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2008-2009



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
NEW DELHI

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CHAPTER I

INTRODUCTION

MINISTRY
ROAD TRANSPORT
AND HIGHWAYS

The Ministry of Road Transport and Highways (MoRT&H) has been entrusted primarily with the functions of construction and maintenance of National Highways (NH), administration of Motor Vehicles Act, 1988 and Central Motor Vehicles Rules, 1989, Carriage by Road Act 2007, Road Transport Corporation Act 1950, formulation of broad policies relating to road transport, environmental issues, automotive norms etc. and making arrangement for movement of vehicular traffic with neighboring countries.

Road Network:

1.1.2 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	70,548 km
State Highways	1,28,000 km
Major and other District Roads	4,70,000 km
Village Roads	26,50,000 km

1.1.3 The National Highways have further been classified depending upon the carriageway width of the Highway. Generally, a single lane has a width of 3.75 m and 3.5 m per lane in case of multi lane National Highways.

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

Single Lane/ Intermediate lane	20,849 km (30%)
Double lane	37,646 km (53%)
Four Lane/Six lane/Eight Lane	12,053 km (17%)

Road Transport:

1.1.4 About 60 per cent of freight and 87.4 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 around 10 per cent per annum (2001-2002 to 2005-06). The share of road traffic in total traffic has grown from 13.8 per cent of freight traffic and 15.4 per cent of passenger traffic in 1950-51 to an estimated 60 per cent of freight traffic and 87.4 per cent of passenger traffic by the end of 2005-06. The rapid expansion and strengthening of the road network, therefore, is imperative, to provide for both present and future traffic and for improved accessibility to the hinterland. In addition, road transport needs to be regulated for better energy efficiency, less pollution and enhanced road safety.

National Highways Development Project:

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

- **NHDP Phase I & II** envisage 4/6 laning of about 14,000 km of National Highways, at an estimated cost of about Rs. 65,000 crore at 2004 prices. These two phases comprise Golden Quadrilateral (GQ), North-South & East-West corridor (NSEW), Port Connectivity and Other Projects. The GQ consisting of 5846 km connects four major cities, viz; Delhi, Mumbai, Chennai and Kolkata. 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 12 major ports in the country and Other Projects involving a length of 962 km.
- 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 in 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.

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

- Up-gradation of 12,109 km of National Highways (NHs) under **NHDP Phase-III** at an estimated cost of Rs. 80,626 crore.
- Upgradation/ strengthening of 5,000 km of single / intermediate / two lane National Highways to two lane with paved shoulders under **NHDP Phase-IV A** on BOT (Toll) and BOT (Annuity) basis at an estimated cost of Rs. 6950 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 cities, grade separated intersections, flyovers, elevated highways, ROB, underpasses 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):

1.1.7 It envisages improvement of road connectivity to all the State Capitals and District Headquarters in the North Eastern region. The proposed programme includes improvement of 9760 km of roads comprising of National Highways (5104 km) and State roads (4656 km), which will be implemented under Phase 'A', Phase 'B' and Arunachal Pradesh Package for Roads & Highways. The Government has approved Phase-A comprising 1959 km of National Highways and 657 km of State Roads and preparation of Detailed Project Report (DPR) for Phase-B comprising of 1673 km of National Highways and 3152 km of State Roads and Arunachal Pradesh Package of Roads & Highways comprising 1472 km of National Highways and 847 km of State Roads .



Public Private Participation:

1.1.8 Historically, investments in the infrastructure sector, particularly in the highways, were being made by the Government mainly because of the large volume of resources required, long gestation period, uncertain returns and various associated externalities. The galloping resource requirements and the concern for managerial efficiency and consumer responsiveness have led in recent time to an active involvement of 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. 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.

NHDP Phase-IV A

1.1.9 The Government approved the upgradation/ strengthening of 5,000 km of single / intermediate / two lane National Highways to two lane with paved shoulders under NHDP Phase-IV A on BOT (Toll) and BOT (Annuity) basis at an estimated cost of Rs. 6950.00 crore, out of which Rs. 4608.00 crore will be raised from Private Sector and Rs. 2342.00 crore will be the share of Government towards viability gap funding (VGF), Utility Shifting, Preparation of Feasibility Studies etc. The works are proposed to be awarded by 2011 and to be completed by December 2013. The NHDP Phase-IV A will be implemented through NHAI / State PWDs / Public Sector Enterprises of State Governments and the Central Government. A High Powered Committee (HPC) under Secretary, Ministry of Road Transport & Highways has been constituted, which would decide the agency for execution of individual projects from time to time, keeping in view the cost of the project, capacity and preparedness of the concerned agency to execute the project and the location of the project. The HPC will also finalize the other modalities of implementation.

1.1.10 An NHDP-IVA Cell headed by Chief Engineer (NHDP-IVA) has been constituted for implementation of NHDP Phase IVA and other selected stretches for development to two lane with paved shoulders.

Central Road Fund:

1.1.11 The Central Government has created a dedicated fund called Central Road Fund (CRF) from collection of Cess on Petrol and High Speed Diesel (HSD) Oil. Presently, Rs.2/- per litre is collected as cess on petrol and 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 distributed as per following.

- (i) Rs. 1.50 is being allocated in the following manner:
 - (a) 50% of the cess on High Speed Diesel (HSD) oil for development of rural roads.
 - (b) 50% of cess on HSD and the entire cess collected on petrol are thereafter 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 crossings;
 - 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 the 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.

1.1.12 The Department is additionally charged with the responsibility 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:

1.1.13 The Department also recognizes the need for improving the country's road safety scenario. There are three aspects of road safety, viz. Engineering, Enforcement and Education which are otherwise known as three Es. The engineering related aspects are being taken care of at the design stage of the NH itself. The Enforcement aspect of the Road Safety is vested with the Respective States/ Union Territories. The Education aspect of Road Safety is taken care of through campaigns in print and electronic media, with the involvement of Non Government Organizations (NGOs)





DBM Laying on Jaipur-Mahua Section of NH-11

CHAPTER II

YEAR AT A GLANCE

MINISTRY
ROAD TRANSPORT
AND HIGHWAYS

Road Development

Road Sector

New NHs

During the financial year 2008-09, 15 State Highways/routes having a total combined length of 3794 km in various States have been declared as National Highways.

GQ

2.1.2 5721 km (97.86%) of Golden Quadrilateral has been completed by March 2009 and balance length of 125 (2.14%) km is under implementation.

NS-EW

2.1.3 3436 km of North – South East – West Corridor has been 4-laned till 31st March 2009, and 2915 km is under implementation till 31st March, 2009.

NHDP III

2.1.4 Under NHDP Phase III, till 31st March, 2009, a length of 787 km has been 4-laned and 1878 km is under implementation.

NHDP IVA

2.1.5 Under NHDP Phase IV A, till 31st March, 2009, 40 bids for Feasibility Studies covering 5228 km length have been invited.

NHDP V

2.1.6 Under NHDP Phase V, till 31st March, 2009, a length of 106 km has been 6-laned and 928 km is under implementation.



BOT (Toll) Projects

2.1.7 So far 94 projects (69 NHAI + 25 MoRT&H) valued about Rs. 38168.04 crore on Built Operate and Transfer (BOT) basis (Toll based projects) have been awarded. Out of these, 43 projects (18 NHAI + 25 MoRT&H) have been completed and 51 projects are under progress.

BOT (Annuity) Projects (NHDP section)

2.1.8 25 Projects covering a length of 1376.22 km have been taken up on Annuity Basis and out of these 9 projects covering a length of 561 km have been completed.

SARDP-NE

2.1.9 The Ministry has set up a high-powered Inter Ministerial Committee to approve and co-ordinate individual sub projects under SARDP-NE. The Committee has approved various sub projects covering 1055 km length at an estimated cost of Rs. 3221 crore under Phase "A" of the programme up to 31st March, 2009.

CRF

2.1.10 From the amount collected by levy of cess of Rs. 2.0 per litre on petrol and high-speed diesel, an amount of Rs. 9144.11 crore (Rs. 6972.47 crore for National Highways Development Projects and Rs. 2171.64 crore for state roads excluding rural roads) has been provided for development of National Highways and state roads. During the year 2008-09, an amount of Rs. 185.74 Crore has been allocated for the development of state roads under the centrally sponsored scheme of Economic Importance and Inter State Connectivity (EI & ISC).

ROAD TRANSPORT

2.1.11 The Ministry has taken up a project for creation of National Register and State Registers of Driving Licenses and Registration Certificates of Motor Vehicles in consultation with NIC at an estimated cost of Rs. 148 crore. NIC has already initiated necessary work on this project. An amount of Rs. 69.76 crore has been released to NIC during the last financial year i.e. 2008-09.

2.1.12 10 States/UTs i.e. Governments of West Bengal, Jharkhand, Tripura, Orissa, Assam, Maharashtra, Andhra Pradesh, Jammu & Kashmir, Chandigarh and Delhi have started issuing Smart Card based Registration Certificate/ Driving Licence. 33 States/UTs have already implemented the pilot project.

2.1.13 The eleventh meeting of the National Road Safety Council (NRSC) was held on 28th January, 2009 in New Delhi. Transport Ministers, Director Generals



of Police, Secretaries/Commissioners (Transport) of various States/UTs, representatives of transporters' organizations, NGOs and experts in the field of road safety participated in the NRSC meeting.

2.1.14 The Motor Vehicles (Amendment) Bill introduced in Rajya Sabha on 15.5.2007 was referred to Department related Parliamentary Standing Committee on Transport, Tourism and Culture for examination. The Committee submitted its report on 28.4.2008. The recommendations of the Committee were examined in detail and a draft Cabinet Note for incorporation of certain modifications in the Bill was circulated to concerned Ministries/Departments for their comments. However, as desired by Hon'ble Minister (RT&H), the amendment proposed is being reviewed. comprehensively.

2.1.15 The Committee of Secretaries in its meeting held on 4.3.2008 accepted, in principle, the report of Sundar Committee for creation of National Road Safety and Traffic Management Board. The Expenditure Finance Committee (EFC) in its meeting held on 3.12.2008 has recommended creation of a statutory Board and creation of National Road Safety Fund. A draft Cabinet Note for creation of the Board has been finalised and circulated to all the concerned Ministries/Departments for their comments on 11.2.2009.

2.1.16 Bharat Stage IV emission norms to be effective from 1.4.2010 in the 11 mega cities namely National Capital Region, Mumbai, Kolkata, Chennai, Bangaluru, Ahmedabad, Hyderabad/Secunderabad, Kanpur, Pune, Surat and Agra have been notified on 9.2.2009. The notification also envisages that Bharat Stage III emission norms will be made effective in the rest of the country w.e.f. the same date.

2.1.17 A Committee under the Chairmanship of Shri D. Thangaraj, former 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 formulated and recommended a National Road Transport Policy in March, 2008. A draft Cabinet Note for adoption of the policy has been finalised and circulated to all concerned Ministries/Departments on 18.12.2008.

2.1.18 The Transporters under the aegis of All India Motor Transport Congress went on a nationwide strike from 5.1.2009 to 12.1.2009. Consequent upon signing of an agreement with the Government, the transporters withdrew their strike unconditionally w.e.f. 12.1.2009 evening. The transporters had earlier gone on strike in July, 2008 and all the grievances at that point of time were suitably redressed.

2.1.19 In pursuance of the Agreement signed with AIMTC office bearers, a Committee under the chairmanship of Secretary (RT&H) and comprising Finance Secretaries of the States of Andhra Pradesh, Maharashtra & Gujarat



and Transport Commissioners of Punjab, Karnataka, Tamil Nadu and West Bengal, four representatives of AIMTC, Managing Director, Transport Corporation of India, Adviser (TR) and Joint Secretary (Transport) was set up on 21.1.2009 to look into the issues of streamlining national permit system and rationalization of taxes on motor vehicles.

2.1.20 National Road Safety Policy recommended by Sundar Committee was endorsed by the States/UTs in the meeting of the State Transport Ministers held under the chairmanship of Minister (S,RT&H) on 6.8.2008. A draft Cabinet Note for adoption of the policy has been circulated to all concerned Ministries/Departments on 11.2.2009.

2.1.21 The twentieth Road Safety Week was observed throughout the country during 1-7 January 2009, with the theme “**Carefully Drive, Reach Alive**”.

A total of 100 NGOs were provided grants-in-aid amounting to Rs.1.80 crore for administering road safety programmes.

2.1.22 Grants-in-aid have been sanctioned to 77 NGOs/institutions to impart refresher training to 70,700 drivers under the scheme of refresher training to heavy motor vehicle drivers in the unorganized sector during the year under report.

2.1.23 During 2008-09, 25 10-ton cranes, 21 small/medium sized cranes and 72 ambulances have been sanctioned to States/NGOs under the National Highways Accident Relief Service Scheme (NHARSS).

2.1.24 Planning Commission has accorded ‘in principle’ approval to the revised scheme for strengthening public transport system across the country. A note for consideration of EFC is under finalization.

2.1.25 The Department has also prepared a modified scheme for setting up of Model Drivers Training School as a central sector scheme. The Planning Commission has accorded ‘in principle’ approval to the same. A note for consideration of EFC is under finalisation.

NITHE

2.1.26 78 training programmes to impart training to 1700 Engineers were organised by National Institute for Training of Highway Engineers (NITHE) during the year 2008-09.

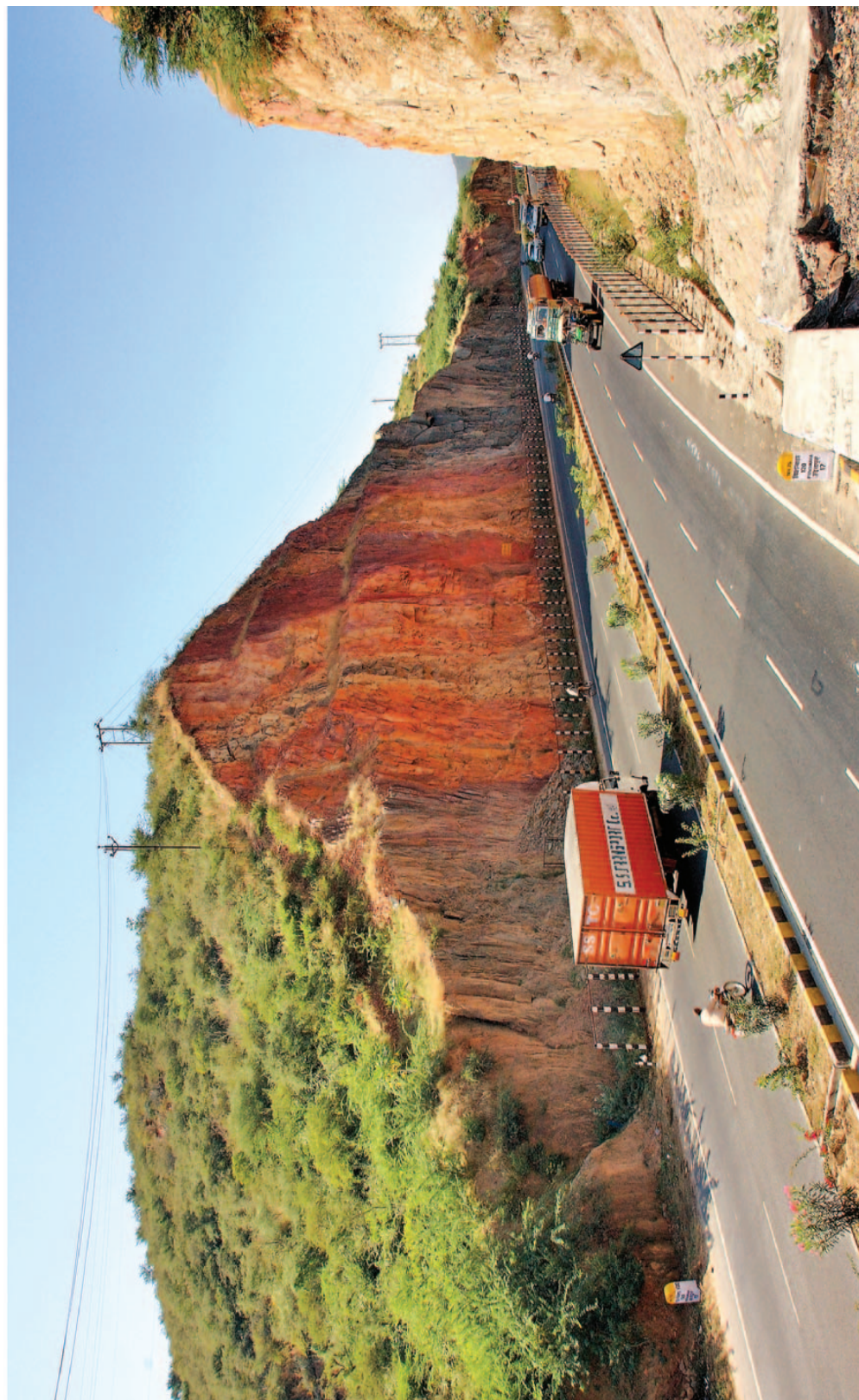
Major initiatives taken:-

- The National Highways Fee (Determination of Rates and Collection) Rules, 2008 were notified on 5.12.2008.



- Manual of Standards and Specifications for four and six laning is being reviewed and finalized with a view to optimise the technical benchmarks and standards so as to rationalise the Project cost which will also increase the viability of Projects.
- MCA for BOT (Annuity) approved by IMG and CoS is being finalised keeping in view the directions of the Cabinet Committee on Economic Affairs (CCEA) on alternative modes of delivery of National Highways in consultation with the Ministry of Finance and the Planning Commission.
- Consultancy Services for formulation of a Master Plan for the National Expressway Network in India has been awarded in December, 2008. The total sanctioned cost of the Consultancy Services is Rs.59.66 lakh. The study is targeted for completion by July,2009. The objective of the Consultancy Services is to prepare Master Plan in order to establish a National Expressway Network identifying therein the expressway corridors for the horizon year 2022 i.e. end of 13th Five Year Plan giving prioritised phasing for completion by the year 2012,2017 and 2022.
- The Government approved NHDP Phase-IVA in July, 2008 for upgradation/strengthening of 5,000 km of single/intermediate/two lane National Highways to two lane with paved shoulders for a total estimated cost of Rs.6950 crore on BoT (Toll) and BoT (Annuity) basis. Out of this, at least 4,000 km is to be implemented on BOT(Toll) mode. NHDP-Phase-IVA is targeted for completion by December,2013. An NHDP Phase –IVA Cell has been constituted in the Ministry for this purpose and taking up development of other selected stretches for development to two lane with paved shoulders.
- At present, out of the total length of 70,548 km of National Highways in the country, about 20,849 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 period.
- Attention is also to be accorded to the 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.
- Development / upgradation 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.





Udaipur-Chittorgarh Section of NH-76

ROAD DEVELOPMENT

The length of National Highways, for which the Government of India is constitutionally responsible, is 70,548 km. A list of state wise National Highways is at **Annexure-I**.

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

Development and Maintenance of National Highways

3.1.3 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 excepting Phase IV-A by National Highways Authority of India (NHAI).

3.1.4 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 programmes, Central government provides funds from the Central Road Fund (CRF) for certain selected state roads under Inter State Connectivity and Economic Importance (ISC&EI) scheme. The Ministry is also responsible for evolving standards and specifications for roads and bridges in the country besides acting as a repository of technical information on roads and bridges.



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 February, 1995 with the appointment of the first Chairman.

3.1.6 NHAI is headed by a Chairman under whom there are five full time Members namely Member (Administration), Member (Finance), two Members (Technical) and one Member (PPP). There are four part time (ex-officio) Members of the Authority namely Secretaries of the Ministry of Road Transport & Highways, Department of Expenditure, Planning Commission and Director General (Road Development), Ministers of Road Transport & Highways. The Members are assisted by officers at the level of Chief General Managers, General Managers, Deputy General Managers and Managers.

Restructuring of NHAI

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

- (i) Increasing the 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 Chief General Manager (CGM).
- (iv) Empowering the Authority to engage outside experts.
- (v) Creation of various specialized cells in the Authority.
- (vi) Building a core of permanent employees of NHAI over a period of time.

3.1.8 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 completed stretches. All procurements related to civil contractors, supervision consultants etc. are made by the head office. Project Directors are responsible for pre-construction activities including land acquisition, utility shifting and liaison with State Governments/Central Government organizations for successful implementation of the projects.



National Highways Development Project (NHDP)

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

Financing of NHDP Projects

3.1.10 An amount of Rs. 28,083 crore had been targeted to be spent during the year 2008-09 for construction of various projects of NHDP. Up till 31.03.2009, Rs. 17570.77 crore has been spent.

National Highways Development Project (NHDP)

Phases-I & II:

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

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

3.1.12 NHDP Phase I, which was approved by Cabinet Committee on Economic Affairs (CCEA) in December 2000 at an estimated cost of Rs. 30,300 crore (1999 prices), comprises 5,846 km of Golden Quadrilateral, 981 km of NS-EW corridors, 356 km of Port Connectivity and 315 km of other National Highways, a total of 7,498 km. During the year, 132 km was completed upto March, 2009.

3.1.13 Phase II, which was approved in December 2003 at an estimated cost of Rs. 34,339 crore (2002 prices) comprises mostly NS-EW Corridor (6,240 km) and other National Highways of 496 km length, the total length being 6,736 km. During the year, 1534 km was completed upto March, 2009.



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 comprising 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 centres of tourism and places of economic importance. Out of 12,109 km, a length of 787 km has already been four laned up to 31.03.2009 and a length of 1878 km is under implementation. During the year, 589 km has been awarded and 376 km has been completed.

NHDP Phase-IV:

3.1.15 This Phase envisages upgradation of about 20,000 km of National Highways to 2-lane with paved shoulders under NHDP. This phase has been approved by the Government in July 2008. Out of the approved length of 20,000 kms which is to be implemented in a phased manner in stretches of 5,000 kms each, the Ministry of Road Transport & Highways is implementing the first Phase i.e. NHDP Phase IV A, upgradation/strengthening of 5,000 km of single/intermediate/two lane National Highways to two lane with paved shoulders on BoT (Toll) and BoT (Annuity) basis. Under NHDP Phase IV A, uptill March,2009, 40 bids for Feasibility Studies covering 5228 km length have been invited and out of which, 13 bids covering 1670 km have been awarded to the consultants. Further, letter of Award (LOA) has been issued to the selected bidder M/s IL&FS Transport Network Ltd. (ITNL) for development of Beawer-Gomti Section of NH-8 in Rajasthan through Public Private Partnership (PPP) on Design, Build, Finance, Operate and Transfer (DBFOT) basis.

NHDP Phase-V:

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



3.1.17 Against 6500 km, a length of 1030 km is under implementation. During the year, 106 km has been completed up till March 2009. The proposal for six laning of 1410 km has been sent to Public Private Partnership Appraisal Committee (PPPAC).

3.1.18 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 895 km are under evaluation.

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. This includes expressways connecting Vadodara-Mumbai, Delhi-Meerut, Bangaluru-Chennai and Kolkata-Dhanbad stretches. The Phase VI of NHDP has been approved at an estimated cost of Rs. 16,680 crore in November 2006. NHA has taken action for appointing consultants for carrying out feasibility study for Vadodara-Mumbai Expressways.

3.1.20 The total fund required 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. The entire project is targeted to be completed by December 2015.

NHDP Phase VII

3.1.21 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**.

- Proposal for Chennai Port elevated corridor (18 km) has been approved by PPPAC. The Project is under implementation.
- Proposal for upgradation of NH-7 between Hebbal flyover towards Devanahalli (22 km) is under appraisal.
- Feasibility study is being undertaken for 10 ring roads/ bypasses (Aligarh, Meerut, Kanpur, Varanasi, Lucknow, Dhanbad, Patna, Vishakhapatnam, Madurai and Thiruvananthapuram) and stand alone grade separator at Ranchi.



3.1.22 Overall Status length completed as on 31.03.09 of different Phases of NHDP is shown in

Table 3.1 below.

Table 3.1

Phases	Total Length in km	Length Completed in km	Length Completed during 01.04.2008-31.03.2009	Likely date of Completion
I GQ,EW-NS corridors, Port connectivity & others	7,498	7188	132	-
II 4/6-laning North South-East West Corridor, Others	6,647	2828	1534	Dec -2009
III Upgradation, 4/6-laning	12,109	787	376	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	106	106	Dec-2012
VI Expressways	1000	NIL	NIL	Dec-2015
VII Ring Roads, Bypasses and flyovers and other structures	700 km of ring roads/ bypass +flyovers etc.	NIL	NIL	Dec-2014



Work awarded during the year :

3.1.23 Total 10640 km has been targeted for the year 2008-09 for award of various projects of NHDP. During the year, 30 km length was awarded under NHDP-II, 589 km under NHDP Phase-III, 4.4 km under NHDP Phase V and 19 km length was awarded under NHDP Phase VII.

Details of the Projects Awarded in the month of Jan-09 & Feb-09, the details are shown in Table 3.2 below.

Table 3.2

S. N.	Stretch/from km to km/ Package	Funded by	NH No.	Length (km)	Total Project Cost (Rs. in crore)	Awarded cost/BOT Grant/ annuity payment (Rs. in crore)	LOA Issued	Name of Contractor/ Nationality/ DPR Consultant
NHDP PHASE-II NS								
1	Six laning of Vadakkan-cherry-Thrissure section	BOT	47	30	617	+ve Grant 243.99 Cr	27.02.09	M/s KMC -CR18G Consortium Indian-China
NHDP PHASE III								
1	Pune Sholapur Pkg-1 Km 40.000 to Km 144.400	BOT	9	110.05	1110.0	+299.00 Cr as VGF*	17.02.09	Navinya Buildcon-Atlantia Spa (JV) Indian
2	Gujarat/ Maharashtra Border-Surat-Hazira Port Section	BOT	6	132.9	1509.1	1509.10 With VGF* of Rs. 556 Cr	18.02.09	Isolux-Soma Consortium Spain-Indian
3	Pimpalgaon-Nashik-Gonde Km 380.00 to Km 440.00	BOT	3	60	940		15.01.09	M/s L& T-ABL Consortium Indian



4	MP/MH Border-Dhule Km 168.500 to Km 265.00	BOT	3	98	835		15.01.09	M/s HC- Laing- sadbhav Consortium Indian
5	Cuddapah- Mydukur- Kurnool	BOT	18	188.75	1585		26.02.09	M/s KMC- IVRCL Consortium Indian
			Total	589.7	5979.1	1808.1		
*VGF-Viability Gap Funding through Government Budgetary Support								
NHDP PHASE V								
1	Badarpur Elevated Highway	BOT	2	4.40	340.0		27.06.08	M/s BFTL, Indian
NHDP PHASE VII								
1	New 4-Lane Elevated Road from Chennai Port- Maduravoyal	BOT	4	19	1655		06.01.09	Soma Enterprises Ltd. Indian

Corridor Management

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

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

Tolling

3.1.25 During the financial year 2008-09, a total length of 2003 km of National Highways has been targeted for tolling. During the year, 1262.51 km length has



already been brought under tolling. Further, the revenue target for the year 2008-09 is Rs. 1600 crore and Rs. 1703 crore has been collected as user fee. In order to improve toll management and revenue collection, modern tolling equipments including CCTV, smart card, way-in-motion and other software have been put to use.

Projects of urban transport improvement

3.1.26 Improvement of access to Golden Quadrilateral highway within Chennai city, including construction of 4 grade separator projects is in progress. To improve connectivity of Chennai city with GQ, project of improvement of access to GQ including construction of grade separators has been taken up. This will improve connectivity to the city.

3.1.27 Similarly, construction of Elevated Expressway connecting the Electronic city with Silk Board Junction in the city of Bangaluru is progressing satisfactorily.

Action Plan for Expeditious Implementation of Programme

3.1.28 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. Secretary (RT&H) reviews the progress of various projects regularly.

State PWD and Border Road Organization (BRO)

3.1.29 Apart from the National Highways (NHs) under the NHDP, there are about 50,952 km of National Highways whose development and maintenance are presently being carried out by the respective PWDs and the BRO. During the year 2008-09, in respect of the stretches not included under NHDP, as on 31st March, 2009, 702 proposals aggregating to Rs. 4579.14 crore have been sanctioned by the Ministry of Road Transport & Highways for the development of National Highways.

3.1.30 An amount of Rs. 2853.74 crore has been allocated during current year 2008-09, for the NHs entrusted to State PWDs and Rs. 650 Crore for NHs entrusted to BRO. In addition to Rs. 2853.74 crore, an amount of Rs. 90.00 crore from Permanent Bridge Fee Fund (PBFF) has been allocated for NHs entrusted to State PWDs.



3.1.31 An amount of Rs. 947.97 crore and Rs. 26.35 crore respectively have been allocated during 2008-09 for maintenance of National Highways entrusted to the state PWDs and the BRO.

3.1.32 State-wise allocation under different schemes on the development and maintenance of National Highways during the year 2008-09 is at **Annexure-III**.

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

3.1.33 Special Accelerated Road Development Programme for North Eastern region (SARDP-NE) aims at improving road connectivity to state capitals, district headquarters and remote places of NE region. It envisages two / four laning of about 5104 km of National Highways and two laning / improvement of about 4656 km of state roads. This will ensure the connectivity to 85 district headquarters in the North-Eastern states, to two National Highways/ two lane State Roads.

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

Phase A:

3.1.35 It comprises of improvement of 2616 km of roads consisting of 1959 kms of National Highways and 657 km of State Roads at an estimated cost of Rs. 16,286 crore. Out of 2616 km, BRO & State PWDs have been assigned with the development of 1400 km of roads at an estimated cost of Rs. 4285 crore. Out of the remaining length of 1216 km, 824 km is to be implemented by National Highways Authority of India (NHAI), 150 km by the Department/ Arunachal Pradesh PWD for providing 4-lane connectivity to Itanagar and 242 km length for alternate Highway to Gangtok and improvement of NH-31A will be implemented by BRO. Out of 824 km, works on 330 km will be done by inviting bids for construction works and balance length of 494 km will be taken up on BOT(Annuity) basis. Out of 1400 km as above, projects covering a length of 1055 km at a cost of Rs. 3221 crore has been approved till March, 2009 and works are in different stages of progress. Completion of phase A is targeted for 2012-2013.



Phase B:

3.1.36 It involves 2 laning of 1673 km of National Highways and 2-laning/improvements of 3152 km State roads. Phase B is approved only for preparation of DPR and investment decision is yet to be taken by the Government.

Arunachal Pradesh Package for Roads and Highways

3.1.37 The Arunachal Pradesh Package of Roads and Highways covering 2319 km of road stretch was approved by the Government as part of SARDP-NE on 9th January, 2009. Out of this, 776 km has been approved by the Government for execution under BOT (Annuity) basis and for the remaining 1543 km, approval for tendering under EPC basis has been given. The Department has invited Request for Qualification (RFQ) for the stretch to be taken up under BOT (Annuity) basis and the Request for Proposal (RFP) in respect of 718 km has been issued by the Department. For the other stretches to be taken up under EPC basis, DPR are under preparation by the executing agencies.

Constraints

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

- **Land acquisition:** There has been inordinate delay in acquisition of land in some States mainly due to procedural formalities, court cases and lack of co-operation from the State Governments concerned.
- **Environment and Forest Clearances:** There has been considerable delay 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 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.14150.00 crore has been made under the CRF for 2008-09 with the following break-up:

Table 3.3

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

1.	Grant to State Governments and UTs for State roads	2171.64
2.	Grant to States & UTs for Roads of Inter-State Connectivity and Economic Importance	185.74
3.	National Highways	6972.47
4.	Rural Roads	4046.25
5.	Railways	773.90
	Total	14150.00

3.1.40 The 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 The summary of the allocation and release in respect of states/UT roads since the year 2000-01 to 2008-09 is as follows:

Table 3.4

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	607.40	1535.36	1299.27



Year	2006-07		2007-08		2008-09	
	Allocation	Release	Allocation	Release	Allocation	Release
Rs. Cr.	1535.46	1462.29	1565.32	1322.19	2171.64	2122.00

Approval under CRF for State Roads

3.1.42 During the year 2008-09, 1313 proposals involving a cost of Rs. 5126 crore have been approved for improvement of state roads under the CRF excluding the works approved under the schemes of Inter State Connectivity and Economic Importance (ISC&EI).

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

Sanction under ISC & EI Schemes

3.1.44 During the year 2008-09, a sum of Rs. 185.74 crore was earmarked for the state roads under Inter State Connectivity and Economic Importance (ISC&EI) Scheme. A total number of 47 proposals amounting to Rs. 465.57 crore with Central share of Rs. 384.38 crore have been accorded 'in-principle' approval during the year 2008-09.

National Institute for Training of Highway Engineers

Broad Activities:

3.1.45 National Institute for Training of Highway Engineers (NITHE), NOIDA (UP) 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 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 and training modules for domestic and foreign participants.

3.1.47 Since its inception, the National Institute for Training of Highway Engineers (NITHE) has trained 16548 Highway Engineers and Administrators involved in road development from India and abroad through 717 training programmes (up to 31st March, 2009). Participants are drawn from Ministry of Road Transport & Highways, various state PWDs, Public Sector, Private Sector and NGOs involved in the field of Highway Engineering. Engineers from foreign governments have participated in 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.

Training Programmes Conducted During the Year:

3.1.48 During the year, the Institute organized 78 training programmes in which 1700 engineers participated. These programmes included, inter-alia, the following sponsored and international training programmes / workshops:

- Various Training programmes for NRRDA and State RRDA's on Prime Minister's Grameen Sarak Yojana (PMGSY) Projects.
- Road Safety Programme for Engineers of Kerala PWD
- Workshop on the Control of National Highways Act at Guwahati and Hyderabad
- Training programme for the Engineers of BRO
- Four Training Programmes for the Engineers of RCD Ranchi, Jharkhand
- Orientation Programme for Managers of NHAI



- International training programme under Technical Cooperation Scheme-Colombo Plan
- Seminar on Public Private Sector Participation in Highway Projects, Kolkata

Mechanisation In Road Construction and Use of Modern Equipments

3.1.49 For construction of roads of world-class standards and for their proper maintenance and repair, machinery and equipment with latest technology needs to be inducted in the department for which the following measures have been taken by the Mechanical Zone:-

- The culture of mechanized inspection of bridges has been started. The condition of bridges and their repair works are being carried out by providing Mobile Bridge Inspection Unit (MBIU) by the Ministry to the States of Assam, Orissa, West Bengal, Himachal Pradesh, Haryana, Bihar, Tamil Nadu and Madhya Pradesh.
- Overloading of vehicles is one of the major reasons for damage of National Highways and accidents on Highways. In order to prevent overloading of vehicles the Ministry has procured WIM-cum-ATCC systems for electronically weighing the vehicles in slow and high speed and their classification depending on load. The installation of these systems allocated to various states is currently under progress.
- 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 achieving the goal, with the co-operation of Ministry of Finance, 21 items of Road Construction Machinery have been allowed for duty free import.
- 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.
- The Ministry has adopted the policy of checking the machinery and methodology in construction works by constituting a technical team to prevent the use of sub-standard machinery in National Highway works. This technical team also educates the personnel at ground level in execution of quality works.





Ahemdabad-Vadodara Expressway



ROAD TRANSPORT AND ROADS SAFETY

ROAD TRANSPORT

Road transport is vital to the economic development and social integration of the country. This is considered to be a 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 2005-06. Since 2000-01, the annual average growth in the road transport sector GDP has been at the rate of 9.5% which is much higher than the overall GDP growth of 6.5% during that period. The road transport sector carries about 87% of passenger traffic and 61% of freight traffic. Easy availability, adaptability to individual needs and the 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 Ministry is responsible for the formulation of broad policies relating to regulation of road transport in the country, besides making/monitoring arrangements for vehicular traffic to and from the neighbouring countries.

4.1.3 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 (to be replaced by the new Carriage by Road Act, 2007)

4.1.4 With a view to introduce information technology in Road Transport Sector, the rules for issuing Smart Card based Driving Licences and Registration Certificates etc. have already been notified. As per information available, 33 States/UTs 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. Governments of West Bengal, Jharkhand, Tripura, Orissa, Assam, Maharashtra, Andhra Pradesh, Jammu & Kashmir, Chandigarh and Delhi have started issuing Smart Cards based Registration Certificates/Driving Licences.



4.1.5 The Government has approved a proposal for creation of State Registers and a National Register of Driving Licenses and Registration Certificates of Motor Vehicles at an estimated cost of Rs.148 crores. The project is being implemented through NIC. A sum of Rs. 69.76 crore was released to NIC for this purpose during the year 2008-09. The implementation of the project is reviewed from time to time by the Government.

4.1.6 The Carriage by Road Act, 2007 was notified in the Gazette of India on 1.10.2007. Enactment of this legislation has paved the way for modernizing the systems and procedures of the transportation trade by road. However, the Act has not yet been brought into force. A Working Group under the chairmanship of Joint Secretary (Transport), has been constituted to frame the rules under the Act before it could be brought into force. The Sub Group constituted under the aegis of the Working Group has submitted its report and the Working Group would recommend the draft rules under the Act to the Ministry very shortly based on the recommendations of Sub Group.

4.1.7 The Motor Vehicles (Amendment) Bill, 2007 was introduced in Rajya Sabha on 15.5.2007 and the same was referred to the Parliamentary Standing Committee on Transport, Tourism and Culture for examination. The Standing Committee submitted its recommendations on 28.4.2008 which have been examined threadbare in the Ministry. A draft Cabinet Note for incorporation of certain amendments in the Bill has been finalised and circulated to all concerned Ministries/Departments for their comments on 23rd January, 2009. The proposed amendments in the Motor Vehicles Act envisage enhancement of penalties for various traffic offences, delegation of powers to the States, making the transport authorities in the States more responsive and rationalization of various provisions in accordance with new/emerging requirements as well as compensation to road accident victims. As desired by Minister of Road Transport and Highways, the amendment proposed is being reviewed comprehensively to meet the emerging requirements.

4.1.8 A Committee under the chairmanship of Shri S. Sundar, former Secretary, 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 Ministry on 20th February 2007 inter-alia recommending setting up of a National Road Safety and Traffic Management Board through an Act of Parliament. The Committee of Secretaries, in its meeting held on 4.3.2008, accepted, in principle, the recommendations of the Committee for creation of the Board. The Expenditure Finance Committee (EFC) also recommended creation of a statutory Board and also creation of



National Road Safety Fund by way of earmarking 1% of the total proceeds of cess on petrol and diesel. A draft Cabinet Note for creation of the Board has been prepared and circulated to the concerned Ministries/Departments, seeking their comments, on 11.2.2009. The proposed Board, once set up, would be responsible for making recommendations on a number of issues such as standards for design, construction and maintenance of National Highways and safety standards for mechanically propelled vehicles, besides laying guidelines for development and upgradation of trauma centres, regulation of non-motorised transport etc. The Board would be headed by a Chairperson and would comprise of 3-5 members drawn from various fields concerning road safety viz. Road Engineering, Automobile Engineering, Traffic Laws, Operations, Management and Enforcement, Data collection, Accident Investigation, Statistics and Research, Accident related medical care, Trauma Care Management and Rehabilitation.

4.1.9 To control vehicular pollution, mass emission standards for various categories of motor vehicles have been progressively tightened. As on date, Bharat Stage III emission norms are effective in 11 mega cities namely National Capital Region, Mumbai, Kolkata, Chennai, Bangaluru, Ahmedabad, Hyderabad/Secunderabad, Kanpur, Pune, Surat and Agra whereas Bharat Stage II emission norms are applicable in the rest of the country. Bharat Stage IV emission norms are to be effective from 1.4.2010 in the 11 mega cities and Bharat Stage III emission norms will be effective from the same date in the rest of the country, as notified on 9.2.2009.

4.1.10 A Committee under the Chairmanship of Shri D. Thangaraj, former Principal Secretary (Transport), Government of Karnataka was set up 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 Ministry earlier. The Committee recommended a National Road Transport Policy in March, 2008. A draft Cabinet Note for adoption of the policy has been finalised and circulated to all concerned Ministries/Departments on 18.12.2008. The proposed Road Transport Policy envisages promotion of road infrastructure support for transportation of both passengers and goods, use of modern, efficient and environment friendly road transport services, enhancement of the quality of service, promotion of data collection and management system for road transport system besides laying stress on control of overloading and specific thrust on management of road safety issues.

4.1.11 During the year 2008-09, the transporters under the banner of All India Motor Transport Congress (AIMTC) went on nationwide strike on two occasions. First time they went on strike in July, 2008 for two days from 2.7.2008 to 3.7.2008



raising issues such as withdrawal of increase in toll effective from December, 2007, availability of adequate normal diesel throughout the country and issues relating to service tax. All the issues were resolved amicably to the satisfaction of the transporters at that point of time. The AIMTC called off their strike consequent upon signing of separate agreements with this Ministry and Deptt. of Revenue in the early hours on 4.7.2008. Later, in January, 2009, AIMTC again went on a nationwide strike from 5.1.2009 to 12.1.2009 demanding urgent attention of the Government to various issues including a financial package for the trucking industry in the form of reduction in diesel and tyre prices, moratorium on all instalments and interest on truck finances for a period of six months, moratorium on toll for six months, streamlining of national permit system and reduction of national permit fee etc. The State Governments were advised to take necessary action in line with a suggested action plan to ensure movement of essential commodities during the strike. Consequent upon sustained talks, the transporters signed an agreement with this Ministry and withdrew their strike unconditionally w.e.f. 12.1.2009. A High Powered Committee under the chairmanship of Secretary (RT&H) and comprising Finance Secretaries of the States of Andhra Pradesh, Gujarat and Maharashtra and Transport Commissioners of Punjab, Karnataka, Tamil Nadu and West Bengal, Adviser(TR) and JS(Transport) was constituted on 21.1.2009 to look into the issues concerning National Permit System and also rationalisation of taxes on motor vehicles. As per the agreement with the Transporters, it was also decided to constitute Standing Committees at Central and State/UT level to provide a permanent mechanism for redressal of grievances of the transporters.

4.1.12 The Committee constituted under the chairmanship of Secretary (RT&H) to examine the issue relating to National Permit System has held three meetings and concluded its deliberations. The report of the Committee is being finalized for submission to the Minister (RT&H).

4.1.13 The Ministry 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, printing and dissemination of publicity material and also use of print, audio and audio-visual media to propagate road safety messages.

4.1.14 During the year under report, 24 Workshop-cum-training programmes were organised for the officers of the State Transport Departments at the Central Institute of Road Transport (CIRT), Pune, Automotive Research Association of India (ARAI), Pune, Indian Institute of Petroleum, Dehradun, Engineering Staff College of India (ESCI), Hyderabad and Indian Institute of Technology Madras, Chennai. These training programmes aim at training the officers of the State Transport Departments so to acquaint them with the latest developments in matters of road transport management and environmental issues.



ROAD SAFETY

4.1.15 The eleventh meeting of the National Road Safety Council was held on 28th January, 2009 in New Delhi. Transport Ministers, Directors General of Police and Secretaries/Commissioners (Transport) of various States/UTs, representatives of transporters' organizations, NGOs and experts in the field of road safety participated in the meeting.

4.1.16 The Committee on Road Safety & Traffic Management constituted under the chairmanship of Shri S. Sundar, former Secretary, Ministry of Surface Transport also formulated and recommended a National Road Safety Policy for consideration of the Government. The National Road Safety Policy envisages greater emphasis on awareness on road safety issues, establishment of road safety information database, strengthening of driving licence system and training, better enforcement of road safety laws etc. The policy also envisages setting up of a dedicated agency namely National Road Safety & Traffic Management Board to oversee the road safety activities in the country. In the meeting of the State Transport Ministers held under the chairmanship of Minister of Shipping, Road Transport & Highways on 6.8.2008, the National Road Safety Policy was unanimously endorsed by the States/UTs. A draft Cabinet Note for creation of the Board and adoption of National Road Safety Policy has been prepared and circulated to all concerned Ministries/Departments seeking their comments on 11.2.2009.

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

4.1.18 The following activities were undertaken by the Ministry during the year with the objective of making roads safer:

- 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. Publicity material like calendars, pamphlets, posters etc. were also supplied to NGOs and to Transport and Police Authorities in States/Union Territories for widespread distribution.
- Grants-in-aid were sanctioned to 100 NGOs for undertaking road safety programmes.



- The twentieth Road Safety Week, with the theme “ Carefully Drive, Reach Alive” was observed during 1-7 January 2009 throughout the country involving State Governments, voluntary organizations, vehicle manufacturers, State Road Transport Corporations etc.
- Refresher training to 70,700 drivers was imparted during the year under the scheme of refresher training to heavy vehicle drivers in the unorganised sector.
- The Ministry also provides cranes and ambulances under the National Highways Accident Relief Service Scheme (NHARSS) to States/Union Territories as well as NGOs for clearing the accident sites and to take accident victims to the nearest medical centres. So far, 277 cranes, 40 small/medium sized cranes and 509 ambulances have been sanctioned as per year-wise details given below:

Year	Cranes	Ambulances	Small/Medium sized cranes
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	19
2008-09	25	72	21

4.1.19 During the 11th Five Year Plan, the Ministry of Health & Family Welfare has formulated a Plan scheme for setting up trauma centres along the National Highways i.e. Golden Quadrilateral and the North-South & East-West corridors of the national highways. Ministry of Road Transport & Highways has provided 70 ambulances to the hospitals/trauma centres identified by Ministry of Health & Family Welfare during the year 2008-09.

Strengthening of public transport system in the country.

4.1.20 While the country has seen rapid expansion in the 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

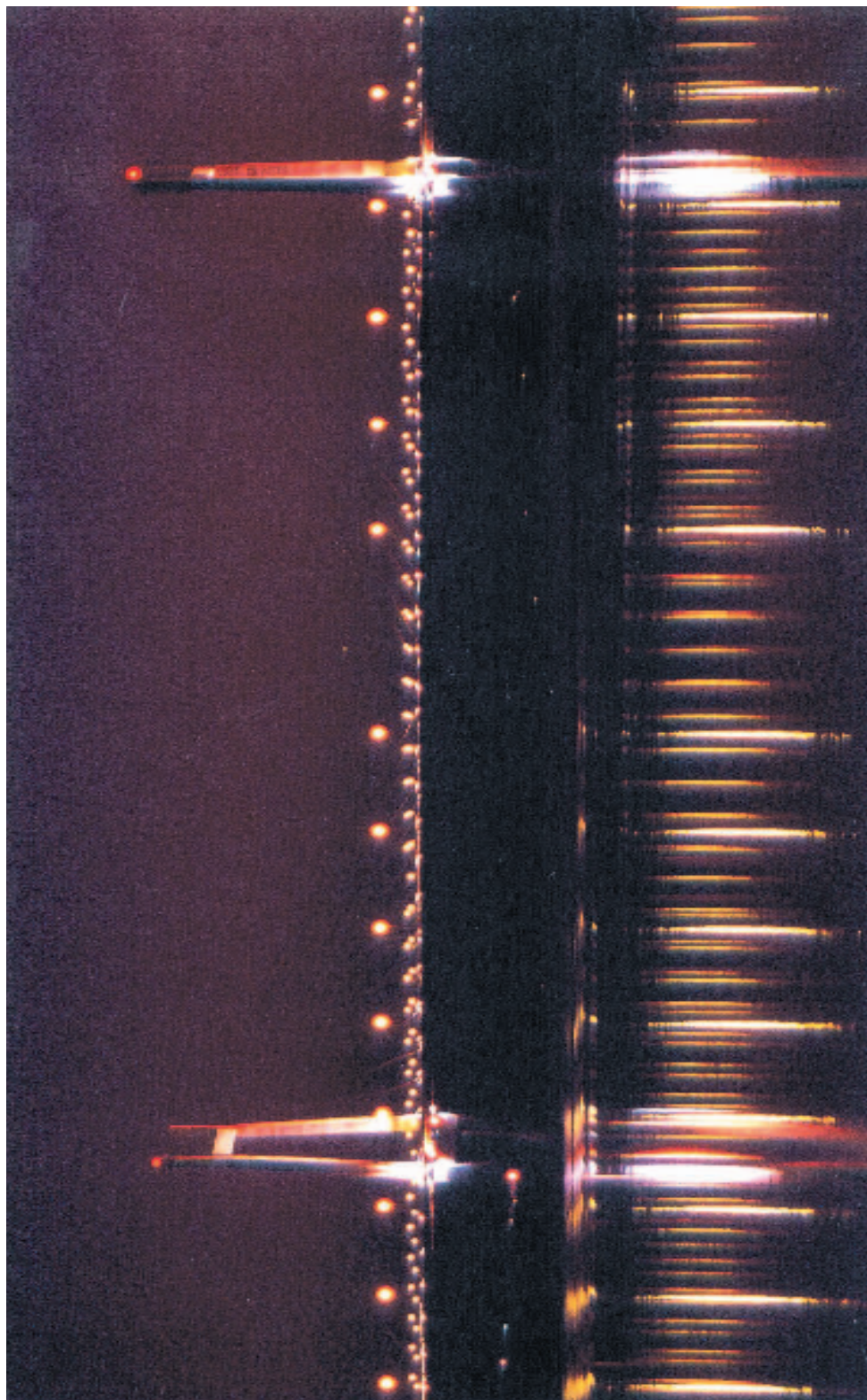


bus transport service offered by the State-owned road transport undertakings and private operators plying their buses under stage carriage permits. As the passenger road transport service has not achieved the desired growth both in terms of quality and numbers, despite growing demand, it has resulted 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 to the States/UTs/STUs subject to the condition that the respective States/UTs would undertake certain reforms/ measures for strengthening public transport system. Planning Commission has accorded, in principle, approval to the revised scheme for strengthening public transport system across the country.

INITIATIVES IN THE NORTH-EASTERN STATES

4.1.21 Out of the 100 NGOs which have been sanctioned grants-in-aid for executing road safety programmes, 8 are from the North-Eastern States. Similarly, out of 77 NGOs which have been sanctioned grants-in-aid for imparting refresher training to HMT drivers, 5 NGOs are from the North-Eastern Region.





Naini Bridge



DEVELOPMENT OF NATIONAL HIGHWAYS IN NORTH-EASTERN REGION

The Ministry has been paying special attention to the development of National Highways in the North-Eastern region and 10 per cent of the total allocation for NHs is earmarked for NE region. The total length of National Highways in North-East, including Sikkim, is 8480 km and these are being developed and maintained by three agencies - the state PWDs, BRO and NHAI. Of the total length of 8480 km, about 3336 km is with the BRO and 4444 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 and maintenance works taken up under various schemes during the year 2008-09 in the North-East region are given below:

(i)	Length of NHs under NHDP Phase-III	706 km
(ii)	Length of National Highways & State Roads under SARDP-NE:	
	Phase A	2616 km
	Phase B	4825 km.
	Arunachal Pradesh Package of Roads and Highways	2319 km.

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

5.1.4 State-wise details of length of NHs, state roads under SARDP-NE under Phase A, Phase B and Arunachal Pradesh Package of Roads and Highways and mode of delivery are given in **Annexure-V**, **Annexure-VI** and **Annexure-VII** respectively.

5.1.5 Under the ISC&EI scheme, 33 projects amounting to Rs. 374.44 crore are under progress.

5.1.6 Under the CRF, 229 works amounting to Rs.720.07 crore have been taken up for the improvement of state roads.

5.1.7 One hundred and eleven works costing Rs.674.70 crore have been sanctioned under NH (Original Works) which are in progress.

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



Arunachal Pradesh

5.1.9 The Government has given approval for implementation of 2-laning of NH-153 from km 24/0 (Jairampur) to km 56.485 (Pangsu Pass) covering a length of about 32 km. Works amounting to Rs.94.82 crore has been approved for this stretch.

5.1.10 Under the CRF, 43 works for the improvement of state roads amounting to Rs. 149.41 crore have been taken up so far.

5.1.11 Under the ISC&EI scheme, four works costing Rs. 53.80 crore are in progress. In addition, one work at an estimated cost of Rs. 23.39 crore has been approved during 2008-2009 and two schemes of Rs. 39.77 crore have been approved, in principle under ISC.

Assam

5.1.12 As on 31st March,2009, thirty five improvement works costing Rs. 271.70 crore, were under progress.

5.1.13 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 31 km 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. For 31 km stretch between Udarband and Harangajo, an estimate amounting to Rs.43.79 crore for improvement to 2-lane has been approved by the Ministry under NH(O). The tendering process is in progress.

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

5.1.15 Under the ISC&EI scheme, four works costing Rs. 10.50 crore are in progress and two works at an estimated cost of Rs. 15.58 crore have been approved, in principle during year 2008-09 under ISC&EI.

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

Manipur

5.1.17 As on 31st March,2009, nine improvement works costing Rs. 66.81 crore, including work on two bridges costing Rs. 8.03 crore, are in progress.



5.1.18 Under CRF, thirteen works costing Rs.35.41 crore have been taken up. In addition, one scheme for Rs. 8.93 crore and another scheme for Rs.35.14 crore have been approved under the ISC&EI scheme during the year 2008-2009.

Meghalaya

5.1.19 As on 31st March, 2009, twenty eight improvement works amounting to Rs.124.96 crore were in progress.

5.1.20 Twenty two works amounting to Rs.56.84 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 ISC&EI Scheme.

Mizoram

5.1.21 As on 31st March, 2009, fourteen improvement works of the value of Rs.84.20 crore were in progress.

5.1.22 Under the CRF, nineteen improvement works amounting to Rs.40.57 crore have been taken up. In addition, two works amounting to Rs.28.26 crore are in progress under the ISC&EI scheme.

Nagaland

5.1.23 As on 31st March, 2009, twenty five improvement works costing Rs.127.03 crore were in progress.

5.1.24 Fourteen works amounting to Rs.44.89 crore have so far been taken up for the improvement of state roads under the CRF. In addition, one work at an estimated cost of Rs.6.03 crore is in progress under the ISC scheme. Five works amounting to Rs.84.25 crore are in progress under EI scheme.

Sikkim

5.1.25 Twenty two works of the value of Rs.20.53 crore have been taken up for the improvement of state roads under the CRF. Ten works costing Rs.104.96 crore are in progress under ISC & EI scheme.

Tripura

5.1.26 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.





Always board or alight from stationary bus



CHAPTER VI

RESEARCH AND DEVELOPMENT

ROAD DEVELOPMENT

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

6.1.2 An outlay of Rs.850.00 lakhs was provided for R&D during the year 2008-09.

Schemes being carried out in the year 2009-10

6.1.3 Pilot Study on the effect of Overloading on Road Infrastructure.

R&D Schemes nearing completion in 2008-2009

ROADS

- R&D studies on performance evaluation of Rigid Pavements on High Density Traffic Corridors using instrumentation supported by Laboratory Tests.
- Investigation on field performance of bituminous mixes with modified binders.
- Testing of pavements using Seismic waves.
- Preparation of manual on the construction of the composite pavements.



- Guidelines for Soil Nailing Technique on Highway Engineering.

BRIDGES

- Creation of complete range of independent testing facilities for expansion joints at CRRI.
- Development of an expert system for distress diagnostic of concrete bridges (Fuzzy based).
- Development of standard drawings for composite bridges (with steel girders).
- Development of explanatory commentary on standard specifications and code of Practice for Road Bridges section VI composite constructions limit state Design (First Revision)

Traffic & Transportation

- Development of GIS based National Highways Information System.

Proposals under consideration

Roads

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

Bridges

- Revision of Ministry's specifications for Road and Bridge works.
- Revision of existing standard designs and plans for various types of Bridge Superstructures.



- Hydraulic Model Investigations for design of raft Foundation for bridges.
- Static and Dynamic load test on piles.

Mechanised Construction

- Remote monitoring of critical construction parameters during mechanized execution of Roads and Bridge projects.

Documents finalized by Indian Roads Congress during 2008-09

Roads

- IRC: SP: 83-2008 Guidelines for Maintenance, Repair and Rehabilitation of Cement Concrete Pavement.
- Revision of IRC: 44-2008 Guidelines for Cement Concrete Mix Design for pavements.
- IRC: SP: 81-2008 Tentative Specifications for Slurry Seal and Micro surfacing.
- Revision of IRC: 12-“Guidelines for Access, Location and Layout of Roadside Fuel Stations and Service Stations”.
- Revision of IRC:27-“Specifications for Bituminous Macadam”.
- “Specifications for Dense Graded Bituminous Mixes”.
- Revision of IRC:SP:30-“Manual on Economic Evaluation of Highway Projects in India”.
- IRC:SP:2001 “Guidelines for landscaping and Tree Plantation.”
- Amendments to Clause No. 1.2 and Table 4.6.1 of IRC:SP:58-2001 “Guidelines for use of Fly Ash in Road Embankments”.

Bridges

- IRC: SP: 82-2008 “Guidelines for Design of Causeways and Submersible Bridges.”
- Second Revision of IRC: 22-2008 “Standard Specifications and Code of Practice for Road Bridges Section VI Steel concrete Composite Construction (Limit State Design).”
- IRC: SP: 80-2008 “Guidelines for Corrosion Prevention, Monitoring and Remedial Measures for Bridge Structures.”
- Amendments to Clause No. 202.3, 222, 208 and 209.7 of IRC;6-2000.
- Amendments to Clause No. 708 & 709 of IRC:78-2000-Standard Specification and Code of Practice for Road Bridges: Section VII- Foundations and Sub Structure.





Ratanpur-Himmatnagar Section of NH-8



BORDER ROADS ORGANISATION

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 15-project executive force.

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. Apart from this, the Organisation has been entrusted with construction of roads, airfields etc. abroad like Tajikistan, Afghanistan, Bhutan and Myanmar. BRO has recently completed 215 km Delaram-Zaranj road in Afghanistan despite many odds and the prevailing insurgency.

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.

IMPORTANT MILESTONES

- The entrustment of the construction of 8.80 km long Rohtang tunnel, related access roads to its portals and a 292 km long Alternate Route to Leh, at





an approximate cost of Rs.1355.82 Crores has opened a new chapter in the recognition of the diverse capabilities of the Organisation. The construction works have progressed as per target. Length of approach road to South Portal of Rohtang tunnel is 11.750 km and to the North Portal is 0.975 km. Awarding of contract for main tunnel is in the advance stage.

- 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 at Rs 83.88 crore and revised cost of this project due to variation order approved for Rs. 101.48 crore. Extension of time for Probable Date of Completion (PDC) by 30 May 2009 for highway works has been asked from NHAI. Approval is 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 a phased programme. Widening of 721 km roads at an approximate cost of Rs.2013 crore under Phase 'A' with PDC 2010-11 and preparation of DPRs for the roads under Phase 'B' for 2043 km with PDC 2013-14 have been entrusted to BRO. The works had commenced in the year 2006-07.
- Under the Re-construction plan for Jammu & Kashmir announced by the Prime Minister, the upgradation of 94 km long Srinagar-Uri (NH1A), upgradation 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.
- BRO has completed a unique structure of 120 m long Cut and Cover tunnel at KM 141.80 on NH-44 near Sonapur in Meghalaya which was inaugurated by Dr. M.M. Pallamraju, the Hon'ble Minister of State for Defence on 30 Sep 2008 and dedicated to the Nation. This will facilitate

uninterrupted line of communication at Sonapur Land Slide area during the monsoons for forward areas of Meghalaya, Mizoram, Tripura and Cachar region of Assam.

- 763.50 m long Passighat bridge on NH-52 is planned for completion during 2009-10.

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Highway Patrol on Delhi-Jaipur Section of NH-8

CHAPTER VIII

IMPLEMENTATION OF OFFICIAL LANGUAGE POLICY

Machinery for Implementation

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

Hindi Salahakar Samiti

8.1.2 After expiry of its tenure of three years, the Samiti has been re-constituted under the Chairmanship of the Minister of State. Composition of the re-constituted Committee was notified vide Resolution No. E.-11013/7/2008-Hindi, dated 22 December, 2008. The reconstituted Committee met twice on 9.1.2009 and 24.2.2009, at Hyderabad and New Delhi respectively.

Official Language Implementation Committee

8.1.3 The Official Language Implementation Committee (OLIC) of the Ministry of Road Transport & Highways is headed by the Joint Secretary (Transport & Administration). Meetings of OLIC were held on 16.6.2008 and 13.10.2008. Quarterly Progress Reports regarding progressive use of Hindi in official work, received from Sections/Divisions of the Ministry and the offices under its control, are reviewed in these meetings and remedial measures suggested to improve and enhance use of Hindi in official work.

Compliance with Section 3(3) of the Official Languages Act, 1963 (as amended in 1967) and correspondence in Hindi

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

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

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



SPECIFIC MEASURES TAKEN FOR PROMOTING USE OF HINDI

Notification of the offices under Rule 10(4) of the Official Languages (Use for Official Purposes of the Union) Rules, 1976 (as amended in 1987).

8.1.7 Indian Roads Congress, New Delhi, which is a society under administrative control of this Ministry, was notified under the provisions of the Rule 10(4) of the Official Languages (Use for Official Purposes of the Union) Rules, 1976 (as amended in 1987) during the year. Parliament Section of the Ministry was also notified under Rule 10(4) *ibid*, bringing the total number of sections of the Ministry of Road Transport & Highways notified under Rule 10(4), to eight.

Training in Hindi Teaching, Hindi Typewriting and Hindi Stenography.

8.1.8 Out of a total of 15 Typists (Clerks), 9 are trained in Hindi Typing and out of a total of 113 Stenographers, 83 are trained in Hindi Stenography.

Cash Awards and Incentive Schemes

8.1.9 An incentive scheme to encourage officers and employees to do their official work in Hindi is in vogue in the Ministry. Under this scheme, cash awards are given for doing noting and drafting work in Hindi. The entries received under the scheme for the year 2007-08 are being processed.

Celebration of Hindi Divas and Hindi Pakhwara

8.1.10 On the occasion of Hindi Divas on September 15, 2008, the message of the Hon'ble Minister of Home Affairs and the appeal issued by the Hon'ble Minister of Shipping, Road Transport & Highways were read out to all the officers and staff of the Department to encourage them to increase the use of Hindi in their official work. Hindi Pakhwara was observed in the Department from 16th September, 2008 to 30th September, 2008. Competitions were held in Essay writing in Hindi, Noting & Drafting in Hindi, Hindi Translation, Departmental Vocabulary, Extempore Speech, Quiz and Hindi Poetry Recitation. For the first time, separate Competitions were held in each category for Hindi-speaking and non-Hindi speaking staff of the Department. Hon'ble Minister of State (Road Transport & Highways) gave away awards to the winners of the competitions in a function held in the Department on November 4, 2008.

Propagation of Information Technology

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



Monitoring and Inspection

8.1.12 With a view to assess the progress made in promoting use of Hindi in official work, compliance with the Official Language Policy and implementation of the Annual Programme, Hindi Section conducted inspections as per the guidelines laid down in the Annual Programme 2008-09 issued by the Department of Official Language. Regional Offices of the Ministry at Bangaluru (Karnataka) and Raipur (Chhattisgarh) were inspected on 8.5.2008 and 15.5.2008, respectively. In addition, all the three offices i.e. NHAI, Delhi, NITHE, Noida and IRC, Delhi under the Ministry were inspected with a view to give observations on the spot and to suggest measures to enhance use of Hindi in their day to day work. Twenty three sections in the Ministry were also inspected during the year.

Official Language Review Committee

8.1.13 An Official Language Review Committee has been set up in the Ministry under the Chairmanship of Secretary (Road Transport & Highways) to review the progressive use of Hindi in the official work of the Ministry. The Committee met on August 14, 2008 under the Chairmanship of Secretary (Road Transport & Highways) and made significant suggestions / observations.

Incentive Award Scheme for Writing Original Books in Hindi

8.1.14 In order to encourage writing of original books in Hindi on the subjects falling under the purview of the Ministry of Road Transport & Highways, an incentive scheme was introduced in the year 2005-06. Two books were awarded first and second prize, respectively, under this scheme for the year 2005-06. The process of evaluation of entries received for the year 2006-07 is in progress.

Publication of 'Path Bharati'

8.1.15 With a view to propagate the activities of the Ministry and to increase the progressive use of Hindi in the Ministry, an in-house magazine titled '**Path Bharati**' is being published in Hindi since June 2007. Various articles on the subjects pertaining to the Ministry, the official language policy, literary articles and articles on contemporary topics are published in the magazine. The 3rd issue of the '**Path Bharati**' was published in January, 2009. The 4th issue of '**Path Bharati**' is under publication.

Inspection of the Department by the Committee of Parliament on Official Language

8.1.16 The first Sub-Committee of the Committee of Parliament on Official Language inspected the Department of Road Transport and Highways on 16.6.2008 and reviewed the progress made by the Department in the use of Hindi in official work.





Lane Driving is Safe Driving



The Administration Division of the Ministry of Road Transport and Highways is divided into two Wings – one looking after administration of officers belonging to All-India Services and officers and staff belonging to CSS, CSSS and GCS and the other that of Technical Officers. The former is headed by Joint Secretary (Transport & Admn) and the latter by Joint Secretary (Highways). JS(T&A) is assisted by Deputy Secretary(Estt.) and Under Secretary(Estt.I). Estt.I Wing provides establishment and infrastructure support to the Ministry and is also cadre controlling section in respect of posts up to the level of Section Officer in the Ministry of Shipping. For administrative convenience, the Wing has been divided into two Sections viz., Estt.I and Estt.I(B). Establishment-I : This Section looks after the administration of personnel matters in respect of the All India Services Officers, Secretariat officers and non-technical staff members in the Ministry of Road Transport and Highways. Establishment-I(B) : Service matters in respect of Sr. PPS/PPS/PS/Steno. Grade 'C'/ Steno. Grade 'D' (CSSS Cadre) and Group 'D' officials are being dealt with by this Section. The work relating to Establishment coordination is also dealt with by Estt.I(B) Section. J.S (Highways) is assisted by Dy. Seceretary (Admn) and Under Secretary (Estt-II). Estt.-II Wing is also divided into two sections: Estt – II and Estt –II(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, Draftsman etc. The section also looks after the service matters in respect of subordinate staff of 22 Regional offices/Engineer Liaison Officers located in various parts of the country. Establishment –II (B): This section deals with administrative references of the National Highways Authority of India (NHAI), an autonomous body under the Ministry of Road Transport and Highways.

9.1.2 Various cadres in this Ministry are managed as per the instructions and guidelines issued from time to time by the Ministry of Personnel, Public Grievances & Pensions, the Union Public Service Commission (UPSC) and the Department of Expenditure. The Ministry makes all efforts to ensure compliance with Government of India instructions regarding reservations for Scheduled Castes (SCs), Scheduled Tribes (STs) and Other Backward Classes (OBCs) and for filling up vacant posts reserved for them. A statement showing the total number of employees in the Ministry and the number of SCs and STs among them is at **Annexure-VIII**.



FINANCE

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

9.1.4 As per the scheme of the Integrated Finance Wing, the Financial Adviser is closely associated with the Administrative Ministry in rendering financial advice on various matters within the jurisdiction of the Administrative Ministry. He contributes in all the activities pertaining to planning, programming, budgeting, monitoring and evaluation of various schemes/programmes of the Ministry.

The Financial Adviser:

- 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 (EFC), Public Investment Board (PIB) and also extends 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;
- Scrutinizes and sanctions around 4800 proposals from Road and Transport sectors.
- Is actively associated with preparation of the outcome budgets.
- 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 FM's quarterly review of fiscal situation to be presented to Parliament.



- Actively assists the Ministry in evolving strategies for optimizing private sector investment and PPP in the road sector.
- Ensures expenditure management with release of funds linking these to schemewise/projectwise performances.
- Periodically reviews 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 takes corrective action 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 ensures prompt action on Audit Reports, Appropriation Accounts and Reports on Public Sectors Undertakings.

9.1.5 In addition to rendering financial advice, the Financial Adviser also-

- 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.
- Scrutinizes the budget proposals before sending them to the Ministry of Finance.
- Ensures that the departmental accounts are maintained in accordance with the requirements under the General Financial Rules.
- Monitors and reviews the progress of expenditure against the sanctioned grants.





CHAPTER X

IMPLEMENTATION OF PERSONS WITH DISABILITIES ACT, 1995

The Ministry is making sincere efforts for effective implementation of the Provisions of Persons with Disability (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995. Disabled persons selected/nominated are appointed against vacancies reserved for them and also adjusted against unreserved vacancies as per the extant instructions of Department of Personnel and Training. The status as on 31st March, 2009, in respect of Technical and Non-Technical posts with regard to the number of persons with disabilities has been indicated in a tabular statement at **Annexure-IX**.

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CHAPTER XI

VIGILANCE

MINISTRY
ROAD TRANSPORT
AND HIGHWAYS

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

11.1.2 During 2008-09, besides dealing with the complaints received (in consultation with the Central Vigilance Commission where required), special emphasis was laid on the role of preventive vigilance which include simplification of procedures, delegation in decision making, speedy handling of public complaints and transparency in public dealing. Further, the officers as well as officials of the level of S.O, Assistant and UDC, who had completed three years of tenure were rotated as per guidelines of CVC.

11.1.3 A Vigilance Awareness Week was observed in the Department from 3 - 7 November 2008. The Pledge was administered to the staff in the Department. During the Vigilance Awareness Week, an Essay Competition on the subjects "Vigilance Awareness in Public Governance" and "Role of e-governance in rooting out corruption" was also organized.





Wait for trains to pass at Railway Crossings



CHAPTER XII

O&M AND PUBLIC GREIVANCES REDRESSAL

An Information and Facilitation Counter (IFC) is functioning in the Ministry for effective and responsive administration as well as to provide information to the citizens regarding services and programmes, schemes etc., supported by the Ministry. 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 for consideration.

12.1.2 As per the Manual of Office Procedure (MOP), annual inspection of certain Sections/Desks in the Department was carried out and the corrective measures suggested by inspection officers, implemented. In addition, 'Executive Summary for Secretary' is submitted on quarterly basis to him as per guidelines of the Department of Administrative Reforms & Public Grievances. Follow-up action on the observations of Secretary (RT&H) thereon is being taken.

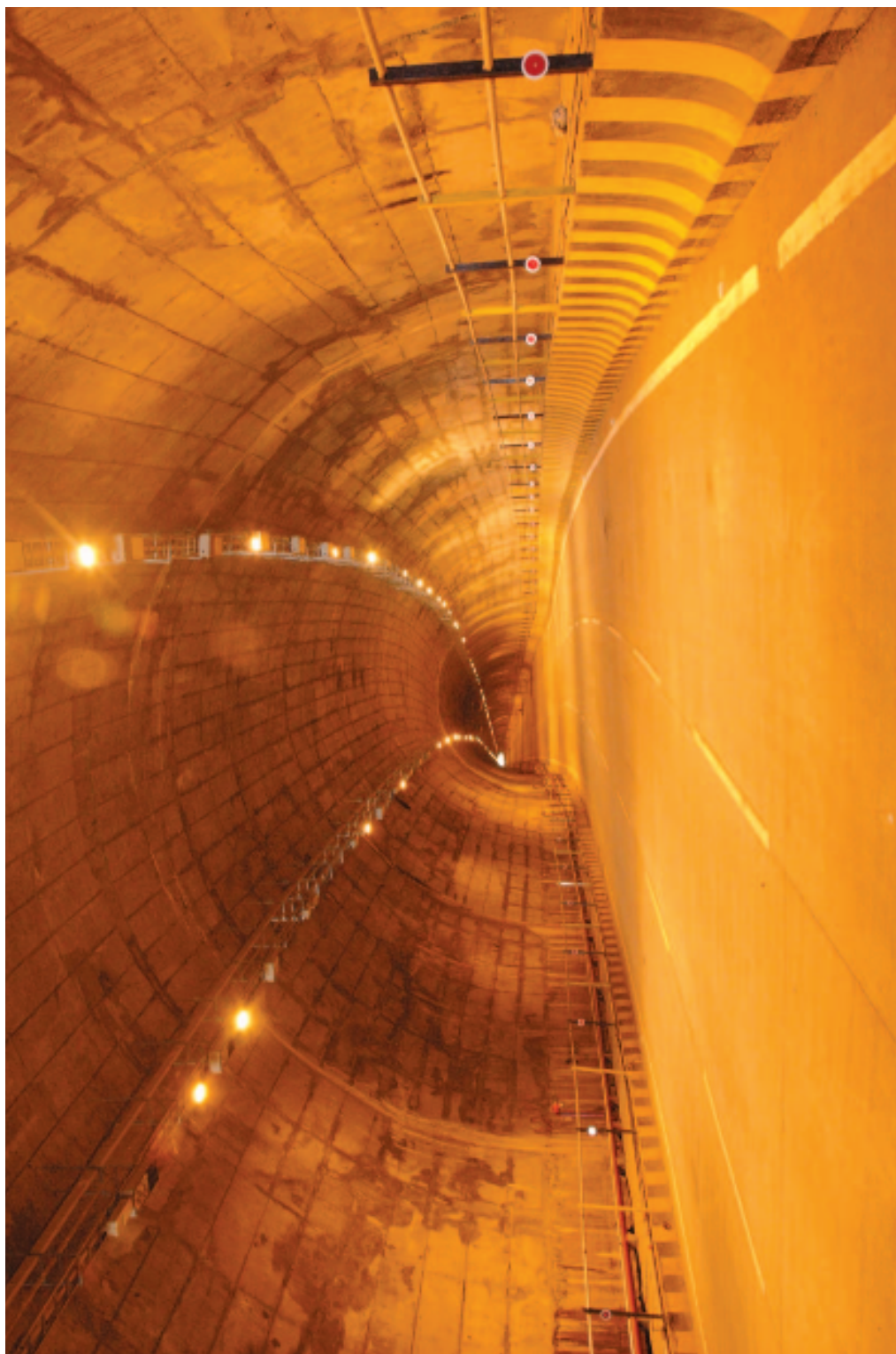
12.1.3 The Public Grievance Redressal Machinery in the Ministry is headed by Joint Secretary (Administration). He is also designated as the Director of Public Grievances. Public Grievances received are referred to the concerned administrative units for early redressal. The Public Grievances Redressal and Monitoring System (PGRAMS), a web-based grievance redressal mechanism, has also been put into operation. A total number of 3151 cases of Public Grievances were received during the year (1.4.2008 to 31.3.2009), and out of which 2901 cases were disposed of. The remaining 250 cases are under various stages of disposal.

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

12.1.5 Annual Citizens Charter, disseminating information about the Ministry's work, officials to be contacted for additional information, settling grievances etc., has been published and also placed on the Ministry's website 'MORT&H'.

12.1.6 Due attention is being paid towards record management. More than 25 year old records are transferred to the National Archives of India (NAI) for permanent retention. During the year, 1826 files were recorded, 2718 files reviewed and 1566 weeded out.





Tunnel on Katraj Ghat Bypass on NH-4



CHAPTER XIII

DEPARTMENTAL ACCOUNTING ORGANISATION AND SET-UP

ACCOUNTS AND BUDGET

The Accounts and Budget Wings of the Ministry 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 office of the Chief Controller of Accounts 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 and nine Regional Pay & Accounts Officers located at Delhi, Kolkata, Mumbai, Chandigarh, Jaipur, Bangaluru, Lucknow and Guwahati. The Budget Section consists of one Under Secretary (Budget) and one Accounts Officer (Budget).

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

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 Ministry.

Receipts:

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

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 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.

Budget:

- Preparation and submission of Annual Budget Estimates and revised estimates, re-appropriation of funds of the Ministry and 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, Ministry of Finance for the 'Action Taken Note'.

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 Annual Internal Report of the Ministry.

COMPUTERISATION OF ACCOUNTS:

13.1.4 With a view to eliminate delays in compilation of Accounts and to provide the information on expenditure accounts on timely and accurate basis, the office of the Chief Controller of Accounts, at present, is implementing various software packages like COMPACT, CONTACT, 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.

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

13.1.5 The position of savings/excess in respect of Grant No. 85 for the year 2007-2008 has been reflected in **Annexure X**.

13.1.6 The source and use (Application) of funds for 2007-2008 have been reflected in **Annexure XI and XII** respectively.

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Always use subways to cross the road safely



TRANSPORT RESEARCH

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

14.1.2 TRW undertakes collection, compilation, dissemination and analysis of data relating to roads, road transport, ports, inland waterways, shipping, ship-building and repairs. This entails collection of data 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 scrutinised and validated for consistency and comparability and compiled in quarterly and annual publications covering important aspects of the transport sector. TRW is intimately involved in building and strengthening the data base, identifying data gaps and taking measures to improve the reliability and accuracy of data in road transport, highways, ports and inland waterways.

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

14.1.4 With a view to assess and monitor performance of State Road Transport Undertakings (SRTUs), TRW collects, compiles and analyses data relating to the physical and financial parameters of SRTUs. This information is published on a quarterly basis in 'Review of the Performance of State Road Transport Undertakings'. This is one of the few national level publications, which monitors the physical and financial performance of SRTUs. During the current year 2008-09, four quarterly publications (October -December 2006, April-June 2007, July-



September 2007 and October- December, 2007) and one annual publication (April 2006-March 2007) have been released.

14.1.5 Basic Road Statistics (BRS) of India is a premier national level publication which provides comprehensive information on road network in the country. For this publication, data is collected from about 280 source agencies spread across centre, states and local levels. The data so collected is then collated, compiled and analysed by TRW. Reconciliation of the data is also attempted to provide comparable time series data. The latest issue of Basic Road Statistics covering data for the years ending March 2002, March 2003 and March 2004 was released in July 2008.

14.1.6 To improve the Accident Reporting Data system for the country, the UNESCAP-sponsored Asia Pacific Road Accident Database/Indian Road Accident Database (APRAD/IRAD) project is under implementation. For this project, road accident related data for all the States and Union Territories and 23 metropolitan cities of the country is collected, compiled and collated in a specially devised 19-item format. Data for the years 2001, 2002, 2003, 2004, 2005 and 2006 have been collected as per the 19-item format and data for the year 2007 is being collected. An in-depth analysis and overview of accidents in India based on the data collected in 19 item format is carried out in TRW. The first issue containing such in-depth analysis was brought out in the year 2006 through the Publication "Road Accidents in India: 2004". The latest issue of "Road Accidents in India: 2006" analysing the Road Accident data pertaining to the year 2006 was brought out by TRW in March 2008. The next issue "Road Accidents in India: 2007" covering data for the calendar year 2007 has been released in March 2009.

14.1.7 Besides, TRW is servicing the work relating to the Sub-Committee constituted under Adviser (TR) to suggest draft rules under the Carriage by Roads Act, 2007. TRW is also assisting in the work of the Core Group for examining the issues and modalities for e-payment of composite fee for National Permits in the country.

Implementation of Right to Information Act, 2005

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



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

14.1.10 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 Ministry have also appointed their separate PIOs/ APIOs/Appellate Authorities for providing information to public/applicants as directed in RTI Act.

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

14.1.12 During the year 2008-09, 362 number of applications were received. All the applications as well as appeals were disposed of apart from transferring 50 applications to the other concerned Ministries/Departments as those were relevant to them.



DEPARTMENT OF ROAD TRANSPORT AND HIGHWAYS

(Audit Report No.CA 11 of 2008 (Regularity Audit))

National Highways Authority of India

14.1.13 National Highways Authority of India incurred a loss of Rs.2.29 crore by making payment to a contractor for additional items at higher rates, which were recommended by project Supervision Consultant without obtaining prior approval of the Authority.

14.1.14 Delayed decision of the Authority in cancelling the surplus loan resulted in payment of avoidable commitment charges of Rs.1.01 crore.



IMPLEMENTATION OF THE JUDGEMENTS/ORDERS OF THE CAT

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14.1.15 The Administration Wing of the Ministry of Road Transport & Highways, inter alia, sends information on various subjects to the Ministry of Personnel, PG & Pensions regularly including information relating to the 'Implementation of the Judgements/Orders of the CAT'. The Ministry, in pursuance of the Ministry of Personnel, Public Grievances & Pensions OM dated 25th June, 2008, is monitoring the mechanism regarding implementation of the CAT Judgements/Orders and is sending the progress/status report of the Ministry of Road Transport & Highways on quarterly basis since January, 2008, as per the prescribed proforma. Similarly, information of the Administration Wing of the Ministry for the last Quarter i.e., October to December, 2008, has been sent to the Ministry of Personnel, Public Grievances & Pensions, which is as follow:-

Sl. No.	CAT Case OA . No & Date	Whether Judgement of the CAT implemented	Whether Judgement of CAT appealed in High Court, if so?	Whether CAT Judgement upheld	Whether CAT Judgement dismissed
1.	CP No.343/2003 in OA No.2514 of 2001	Yes	—	—	—
2.	CP No. 344/2003 in OA No.2514/2001	Yes	—	—	—
3.	OA No.228/2004	Yes	—	—	—
4.	CP No.253/2005 in OA No.228/2004	Yes	—	—	—
5.	OA No.1814/2005	Yes	—	—	—
6.	OA No.2526/2005	Yes	—	—	—
7.	OA No.2198/2005	Yes	—	—	—
8.	OA No.510/2006	Yes	—	—	—
9.	OA No.562/2006	No	—	Yes	No
10.	OA No.307/2007	Yes	—	—	—
11.	OA No.115/2007	Yes	—	—	—
12.	OA No.73/2008	Yes	—	—	—





STATE-WISE NATIONAL HIGHWAYS AND THEIR LENGTH IN THE COUNTRY

Sl.No.	Name of State	National Highway No.	Total Length
1	Andhra Pradesh	4,5,7,9,16,18,18A, 43,63, 202,205,214,214A, 219,221, 222 & 234	4537
2	Arunachal Pradesh	52,52A & 153,229,52B Ext. & 37 Ext.	1992
3	Assam	31,31B,31C,36,37,37A,38,39, 44,51,52,52A,52B,53,54,61, 62,151,152,153 & 154	2836
4	Bihar	2,2C,19,28,28A,28B,30,30A, 31,57,57A,77,80,81,82,83,84, 85,98,99,101,102,103,104, 105,106,107 & 110	3642
5	Chandigarh	21	24
6	Chhattisgarh	6,12A,16,43,78,111,200,202, 216,217 & 221	2184
7	Delhi	1,2,8,10, & 24	72
8	Goa	4A,17,17A & 17B	269
9	Gujarat	6,8,8A,8B,8C,8D,8E,14,15, 59,113 , NE-I & 228	3245
10	Haryana	1,2,8,10,21A,22,64,65,71, 71A,71B,72,73,73A & NE-II	1512
11	Himachal Pradesh	1A,20,20A,21,21A,22,70,72, 72B, 73A & 88	1409
12	Jammu & Kashmir	1A, 1B,1C & 1D	1245



13	Jharkhand	2,6,23,31,32,33,75,78,80, 98,99 & 100	1805
14	Karnataka	4,4A,7,9,13,17,48,63,67, 206,207,209,212,218 & 234	4396
15	Kerala	17,47,47A,47C,49,208, 212,213 & 220	1457
16	Madhya Pradesh	3,7,12,12A,25,26,26A,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	Puducherry	45A & 66	53
24	Punjab	1,1A,10,15,20,21,22,64,70, 71,72 & 95	1557
25	Rajasthan	3,8,11,11A,11B,12,14,15, 65,71B,76,79,79A,89,90, 112,113,114 & 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, 230 & 234	4832
28	Tripura	44 & 44A	400
29	Uttarakhand	58,72,72A, 72B,73,74,87, 94,108,109,119,121, 123 & 125	2042



30	Uttar Pradesh	2,2A,3,7,11,12A,19,24,24A, 24B,25,25A,26,27,28,28B, 28C,29,56,56A,56B,58,72A, 73,74,75,76,86,87,91,91A,92, 93,96,97,119,231,232,232A, 233,235 & NE-II	6774
31	West Bengal	2,2B,6,31,31A,31C,31D, 32,34,35,41,55,60,60A, 80,81 & 117	2578
32	Andaman & Nicobar	223	300
		Total	70548

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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
1	Ring road/bypass for Hyderabad
2	Ring road/bypass for Tirunelveli
3	Ring road/bypass for Kanpur
4	Grade Separated Intersection/Flyover at Ranchi on NH-75
5	Ring road/bypass for Tiruchchirapalli
6	Ring road/bypass for Nasik
7	Grade Separated Intersection/Flyover at Solapur at Junction of NH-9 and NH-211
8	Ring road/bypass for Chennai
9	Ring road/bypass for Jaipur
10	Ring road/bypass for Amritsar
11	Grade Separated Intersection/flyover at Padalsingi and at Gandhi at Junction of NH-211 and 222
12	Ring road/bypass for Madurai
13	Ring road/bypass for Patna
14	Ring road/bypass for Thiruvanthapuram
15	Ring road/bypass for Surat
16	Ring road/bypass for Aligarh
17	Ring road/bypass for Bangaluru
18	Grade Separated Intersection/Flyover at Alephata at Junction of NH-50 and 222
19	Ring road/bypass for Ahmedabad



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

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STATE-WISE ALLOCATION UNDER DIFFERENT SCHEME ON THE DEVELOPMENT AND MAINTENANCE OF NATIONAL HIGHWAYS DURING 2008-09.

Sl. No.	Name of State/ Union Territory	(Rs. in crores)		
		Development		Maintenance
		NH(O)	PBFF	
1	ANDHRA PRADESH	187.31	9.07	83.25
2	ARUNACHAL PRADESH	1.10	0.00	1.82
3	ASSAM	86.30	1.96	40.20
4	BIHAR	91.10	4.00	44.50
5	CHANDIGARH	3.39	0.00	0.68
6	CHHASTISGARH	63.66	3.76	27.26
7	DELHI	15.80	0.00	0.00
8	GOA	34.39	0.00	5.01
9	GUJARAT	97.00	4.06	42.04
10	HARYANA	103.23	0.00	19.64
11	HIMACHAL PRADESH	76.21	0.00	18.84
12	JHARKHAND	96.41	0.00	20.38
13	KARNATAKA	211.79	3.51	71.24
14	KERALA	62.74	11.29	21.75
15	MADHYA PRADESH	92.97	5.68	48.66
16	MAHARASHTRA	187.90	9.00	62.92
17	MANIPUR	23.65	0.12	10.24



18	MEGHALAYA	50.77	0.83	17.53
19	MIZORAM	13.55	0.00	9.20
20	NAGALAND	30.60	0.00	10.78
21	ORISSA	207.68	1.87	52.56
22	PUDDUCHERRY	2.95	0.00	1.10
23	PUNJAB	154.00	2.77	25.58
24	RAJASTHAN	209.91	7.00	72.35
25	TAMILNADU	131.96	0.00	49.40
26	UTTAR PRADESH	215.64	7.00	55.22
27	UTTARAKHAND	109.51	9.31	21.87
28	WEST BENGAL	95.30	0.000	31.49
	Reserve for States		8.77	8.63
	Sub Total	2656.82	90.00	874.14
	Fund allocated to NHAI from Ministry for NH(O) works	159.00		70.00
	Dandi Heritage Route in Gujarat	35.00		
	Other works	2.92		3.83
	Total	2853.74	90.00	947.97

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NHDP-III in North-East Region

SI No.	NH No.	States involved	Stretch/ Corridor	Length (km)
1	36 & 39	Assam/ Nagaland	Doboka- Dimapur	124
2	39	Nagaland/ Manipur	Kohima- Imphal	140
3	44 & 53	Meghalaya/Assam/ Tripura	Shillong-Churaibari (excluding Shillong bypass)	252
4	54	Assam/ Mizoram	Silchar (on E-W Corridor)- Aizawl	190
			TOTAL	706



Details of Roads under Phase 'A' of SARDP-NE

State	Scope of work	Category of road	Road Length (in Km)
1 Assam	Improvement of existing 2-lane NH-37 from Nagaon-Dibrugarh to 4-lane (BOT(Annuity)).	NH	301
2 Meghalaya	Construction of new Shillong By-pass connecting NH-40 & NH-44 (2-lane)(BOT(Annuity)).	NH	50
3 Meghalaya	Four laning of existing 2-lane road stretch from Jorabat to Barapani on NH-40 (BOT(Annuity)).	NH	62
4 Nagaland	Four laning of Dimapur to Kohima Road including Dimapur/Kohima Bypass on NH-39 (BOT(Annuity)).	NH	81
5 Assam	Improvement of existing single lane road stretches on NH-36, 51, 52, 53, 54, 61, 152, 153 & 154 to double lane with paved shoulders, including Silchar bypass	NH	576
6 Manipur, Meghalaya, Mizoram & Assam	2- laning of NH- 44, 53, 54 & 154, including Jowai bypass in Meghalaya	NH	180



7	Meghalaya	Improvement of existing 2 lane Barapani - Shillong section of NH-40 and flyovers in Shillong city	NH	54
8	Assam & Arunachal Pradesh	Re-alignment and improvement to 2-lane with paved shoulders of NH-37 from Dibrugarh to Rupai and improvement of Stilwell road and NH-38 to 2-lane with paved shoulders	NH	161
9	Tripura	Four laning of NH-44 from Churaibari to Sabroom (tendering on EPC basis).	NH	330
10	Assam & Arunachal Pradesh	4 - lane connectivity to Itanagar	NH 37A, 52 & 52A	150
11	Assam	2-lane Dibrugarh bypass on NH-37 (on EPC basis)	NH	14
12	Sikkim/West Bengal	Improvement of critical stretches of NH-31A	NH	-
13	Sikkim/ West Bengal	Alternative Highway to Gangtok		242
14	Manipur/ Nagaland	Two laning of State road from Maram to Paren to provide connectivity of Manipur State with Nagaland State	State road	116
15	Arunachal Pradesh	Improvement of road from Lumla to Tashigong via Dudunghar (Indo- Bhutan road)	State road	36

16	Sikkim	Double laning of existing single lane Border Road from Gangtok to Nathula	GS road	87
17	Arunachal Pradesh	Improvement / 2-laning of Taliha- Tato and Migging-Bile inter basin road	State road	176
		Grand Total		2616





ANNEXURE VI [PARA 5.1.4]

List of the roads under modified Phase 'B' of SARDP-NE

Sl. No.	Category of road	Scope/ Section of road	State Tentative	Length (km)
I. National Highways				
1	NH- 150	2 laning of Ukhrul to Yaingangpokpi section of NH-150	Manipur	92
2	NH- 44E	2 laning of Nongstoin- Shillong section of NH-44E	Meghalaya	83
3	NH- 62	2 laning from Assam/Meghalaya border to Dalu via. Baghmara	Meghalaya	161
4	NH- 54	2 laning of NH-54 from Aizawl to Tuipang section	Mizoram	380
5	NH- 44A	2 laning/ realignment of NH-44A from Km 11.500 to 130	Mizoram	119
6	NH- 54A	2 laning of NH-54A fromLunglei- 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	200
9	NH- 150	2 laning from Kohima to Nagaland/Manipur border	Nagaland	132

10	NH- 155	2 laning of Mokokchung to Jessami section	Nagaland	340
11	NH- 44A	2 laning/ realignment of NH-44A from Manu to Tripura/Mizoram Border.	Tripura	130
		Total (I)		1673
II. State roads				
12	State road	2 laning of Golaghat- Rangajan road	Assam	7
13	State road	2 laning of Lumding - Diphu- Manja road	Assam	56
14	State road	2 laning of Haflong- Jatinga road	Assam	8
15	State road	2 laning of Dhubri- Gauripur road	Assam	8.5
16	State road	2 laning of Baska- Bamara road	Assam	25
17	State road	2 laning of Morigaon- Jagi road	Assam	23
18	State road	2 laning of Barpeta- Howly road	Assam	12
19	State road	2 laning of Goalpara- Solmari road	Assam	6.5
20	State road	2 laning of Kokrajhar- Karigaon road	Assam	18
21	State road	2 laning of Udalguri - Rowta road	Assam	13
22	State road	2-laning of Alternative route between Barak Valley (Silchar) - Guwahati road via Harangajao- Turuk	Assam	285
23	State road	2 laning of Tamenglong- Khonsang road	Manipur	40
24	State road	2 laning of Pallel Chandel road	Manipur	18



25	State road	2 laning of Nongstoin- Rongjeng-Tura road	Meghalaya	201
26	State road	2 laning of William nagar to Nengkhra road & other road (2 side connectivity with respective length of 14 & 8 km)	Meghalaya	22
27	State road	2 laning/ Repair/ Upgradation of road between Domiasiat & Nongstoin	Meghalaya	54
28	State road	Construction of alternate 2 lane road from Boko (bypassing Guwahati) to Nongstoin	Meghalaya	125
29	State road	2 laning of Lunglei- Demagiri road	Mizoram	92
30	State road	2 laning of Champai - Thau road	Mizoram	30
31	State road	2 laning from Pfutsero- Zhamai road	Nagaland	18
32	State road	2 laning from Athibung- Khelma	Nagaland	55
33	State road	2 laning of Phek- Pfutzero road	Nagaland	79
34	State road	2 laning of Longleng- Changtongya road	Nagaland	35
35	State road	2 laning of Tamlu- Merangkong road	Nagaland	50
36	State road	2 laning of Peren- Kohima road	Nagaland	96
37	State road	2 laning of Tarku- Namchi road	Sikkim	32
38	State road	2 laning of Gyalshing- Singtam road	Sikkim	80
39	State road	2 laning of Kailasahar- Kumarghat road	Tripura	26
40	State road	Improvement of road from Kukital to Sabroom	Tripura	310
		Total (II)		1825
III. GS roads				
41	GS road	2 laning of Champai- Seling road	Mizoram	150

42	GS road	2 laning of Zunheboto- Chakabama road	Nagaland	128
43	GS road	2 laning of Mon-Tamlu road	Nagaland	50
44	GS road	2 laning of Gangtok- Mangam road	Sikkim	68
		Total (III)		396
IV. Strategic roads				
45	Indo-Myanmar road	Improvement / 2 laning from Vijaynagar-Miao road	Arunachal Pradesh	157
46	Indo-Myanmar road	Improvement / 2 laning from Miao-Namchik road	Arunachal Pradesh	17
47	Indo-Myanmar road	Improvement / 2 laning from Changlang to Khimiyang road	Arunachal Pradesh	35
48	Indo-Myanmar road	Improvement / 2 laning from Khimiyang - Sangkuhavi road	Arunachal Pradesh	33
49	Indo-Myanmar road	Improvement / 2 laning from Sangkuhavi-Lazu road	Arunachal Pradesh	40
50	Indo-Myanmar road	Improvement / 2 laning from Lazu-Wakka road	Arunachal Pradesh	75
51	Indo-Myanmar road	Improvement / 2 laning from Wakka- Khanu road	Arunachal Pradesh	21
52	Indo-Myanmar road	Improvement / 2 laning from Khanu - Konsa road	Arunachal Pradesh	30
53	Indo-Myanmar road	Improvement / 2 laning from Konsa-Panchao road	Arunachal Pradesh	29
54	Indo-Myanmar road	Improvement / 2 laning from Panchao – Nagaland Border road	Arunachal Pradesh	25
55	State road	Improvement / 2 laning from Yingkiong to Bishing(Porgo via Gette-Pugging-Likor-Paling-Jido) road	Arunachal Pradesh	160
56	State road	Improvement / 2 laning from Zido-Singha road	Arunachal Pradesh	94
57	State road	Improvement / 2 laning from Pango-Jorging road	Arunachal Pradesh	90
58	State road	Improvement / 2 laning from Sarkam point-Singa via Eko-Domping road	Arunachal Pradesh	125
		Total (IV)		931
		Total (I+II+III+IV)		4825





ANNEXURE VII [PARA 5.1.4]

Details and Mode of Delivery for Arunachal Pradesh Package of Roads & Highways

A. Roads forming Trans Arunachal Highway for improvement to 2-lane B.

Sl. No.	Section of road	Tentative length (km)	Mode of delivery
1	Nechipu - Seppa road NH 229	99	Annuity
2	Seppa - Khodaso NH 229	110	Annuity
3	Khodaso - Kheel - Hoj NH 229, via Sagalee	102	Annuity
4	Hoj - Potin NH 229	20	EPC
5	Potin - Yazali - Ziro NH 229	71	Annuity
6	Ziro - Daporijo NH 229	160	Annuity
7	Daporijo - Bame NH 229	108	Annuity

8	Bame - Aalo NH 229		42	Annuity
9	Aalo - Pangin NH 229		26	Annuity
10	Pangin - Pasighat NH 229		84	EPC
11	Pasighat - Mahadevpur NH 52 (i) Major bridge of Debang valley, connecting roads with option of realignment from Digaru to Chowkham involving major bridge at Alubarighat (ii) 2-laning with paved shoulders of remaining stretches after exclusion of length under (i) above.		30 140	Annuity EPC
12	Mahadevpur - Bordumsa - Namchik - Jairampur - Mammao NH 52B		97	EPC
13	Mammao - Changlang		42	EPC
14	Changlang - Khonsa NH 52B		67	EPC
15	Khonsa - Tissa NH 52B		48	EPC
16	Tissa - Longding - Kanubari NH 52B		80	EPC
17	Kanubari - Bimlapur NH 52B		16	EPC
18	Bimlapur to NH-37 link in Assam NH 52B		70	EPC
	Total (A)		1412	





B. Missing link of NH 37 and NH 52

Sl. No.	Section of road	Tentative length (km)	Mode of delivery
1	Missing bridge and its approach between Dhola and Sadia ghats on NH 37	28	Annuity
2	2-laning with paved shoulders from Islampur Tinali to Roing, via Sadia and Santipur	32	EPC
	Total (B)	60	

C. Improvement of State Roads to 2-lane standards for providing 2-lane connectivity to 5 district headquarters towns of Arunachal Pradesh

Sl. No.	Section of road	Tentative length (km)	Mode of delivery
1	Koloriang - Joram road	158	EPC
2	Yingkiong - Mariyung - Pasighat road	140	EPC
3	Anini - Meka road	235	EPC
4	Hawai - Hawa Camp road	165	EPC
5	Hoj - Yupia - Pappu road	35	EPC
6	Bame - Iekabali - Akajan road	114	EPC
	Total (C)	847	
	Grand Total (A + B + C)	2319	

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

As on 31st March, 2009)

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	169	24	14.2	10	5.9
Group B	81	63	13	20.6	05	7.9
Group C	10	05	01	20	-	-
Total	298	237	38	16	15	6.3

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	44	35	05	14.2	-	-
Group B	218	211	33	15.6	08	3.8
Group C	245	177	33	18.6	10	5.6
Group D	203	183	66	36	09	4.9
Total	710	606	137	22.6	27	4.5
Grand Total (Technical and Non-Technical)	1008	843	175	20.8	42	05

IMPLEMENTATION OF PERSONS WITH DISABILITIES ACT

(Status as on 31st March, 2009)

TECHNICAL

Group	Sanctioned Strength	No. of Persons With Disabilities appointed
A	207	—
B	81	01
C	10	—

NON-TECHNICAL

Group	Sanctioned Strength	No. of Persons With Disabilities appointed
A	44	—
B	218	—
C	245	05
D	203	04



ANNEXURE X [PARA 13.1.5]

MINISTRY
ROAD TRANSPORT
AND HIGHWAYS

1. NATIONAL HIGHWAYS PERMANENT BRIDGES FEE FUND:

(rupees in crores)

Opening Balance as on 1.4.2007	323.03
Receipt during 2007-08	80.00
Payment during 2007-08	61.58
Closing Balance as on 31.3.2008	341.45

2. CENTRAL ROAD FUND (CRF):

(rupees in crores)

Opening Balance as on 1.4.2007	3765.61
Receipt during 2007-08	8280.31
Payment during 2007-08	7994.55
(Grants in aid to States/UTS +Management expenses)	—
Closing Balance as on 31.3.2008	4051.37





ANNEXURE XI
[PARA 13.1.6]

**GRANT OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS FOR THE
FINANCIAL YEAR 2008-2009**

(Rupees in crores)

Grant No. and Name		Budget Estimate	Supplementary	Total Budget	Actual Expenditure	Saving	Surrender
Grant No. 85	Revenue Account	12004.70	161.88	12166.58	11830.70	335.88	22.38
	Capital Account	12681.18	0.51	12681.69	12505.64	176.05	110.47
	TOTAL	24685.88	162.39	24848.27	24336.34	511.93	132.85

Source- Appropriation Accounts 2007-2008.

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

REVENUE RECEIPTS

(Rs. in crore)

	MAJOR HEAD	2005-2006	2006-07	2007-08
1	0021-Taxes on Income other than Corporation Tax	35.71	37.58	45.05
2	0045-Other Taxes and Duties on Commodities and Services	-	-	—
3	0049- Interest Receipts	193.41	135.92	201.10
4	0050-Dividends and Profits	-	-	—
5	0070-Other Administrative Services	-	-	—
6	0071-Contribution and Recoveries towards Pension and Other Retirements Benefits	0.28	0.44	0.36
7	0075-Miscellaneous General Services	1.45	1.79	1.59
8	0210-Medical and Public Health	0.08	0.08	0.09
9	0216-Housing	0.09	0.10	0.10
10	0852-Transport Equipment Services	-	-	—



11	1054 – Roads and Bridges	94.76	99.66	111.51
12	1055 – Road Transport	0.52	0.02	0.01
13	1475 – Other General Economic Services	0.07	0.04	0.01
	TOTAL (Revenue Receipts)	326.37	275.63	359.82
CAPITAL RECEIPTS				
Sr. No.	PARTICULARS	2005-06	2006-07	2007 – 08
1	7075- Loans for other Transport services	100.77	152.53	861.74
2	7601-Loans and Advances to State Government.	17.48	17.26	17.45
3	7602-Loans and Advances to Union Territory Government	-	-	-
3	7610- Loans to Government Servants	0.61	0.67	0.58
	Total (Capital Receipts)	118.86	170.46	879.77
	GRAND TOTAL	445.23	446.09	1239.59

APPLICATION OF FUNDS DURING 2008-2009
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
REVENUE EXPENDITURE

(rupees in crores)

PARTICULARS	2005-06			2006-07			2007-08		
	Plan	N.PLAN	Total	Plan	N.PLAN	Total	Plan	N.PLAN	Total
2049-Interest Payment		2.39	2.39		2.79	2.79	—	3.31	3.31
2071-Pension Payment (M2071)		1.24	1.24		2.16	2.16	—	3.26	3.26
2225- Welfare of SC/ST & other Backward Classes			-					0.80	0.80
2235-Social, Security and Welfare		0.02	0.02		0.24	0.24	—	0.01	0.01
3054-Roads and Bridges	4979.69	902.64	5882.33	8117.30	845.94	8963.24	8280.86	1034.41	9315.27
3055-Road Transport	27.70		27.70	40.00		40.00	45.45	—	45.45
3451-Sectt. Economic Services		25.79	25.79		26.55	26.55	—	28.33	28.33





3601-Grants in aid to State Government.	0.86		0.86	27.89	40.52	—	40.52
3602- Grants in aid to Union Territories	-	-	-	-			
3605-Technical and Economic Cooperation with other countries		0.03	0.03	-			
REVENUE EXPENDITURE	5008.25	932.11	5940.36	8185.19	877.68	1070.12	9436.95
CAPITAL EXPENDITURE							
PARTICULARS	2005-06	2006-07	2007-08				
5054-Roads and Bridges	2582.67	-	2582.67	3621.05	4221.20	—	4221.20
7075-Loans to other Transport Service	360.50	-	360.50	395.50	444.00	—	444.00
7610-Loans to Government Servant	-	0.65	0.65	0.36	—	0.29	0.29
CAPITAL EXPENDITURE	2943.14	0.65	2943.79	4016.55	4665.20	0.29	4665.49
GRAND TOTAL (Revenue+Capital)	5788.35	774.93	6563.28	12201.74	13032.03	1070.4	14102.44