some more machines like Excavator cum Loaders, Track chain mounted Hydraulic Excavators, Mini Tandem Vibratory Road Rollers and Wheel Dozer have been supplied to North Eastern States, Uttarakhand and Himachal Pradesh during the year 2006-07.

3.1.52 For detailed inspection of bridges, Mobile Bridge Inspection Units (MBIU) were procured and deployed in the States of Tamil Nadu, Orissa and Gujarat. These have been utilized to ensure maintenance and up-keep of bridges and also help in repair of distressed bridges. During 2005-06, four Nos. MBIUs were procured and supplied to the consignees located in Assam, Himachal Pradesh, Harayana and West Bengal. The supply order for 1 more Unit of MBIU has already been placed for use by Madhya Pradesh and adjoining States. Moreover, another 4 Units are under active consideration of procurement during 2007-08 and are likely to be supplied to Goa, Karnataka, Gujarat and Chattisgarh.

3.1.53 There has been a total thrust to prevent the overloading of vehicles, which results in damage to National Highways and accidents on Highways. The Department has, therefore, procured five Nos. of WIM-cum-ATCC system during 2005-06 with a view to electronically control arrangement for weighing the vehicles in slow and high speed and their classification depending on load etc. These are likely to be installed shortly in Uttar Pradesh, Madhya Pradesh and Orissa by M/s ECM, France. Moreover, 8 more systems have been procured from M/s IRD, Canada during 2006-07 and the systems have arrived and given to the consignees for installation. These systems are to be supplied to Assam, Karnataka, Maharashtra, Chattisgarh and Rajasthan.

3.1.54 Private entrepreneurs are being encouraged to use modern equipments for road construction activity to ensure better quality and speedy execution of work. To facilitate in achievement of this goal, with the co-operation of Ministry of Finance, 21 items of Road Construction Machinery have been allowed for duty free import.

3.1.55 Custom and Excise duty exemption facility in respect of equipment and material is increasingly being availed by contractors in Road Construction activity under externally aided projects.





Sister Nivedita Bridge at Kohkata



ROAD TRANSPORT AND ROAD SAFETY

Road transport is vital to the economical development and social integration of the country. This is considered to be one of the cost effective and preferred mode of transport both for freight and passengers. Road Transport has emerged as the dominant segment in India's transportation sector with a share of 4.5% in India's GDP in comparison to railways that has a mere 1% share of GDP in 2004-05 as per the revised data on national accounts released by the Central Statistical Organisation. Over 80% of passenger traffic and over 60% of freight traffic is carried through 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 railway, 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 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 30 States have already implemented the pilot projects in Vahan (Registration Certificate) and Sarathi (Driving Licences). Out of these 26 States/UTs have started roll-out process. Government of West Bengal, Jharkhand, Tripura, Orissa, Assam, Maharashtra and Delhi have started issuing smart card based Registration



Certificate/Driving Licence. The Department will soon pose a proposal to Expenditure Finance Committee seeking approval of an estimated expenditure of Rs. 148 crore for creation of State Registers and National Register of Driving Licence and Registration of Motor Vehicles.

4.1.5 The Department has notified the rules for accreditation of bus body builders on 23.3.2007. As per these rules the bus body builders in the country would be accredited through the system of zonal and national level accreditation boards. Only such approved builders would undertake bus body building activity as per the specifications laid down by the Government. These rules would come into effect from 23rd March, 2008. This would bring uniformity in the bus body design and enhance safety and comfort to the passengers.

4.1.6. A Bill to repeal Carriers Act, 1865 and enact Carriage by Road Act, 2005 had been introduced in Rajya Sabha on 7.12.2005. The Bill was referred to the Standing Committee on Transport, Tourism and Culture for examination. The Committee had submitted its report on 21.3.06. The recommendations of the Committee were examined and a revised Carriage by Road Bill, 2007 was prepared. The Carriage by Road Bill, 2007 was passed by Lok Sabha and Rajya Sabha on 7.9.07 and 10.9.07 respectively. Thereafter, the Carriage by Road Act, 2007 was notified in the Gazette of India on 1.10.07. Enactment of this legislation has paved the way to make the transport system transparent and simple. This would modernise the systems and procedures of the transportation trade by road. A working Group has been set up in the Ministry in November, 2007 to frame the rules under the Act before it could be brought into force. The working group has been asked to submit its report within a period of six months.

4.1.7 The Union Cabinet in its meeting held on 1st March 2007 has approved the proposal of this Ministry to amend the Motor Vehicles Act, 1988 to enhance penalties for various traffic offences, to delegate powers to the states, to make the transport authorities in the States more responsive and to rationalize various provisions in accordance with new/emerging requirements as well as compensation to road accident victims. The Motor Vehicles(Amendment) Bill, 2007 has been introduced in Rajya Sabha on 15.5.2007 and the same has been referred to the Parliamentary Standing Committee on Transport, Tourism and Culture for examination and appropriate recommendation.

4.1.8 A Committee headed by Shri S. Sundar, Former Secretary, the then 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". The Committee presented its



report to the Department on 20th February 2007 inter-alia recommending setting up of a National Road safety and Traffic Management Board through an Act of Parliament. The proposed Board would have regulatory as well as advisory functions. As far as regulatory functions are concerned, the Board would set standards, designs for mechanically propelled vehicles and also set safety standards for the design, construction and operations of National Highways in consultation with Indian Road Congress (IRC). In its advisory role, it has been proposed that the Board will advise Government on various road safety aspects. Creation of similar State level boards has also been suggested in the report. The Committee has suggested earmarking of minimum 1% of total proceeds of cess on diesel and petrol for Road Safety Fund. The report was circulated to all the States/UTs and the concerned Ministries/Departments. The report was examined in consultation with the States/UTs and all concerned Ministries/Departments. A note on creation of National Road Safety and Traffic Management Board has been sent to Cabinet Secretariat on 10.1.08 for consideration of Committee of Secretaries (CoS).

4.1.9. The Delhi declaration of 14th SAARC summit called for early implementation of the recommendations contained in the SAARC Regional Multimodal Transport Study conducted by ADB/SAARC Secretariat in a phased manner. In order to monitor the implementation of the pilot projects for improving connectivity within the SAARC region it was also decided to have periodical meeting of the transport ministers of the SAARC countries. As the current chair of SAARC India has to lead the process and accordingly the first meeting of the Transport Ministers of the SAARC countries was held on 31st August, 2007 in New Delhi. The Transport Ministers of Afghanistan, Bangladesh, Bhutan, Maldives, Nepal and Sri Lanka participated in the meeting. The meeting was preceded by the second meeting of the Technical Committee on Transport on 29th August, 2007 and thereafter the meeting of the Inter-Governmental Group on Transport held on 30th August, 2007. Senior officers from all the SAARC countries dealing with the issues relating to rail, road, air and shipping sectors participated in these meetings. The thrust of these meetings was to boost regional connectivity within SAARC region by way of identifying and taking up easily implementable rail, road, inland water and aviation projects.

4.1.10 A workshop was held under the chairmanship of Secretary (RT&H) on 1st December, 2007 in Vigyan Bhavan, New Delhi to ascertain the views of all stakeholders on National Road Safety Policy and National Road Transport Policy. Principal Secretary/Secretary/Commissioner (Transport) of States/UTs, Senior Police Officers of various States, Representatives from automobile manufacturers,



Automobile Component Manufacturer Association and Road Transport Associations participated in the workshop. After detailed deliberations, it was decided to accept the recommendations of the Committee on Road Safety and Traffic Management. As regards the National Road Transport Policy it was decided to refer back the matter to the Committee for strengthening of public transport system and defining the role of regulator. Accordingly the Committee constituted under the chairmanship of Shri D. Thangaraj has been requested to consider the matter and submit its final report on National Road Transport Policy at the earliest.

4.1.11 The first meeting of the India-Pakistan Standing Committee on Delhi-Lahore, Amritsar-Lahore and Amritsar-Nankana Sahib Bus Services was held in New Delhi on February 21, 2008.

4.1.12 It was decided to increase the frequency of Delhi-Lahore bus service from two trips per week to three trips per week from each side. It was also decided to rationalize the bus fare and increase the quota for the return tickets from the six seats to ten seats.

4.1.13 It was also agreed that enroute, the Amritsar-Nankana Sahib bus service would make a halt at Lahore to enable the passengers to disembark/embark whereas, Lahore-Amritsar bus service would continue to operate as per existing arrangement.

4.1.14 India has been regularly participating in the meetings of World Forum for Harmonization of Vehicle Regulations (WP.29) and its subsidiary bodies as an observer since March 2003. As a step towards aligning our safety and emission standards with the global standards and helping the Indian Automotive Industry integrate with the rest of the world, India had acceded to the 1998 Agreement on Global Technical Regulations (GTR) administered by WP.29 on 21/04/2006. Since then an Indian delegation consisting of representatives of Government and Industry is regularly attending the meetings of WP.29, held thrice in a calendar year in March, June and November. Department of Road Transport & Highways is also examining the issue of signing 1958 Agreement of WP. 29 concerning establishment of uniform standards for vehicles and their components relating to safety, environment, energy and anti-theft requirements.

4.1.15 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 print, audio and audio-visual media to propagate road safety messages.



4.1.16 During the period under report 20 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, 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 about the latest development in matters of road transport management and environmental issues.

ROAD SAFETY

4.1.17 The tenth meeting of the National Road Safety Council was held on 21st April 2007 in Coimbatore. Transport Ministers, Director-Generals of Police from various States/Union Territories, Secretary/Commissioner (Transport) of the States/UTs, representatives of transporters' organizations, NGOs and experts in road safety participated in the meeting. As a follow-up of the deliberations of this meeting a Committee under the chairmanship of Transport Minister, Govt. of Tamil Nadu has been constituted to look into the matter of overloading, fixing of speed governors and other road safety aspects.

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

4.1.19 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 being telecast on the National Network of Doordarshan. Jingles in different languages are being 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 121 NGOs during the year 2007-08 for undertaking road safety programmes.
- The nineteenth Road Safety Week, with the theme “ Drive to Care ! Not to Dare !” was observed from 1-7 January 2008 throughout the country involving State Governments, voluntary organizations, vehicle manufacturers, State Road Transport Corporations, etc.
- More than 59,000 drivers would be trained during the current year under the scheme of refresher training to heavy vehicle drivers in the unorganised sector.
- Financial assistance for setting up model drivers’ training schools was provided to the State Governments of Uttarakhand and Institute of Driving Training and Research, Delhi.
- Cranes and ambulances are being 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 30 cranes and 100 ambulances will be provided to the States/UTs/NGOs.
- So far, 252 cranes and 437 ambulances have been sanctioned as per year-wise details given below:

Year	Cranes	Ambulances
2000-01	-	41
2001-02	22	28
2002-03	48	43
2003-04	60	64
2004-05	61	90
2005-06	-	-
2006-07	31	71
2007-08	30	100



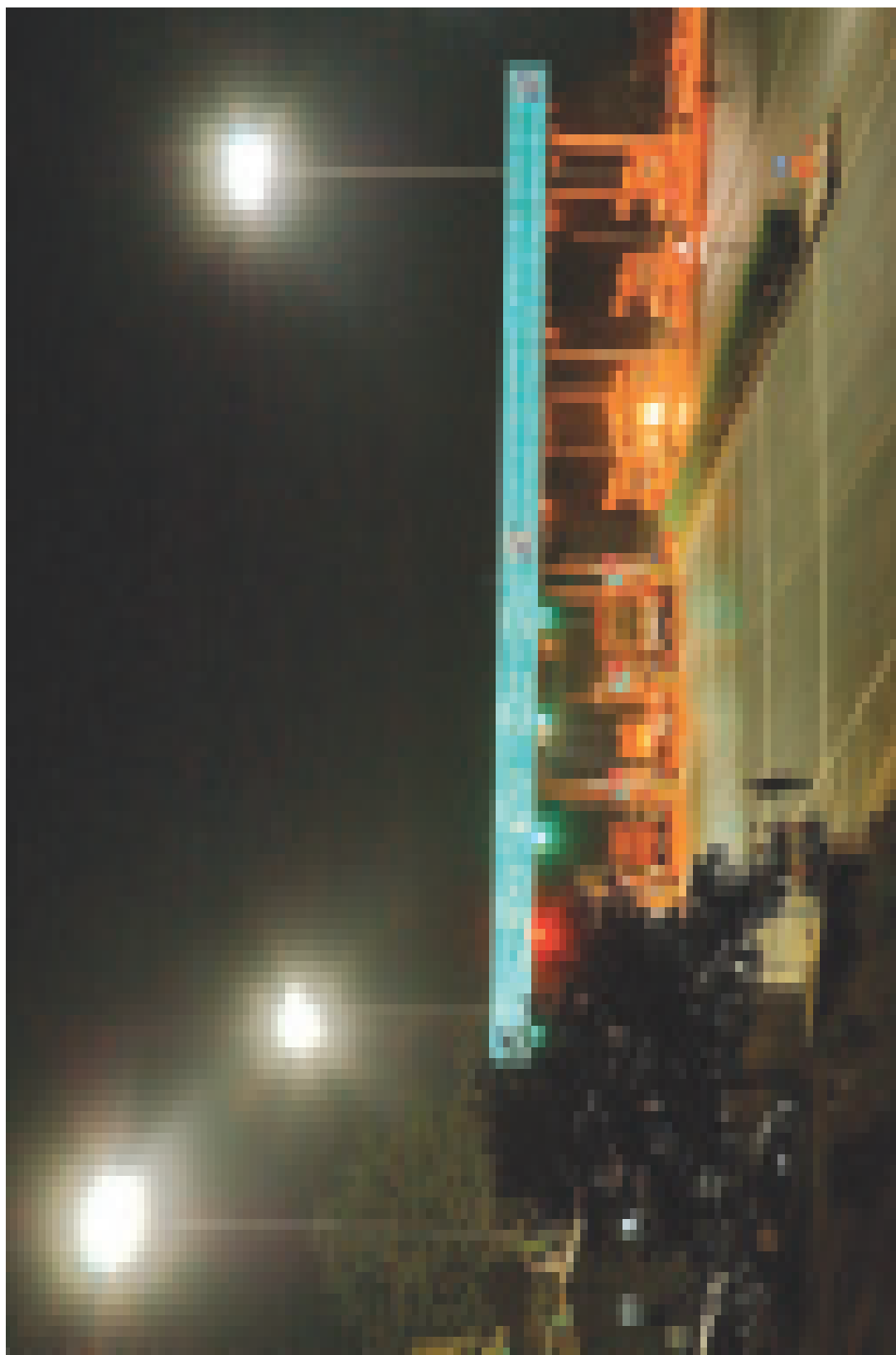
Strengthening of public transport system in the country.

4.1.20. While the country has seen a rapid expansion in personalized modes of transport, there is a large unmet demand for public transport that needs to be addressed. The public transport system in India mostly comprises of passenger bus transport service offered by the State-owned road transport undertakings and private operators plying their buses under stage carriage permits. As the passenger road transport service has not achieved the desired growth both in terms of quality and numbers, despite growing demand, it has resulted in exponential growth of personalized mode of transport leading to enormous problems of traffic congestion, pollution, etc. Keeping in view the financial position of various States, the Central Government proposes to assist them through the viability gap funding mechanism to improve their public transport system. The assistance would be provided subject to certain reforms to be undertaken by the State Governments.

INITIATIVES IN THE NORTH-EASTERN STATES

4.1.21 Out of the 121 NGOs who have been sanctioned grants-in-aid for executing road safety programmes, 9 are from the North-Eastern States.





Toll Plaza on Udaipur-Chittorgarh Section of NH-8

DEVELOPMENT OF NATIONAL HIGHWAYS IN NORTH-EASTERN REGION

The Department has been paying special attention to the development of NHs in the North-Eastern region and 10 per cent of the total allocation is earmarked for NE region. The total length of National Highways in North-East, including Sikkim, is 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 3336 km is with the BRO and 2844 km is with the respective state PWDs. The remaining length of 700 km is with NHAI.

5.1.2 The details of National Highways and their development & maintenance works taken up under various schemes during the year 2007-08 (up to February 2008) in the North-East region are given below:

(i) Length under NHDP Phase-III 1051 km.

(ii) Length of National Highways under

SARDP-NE:

Phase A 1889 km.

Phase B 1957 km.

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

5.1.4 State-wise details of length of NHs, state roads under SARDP-NE under Phase A and Phase B are given at **Annex-V** and **VI** respectively.

5.1.5 Under the ISC & EI scheme, 32 projects amounting to Rs.215.77 crore are under progress.

5.1.6 Under the CRF, 196 works amounting to Rs.511.53 crore have been taken up for the improvement of state roads.



5.1.7 Ninety-Eight works costing Rs.447.11 crore sanctioned under NH (O) are under progress.

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

Arunachal Pradesh

5.1.9 As of 29 February 2008, five improvement works amounting to Rs.20.62 crore are in progress. So far, a length of 30 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, 41 works for the improvement of state roads amounting to Rs. 143.16 crore have been taken up so far.

5.1.11 Under the ISC & EI scheme, four works costing Rs. 46.71 crore are in progress. In addition, one work at an estimated cost of Rs. 25.00 crore has been approved in principle during 2007-2008.

5.1.12 Under SARDP-NE phase-A 32 km of NH 153 has been approved for implementation to 2-lane.

Assam

5.1.13 As on 29 February 2008, thirty three improvement works costing Rs. 134.73 crore, including 11 improvement works amounting to Rs. 87.34 crore sanctioned during the current year are in progress.

5.1.14 A length of 678 km connecting Silchar to Srirampur via Lumding-Daboka-Nagaon-Guwahati in Assam has been entrusted to NHAI as part of East West corridor under NHDP Phase-II. Entire length of East-West corridor in Assam has been awarded except 31km between Udarband and Harangajo for which DPR for realignment is in progress and four laning works are in different stages of progress. 18 km of Guwahati bypass has been completed.

5.1.15 Under the CRF, seventy-seven works amounting to Rs. 238.53 crore have been taken up so far for the improvement of state roads.



5.1.16 Under the ISC & EI scheme, ten works costing Rs. 21.67 crore are in progress and three works at an estimated cost of Rs. 13.25 crore have been approved in-principle during current year 2007-2008 under ISC.

5.1.17 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 734 km in state of Assam under Phase 'A' SARDP-NE.

Manipur

5.1.18 As on 29 February 2008, twenty improvements works costing Rs. 100.22 crore, including work on three bridges costing Rs. 9.79 crore are in progress.

5.1.19 Under the CRF, twelve works costing Rs. 31.43 crore have been taken up. In addition, one proposal under E&I scheme has been approved in-principle costing Rs. 8.94 crore during the current year 2007-2008.

Meghalaya

5.1.20 As on 29 February 2008, twenty seven improvement works amounting to Rs. 124.13 crore are in progress.

5.1.21 Twenty works amounting to Rs. 48.82 crore have been taken up so far under CRF. In addition, bridgework at an estimated cost of Rs. 4.29 crore is in progress under the centrally sponsored scheme of roads of economic importance and inter-state connectivity.

5.1.22 Government has given approval for implementation of 4-laning of NH-40 from Burapani to Jorabat and 2-lane Shillong bypass on BOT (Annuity) basis. Government has also given approval for implementation of 10 km Jawai Bypass & improvement of 54 km of NH 40 & 44 in Shillong city portion alongwith flyovers, under phase A of SARDP-NE.

Mizoram

5.1.23 As on 29 February 2008, eleven improvement works of the value of Rs. 53.39 crore are in progress.



5.1.24 Under the CRF, ten improvement works amounting to Rs. 32.64 crore have been taken up. In addition, two works amounting to Rs. 28.16 crore are in progress under the ISC & EI scheme. Two works at an estimated cost of Rs. 27.90 crore have been approved in principle under the EI scheme during the current year 2007-2008.

5.1.25 Under SARDP-NE phase-A, 102 km of NH - 54 & 154 has been approved for implementation of 2-laning.

Nagaland

5.1.26 As on 29 February 2008, ten improvement works costing Rs. 48.49 crore are in progress.

5.1.27 Twelve works amounting to Rs. 33.06 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. 62.76 crore have been approved under the EI scheme and are under progress. Two works amounting to Rs. 21.49 crore and Rs. 24.02 crore under EI and ISC scheme respectively have been sanctioned during 2007-08.

5.1.28 Government has approved implementation of 80 km of 4-laning of NH-39 from Dimapur to Kohima on BOT (Annunity) under phase A of SARDP-NE.

Sikkim

5.1.29 Twenty works of the value of Rs. 18.43 crore have been taken up for the improvement of state roads under the CRF. Eight works costing Rs. 77.93 crore are in progress under ISC & EI scheme. In addition, two works at an estimated cost of Rs. 14.93 crore have been sanctioned during 2007-2008 under the EI Scheme.

5.1.30 Government has approved implementation of 80 km of 2-laning of NH-31 A from Sivoke to Gangtok on BOT (Annunity) under phase A of SARDP-NE.



Tripura

5.1.31 Nine works amounting to Rs. 33.52 crore have been taken up under the CRF for the improvement of state roads. Three works costing Rs.14.89 crore under Economic Importance (EI) scheme are in progress.

5.1.32 Government has approved tendering of entire 330 km of NH 44 from Churaibari to Sabroom via Agartala on EPC basis under phase A of SARDP-NE.

DEPARTMENT OF
ROAD TRANSPORT
AND HIGHWAYS





Katraj Realignment on NH-4



RESEARCH AND DEVELOPMENT

ROAD DEVELOPMENT

The Research and Development (R&D) in the road sector is to update the specifications for road and bridge works, to introduce new testing equipments, emerging construction materials and techniques for highway construction and maintenance. With the availability of modern construction machinery in the country, the specifications for the road works need periodic review. New testing equipments for checking quality of construction works are quick and reliable. The equipment needs to be calibrated and understood before put to use. Likewise, new materials and construction techniques before use in projects needs to be tested in pilot research study. The dissemination of research findings is done through Indian Roads Congress by the publication of new guidelines, codes of practice, compilation of State-of-Art reports and instructions / circulars issued by this Ministry 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 engineering etc. The research work is undertaken in various research and academic institution. The research work is assisting in development of road network in the country.

6.1.2 B.E. of Rs. 850.00 lakhs and R.E. of Rs.1.86 lakhs has been provided for R&D in 2007-08.

R&D Schemes completed in 2007-2008

Bridges

Studies for aerodynamic stability of cable stayed bridge decks

Determination of scour depth (general bed, channel contraction and bridge piers) in bouldery beds under high stream velocities

R&D Schemes nearing completion in 2007-2008

Roads

- Printing of Manual for Development of 6-lane National Highways.
- Pilot study on effect of overloading on Road Infrastructure.



Remaining Schemes in progress in the current year

Roads

- Investigation on field performance of bituminous mixes with modified binders.
- Guidelines for Soil Nailing Technique in Highway Engineering.
- R&D studies on Performance Evaluation of Rigid Pavements on High Density Traffic Corridors using Instrumentation supported by Laboratory Tests.

Bridges

- Creation of Complete range of Independent testing facilities for Expansion joints at CRRI.

Traffic & Transportation

- Development of GIS based National Highways Information System.

Proposals under consideration

Roads

- Structural evaluation of flexible pavements using Falling Weight Deflectometer (FWD) 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.
- Development of performance based specifications for bituminous mixes.
- Investigation for mechanistic design of bituminous pavements with soil cement and cement treated granular bases.
- Guidelines for soil nailing technique in highway engineering.
- Study of ultra thin white topping using high performance reinforced concrete for resurfacing of heavily traffic roads.



- Development of manual for pre and post environment impact assessment for highway corridor.
- Study of road safety of primary and secondary roads.
- Performance of low volume cement concrete pavements.

Bridges

- Development of damage detection method utilizing static and dynamic response test data for assessment of residual capacity for bridges.
- Diagnostic Corrosion Inspection of National Highway bridges using innovative techniques.
- Evolving guidelines for retrofitting of bridges in different seismic zones.

TRANSPORT RESEARCH

6.1.3 Transport Research Wing (TRW) is the nodal agency that renders the research inputs, analysis and data support to the various Wings of the Ministry of Shipping, Road Transport & Highways. Besides, it assists in policy planning, coordination and evaluation of performance of road transport & maritime transport.

6.1.4 TRW undertakes collection, compilation, dissemination and analysis of data relating to roads, road transport, ports, shipping, ship-building, ship-repairing and inland waterways. Collection of data is made from various sources viz. Central Government Ministries/departments, State Governments/Union Territories and public and private sector agencies. The information received from a multitude of sources is scrutinized and validated for consistency and comparability and compiled in quarterly and annual publications covering important aspects of the transport sector.

6.1.5 TRW has published 'Road Transport Year Book 2003-04'. 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 of GDP, etc. The third issue of the publication 'Road Transport Year Book 2005-06' is under preparation.

6.1.6 With a view to assess and monitor performance of State Road Transport Undertakings (SRTUs), TRW has been also publishing on quarterly basis 'Review of the Performance of State Road Transport Undertakings'. This is one of the few national level publications, which monitors both physical and financial performance of SRTUs. During the current year, 2007-08 so far three quarterly and one annual publication, viz September-December, 2005, 2005-06 (April-March), April-June, 2006, July-September, 2006 have been released.



6.1.7 To improve the Accident Reporting Data System for the country, the UNESCAP-sponsored Asia Pacific Road Accident Database/Indian Accident Database (APRAD/IRAD) project is under implementation. For this project, road accident related data for all the states and Union territories and 23 metropolitan cities of the country is collected, compiled and collated in a specially devised 19-item format. Data for the years 2001, 2002, 2003, 2004 and 2005 have been collected and compiled as per the 19-item format. Besides, an in-depth analysis of Road accidents in India based on the data collected in 19-item format is carried out in TRW. The first issue containing comprehensive analysis was brought out in the publication 'Road Accidents in India: 2004' in the year 2006 followed by a subsequent issue 'Road Accident in India: 2005' in the year 2007.



Tunnel on Katraj Ghat Bypass on NH-4



BORDER ROADS ORGANISATION



**BM ON RD CHENNUR-ARJUNGUTTA NH-16 AP
PORTION**

The Border Roads Organization (BRO) is a road construction executive force, integral to and in support of the Army. It started operations in May 1960 with just two projects (i.e), Project Tusker (renamed Project Vartak) in the East and Project Beacon in the West. It has now grown into a 13-project executive force, supported by a well-organized recruiting / training center 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 has also developed the road infrastructure in Bihar, Maharashtra, Karanataka, Rajasthan, Andhra Pradesh, the Andaman and Nicobar Islands, Uttarakhand and Chhattisgarh.

FUNCTIONS OF THE BRO

7.1.3. The BRO was tasked 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 through funds provided by the Border Roads Development Board (BRDB), through the Department of Road Transport and Highways.

7.1.4. Besides GS roads, the BRO also executes Agency Works, which are entrusted to it by other Central Government Ministries and Departments. Works entrusted by Public Sector Undertakings, State Governments and other Semi-Government Organizations are executed as Deposit Works. Over the years, the BRO has diversified into the construction of airfields, permanent steel and pre-stressed concrete bridges, accommodation projects and tunnels.





Four Laning of NH-1A

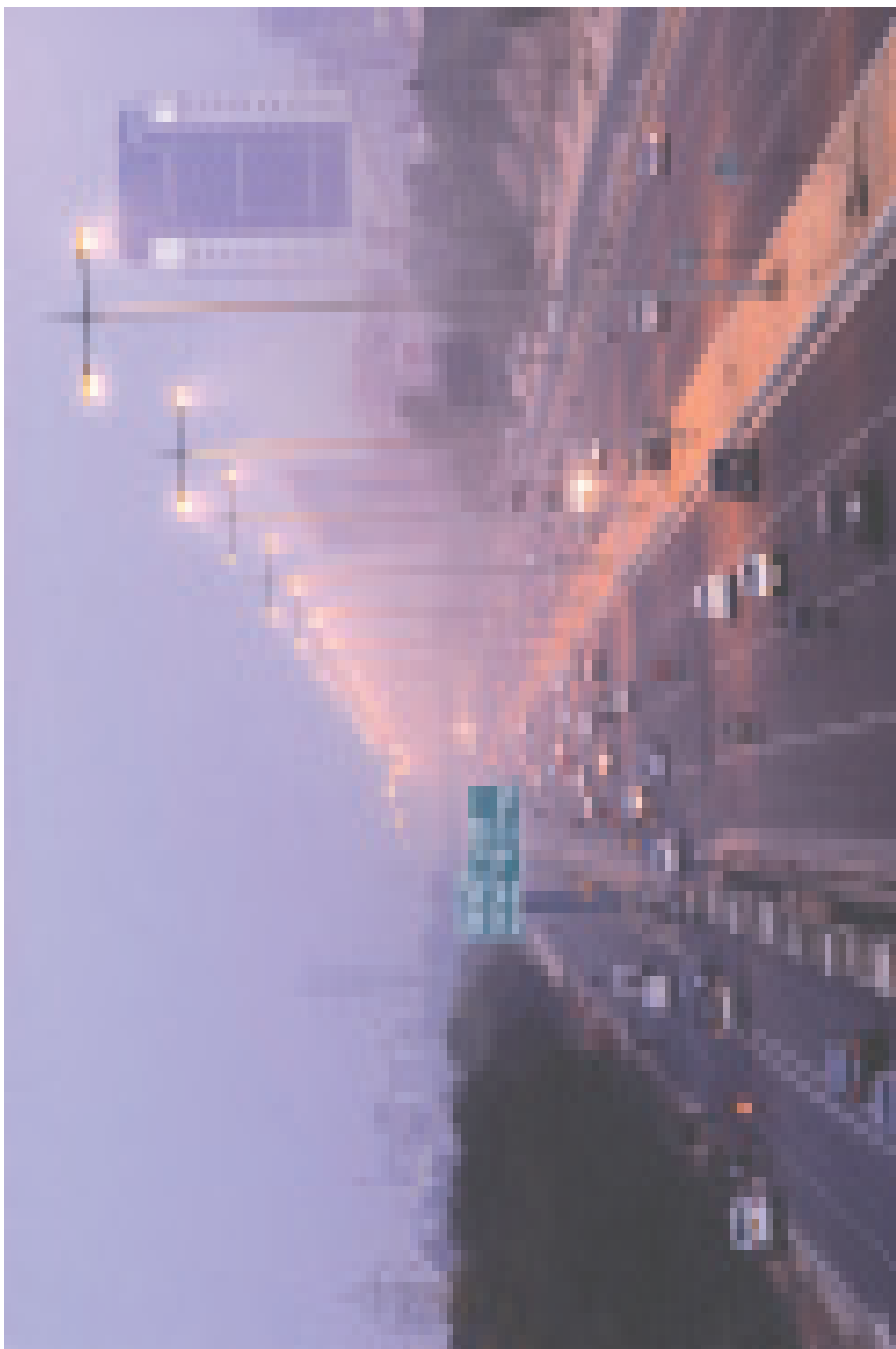
IMPORTANT MILESTONES

- The entrustment of the construction of 8.80 km long Rohtang tunnel, related access roads to its portals and a 292 kms long Alternate Route to Leh, at an approximate cost of Rs 1355.82 crore has opened a new chapter in the recognition of the diverse capabilities of the Organisation. The construction works have progressed as per target. Length of approach road to South Portal of Rohtang tunnel is 11.750 km and to the North Portal is 0.975 km. Formation and pmt works have been completed and surfacing works are nearing completion. The target date of completion of Rohtang Tunnel is March 2014. Eight firms have been enlisted on global basis for the issue of tender. Construction of tunnel is proposed to be commenced in 2008.
- The BRO has been entrusted with the four-laning of a stretch of NH-1A from Jammu-Vijaypur as part of NHDP's North-South corridor, on behalf of the NHAI. The initial cost of this project was estimated for Rs 83.88 crore and revised cost of this project due to variation order approved for Rs. 101.48 crore. Extension of time for PDC by 30 May 2008 for highway works and 30 Sep 2009 for bridge works has already been asked from NHAI. Approval is still awaited.



- Part of Phase 'A' of Special Accelerated Road Development Programme for North-East (SARDP-NE) has been entrusted to BRO. The work involves construction of new roads and improvement of existing roads to double lane standards under the phased programme. The current status for widening of 483.227 kms roads with a rough cost of Rs 1619 crore under Phase 'A' with PDC 2008-09 and preparation of DPR for the roads under Phase 'B' 3431 kms with PDC 2013-14 have been entrusted to BRO. The works have commenced in the year 2006-07.
- BRO has been entrusted to take up the rehabilitation works of North-South Road (36.45 km) and East-West Road from km 10 to 41 (31 km) in Tsunami affected areas of Andaman and Nicobar Island. The work commenced in April 2006. Formation work in cutting and filling is completed up to km 21.00 & km 11.00 respectively; surfacing work of GSBC & WBM completed up to km 8.00 and BT km 1.00. An over all physical progress of work is 20.08%. The PDC of the work is March 2009.
- Under the Re-construction plan for Jammu & Kashmir announced by the Prime Minister, the up gradation of 94 km long Srinagar-Uri (NH1A), up gradation of 17.25 km long Uri-LoC road, double laning of 265 km long Batote-Kishtwar-Anantnag (NH-1B), double laning of 422 km long Srinagar-Leh road via Kargil (NH-1D), Construction of Nimu – Padam – Darcha 290 km and widening of 14.14 km long Domel-Katra (NH-1C) has been entrusted to BRO. The approximate cost of these works is Rs. 2308.81 crore. These works are scheduled to be completed by 2012.





Delhi Gurgaon Exdpressway on NH-8

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 Director and a Deputy Director (Official Language). 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 the officers, sections of the Department and all the other offices under the administrative control of the Department and necessary steps taken in this regard.

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

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

- Resolutions, general orders, rules, notifications, administrative and other reports and press communiqués.
- 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 functions of the Hindi Salahkar Samiti are 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 Department of Official Language, Ministry of Home Affairs, on the progressive use of Hindi. One meeting of Hindi Salahkar Samiti was held in Kozhikode (Kerala) on 5 October 2007 and the second meeting of the Samiti was held in Goa on 5 January 2008.

Meeting of Official Language Implementation Committee

8.1.4 A Departmental Official Language Implementation Committee has been set up under the chairmanship of Joint Secretary (Transport & Administration) to review the quarterly progress reports of the Department and other Offices under the administrative control of the Department to suggest measures to remove the shortcomings, if any, in the implementation of Official Language. Two meetings of this Committee were held on 7 June 2007 and 21 November 2007 under the chairmanship of Joint Secretary (Transport & Administration) and various important aspects / issues relating to implementation of official language in the department were discussed.

Official Language Review Committee

8.1.5 An Official Language Review Committee has also been constituted in the Department under the chairmanship of Secretary (Road Transport & Highways) to review the progressive use of Hindi in the official work of the Department. A meeting of the Review Committee was held on 1 May 2007 under the chairmanship of Secretary (Road Transport & Highways).

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 2005-06. Two books were awarded first and second prize in a Prize Distribution Ceremony held at Constitution Club, Vithal Bhai Patel House, Rafi Marg, New Delhi on 22 October 2007.

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 is a half yearly magazine, and its introductory issue (July-December 2006) covering various articles on the subjects pertaining to the Department and also official language policy, literature and contemporary topics was published in June 2007. The second issue of the “Path Bharati” (January- July 2007) has been published in December 2007.



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 2007 was observed as a Hindi Day. Besides, Hindi Fortnight was also observed from 14 September 2007 to 28 September 2007. 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 competitions on 22 October 2007. A workshop and a Seminar were also organized during the year under report.

Preparation of English-Hindi Glossary.

8.1.9 In order to provide helping material for use of Hindi in official work, an English-Hindi Glossary with words and phrases of English commonly used in the Department and to make efforts to provide simple and easy Hindi equivalent is being uploaded on the Department's intranet.

Inspection Pertaining to Official Language.

8.1.10 Inspections are being carried out as per the target prescribed in the Annual Programme 2007-08 issued by the Department of Official Language. During the year, Regional Office of the Department at Hyderabad, Project Implementation Units of National Highways Authority of India, and National Institute for Training of Highway Engineers, Noida were inspected. The shortcomings found during the inspections were brought to the notice of the concerned officials incharge and remedial measures suggested to remove the shortcomings.





Udaipur-Ratanpur Section of NH-8

ADMINISTRATION AND FINANCE :

ADMINISTRATION :

The Administration Wing of the Department of Road Transport and Highways is headed by Joint Secretary (Transport & Admn). He is assisted by Director (Admn)/Deputy Secretary (Admn) and Under Secretaries of various Establishment Sections. The Wing provides establishment and infrastructure support. For administrative conveniences, the Wing has been divided into four Establishment Sections viz., Estt.I, Estt.I(B), Estt.II and Estt.II(B) Sections. Establishment-I : This Section looks after administration of personnel matters in respect of the Secretariat officers and non-technical staff members in the Department. Establishment-I(B) : The service matters in respect of Group 'D' officials are being dealt by this Section. The work relating to Establishment coordination is also dealt by Estt.I(B). Establishment II : This Section 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. This Section also looks after the service matters in respect of subordinate staff of 22 Regional offices/Engineer Liaison Offices located in various parts of the country. Establishment-II(B): This Section deals with the Central Secretariat Stenographers Service (CSSS) Cadre and administrative references of National Highways Authority of India (NHAI), an Autonomous Body under the Department of Road Transport and Highways.

9.1.2 Various cadres in this Department are managed as per the instructions and guidelines issued by the Ministry of Personnel, Public Grievances & Pensions and the Union Public Service Commission (UPSC). The Department makes all efforts to ensure compliance of the orders regarding reservations for Scheduled Castes (SC), Scheduled Tribes (ST) and Other Backward Classes (OBC) 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 Annexure VII.



IMPLEMENTATION OF RIGHT TO INFORMATION ACT, 2005

9.1.3 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.

9.1.4 In order to promote transparency and accountability in the working of the department, a separate section namely RTI Section has been created. 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.

9.1.5 Till February, 2008, 485 applications were received in the department. Out of them, 470 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.

9.1.6 The Department has been sending various officers/officials to RTI workshops, trainings and conferences to acquaint them about Right to Information (Act), 2005 and latest rulings/judgements of Central Information Commission (CIC) and State Information Commission.



FINANCE WING

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

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

- Co-ordinates furnishing of material to the Department related Parliamentary Standing Committee on Transport & Tourism to consider the Detailed Demands for Grants and to the Ministry of Finance on budgetary matters;
- Chairs the pre-PIB meetings relating to all projects requiring decision at the level of PIB;
- Scrutinizes all proposals to be placed before Expenditure Finance Committee / Public Investment Board & also extend Secretariat assistance for EFC proposals to be chaired by Secretary (Expenditure);
- Renders financial advice including concurrence on the proposals and schemes emanating from different administrative wings of the Ministry within the delegated powers of the Ministry;
- Extends necessary co-operation in the Preparation of Five Year Plans and Annual Plans;
- Assesses the Internal resources and Extra Budgetary Resources of the Public Sector Undertakings and Autonomous Bodies under the administrative control of the Ministry;
- Scrutinizes and vets the budget proposals of the various Autonomous Bodies and PSUs;
- Scrutiny and Sanction of around 3000 proposals from Road and Transport sectors;
- Active association in preparation of the outcome budgets clearly ensuring





specific appreciation of Unit cost of outcomes /delivery, clearly defining measurable & monitorable outcomes with specified deliverables, setting up of appropriate appraisal, implementation / delivery monitoring and evaluation systems and ensuring actual achievement of the intended outcomes;

- Actively coordinates the preparation of performance budgets;
- Performs Fiscal Responsibility and Budget Management (FRBM) related tasks by providing requisite information and material as inputs for Finance Minister's quarterly review of fiscal situation to be presented to the Parliament;
- Actively assists the ministry in evolving strategies for optimizing private sector investment and PPP in the sector;
- Ensures expenditure management with release of funds linking these to schemewise /projectwise performances;
- Periodically reviews various non tax revenue receipts in the context of market trends and other sectoral developments giving his considered comments and recommendations regarding the reasonableness of return to the Government on the deployed public resources;
- Monitors Assets and Liabilities and corrective action taken on an ongoing basis;
- Reviews plan schemes based on the Zero Based Budgeting methodology with a view to achieving optimal expenditure;
- Evaluates progress / performance of the Plan projects and other continuing Plan schemes;
- Ensures observance of financial discipline, enforcement of the economy measures and the assessment of the financial viability of all proposals;
- Monitors the settlement of audit objections, inspection reports / reviews, draft audit paras etc., and ensure prompt action on Audit Reports and Appropriation Accounts, Reports on Public Sector Undertakings;
- Screens all the proposals which are forwarded to Ministry of Finance;

- 9.1.9 In addition to rendering financial advice, the Financial Adviser also,
- (a) Ensures that the schedule for preparation of Budget is adhered to by the Ministry and the Budget is drawn up according to the instructions issued by the Ministry of Finance from time to time;
 - (b) Scrutinizes the budget proposals before sending them to the Ministry of Finance;
 - (c) Ensures that the departmental accounts are maintained in accordance with the requirements under the General Financial Rules;
 - (d) Monitors and reviews the progress of expenditure against the sanctioned grants.





505, Tumkar - sira section of NH-4



IMPLEMENTATION OF PERSONS WITH DISABILITIES ACT, 1995 :

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

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 29th February, 2008, is shown in Table 10.1 below.

Table 10.1

TECHNICAL

Group	Sanctioned Strength	No. of Persons With Disabilities appointed
A	207	—
B	50	02
C	41	—

NON-TECHNICAL

Group	Sanctioned Strength	No. of Persons With Disabilities appointed
A	43	—
B	218	—
C	246	04
D	203	02





Krishnagiri-Vaniyambadi Section of HH-46



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 the Chief Vigilance Officer. Joint Secretary (Transport & Administration) is also CVO of this Department appointed with the approval of the Central Vigilance Commission (CVC). Department of Road Transport & Highways has one autonomous body viz. National Highways Authority of India (NAHI) which has a full time Chief Vigilance Officer for it.

10.1.2 During 2007-08, besides dealing with the complaints received (in consultation with the Central Vigilance Commission where required), special emphasis has been laid down on the role of preventive vigilance which include simplification of procedures, delegation in decision making, speedy handling of public complaints and transparency in public dealing, etc.

10.1.3 During the year, rotational transfers at the level of Under Secretaries, Section Officers, Assistants and Upper Division Clerks were done in the Department as per guidelines of Central Vigilance Commission (CVC).

10.1.4 A Vigilance Awareness Week was observed in the Department from 12-16 November 2007. The Pledge was administered to the staff in the Department. During the Vigilance Awareness Week an Essay Competition was organized and the winners were also awarded.





Srikakulam-Ichapuram Section of NH-5

O&M AND PUBLIC GRIEVANCES REDRESSAL

O&M Unit

An information and facilitation Counter (IFC) is functioning in the Department for effective and responsive administration as well as 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.

12.1.2 As per the Manual of Office Procedure (MOP), 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 inspection officers implemented. In addition, 'Executive Summary for Secretary' is submitted on a quarterly basis as per guidelines of the Department of Administrative Reforms & Public Grievances and follow-up action on the observation of Secretary(RT&H) is regularly taken.

12.1.3 The Public Grievance Redressal Machinery in the Department is headed by the Joint Secretary (Administration). He is also designated as the Director of Public Grievances. Prompt action is taken on the public grievances and these are referred to the concerned administrative units for early redressal. Periodic/monthly reviews 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.

12.1.4 A Staff Grievance Redressal Machinery is also functioning in the Department. Deputy Secretary (Administration) has been designated as the Staff Grievances Officer who is available between 3.00 p.m and 4.00 p.m for hearing the grievances and also receiving the grievance petitions. In addition, 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.



12.1.5 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 regularly.

Record Cell

12.1.6 Due attention is being paid towards record management. During 2007-2008 "Special Drives" were launched to record, review and weed out old records. Upto December 2007, 4282 files reviewed, 1239 files were recorded and 1617 files weeded out. All the old records over 25 years have been transferred to the National Archives of India (NAI) for permanent retention.



512 Tuni-Ankapalli Section of NH-5



DEPARTMENTAL ACCOUNTING ORGANISATION AND SET-UP

The Accounts and Budget wings of the Department of Road Transport & Highways are functioning under Chief Controller of Accounts. The office of the Chief Controller of Accounts is inter-alia responsible for making all authorized payments of the ministry, compilation of Monthly and Annual Accounts, conducting internal audit of all the units under the Ministry to ensure compliance of the prescribed rules, rendering technical advice to the Ministry on financial and accounting matters, cash management and coordination with the Controller General of Accounts, C&AG, Finance Ministry and other related agencies.

13.1.2 The Chief Controller of Accounts organization comprises of Chief Controller of Accounts (In the Pay Scale of Joint Secretary), One Controller of Accounts (In the Pay Scale of Deputy Secretary/Director), Two Deputy Controller of Accounts, Nine Regional Pay & Accounts Officers located at Delhi, Kolkata, Mumbai, Chandigarh, Jaipur, Bangalore, Lucknow and Guwahati. The Budget Section consists of one Under Secretary (Budget), One Accounts Officer (Budget).

13.1.3 The Chief Controller of Accounts office is primarily responsible for the following major tasks:-

1. Payments:

- Making Sanctioned Payments on behalf of the Ministry after conducting pre-check of bills as per approved Budget.
- Release of authorization to other Ministries to incur the expenditure on behalf of the Department.

2. Receipts:

- Budgeting, accounting and reconciliation of the receipts of Department of Road Transport and Highways.
- Monitoring the repayment of loans and interest thereof received from State Governments and other PSUs.



3. Submission of Accounts and Reports:

- Preparation of monthly accounts, Annual Appropriation Accounts, and Statements of Central Transactions and their submission to the Controller General of Accounts, Ministry of Finance, Department of Expenditure, Government of India.
- Monitoring of Internal and Extra Budget Resources (IEBR) and its submission to office of the CGA.
- Monitoring and submission of mandatory information as per Fiscal Responsibility and Budget Management (FRBM) Act and Rules.
- Preparation of Management Information Reports based on accounting, budget & audit data for submission to various authorities.
- Preparation of financial statistics on monthly basis regarding receipts and expenditure for upload on Ministry's website.

4. Budget:

- Preparation and submission of Annual Budget Estimates and revised estimates, re-appropriation of funds of the Ministry of Road Transport and Highways and Shipping. Coordination with Ministry of Finance and other Departments in all the budget matters.
- Monitoring/disposal of all the Audit Paras and Observations made by the C&AG of India (civil and commercial) and coordination with Monitoring Cell of the Department of Expenditure, M/o Finance for the 'Action Taken Note'.

5. Internal Audit

- Internal Audit/Inspection of the Ministry and test check of Public Works Divisions of States involved in construction and maintenance of National Highways.
- Preparation of an Annual Internal Report of the Department.

COMPUTERISATION OF ACCOUNTS:

13.1.4 With a view to eliminate the delay in compilation of Accounts and to provide the information on expenditure accounts, on timely, accurate basis the



office of Chief Controller of Accounts at present is implementing various software packages like COMPACT, CONTACT, CPFM, E-Lekha etc.

COMPACT: Comprehensive software package for Expenditure Accounts covering major accounting functions i.e. pre-check, GPF, Budget, Pension and Compilation.

CONTACT: Used in Principal Accounts office for compilation of Monthly Accounts.

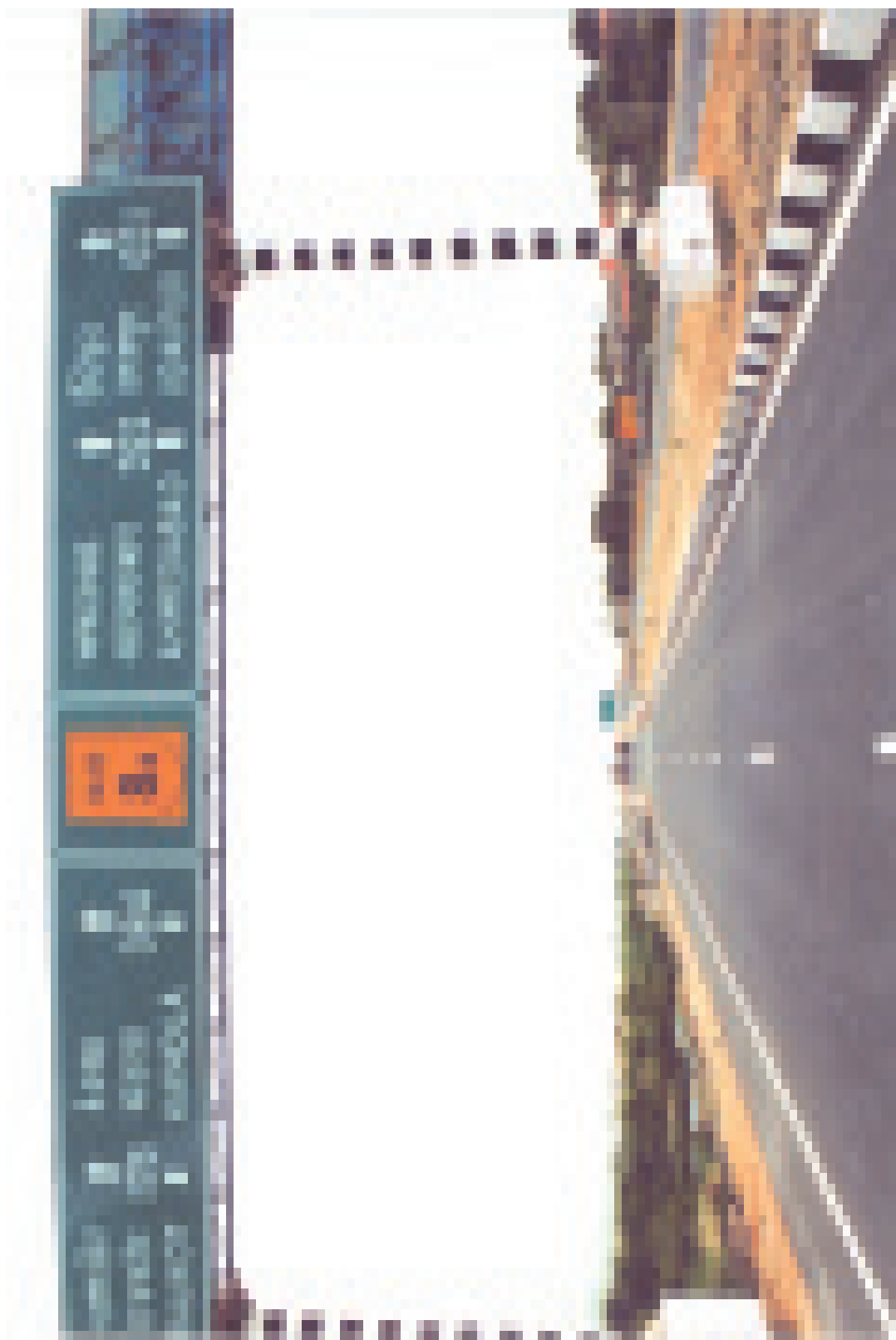
CPFM: Contributory Pension Fund Management System for capturing the pension contribution of employees who joined Govt. Service on or after 01st January 2004.

E-Lekha: A web based application for generating daily/monthly MIS of Accounting information.

13.1.5 The position of savings/excess in respect of Grant No. 85 for the year 2006-2007 has been reflected in Annexure VIII.

13.1.6 The source and use (Application) of funds for 2006-2007 have been reflected in Annexure IX and X respectively.





Porbandar-Bhiladi Section of NH-8B



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

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





Sister Nivedita Bridge at Kolkata



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, 47 C, 49, 208, 212, 213, & 220	1457
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, 11C, 12, 14, 15, 65, 71B, 76, 79, 79A, 89, 90, 113, 112, 114 & 116	5585
26	Sikkim	31A	62
27	Tamil Nadu	4, 5, 7, 7A, 45, 45A, 45B, 45C, 46, 47, 47B, 49, 66, 67, 68, 205, 207, 208, 209, 210, 219, 220, 226 & 227	4462
28	Tripura	44 & 44A	400
29	Uttarakhand	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, 31D, 32, 34, 35, 41, 55, 60, 60A, 80, 81 & 117	2524
32	Andaman & Nicobar	223	300
		Total	66754



NHDP PHASE VII

**TENTATIVE LIST OF CITIES FOR STAND ALONE RING ROADS,
BYPASSES, ELEVATED ROADS, GRADE SEPARATED
INTERSECTIONS AND FLYOVERS**

Sl. No.	Name of City Project	Sl.No.	Name of City/Project
1	Ring road/bypass for Hyderabad	11	Grade Separated Intersection/ flyover at Padalsingi and at Gandhi at Junction of NH-211 and 222
2	Ring road/bypass for Tirunelveli	12	Ring road/bypass for Madurai
3	Ring road/bypass for Kanpur	13	Ring road/bypass for Patna
4	Grade Separated Intersection/ Flyover at Ranchi on NH-75	14	Ring road/bypass for Thiruvanthapuram
5	Ring road/bypass for Thiruchchirapalli	15	Ring road/bypass for Surat
6	Ring road/bypass for Nasik	16	Ring road/bypass for Aligarh
7	Grade Separated Intersection/ Flyover at Solapur at Junction of NH-9 and NH-211	17	Ring road/bypass for Bangalore
8	Ring road/bypass for Chennai	18	Grade Separated Intersection/ Flyover at Alephata at Junction of NH-50 and 222
9	Ring road/bypass for Jaipur	19	Ring road/bypass for Ahmedabad
10	Ring road/bypass for Amritsar	20	Ring road/bypass for Vishakhapatnam



21	Ring road/bypass for Jammu & Srinagar cities	29	Ring road/bypass for Indore
22	Ring road/bypass for Kolkata	30	Ring road/bypass for Lucknow
23	Elevated link roads to Chennai Port	31	Ring road/bypass for Imphal
24	Ring road/bypass for Meerut	32	Ring road/bypass for Pune
25	Ring road/bypass for Coimbatore	33	Ring road/bypass for Varanasi
26	Ring road/bypass for Bhopal	34	Ring road/bypass for Dhanbad
27	Ring road/bypass for Salem	35	Ring road/bypass for Ranchi
28	Ring road/bypass for Nagpur	36	Grade Separated Intersection/Flyover Near Ratangiri at Junction of NH-17 and 204



STATE-WISE ALLOCATION UNDER DIFFERENT SCHEME ON THE DEVELOPMENT AND MAINTENANCE OF NATIONAL HIGHWAYS DURING 2007-08

Sl. No.	Name of States/ Union Territories	Rs. in Crore		
		Development		Maintenance
		NH(O)	PBFF	
1	ANDHRA PRADESH	80.00	6.44	68.88
2	ARUNACHAL PRADESH	4.00	0.00	0.87
3	ASSAM	48.00	1.96	31.01
4	BIHAR	90.00	13.82	34.51
5	CHANDIGARH	2.00	0.00	0.83
6	CHHATTISGARH	55.00	3.19	25.90
7	DELHI	17.00	0.00	0.00
8	GOA	15.00	0.00	4.57
9	GUJARAT	65.00	5.70	33.01
10	HARYANA	60.00	0.00	14.17
11	HIMACHAL PRADESH	50.00	0.00	16.45
12	JAMMU & KASHMIR	0.00	0.00	0.00
13	JHARKHAND	53.00	0.00	22.61
14	KARNATAKA	82.00	4.71	39.44
15	KERALA	60.00	8.48	27.53
16	MADHYA PRADESH	80.00	15.88	60.68
17	MAHARASHTRA	120.00	8.76	55.30
18	MANIPUR	10.00	0.14	12.10
19	MEGHALAYA	18.00	0.88	11.59
20	MIZORAM	13.00	0.000	5.43
21	NAGALAND	7.00	0.000	4.64
22	ORISSA	85.00	1.81	44.01
23	PONDICHERRY	8.50	0.000	1.41
24	PUNJAB	70.00	3.05	18.42
25	RAJASTHAN	85.00	4.18	61.13
26	TAMILNADU	90.00	2.78	27.75
27	UTTAR PRADESH	135.00	5.87	56.74
28	UTTARAKHAND	60.00	2.35	19.09
29	WEST BENGAL	65.00	0.000	19.51



	Yet to be allocated			5.74
	Sub Total	1527.50	90.00	723.32
	Fund allocated to NHAI from Ministry's Fund	265.00		60.00
	Travel Expenses	1.76		
	Machinery and Equipments	38.25		
	Rail cum Road Bridge Munger, Patna	120.00		
	Hospet-Bellary Section on NH-63, Karnataka	0.65		
	Independent Engineer, Katni Bypass in Madhya Pradesh	0.70		
	Traffic Census			10.00
	Reserve	25.15		1.00
	Total	1979.01	90.00	794.32



LIST OF STRETCHES UNDER NHDP-III IN NORTH EAST REGION**TOTAL LENGTH IS 1051 KM****ASSAM**

SI No.	NH No.	Stretch/ Corridor	Length (km)
1	36	Doboka- Assam/Nagaland Border	124
2	44	Assam/Meghalaya Border to Assam/Tripura Border	116
3	52	Baihata Charali-Banderdewa	314
4	52A	Banderdewa -Assam/Arunachal Border	9
5	54	Silchar –Assam/Mizoram Border	50
			613

ARUNACHAL PRADESH

1	52A	Itanagar-Assam /Arunachal Border	22
			22

MANIPUR

1	39	Nagaland / Manipur border-Imphal	112
			112

MEGHALAYA

1	44	Shillong(excluding Shillong bypass-Assam/ Meghalaya Border)	136
			136

MIZORAM

1	54	Assam / Mizoram Border-Aizawl	140
			140

NAGALAND

1	39	Kohima- Nagaland /Manipur Border	28
2	36	Assam/Nagaland Border to Dimapur	
			28



LIST OF STRETCHES UNDER SARDP-NE PHASE A

S. No.	State	Scope of work	Category of road	Road Length (in Km)
1	Assam	Improvement of existing 2-lane NH-37 from Nagaon-Dibrugarh to 4-lane.	NH	315
2	Meghalaya	Construction of new Shillong By-pass connecting NH-40 & NH-44 (2-lane)	NH	50
3	Meghalaya	Four laning of existing 2-lane road stretch from Jorabat to Barapani on NH-40.	NH	62
4	Nagaland	Four laning of Dimapur to Kohima Road including Dimapur/Kohima Bypass on NH-39.	NH	81
5	Sikkim/ W. Bengal	2 laning with paved shoulders of existing NH-31A from Sevoke to Gangtok	NH	80
6	Assam	Improvement of existing single lane road stretches on NH-36, 51, 52, 53, 54, 61, 152, 153 & 154 to double lane with paved shoulders, including Silchar bypass	NH	576
		Total	NH	1164
7	Manipur/ Nagaland	Two laning of State road from Maram to Paren to provide connectivity of Manipur State with Nagaland State	State road	116
8	Arunachal Pradesh	Improvement of road from Lumla to Tashigong via Dudunghar (Indo-Bhutan road)	State road	36*
		Total State road		152
9	Sikkim	Double laning of existing single lane Border Road from Gangtok to Nathula	GS road	87
		Total	GS road	87
		Total (I)		1403



10	Tripura	Four laning of NH-44 from Churaibari to Sabroom	NH	330
11	Manipur, Meghalaya, Mizoram & Assam	2- laning of NH- 44, 53, 54 & 154, including Jowai bypass in Meghalaya	NH	180
12	Meghalaya	Improvement of existing 2 lane Barapani - Shillong section of NH-40 and flyovers in Shillong city	NH	54
13	Assam & Arunachal Pradesh	Re-alignment and improvement to 2-lane with paved shoulders of NH-37 from Dibrugarh to Rupai and improvement of Stilwell road and NH-38 to 2-lane with paved shoulders	NH	161
		Total	NH	725
14	Arunachal Pradesh	Improvement / 2-laning of Taliha-Tato and Migging- Bile inter basin roads	State road	176
		Total	State road	176
		Total (II)		901
		Grand Total		2304





Annexure-VI[Para 5.1.4]

LIST OF STRETCHES UNDER SARDP-NE PHASE B

Sl. No.	Category of road	Scope/ Section of road	State	Tentative Length (km)
I. National Highways				
1	NH- 44A	2 laning/ realignment of NH-44A from Km 11.500 to 130	Mizoram	119
2	NH- 44A	2 laning/ realignment of NH-44A from Manu to Tripura/Mizoram Border.	Tripura	110
3	NH- 44E	2 laning of Nongstoin- Shillong section of NH-44E	Meghalaya	83
4	NH- 52	2 laning of Jonai- Sitapani section	Arunachal Pradesh	335
5	NH- 54	2 laning of NH-54 from Aizawl to Tuipang section	Mizoram	380
6	NH- 54A	2 laning of NH-54A from Lunglei- Theriat section	Mizoram	9
7	NH- 54B	2 laning of NH-54B from Zero point to Saiha section	Mizoram	27
8	NH- 61	2 laning of Assam/ Nagaland border to Kohima section	Nagaland	234
9	NH- 62	2 laning from Assam/Meghalaya border to Baghmara	Meghalaya	96
10	NH- 150	2 laning of Ukhrul to Yaingangpokpi section of NH-150	Manipur	92
11	NH- 150	2 laning from Kohima to Nagaland/Manipur border	Nagaland	132

12	NH- 155	2 laning of Mokokchung to Jessami section	Nagaland	340
			Total (I)	1957
II. Strategic roads				
13	Indo-Myanmar road	Improvement / 2 laning from Vijaynagar-Miao road	Arunachal Pradesh	157
14	Indo-Myanmar road	Improvement / 2 laning from Miao-Jairampur road	Arunachal Pradesh	32
15	Indo-Myanmar road	Improvement / 2 laning from Jairampur(NH-153) - Lalpul Bridge	Arunachal Pradesh	9
16	Indo-Myanmar road	Improvement / 2 laning from Lalpul Bridge-Manmao road	Arunachal Pradesh	32
17	Indo-Myanmar road	Improvement / 2 laning from Manmao-Changlang road	Arunachal Pradesh	44
18	Indo-Myanmar road	Improvement / 2 laning from Changlang to Khimiyang road	Arunachal Pradesh	35
19	Indo-Myanmar road	Improvement / 2 laning from Khimiyang - Sangkuhavi road	Arunachal Pradesh	33
20	Indo-Myanmar road	Improvement / 2 laning from Sangkuhavi-Lazu road	Arunachal Pradesh	40
21	Indo-Myanmar road	Improvement / 2 laning from Lazu-Wakka road	Arunachal Pradesh	75





22	Indo-Myanmar road	Improvement / 2 laning from Wakka- Khanu road	Arunachal Pradesh	21
23	Indo-Myanmar road	Improvement / 2 laning from Khanu - Konsa road	Arunachal Pradesh	30
24	Indo-Myanmar road	Improvement / 2 laning from Konsa-Panchao road	Arunachal Pradesh	29
25	Indo-Myanmar road	Improvement / 2 laning from Panchao – Nagaland Border road	Arunachal Pradesh	25
26	State road	Improvement / 2 laning from Yingkiong to Bishing(Porgo via Gette-Pugging-Likor-Paling-Jido) road	Arunachal Pradesh	160
27	State road	Improvement / 2 laning from Zido-Singha road	Arunachal Pradesh	94
28	State road	Improvement / 2 laning from Pango-Jorging road	Arunachal Pradesh	90
29	State road	Improvement / 2 laning from Sarkam point-Singa via Eko-Domping road	Arunachal Pradesh	125
			Total (II)	1031
III. State/ GS roads				
30	ODR	2 laning of Yupia- Pappu road	Arunachal Pradesh	10
31	MDR	2-laning of Alternative route between Barak Valley (Silchar) - Guwahati road via Harangajao- Turuk	Assam	285
32	MDR	2 laning of Golaghat- Rangajan road	Assam	7

33	MDR	2 laning of of Diphu- Manja road	Assam	16
34	MDR	2 laning of Haflong- Jatinga road	Assam	8
35	MDR	2 laning of Dhubri- Gauripur road	Assam	8.5
36	RR	2 laning of Baska- Bamara road	Assam	25
37	SH	2 laning of Morigaon- Jagi road	Assam	23
38	SH	2 laning of Barpeta- Howly road	Assam	12
39	SH	2 laning of Goalpara- Solmari road	Assam	6.5
40	SH	2 laning of Kokrajhar- Karigaon road	Assam	18
41	SH	2 laning of Tamenglong- Khonsang road	Manipur	40
42	SH	2 laning of Pallel Chandel road	Manipur	18
43	SH	2 laning of Nongstoin- Rongjeng-Tura road	Meghalaya	201
44	ODR	2 laning of William nagar to Nengkhra road & other road (2 side connectivity with respective length of 14 & 8 km)	Meghalaya	22
45	SH	2 laning of Lunglei- Demagiri road	Mizoram	92
46	MDR	2 laning of Champai - Thau road	Mizoram	30
47	MDR	2 laning from Pfutsero- Zhamai road	Nagaland	18





48	MDR	2 laning from Athibung- Khelma	Nagaland	55
49	MDR	2 laning of Phek- Pfutzer road	Nagaland	79
50	MDR	2 laning of Longleng- Changtongya road	Nagaland	35
51	MDR	2 laning of Tamlu- Merangkong road	Nagaland	50
52	ODR	2 laning of Peren- Kohima road	Nagaland	96
53	New	New alternative highway from Melli to Singtam	Sikkim	27
54	SH	2 laning of Gyalshing- Singtam road	Sikkim	80
55	SH	2 laning of Tarku- Namchi road	Sikkim	32
56	SH	2 laning of Legship- Jorethang road	Sikkim	26
57	MDR	2 laning of Kailasahar- Kumarghat road	Tripura	26
58	GS road	2 laning of Seppa- Nechipu road	Arunachal Pradesh	96
59	GS road	2 laning of Koloriang- Joram road	Arunachal Pradesh	158
60	GS road	2 laning of Yingkiong- Pangin road	Arunachal Pradesh	86
61	GS road	2 laning of Anini- Meka road	Arunachal Pradesh	235
62	GS road	2 laning of Hawaii- Hawa Camp road	Arunachal Pradesh	126

63	GS road	2 laning of Along- Bame road	Arunachal Pradesh	31
64	GS road	2 laning of Tawang- Balipara road	Arunachal Pradesh/ Assam	315
65	GS road	2 laning of Ziro- Pahumara road	Arunachal Pradesh/ Assam	124
66	GS road	2 laning of Lekabali- Daporizo road	Arunachal Pradesh/ Assam	222
67	GS road	2 laning of Champai- Seling road	Mizoram	150
68	GS road	2 laning of Zunheboto- Chakabama road	Nagaland	128
69	GS road	2 laning of Mon- Tamlu road	Nagaland	50
70	GS road	2 laning of Gangtok- Mangam road	Sikkim	68
71	State road	Improvement of road from Kukital to Sabroom	Tripura	310
			Total (III)	3445
			Total (I+II+III)	6433





ANNEXURE - VII
[Para 9.1.2]

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

TECHNICAL						
Groups	Sanctioned Strength	Total No. of employees in position	SCs	% to total employees in position	STs	% to total employees in position
Group A	207	179	26	14.52	11	6.14
Group B	50	42	08	19.04	03	7.14
Group C	41	28	06	21.42	02	7.14
Total	298	249	40	16.06	16	6.42
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	39	08	20.51	01	2.56

Group B	218	211	37	17.53	07	3.31
Group C	246	191	34	17.80	10	5.23
Group D	203	185	63	34.05	10	5.40
Total	710	626	142	22.68	28	4.47
Grand Total (Technical and Non- Technical)	1008	875	182	20.08	44	5.02





ANNEXURE-VIII
[Para 13.1.5]

POSITION OF SAVINGS/EXCESS IN RESPECT OF GRANTS FOR THE YEAR 2006-07

1. NATIONAL HIGHWAYS PERMANENT BRIDGES FEE FUND:

(In crores)

Opening Balance as on 1.4.2006	309.79
Receipt during 2006-07	80.00
Payment during 2006-07	66.76
Closing Balance as on 31.3.2007	323.03

2. CENTRAL ROAD FUND (CRF):

(In crores)

Opening Balance as on 1.4.2006	3615.43
Receipt during 2006-07	8113.52
Payment during 2006-07 (Grants in aid to States/UTs + Management expenses)	7963.34
Closing Balance as on 31.3.2007	3765.61

GRANT OF THE DEPARTMENT OF ROAD TRANSPORT AND HIGHWAYS FOR THE FINANCIAL YEAR 2006-07

(in crore)

Grant No. and Name		Budget Estimate	Supplementary	Total Budget	Actual Expenditure	Saving	Surrender
Grant No 85	Revenue Account	11960.30	0.02	11960.32	11444.78	515.54	419.65
	Capital Account	11644.25	0.01	11644.26	11363.08	281.18	255.08
TOTAL		23604.55	0.03	23604.58	22807.86	796.72	674.73

Source- Appropriation Accounts 2006-2007.





ANNEXURE-IX
[Para 13.1.6]

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

REVENUE RECEIPTS

(in crores)

	MAJOR HEAD	2004-05	2005-06	2006-07
1	0021-Taxes on Income other than Corporation Tax	30.27	35.71	37.58
2	0045-Other Taxes and Duties on Commodities and Services		-	-
3	0049- Interest Receipts	144.54	193.41	135.92
4	0050-Dividends and Profits	-	-	-
5	0070-Other Administrative Services	-	-	-
6	0071-Contribution and Recoveries towards Pension and Other Retirements Benefits	0.10	0.28	0.43
7	0075 Miscellaneous General Services	0.01	1.45	1.79
8	0210-Medical and Public Health	0.08	0.08	0.08
9	0216-Housing	0.08	0.09	0.10
10	0852-Transport Equipment Services	-	-	-
11	1054 – Roads and Bridges	99.30	94.76	99.66
12	1055 – Road Transport		0.52	0.02
13	1475 – Other General Economic Services	0.12	0.07	0.04
	TOTAL	274.50	326.37	275.62

CAPITAL RECEIPTS

Sr. No.	PARTICULARS	2004-05	2005-06	2006-07
1	7075- Loans for other Transport services	71.08	100.77	152.53
2	7601-Loans and Advances to State Government.	13.87	17.48	17.26
3	7602-Loans and Advances to Union Territory Government	-	0	-
3	7610- Loans to Government Servants	0.65	0.61	0.67
	TOTAL (CAPITAL RECEIPTS)	85.60	118.86	170.46
	GRAND TOTAL	360.10	445.23	446.08





ANNEXURE-X
[Para 13.1.6]

APPLICATION OF FUNDS DURING 2006-2007

REVENUE EXPENDITURE

PARTICULARAS	2004-05				2005-06				2006-07			
	Plan	N.PLAN	Total		Plan	N.PLAN	Total		Plan	N.PLAN	Total	
2049-Interest Payment	-	2.06	2.06			2.39	2.39			2.79	2.79	
2071-Pension Payment (M2071)	-	1.86	1.86			1.24	1.24			2.16	2.16	
2235-Social, Security and Welfare	-	-	-			0.02	0.02					
3054-Roads and Bridges	2812.69	746.38	3559.07		4979.69	902.64	5882.33		8117.30	845.94	8963.24	
3055-Road Transport	32.42	-	32.42		27.70		27.70		40.00		40.00	
3451-Sectt. Economic Services	-	23.98	23.98			25.79	25.79			26.55	26.55	
3601-Grants in aid to State Government.	0.10		0.10		0.86		0.86		27.89		27.89	
3602- Grants in aid to Union Territories	-	-	-		-	-	-		-	-	-	
3605-Technical and Economic Cooperation with other countries						0.03	0.03			-	-	
REVENUE EXPENDITURE	2845.21	774.28	3619.49		5008.25	932.11	5940.36		8185.19	877.44	9062.87	

CAPITAL EXPENDITURE									
	2004-05			2005-06			2006-07		
5054-Roads and Bridges	2582.67	-	2582.67	4642.82		4642.82	3621.05		3621.05
7075-Loans to other Transport Service	360.50	-	360.50	600.00		600.00	395.50	-	395.50
7610-Loans to Government Servant	-	0.65	0.65		0.35	0.35		0.36	0.36
CAPITAL EXPENDITURE	2943.14	0.65	2943.79	5242.82	0.35	5243.17	4016.55	0.36	4016.91
GRAND TOTAL(Revenue+Capital)	5788.35	774.93	6563.28	10251.09	932.46	11183.53	12201.74	877.80	13079.78



SUMMARY OF AUDIT OBSERVATIONS

NATIONAL HIGHWAYS AUTHORITY OF INDIA

Assests were understated by Rs. 174.76 crore and Liabilities were understated by Rs. 16.00 crore.

[Para 2.4.4.7 of Audit Report No. 9 of 2007]

