

MINISTRY OF ROAD TRANSPORT & HIGHWAYS GOVERNMENT OF INDIA NEW DELHI



ANNUAL REPORT - 2013-14



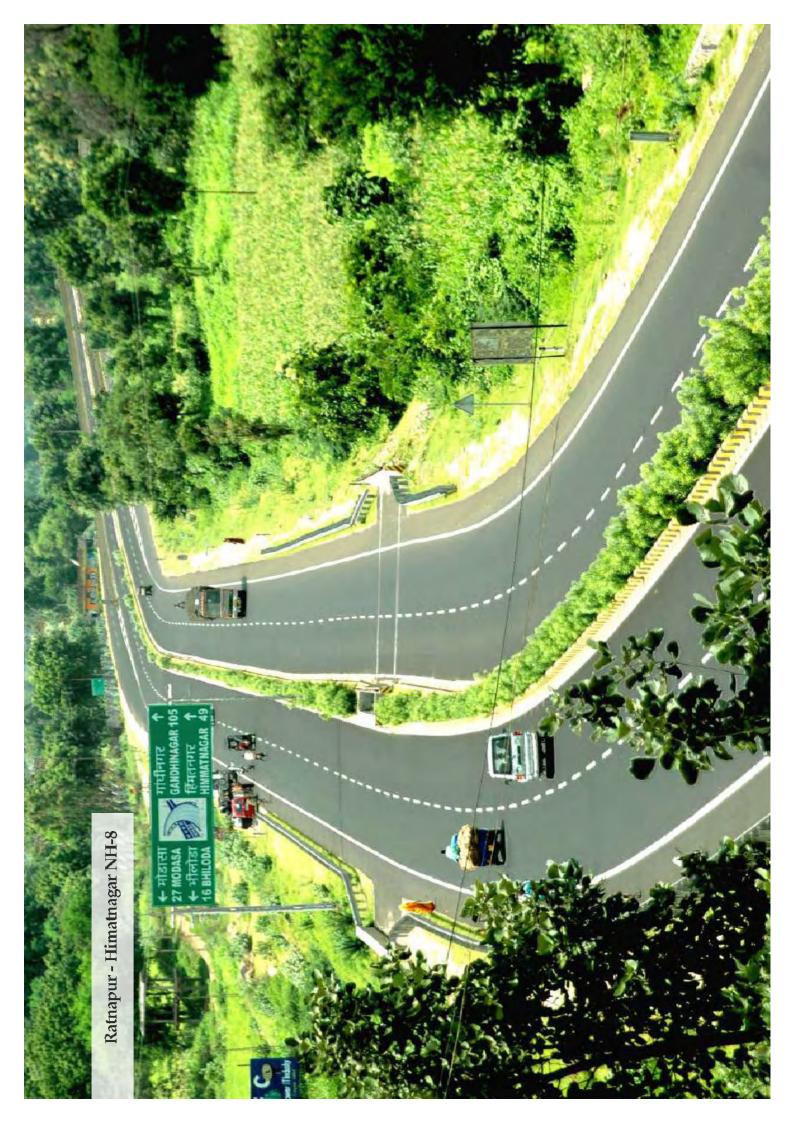
Pilot project on cashless treatment of road accident victims





MINISTRY OF ROAD TRANSPORT & HIGHWAYS GOVERNMENT OF INDIA NEW DELHI

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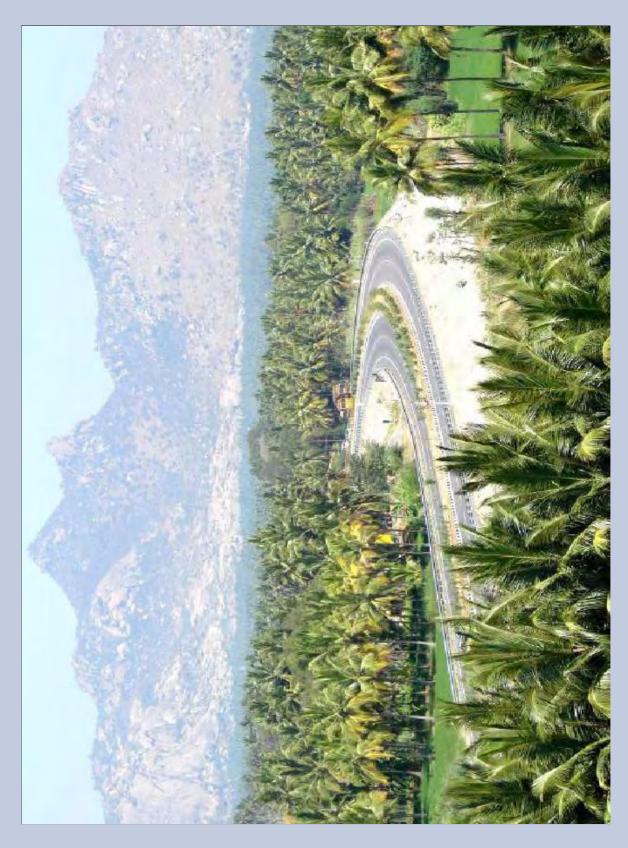
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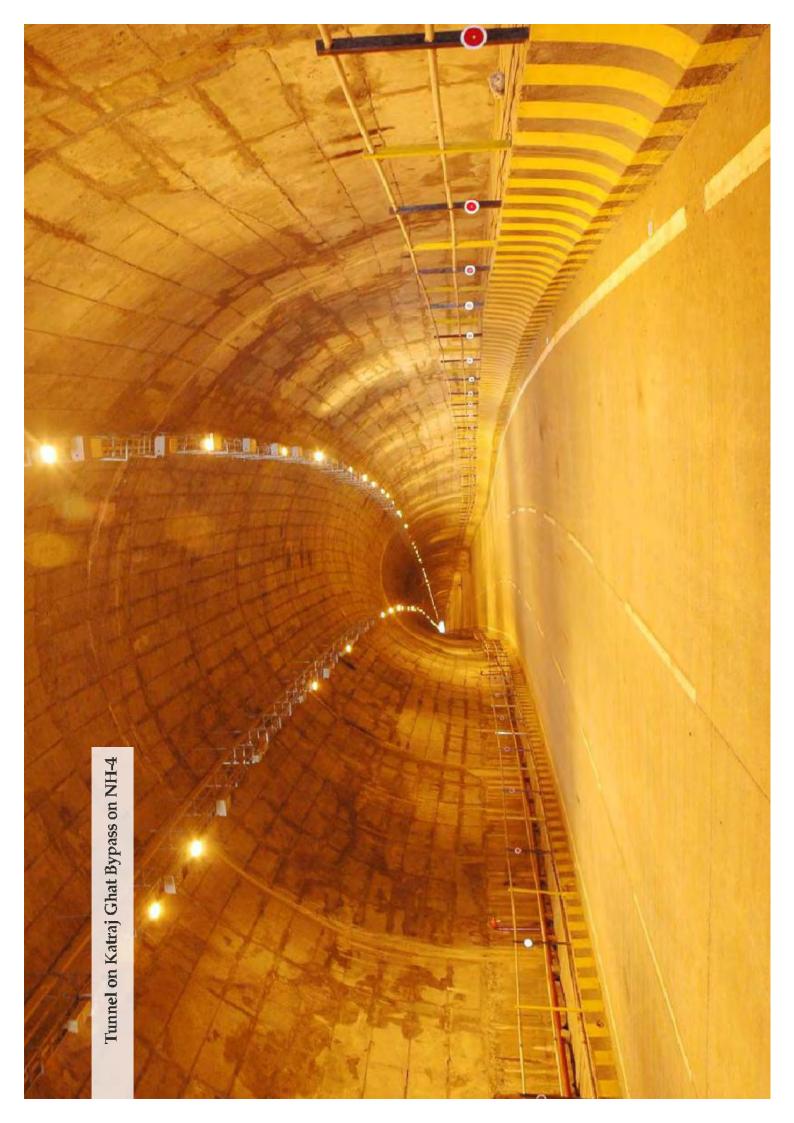
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Kaveripattinam (Krishnagiri) NH-7







CHAPTER-I

INTRODUCTION

- 1.1 Ministry of Road Transport and Highways was formed in 2009 by bifurcating the erstwhile Ministry of Shipping, Road Transport and Highways into two independent Ministries.
- 1.2 Road Transport is a critical infrastructure for economic development of a country. It influences the pace, structure and pattern of development. In India, Road infrastructure is used to transport over 60% of total goods and 85% of total passenger traffic. The Ministry of Road Transport and Highways encompasses within its fold construction and maintenance of National Highways (NHs), administration of Motor Vehicles Act, 1988 and Central Motor Vehicles Rules 1989, formulation of broad policies relating to road transport, environmental issues, automotive norms, fixation of user fee rate for use of National Highways etc. besides making arrangements for movements of vehicular traffic with neighboring countries.
- 1.3 The capacity of National Highways in term of handling traffic (passenger and cargo) needs to be in keeping pace with the growing requirements of industrial development. India, having one of the largest road networks of over 48.85 lakh km, consists of National Highways, Expressways, State Highways, Major District Roads, Other District Roads and Village Roads with following length distribution:

National Highways/Expressway	92,851 km
State Highways	1,42,687 km
OtherRoads	46,49,462 km
Total	48,85,000 km

1.4 Historically investments in the transport sector have been made by the State mainly because of large resource requirement, long gestation period, uncertain returns and a number of externalities associated with the infrastructure sector. However, the growing resources requirements and the concern for managerial efficiency and consumer responsiveness have led to active involvement of the private sector in

infrastructure services in recent times. To encourage private sector participation, Ministry has laid down comprehensive policy guidelines for private sector participation in the development of National Highways.

FUNCTIONS

1.5 The subjects allocated to the Ministry of Road Transport & Highways are listed at **Appendix-1**

ORGANISATION

- 1.6 The Organisational Setup of MoRT&H is at Appendix -2
- 1.7 Associated offices

1.7.1 National Highways Authority of India

The National Highways Authority of India (NHAI) was set up in 1988 through an Act of Parliament, namely the National Highways Authority of India Act. It is responsible for development, maintenance and management of National Highways vested to it by the Central Government and for matters related or incidental there to. The NHAI became operational in February, 1995.

1.7.2 Border Road Development Board

Border Road Development Board (BRDB) was set up in March,1960 to co-ordinate the development of road infrastructure in the border areas of the country, as inadequate communication facilitates were seriously hampering defence preparedness and economic development of these areas. The Board has financial and other powers of a Department of Government and functions under over all control of Chairman BRDB. All sanctions of the Board are processed by the secretariat of the Board. MoRT&H provides fund to BRDB. Border Road Organisation (BRO) is the executive arm of the Secretariat, BRDB.

1.7.3 Indian Academy of Highway Engineers (IAHE)

Indian Academy of Highway Engineers (IAHE) is a registered Society under the administrative control of the Ministry. It is a collaborative body of both Central and State Governments and was set up in 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.





CHAPTER-II

YEAR 2013-14 AT A GLANCE

A, ROAD DEVELOPMENT

ROADNETWORK:

${\bf 2.1 Road \, Sector: \, Status \, of \, various \, programmes \, up \, to \, March, 2014, is \, as \, under:}$

Phases	Total length in km	Length completed in km till March, 2014	Length completed during 2013-14
I GQ,EW-NS corridors, Port connectivity & others	7522	7516	4.29
II 4/6-laning North South-East West Corridor, Others	6647	5769	146.10
III Upgradation, 4/6-laning	12109	6098	800.82
IV 2- laning with paved shoulders	20000	591	419
V 6-laning of GQ and High density corridor	6500	1819	327
VI Expressways	1000	NIL	NIL
VII Ring Roads, Bypasses and flyovers and other structures	700 km of ring roads/ bypass+ flyovers etc.	22	2
SARDP-NE	6142	1514.67	363
LWE	5497	2929	545

Non-NHDP

During the current year a length of 1128 km of National Highways has been constructed under non-NHDP scheme.

IAHE

- 2.2 Highway Managers' Forum has been constituted to facilitate better understanding of issues related to road development and road safety, provide a platform for sharing of experience, expertise and learning, strengthen efforts towards development of roads and highways by promoting knowledge management, capacity building and adoption of new and innovative technologies, discuss policies and programmes of the Government of India/State Governments/NHAI, document and disseminate "best practices" and "innovations" in road development and road safety and provide a platform for interaction among all stakeholders including civil society media and road users regarding Road safety and Road development.
- 2.2.1 58 training programmes have been organized to impart training to 1320 Engineers till March, 2014



IAHE campus at NOIDA





2.3 TOLLINGON NATIONAL HIGHWAYS-

In order to remove the bottlenecks and ensure scamless movement of traffic and collection of toll as per the notified rates, Government had decided to introduce passive Radio Frequency Identification (RFID) based on EPC, Gen-2, ISO 18000-6C Standards for collecting user fee electronically. A pilot project on ETC was inaugurated on section of NH-5 at Delhi to Parwanoo on 19/4/2012, for implementing ETC on Pan India basis, a Company under company's act 1956, with equity participation from NHAI (25%), Concessionaires (50%) and Financial Institutions (25%) has been formed. Name of the Company is "Indian Highways Management Company Limited". Central Motor Vehicle Rules, 1989 is being amended for fitment of RFID tag on vehicles for ETC. During 2013-14, interoperability of 10 toll plazas between Mumbai (Charoti) and Ahmedabad has already been tested and seamless ETC on this section is successfully operational at present. Besides, ₹ 2.48 crore released in 2012-13, an amount of ₹17.288 Crore has been released during the F.Y 2013-14 for implementing ETC on 51 public funded projects operated by NHAI. Service Provider Agreement for Central Clearing House (CCH) Services for Electronic Toll Collection (ETC) between Indian Highways Management Co. Ltd. (IHMCL) and ICICI Bank has been signed on 27.2.2014.



Inauguration of ETC system on Ahmadabad-Vadodara expressways

2.4 MAJORINITIATIVES TAKEN:

It has been decided to adopt the new EPC mode of construction for roads that are not viable on PPP basis. This mode is different from the conventional Item Rate Contracts (old EPC mode) wherein the Government provided detailed design along with the Bill of Quantities. The enhanced EPC mode assigns the responsibility for investigation, design and construction to contractors for a lump sum price awarded through competitive bidding, wherein provision for index based price variation is made. Contractors are also responsible for the maintenance during the Defect Liability Period which is 5 years for major bridges and structures and 2 years for other parts of the road.

- 2.5 The Cabinet Committee on Infrastructure (CCI), in its meeting held on 17th August, 2012 approved the policy of undertaking maintenance of National Highways on Operation, Maintenance and Transfer (OMT) basis. This will ensure regular maintenance of the upgraded National Highway sections during the concession period without any liability to the Government. The main features of the policy are as under:
 - The project section of the Highways is handed over to the Concessionaire for a fixed concession period. The concessionaire is responsible for carrying out the annual and periodic maintenance during the concession period of the project section of the Highways, apart from ensuring smooth operation of traffic in the stretchincluding Incident Management.
 - ➤ The concessionaire is authorized through Government Gazette notification to levy, collect and retain user fee from road users.
 - ➤ The concessionaire is required to pay annual premium of agreed amount during the process of bidding with the amount of annual premium being the bidding parameter.
 - The concessionaire has to transfer back the road after the concession period.
- 2.6 The Cabinet Committee on Infrastructure (CCI), in its meeting held on 13th December, 2012 approved the policy for 'Simplification of procedure in order to make the award process of road projects faster'. With this, inter-alia, road projects





with traffic between 5,000 Passenger Car Units (PCUs) and 10,000 PCUs, that are not viable to be developed on Build-Operate-Transfer (BOT) - (Toll) mode could be developed directly on Engineering, Procurement and Construction (EPC) mode.

B.ROADTRANSPORT SECTOR

- 2.7 As part of the National e-Governance Programme, the Ministry of Road Transport & Highways has taken up a Mission Mode Project at an estimated cost of ₹ 148 crores which aims at computerization of all the Regional Transport Offices (RTOs)/District Transport Offices (DTOs) across the country, their interconnectivity as well as establishment of State and National Register of motor vehicles. This project would facilitate creation of a complete database of the available information in the RTOs. Out of 1006 RTOs, 1001 RTOs have already been computerized. Customization of standard software as per requirements of the State is complete for all 35 States/UTs and the software is running at least at pilot site in each State/UT. 100% connectivity has been achieved in 32 States/UTs and 994 RTOs are connected. Vehicles on the Vahan register crossed the 100 million mark on the 5th November, 2012. State Transport Departments officials as well as enforcement authorities have been provided access to the data on the National Register to facilitate instant verification of all Driving Licenses (DLs)/Registration Certificates (RCs) which have been digitized by sending SMS from their registered mobile number. The 'Vahan' vehicle registration and permit system was awarded the "Platinum Icon-Web Ratna Award 2012" for the best citizen centric service.
- 2.8 The Motor Vehicles (Amendment) Bill, 2012 was passed by Rajya Sabha on 08.05.2012. The Bill, as passed by Rajya Sabha, was introduced for consideration and passing in Lok Sabha on 15th May, 2012. The Bill was taken up for discussion in Lok Sabha on 16th May, 2012, but the discussion remained inconclusive. Thereafter, the Bill was listed for discussion in subsequent Parliament Sessions but was not taken up. The Bill is thus presently pending in Lok Sabha.
- 2.9 The Ministry has introduced a new National Permit system for goods carriages with effect from 8th May, 2010. As per the new arrangement national permits can be issued by the home State on payment of ₹ 16,500/- per annum per goods vehicle towards consolidated fee authorizing the permit holder to operate throughout the



Foundation ceremony four lane project of NH-758 between Rajsamand - Bhilwara

country. Permit holder is also required to pay ₹ 1000/- as Home Authorization fee for the first time. National Permit system is being implemented electronically through a web portal namely https://vahan.nic.in/npermit/ developed by National Informatics Centre (NIC) w.e.f. 15.9.2010. The new national permit system is working successfully in all participating States and have been welcomed by all the stakeholders.

2.10 The Ministry has introduced a scheme w.e.f. 15.3.2010 to provide financial assistance to States for strengthening public transport system in the country. The scheme envisages assistance for introduction of Information Technology such as Global Positioning System (GPS)/ Global System for Mobile Communications (GSM) for vehicle tracking, electronic ticket vending machines etc. As per the above scheme, one time central assistance to twenty two projects of seventeen states namely Karnataka, Haryana, Tamil Nadu, Himachal Pradesh, Gujarat, Punjab, Kerala, Rajasthan, Odisha, Uttarakhand, Andhra Pradesh, Arunachal Pradesh, Assam, Nagaland, Sikkim, Goa and J&K for bringing latest IT related features in their road transport services covering rural / mofussil areas were sanctioned for central assistance during the year 2010-11, 2011-12, 2012-13 and 2013-14. During 2013-14, project proposals of North Eastern Karnataka Road Transport Corporation, Kadamba Transport Corporation, Jammu & Kashmir State Road Transport Corporation have been approved for Central assistance.





- 2.11 With a view to ensure safety and security of commuters particularly women and girl child in public transport, the Government had announced setting up of 'Nirbhaya Fund' with the Government's contribution of ₹ 1000 crore during 2013-14 Budget. The Union Cabinet in its meeting held on 02.01.2014 approved a scheme namely, "Security for Women in public road transport in the country" for setting up of a unified system at the National Level (National Vehicle Security and Tracking System) and State level (City Command and Control Centre) for GPS tracking of the location of, emergency buttons in and video recording of incidents in public transport vehicles, in 32 cities of 13 States of the country with a population of 1 million or more in the first phase. The total estimated cost of the project is ₹1404.68 crore which will be funded by Ministry of Finance from "Nirbhaya Fund". The project is to be implemented within a period of two years from the date of release of funds. Standard operating procedure for the scheme is under preparation.
- 2.12 With a view to streamline the process of transportation trade by road to meet the modern day requirements, Carriage by Road Act, 2007 has been enacted which came into effect on 01.03.2011. For smooth compliance of the provisions of this Act, Carriage by Road Rules, 2011were notified vide G.S.R. 176 (E), dated 28.02.2011. The Act/Rules are also available on this Ministry's website at http://morth.nic.in. All the States/UTs have been requested by this Ministry to ensure compliance of the Act/Rules. The Ministry is also making effort for online implementation of Carriage by Road Act through software developed by NIC and payment gateway of State Bank of India.
- 2.13 Section 59 of Central Motor Vehicles Act, 1988 empowers the Central Government to fix the age of vehicles. The life of transport vehicles and tourist vehicle has been fixed by Central Motor Vehicle Rules (CMVRs). The life of personal vehicles has not been fixed. Policy decision in this regard has to be taken keeping in view of the socio economic conditions of our country. Generally, the vehicle should be allowed to ply on road as long as it meets safety and emission norms. The safety and emission requirements can be achieved if the vehicles go through a fitness test at regular intervals. Therefore, the Ministry decided to put in place a suitably designed Inspection and Maintenance System for vehicles. Accordingly, a model of automated Inspection & Certification (I&C) Centre was designed and a scheme has

been launched for setting up of one such Centre in 10 States one each in the States of Andhra Pradesh, Karnataka, Gujarat, Maharashtra, Rajasthan, Himachal Pradesh, Haryana, Madhya Pradesh, Uttar Pradesh and Delhi on a pilot basis. Under the scheme, land is made available by the States. The total cost for setting up one such centre is around ₹ 1440 lakh.

- 2.14 The scheme for setting up Institutes of Driving & Research (IDTR) is being implemented with the concurrence of the Planning Commission. During the 10th Five Year Plan, 13 Model Driver Training Schools were sanctioned, out of which 12 schools are complete and functional. During 11th Plan, The Ministry of Road Transport & Highways accorded sanction for setting up nine IDTRs at Sarkaghat (Himachal Pradesh), Chhindwara (Madhya Pradesh), Rajsamand (Rajasthan), Pune (Maharashtra), Valsad (Gujarat), Bhiwani (Haryana), Coimbatore (Tamil Nadu), Aurangabad, (Bihar) and Agartala (Tripura)
- 2.15 Cashless Treatment of Road Accident Victims: With a view to save lives of accident victims by providing prompt and appropriate medical care during "Golden Hour", and thereby reduce fatalities in road accidents, the Ministry launched a pilot project on Gurgaon-Jaipur stretch of National Highway (NH)-8 for cashless treatment of road accident victims. A Toll free No. 1033 has been started for reporting of accidents. A 24x7 Call Centre set up to receive reports of accidents, deploy nearest ambulance and alert local police authorities, hospital and road safety volunteers. Forty Five private hospitals have been empanelled to provide treatment at Central Government Health Scheme (CGHS) /All India Institute of Medical Sciences (AIIMS) rates, in addition to seven Government hospitals located on the stretch. Cashless treatment for first 48 hours within overall ceiling of ₹30000/- is provided if the accident victim is admitted in a private empanelled hospital. Upto January, 2014, a total number of 1349 accident victims were attended under the project. Data from the Pilot Project would be used for formulating a pan-India scheme for cashless treatment of road accident victims.
- 2.16 Sponsoring various training programmes for Transport/Traffic Department officials of States/UT Governments and Municipal Corporations for development of Human Resources in the Transport Sector. The training programmes are designed in such a manner as to give the participants exposure in all sphere of road





- transport sector and to face the emerging challenges due to rapidly increasing population of motor vehicles and also to better their performance as individuals.
- 2.17 Fitment of radio frequency indicator: State Transport Departments officials as well as enforcement authorities have been provided access to the data on the National Register to facilitate instant verification of all DLs/RCs which have been digitized by sending SMS from their registered mobile number. Installation of Radio Frequency Identification Device (RFID) tags on 'M' and 'N categories vehicles was mandated under Central Motor Vehicles Rules (CMVRs). This would facilitate streamline electronic toll collection (ETC) and can be used for various other applications.
- 2.18 The Transport Development Council (TDC) is an apex body comprising of Transport Ministers of the States/UTs and Lt. Governor / Chief Commissioners of UTs to advise the Government on road transport. The 35th meeting of TDC was held on 23.10.2013 at New Delhi. Various important issues including rationalization of motor vehicle taxes were discussed. It was unanimously decided to levy life time tax (no recurring tax) on two wheelers/ cars/LMVs @6% or more on the sale price



Signing of service provider agreement for CCH for ETC

- before vat. Based on the recommendation of the 35th TDC, an Empowered Group has been constituted to recommend national permit system for tourist buses and goods vehicles (below 7.5 GVW).
- 2.19 National Road Safety Council (NRSC) is the apex body for road safety established under Section 215 of Motor Vehicles Act, 1988. It is chaired by Minister (RT&H). Ministers-in-charge of Road Transport in the States/UTs, DG Police of all States and representatives from the Ministries/Departments such as Home Affairs, Human Resource Development, Railways, Industry, Petroleum & Natural Gas, Environment & Forests and Health & Family Welfare are official members of NRSC. There are 25 non-official members.
- 2.20 The Ministry also recognizes the need for improving the country's road safety scenario. There are four aspects of road safety, viz. Engineering, Enforcement, Education and Emergency care which are also known as four Es of Road Safety. The engineering related aspects are being taken care of at the design stage of the National Highways itself. The Enforcement aspect of the Road Safety is vested with the respective States/Union Territories. The Education aspect of Road Safety



Flagging off ambulance for Cashless Treatment of Road Accident Victims





is taken care by Ministry of Road Transport & Highways through campaigns in print and electronic media. Emergency care is provided through multiple agencies such as concessionaries, private / public ambulances services and designated trauma centres. The Ministry, through National Highways Authority of India (NHAI), is making efforts to integrate all the services through a unified call centre accessible with a single number.

- 2.21 The Ministry formulates policies for road safety so as to minimise road accidents. The important schemes on road safety operated by the Ministry include publicity measures and awareness campaign on Road Safety, Refresher training of drivers in unorganized sector and Human Resource Development, National Highways Accident Relief Service Scheme (NHARSS) and Road Safety & Pollution Testing Equipments and Programme Implementation.
- 2.22 25th Road Safety Week was observed throughout the country from 11st to 17th January, 2014. The theme of the Road Safety Week this time was "When on the Road, always say' Pehle Aap'".

Various activities to be undertaken during the Road Safety Week were chalked out and forwarded to State/UT Governments, Association of State Road Transport



Road safety week

Undertakings (ASRTU), all State Transport Undertakings, all Automobile Associations and Association of India Automobile Manufactures etc. for necessary action. The valedictory function of 25th road safety week was held at India International Centre on 16th January 2014 under the chairmanship of Minister for Road Transport & Highways. A symbolic Road Safety Walk was also held on 12th January, 2014 at India Gate, New Delhi. The motive of the walkathon is to engage and make more people aware of road safety and its associated aspects.

2.23 During the Eleventh Five Year Plan, an amount of ₹393.60 crores was spent for road transport and road safety activities. During the first year (2012-13) of Twelfth Five Year Plan, an amount of ₹160 crore has been provided for road transport activities. The details of fund earmarked and utilised for road safety is given below:-

Year	Funds allocated at RE stage (₹ in crore)	Funds utilized (₹ in crore)
2007-08	41	42.90
2008-09	73	54.80
2009-10	74	22.39
2010-11	81	60.63
2011-12	79	77.89
2012-13	82	102.92
2013-14	86	65.50

2.24 As per the reports of Road Transport Research Wing under the Ministry of Road Transport & Highways, the following five States account for more than 50% fatalities in road accidents in the country:-

Sl. No.	State	Share of road accidents (In %)	Share of fatalities in road accidents (In %)	Share of injuries in road accidents (In %)
1.	Maharashtra	13.8	9.2	8.9
2.	Tamil Nadu	13.2	10.8	14.5
3.	Madhya Pradesh	9.9	5.5	10.9
4.	Karnataka	9.0	6.3	11.7
5.	Andhra Pradesh	8.9	10.6	10.9





- 2.25 New initiatives proposed in Road Safety Sector: The following new initiatives are proposed to strengthen road safety in India:
 - (i) Introduction of a new award/incentive scheme for the states in order to reduce road accident.
 - (ii) To make the government machinery more responsive on the issues of road safety, workshops at regional level will be organized with all the stake holders. Road safety awareness will be spread by involving local governing bodies like panchayats in the activity. Publicity material in local languages will be distributed.
 - (iii) Creating centres of excellence in collaboration with premier institutes in various regions to carry out research on various issues related to road safety including crash investigation.
 - (iv) The Ministry will soon be using information technology and social media tools seeking active participation and suggestions of road users for road safety.
 - (v) As children and youth are the most vulnerable road users and the age group of 15-24 accounted for one third of total road accident fatalities, the Ministry intends to make road safety a social movement in partnership with school and universities to promote and inculcate safe driving and pedestrian habits. Publication and distribution of children's activity books (for two age groups); Book on Road Signage's & Sign; posters in Hindi, English and Regional languages across the country in order to raise awareness on road safety
 - (vi) Identified top 25 black spots in 13 States which account for 90% of road accidents in India. Based on report, short term remedial measures were completed for most of the identified black spots. A scheme for cashless treatment of accident victims also undertaken on pilot basis
 - (vii) The Ministry to have a targeted approach and monitor the impact of the measures taken for improving road safety scenario on terms of accidents and fatalities.

- (viii) Organisation of a High-level Conference on Road Safety Legislation in collaboration with World Health Organization and World Bank on 14th December 2013 in New Delhi.
- (ix) Sensitizing all States to prepare action plan on road safety for their States and to create an oversight mechanism such as a Road Safety Board or a Road Safety Council, to periodically review the action being taken and give necessary directions also to have scheduled specific actions and allocated specific resources.
- (x) Finalisation of minimum standards for reflectors/reflective tapes on cycles to provide safety on the road for cyclist, and also to make provisioning in Rules by States for installation of proper reflectors in bicycles which comply with BIS standards.
- (xi) Finalization of National Ambulance Code alongwith detailed specifications for various types of ambulances for the country. The code and specifications have been prepared on the basis of the recommendations of the Working Group on Emergency care. Action to notifying the code under the Central Motor Vehicles Rules, 1989 is in process.



Panipat elevated highway





CHAPTER-III

ROAD DEVELOPMENT

The Ministry of Road Transport and Highways has been entrusted with the responsibility for construction and maintenance of National Highways (NHs). All roads other than National Highways in the states fall within the jurisdiction of respective State Governments. In order to assist the State Governments in the development of state roads, Central Government also provides financial assistance out of the Central Road Fund (CRF) and 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.

- 3.2 The length of National Highways, for which the Government of India is constitutionally responsible, is 92851 km. A list of State-wise National Highways is at **Appendix 3.**
- 3.3 The National Highways system has various deficiencies such as capacity constraints, inadequate pavement crust, poor geometrics and lack of safety features. Improvement of National Highways is undertaken by way of widening and strengthening of existing highways, reconstruction / widening of bridges and construction of bypasses after prioritizing the works within available resources. While the Government is providing increasing budgetary allocation for projects in the highway sector and has undertaken major up gradation initiatives in high-density corridors, it has not been possible to allocate sufficient funds matching the needs for maintenance of National Highways. The physical programmes of road development needs concerted efforts in the form of mobilization of funds from other sources. In-flow of private sector funds is expected to bridge the demand-supply gap to certain extent.

Development and Maintenance of National Highways

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



Amravati Bypass Start Junction

National Highways Authority of India (NHAI)

Organization Structure

- 3.5 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.
- 3.6 Presently, NHAI is headed by a Chairman and five full time Members namely, Member (Administration), Member (Finance), Member (Projects), Member (PPP) & Member (Technical). 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) Ministry of Road Transport & Highways. The Members are assisted by officers at the level of Chief General Managers, General Managers, Deputy General Managers Managers and Assistant Managers. The Authority has its field offices in the form of Zonal Offices, Regional Offices, Project





Implementation Units (PIUs) and Corridor Management Units (CMU) spread all over the country. These units are headed by Executive Directors, Chief General Managers and 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 done by the head office. The field level officers are responsible for pre-construction activities and liaison with Central/State Government organizations for successful implementation of the projects



East West Corridor (Assam) Nagaon Bypass NH-37

National Highways Development Project (NHDP)

3.7 The Government of India has entrusted NHAI with responsibility of implementing its greatly expanded flagship programme, i.e. National Highways Development Project (NHDP) spread over seven phases with an estimated expenditure of about ₹6,00,000 crore.

Governmentinitiativestaken

3.8 State Support Agreement

State Support Agreement (SSA) signed between the Ministry of Road Transport & Highways and State Governments is an omnibus umbrella agreement framed as uniform provision ensuring State Support for Highway Development Projects in the matter of land acquisition, local law and order and providing assistance to the central executing agency (NHAI/MoRT&H) and the concessionaire for implementing of National Highways Development Project (NHDP). Till date except Tamil Nadu, Gujarat and Delhi all States and Union Territories have signed the SSA.

3.9 Harmonious Substitution Of Concessionaire In The (I) Ongoing; & (II) Completed National Highway Projects: The Cabinet Committee on Economic Affairs (CCEA) in its meeting held on 21st June, 2013 approved the policy with the modification that any substitution amendment to the Concession Agreement would be subject to a penalty payable by the exiting entity to the National Highways Authority of India (NHAI). The quantum of such penalty will be determined by the NHAI Board, keeping in view the nature of extent of default as per the procedure to be prescribed for the purpose by the NHAI subject to a cap of 1% (one percent) of the total project cost. The policy aims at revival of the sector by facilitating substitution of concessionaire in case of both ongoing and completed projects. In both these cases, appropriate substitution of the Consortium Member(s) of Concessionaire for project therefore shall require to be effected by the lenders with the consent of NHAI.

The details of the Policy are as under:-

1. Where the responsibility for delay in execution or completion of the project is on account of non-fulfillment of the obligations of the Authority, namely, land acquisition, environmental clearances, other statutory / regulatory approvals / clearances etc, in such a case, no penalty should be levied on the Concessionaire for non-fulfillment of its obligations. However, the Authority would be required to remedy the defaults before the formal agreement for substitution is signed and substitution may be permitted only once during construction period.





- 2. Lenders to be authorized to facilitate harmonious substitution of concessionaire in the projects that have achieved COD, subject to the following:-
- (a) For such substitution as mentioned above, the Authority would satisfy itself about the credentials of the substituting entity. This would be over and above the due diligence undertaken by the lenders.



Dahisar - Surat NH

- (b) The substituting entity acquiring 51% of the shares, should have adequate experience of operating and maintaining the completed road projects by itself or through its associates or subsidiaries.
- (c) This is proposed to be made applicable both for, (i) Already awarded projects and (ii) All the projects to be bid out in future, as per the mechanism provided below:
 - (i) Subsequent to the substitution, the lead substituting entity shall require to maintain at least 51% equity holding in the project SPV.

- (ii) Further, the Lenders being significant stakeholders in such projects, such substitution shall require their prior approval and lenders will permit such substitution based on their assessment of the substituting party as creditable.
- (iii) It can be on the request of the Concessionaire.



Aerial view of Highway on Bangalore Chennai Section of NH-4

- 3. Where a BOT project is languishing or has not achieved 'Commercial Operation Date' due to failure of the concessionaire to raise equity and the concessionaire is willing to substitute existing consortium by another entity/consortium, this may be allowed in the interest of implementation of such projects, subject to following conditions:
 - (a) The substituting consortium/entity should have the requisite financial and technical qualifications to bid for a project of this size, as the case may be.
 - (b) The substituting consortium/entity takes over all the obligations under





the project as per concession agreement.

- (c) The Authority is fully discharged of any claims by the earlier consortium or the SPV for any delays or any other action till the transfer of management of SPV to new consortium/entity.
- (d) The substituting consortium/entity is acceptable to both the Authority and the lender.
- 4. For 6-laning of already 4-laned highway projects, COD starts from the Appointed Date itself where tolling is also permitted from day one. For the purposes of the proposed substitution mechanism, such projects shall be treated at par with projects under construction i.e. as per the provisions of sub para 3 above.
- 3.10 Dispute Resolution Mechanism Through Constitution of a Settlement Negotiation Committee: The objective of the dispute resolution mechanism (DRM) is to decisively and expeditiously resolve the pending disputes in a systematic rational and time bound manner. This is expected to help resolve all pending disputes expeditiously. The Cabinet Committee on Economic Affairs (CCEA) in its meeting held on 22.04.2013 has noted the contents of the policy. The details of the policy are as under:-
- 1. A three stage dispute resolution mechanism has been recommended by NHAI for one time settlement. The same has already been approved in the 91st Meeting of the NHAI Board held on 09.11.2012 particularly for its old item rate contracts. Summary of the recommendation is as follows:
 - (i) After approval of the Competent Authority, the pending claims/issues shall be referred to the Settlement Negotiation Committee (SNC) comprising 3 CGMs, to be nominated by the Chairman, NHAI. The composition of SNC may vary from case to case.
 - (ii) The settlement process to have three steps as follows:
 - (a) Initial negotiation shall be carried out by the above said SNC. After initial negotiations, matter to be placed before an Independent Settlement Advisory Committee (ISAC) comprising a retired High Court Judge and two other members with adequate experience in

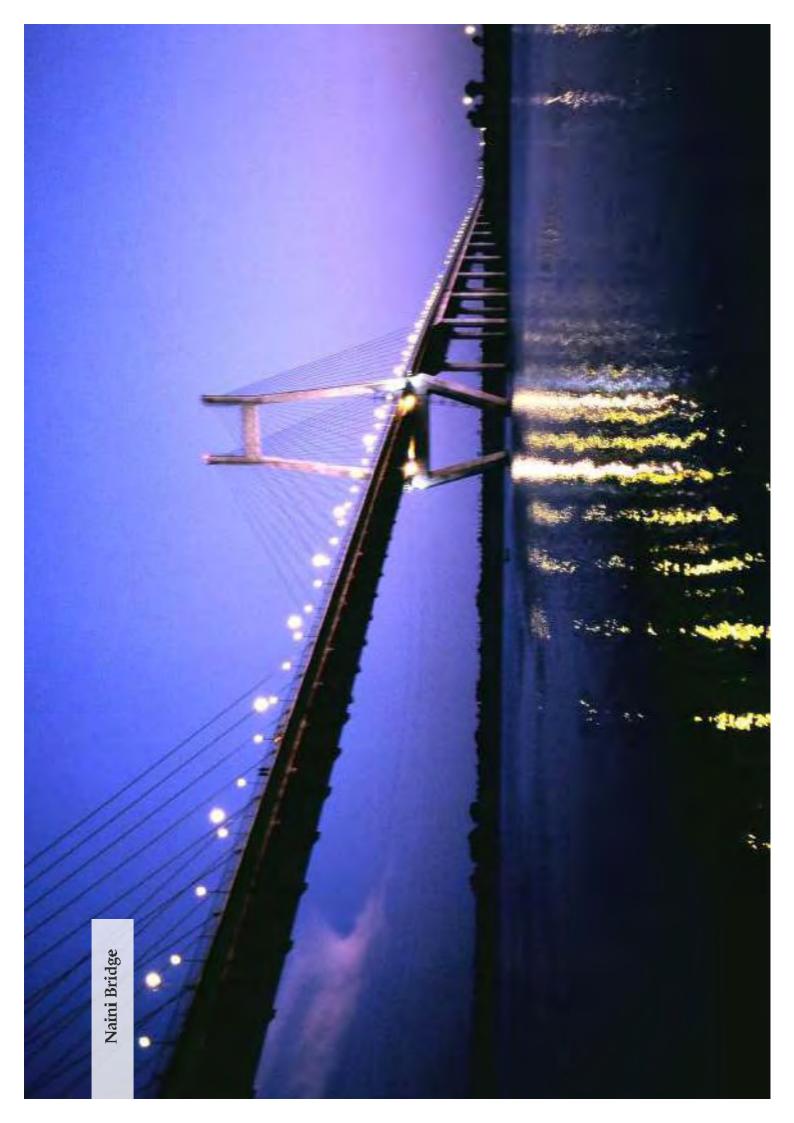
- administration/finance. The SNC in consultation with ISAC may frame the broad principles and guidelines for one time settlement.
- (b) ISAC can agree with the 3 CGMs Committee or can call the Contractor/Concessionaire for negotiations/clarifications.
- (c) ISAC recommendations to be placed before NHAI Board for approval. In case of no settlement, matter shall continue to be pursued legally.
- 2. In the above mentioned proposed mechanism after initial negotiations by 3 CGMs Settlement Negotiation Committee, the ISAC shall carry out the proposed negotiation with Contractor/Concessionaire as required which would result in prompter resolution of disputes. At the same time, NHAI Board shall continue to have desired flexibility and discretion in the ultimate decision making process.
- 3. For implementing the above, NHAI has already constituted a 3 CGM Settlement Negotiation Committee for the old disputes. In addition, a 3 CGM Technical Interpretation Committee has also been constituted by NHAI specially for addressing cases pertaining to interpretation of contract/concession provisions. The above is proposed for all contracts and concessions of NHAI. The NHAI Board is already empowered to take decision for implementation of Dispute Resolution Mechanism.
- 3.11 POLICY FOR RATIONALISATION OF PREMIUM QUOTED BY CONCESSIONAIRES IN RESPECT OF HIGHWAYS PROJECTS: The CCEA in its meeting held on 8th October, 2013 approved the policy with further directions, as mentioned below:-
 - (a) The matter relating to development of the framework for determining whether a project is stressed or not, the discount rate to be used and the conditions to be imposed, be referred to an Expert Group headed by the Chairman, Economic Advisory Council, which will finalise its recommendations in four weeks; and
 - (b) The final decision on the recommendations of the Expert Group be taken by the Ministry of Road Transport and Highways with the approval of the Minister of Finance.





The details of the policy are as under:-

- Instead of a one time proposal limited to 23 projects, re-scheduling of premium be permitted as a onetime measure in respect of all "stressed" projects subject to NHAIBoard identifying such projects on the basis of a transparent framework and further, subject to the approval of MoRTH.
- 2. For the above said "stressed" projects, the re-scheduling will be subject to the following conditions:
 - (a) The Net Present Value (NPV) of the total premium payable over the concession period shall remain the same as quoted at the time of the bid.
 - (b) The discounting rate for calculation of NPV shall be 12%.
 - (c) A penalty with the ceiling of half per cent (0.5 %) of Total Project Cost (TPC) to be determined by NHAI/ Authority shall be imposed upon the Concessionaire applying for such re-negotiation. However, in case the Authority is at fault, no such penalty shall be levied.
 - (d) Such a renegotiation would be permitted only once through the life of the concession. If the project gets into stress subsequent to renegotiation, the sponsoring authority should mandatorily invoke the termination clause and find a new operator for the project.
 - (e) In case the relief is sought before the COD, the Concessionaire would be obliged to remain in the project at least till the COD.
 - (f) In case the project revenues are more than projected, NHAI will have the right to advance the payments in consultation with the senior lenders.
 - (g) As per clause 29 of the Concession Agreement, there is a provision for modification in concession period based on actual traffic on Target date vis-àvis projections made by NHAI. In the event of any reduction in the concession period owing to this provision, the premium flows shall be suitably adjusted to keep the NPV unchanged.
 - (h) The concessionaire shall not claim any return on equity, whatsoever, in such







- rescheduling of premium till the premium equals or exceeds the originally quoted premium for that particular year.
- (i) To adequately protect the interest of NHAI/Government, the Concessionaire would be required to provide additional comfort by way of appropriate bank/corporate guarantees to the extent of maximum difference between premium payable as per contracted agreement and that proposed under the revised payment schedule.
- On the basis of above principles, NHAI Board may consider each individual case on merits. While deciding such cases, NHAI Board may impose such conditionality, as deemed appropriate with a view to ensuring that the projects are completed on time.
- 4. The Expert Group has since finalised the report and this Ministry has communicated its agreement with the recommendations of the Expert Group.

Financing of NHDP Projects

- 3.12 During 2013-14, NHAI is expected to incur an expenditure of ₹55081.30 crore out of which ₹25711.46 crore (including ₹6711.42 crore for Annuity payment, Repayment of market/GOI/ADB(Direct) borrowings & interest, Overdraft from Bank & Maintenance of Highways) would be spent out of NHAI Budget and a sum of ₹29369.84 crore is likely to be spent by the Private Sector. Upto March, 2014, NHAI and Private Sector combined have incurred an expenditure of ₹42850.13 crores (77.79 % of the BE 2013-14- including ₹6438.75 crore for Annuity payment, Repayment of market/GOI/ADB (Direct) borrowings & interest, Overdraft from Bank & Maintenance of Highways) out of which ₹2169466 crore has been incurred out of Government funds and a sum of ₹21155.47 crore has been spent by the Private Sector.
- 3.13 For the financial year 2013-14, NHAI has made budgetary provisions for a cess of ₹ 6857.45 crore and ₹ 4770.00 crore as plough back of funds deposited by NHAI in Consolidated Fund of India (CFI) against toll Collection, Revenue Share, Negative Grant & Premium. In addition, NHAI has sought a sum of ₹ 310.15 crore to be spent on Special Projects in Maharashtra, Madhya Pradesh, Tamil Nadu, Uttar Pradesh & West Bengal, additional budgetary support of ₹ 465.00 crore for SARDP-NE & J&K

- projects, ₹ 440 crore for Eastern Peripheral Expressway and ₹ 625.08 crore for Maintenance of Highways.
- 3.14 As per 2013-14 BE, NHAI would raise a sum of ₹14,000 crore through 54EC Bonds (₹ 4,000 crore) & Tax Free Bonds (₹10,000 crore). Upto March, 2014, a sum of ₹2942.25 crore has been raised by NHAI through 54EC Bonds and ₹5000 crore has been raised through Tax Free Bonds.

National Highways Development Project (NHDP) Phases-I & II:

- 3.15 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
- 3.16 NHDP Phase-I which was approved by CCEA in December 2000 at an estimated cost of ₹30,300 crore (1999 prices) comprises 5,846 km of Golden Quadrilateral, 981 km of NS-EW Corridor, 356 km of Port Connectivity and 315 km of other National Highways, a total of 7,522 km. During the year 4.29 km was completed upto March, 2014.
- 3.17 NHDP Phase II which was approved in December 2003 at an estimated cost of ₹34,339 crore (2002 prices) comprises mostly NS-EW Corridor (6,161 km) and other National Highways of 486 km length, the total length being 6,647 km. During the year 146.10 km is completed upto March, 2014

NHDP Phase-III:

3.18 The Government has approved 4-laning of 4000 km of National Highways on BOT basis under NHDP Phase-IIIA at an estimated cost of ₹22,000 crore in March 2005. Subsequently Government approved additional stretches on 27.10.2006 and





12.04.2007 for implementation for upgrading total length of 12109 km for which a length 12230 km have been identified. 4-laning of 12109 kms on BOT basis under NHDP Phase-III is to be done at an estimated cost of ₹ 80,626 crore. Under this programme 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 to centres of tourism and places of economic importance.

Against 12109 km, a length of 6098 km has already been four laned up to March, 2014 and a length of 4326 km is under implementation. During the year 800.82 km has been completed up till March, 2014.

NHDP Phase-IV:

3.19 This Phase envisages upgradation of about 20000 km of National Highways to 2-lane paved shoulder. This phase has been approved in the month of July, 2008. Out of this about 14799 km is entrusted to NHAI, a length of 502 km has already been four/two laned up to March, 2014 and length of 5711 km is under implementation. During the year 419 km has been completed up till March, 2014 including 108 km by the Ministry.

NHDP Phase-V:

3.20 Six laning of 6,500 km of existing 4 Iane National Highways under NHDP Phase-V (on DBFO basis) has been approved in October, 2006 at an estimated cost of ₹41210 crore (at 2006 prices). Six laning of 6,500 km includes 5,700 km of GQ and 800 km of other stretches. Against 6,500 km, a length of 1819 km has already been six Ianed up to March, 2014 and a length of 2262 km is under implementation. During the year about 327 km has been completed up till March, 2014.

NHDP Phase VI:

3.21 NHDP Phase-VI envisages development of 1,000 km of fully access controlled expressways under Public Private Partnership (PPP) model following Design – Build – Finance – Operate (DBFO) approach. The Phase-VI of NHDP has been approved at an estimated cost of ₹ 16,680 crore in November 2006 (at 2006 prices).

The total fund required for this phase is ₹ 16,680 crore, out of which ₹ 9,000 crore will come from private sector and the balance ₹ 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 projects targeted to be completed by December, 2015.

NHDP Phase VII:

3.22 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 ₹ 16,680 Crore (at 2007 prices). 36 stretches in different States have been identified under NHDP Phase-VII.

Award of NHDP projects

3.23 NHDP projects awarded during 01-04-2013 to 31-03-2014 are given at **Appendix 4**.

Corridor Management

- 3.24 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) IncidentManagement
 - (iv) Engineering Improvement
 - (v) Toll Fee collection
 - (vi) Way-side amenities

$Action\,Plan\,for\,Expeditious\,Implementation\,of\,Program$

3.25 The implementation mechanism for monitoring of projects in particular on BOT basis has been streamlined. The concerned officers have been sensitized on Government procedures on PPPAC / RFQ / RFP. Regular meeting at the level of Secretary (RT&H) are held to review the progress of various projects.





State PWD and Border Road Organization (BRO)

- 3.26 Apart from the National Highways (NHs) under the NHDP, there are about 51280 km of National Highways whose development and maintenance is presently being carried out by the respective PWDs and the BRO including the NH length yet to be entrusted. During the year 2013-14, in respect of the stretches not included under NHDP, as on March, 2014, 425 proposals aggregating to ₹ 7757.63 crore have been sanctioned by the Ministry of Road Transport & Highways for the development of National Highways.
- 3.27 An amount of ₹ 5422.83 crore has been allocated during current year 2013-14, for the NH entrusted to State PWDs and ₹ 450 crore for NHs entrusted to BRO. In addition to ₹ 5422.83 crore an amount of ₹ 150.00 crore from Permanent Bridge Fee Fund (PBFF) has been allocated for NHs entrusted to State PWD.
- 3.28 An amount of ₹1850.32 crore and ₹126.0 crore have been allocated during 2013-14 for maintenance of National Highways entrusted to the state PWDs and the BRO, respectively.
- 3.29 State-wise expenditure under different schemes on the development and maintenance of National Highways during the year 2013-14 is at **Appendix-5**
 - Special Accelerated Road Development Programme for the North Eastern Region(SARDP-NE)
- 3.30 Special Accelerated Road Development Programme for North Eastern region (SARDP-NE) aims at improving road connectivity of district headquarters and remote places of NE region with state capitals. It envisages two / four laning of about 4798 km of National Highways and two laning / improvement of about 5343 km of state roads. This will ensure the connectivity to 88 district headquarters in the North-Eastern states, to nearest NH by at least 2 lane road.
 - The programme has been divided into Phase 'A', Phase 'B' and Arunachal Pradesh Package of Roads & Highways.

Phase A:

It consists of improvement of 4099 km of roads consisting of 2041 kms of National

Highways and 2058 km of State Roads at an estimated cost of ₹21,769 crore. Out of 4099 km, BRO & State PWDs have been assigned with the development of 3213 km of roads at an estimated cost of ₹12,821 crore. Out of the remaining length of 886 km, 394 km is to be implemented by National Highways Authority of India (NHAI) on BOT (annuity) basis, 250 km by the Ministry / Assam / 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 3213 km as above, projects covering a length of 2373 km at a cost of ₹10,403 crore has been sanctioned till March, 2014. In addition, out of 886 km, approved in-principle, implementation approval has been accorded by the Government for projects aggregating to 132 km at a cost of ₹1,026 crore. The works are in various stages of progress. Total 1363.74 km (279.24 km during 2013-14) have been completed under Phase-Atill March, 2014.

Phase B:

It involves 2 laning of 1285 km of National Highways and 2-laning/improvements of 2438 km State roads. Phase B is approved only for DPR preparation and investment decision is yet to be taken by the Government.

Arunachal Pradesh Package for Roads and Highways

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 09.01.2009. Out of this, 776 km has been approved by the Government for execution under BOT (Annuity) basis and for the remaining 1543 km on item rate/EPC mode. Till March, 2014, works in a length of 1341 km at a cost of Rs 11,399 crore have been awarded. For the balanced 978 km (reduced length), the estimates are at different phases of DPRs preparation on EPC. Total 151 km (83.33 km during 2013-14) have been completed under Arunachal Pradesh Package till March, 2014.

The likely date of completion of phase A of SARDP-NE and Arunachal Pradesh Package is March, 2017.

3.31 Development of roads in Left Wing Extremism (LWE) affected areas:

The Government on 26-02-2009 has approved the Road Requirement Plan (RRP) for development of 1126 km NHs and 4351 km State Roads (total 5477 km) to 2-lane at a cost of





₹7300 crore in LWE affected 34 districts affected by LWE in the States of Andhra Pradesh, Bihar, Chhattisgarh, Jharkhand, Madhya Pradesh, Maharashtra, Odisha and Uttar Pradesh for all inclusive growth of these areas. MoRT&H has been entrusted with the responsibility of developing roads in LWE affected areas of the country.

MoRT&H has set up LWE Division under the Chief Engineer for sanctioning and implementing the above programme through respective State Public Works Departments (PWDs). Up-to-date, the detailed estimates for 5469 km length have been sanctioned at an estimated cost of ₹ 7973 crore, out of which, works on 5077 km length costing ₹ 6151 crore have been awarded. Development in 2929 km length has been completed up to March, 2014 and cumulative expenditure incurred so far is ₹ 3878 crore. The development of roads under the programme is scheduled to be completed by March, 2015.

Going by the importance of the programme for internal security, RRP-II covering a length of 5624 km at an estimated cost of $\ref{9,400}$ crore is under consideration of the Government for approval.

Development of Vijayawada Ranchi route:

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

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

Constraints:

- 3.32 While implementing the projects mentioned above several constraints were encountered, which are as follows:-
 - Land acquisition: There has been inordinate delay in acquisition of land in some States mainly due to procedural formalities, court cases and lack of full co-operation from the State Governments concerned.
 - Environment and Forest Clearances: There have been considerable delays in

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

National Highways Interconnectivity Improvement Projects (NHIIP):

3.33 Rehabilitation and Upgrading to 2-lanes/2-lane with paved shoulders configuration from single/intermediate lane and strengthening of stretches of various National Highways in the states of Bihar, Karnataka, Odisha, Rajasthan and West Bengal to be taken up with loan assistance of World Bank under Phase-I of National Highways Interconnectivity Improvement Projects (NHIIP). 11stretches involving 15 civil works contracts comprising total length of 1120 km amounting to ₹5193 crore (World Bank share-US\$ 500 millions) is envisaged in the programme. Cabinet approved the project on 18.04.2013. Loan negotiations held on 26.09.2013, World Bank Board approved the project and loan signing likely in May, 2014. Procurement of contractors and consultants are in advance stage of progress and likely to be completed by April 2014. Project is targeted to be completed by March,





2022. 5 contracts are proposed to be implemented under Item Rate Contract and remaining 10 contracts under Engineering Procurement and Construction (EPC) contract. Social safeguard measures to be taken up in line with NRRP 2007 and World Bank's policy on in-voluntary resettlement, indigenous people so as to restore livelihood of both project affected titleholders and non-titleholders. To ensure true realization of objectives and goals, third party bi-annual performance monitoring and auditing to be done covering technical, financial, social and environmental safeguard compliance. Procurement of contractors, construction Supervision consultants and consultancy firms/NGOs for implementation of RAP for 4 NH stretches (5 Civil Work packages) comprising about 408 km length have been awarded / agreement also been signed in March 2014

CENTRAL ROAD FUND

3.34 An allocation of Rs. 19,423.88 crore has been made under the CRF for 2013-14 with the following break-up:

(₹ in crore)

Grant to State Governments and UTs for State roads	2,359.91 ^s
Grant to States & UTs for Roads of Inter-State	262.22
Connectivity and Economic Importance	
National Highways	9,881.95
Rural Roads	5,827.20
Railways	1,092.60
Total	19,423.88

- s-₹300 crore has been provided additionally during RE stage out of unspent balance of previous year's accrual.
- 3.35 The allocated funds from the CRF earmarked for the States is further allocated to the various states based on the 30% fuel consumption and 70% geographical area of the State.
- 3.36 The summary of the allocation and release in respect of states/UT roads since the year 2000-01 to 2013-14 is as **Appendix 6.**

Approvals under CRF for State Roads

3.37 During the year 2013-14,539 proposals involving a cost of ₹4105.93 crore have been approved for improvement of state roads under the CRF excluding the works approved under the scheme of EI & ISC.

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

3.38 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 Ioan 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 Ioan) 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

3.39 During the year 2013-14 a sum of ₹ 262.22 crore has been earmarked for the state roads under Inter State Connectivity and Economic Importance (ISC&EI).

Indian Academy of Highway Engineers (IAHE)

Broad Activities:

- 3.40 Indian Academy of Highway Engineers (IAHE) is a registered Society under the administrative control of the Ministry. 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.
- 3.41 The Institute has been functioning for over 30 years and it started functioning from its own campus at A-5, Institutional Area, Sector 62, NOIDA(U.P.) w.e.f. 01.10.2001
- 3.42 The broad activities of IAHE 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 and Administrators involved in road development.
- d) Training in specialized areas and new trends in highway sector.
- e) Development of training materials, training modules for domestic and foreign participants.
- f) To conduct short term courses/management development programme on PPP and EPC etc., develop expertise in different areas like road safety and conduct collaborative research in planning/designing/ construction and management of roads and highways in the country
- 3.43 Since its inception, IAHE has trained 25030 Highway Engineers and Administrators involved in road development from India and abroad through 1076 training programmes (up to 31st March, 2014). Participants are drawn from Ministry of Road Transport & Highways, NHAI, NNRDA, various state PWDs, Public Sector, Private Sector.

TRAINING PROGRAMME CONDUCTED DURING THE YEAR:

3.44 During the year 203-14 (up to 31st March, 2014), the Academy has organized 58 training programmes in which, 1320 Engineers and Professionals have participated.

MECHANISATION IN ROAD AND BRIDGE WORKS & USE OF MODERN EQUIPMENTS

The transition from manual methods to more economically effective methods, gave an impetus to the development of more efficient machines for roads and bridge works. Mechanization in Highways sector speed up the execution of works—in comparison with manual methods, reduce labour consumption, increase production capacity, improve work safety, achieve better quality, and reduce work costs. Mechanization also results in saving of natural resources. The following measures have been taken in respect of Mechanization in Roads and Bridge works.

(i) Mechanised Condition Survey of Bridges: Mechanized inspection of bridges is being carried out through Mobile Bridge Inspection Units, which is a state of the art

machine and allows unrestricted access to the bridge under the deck level for inspection, repair, general maintenance, replacement & maintenance of bearings. During the year 2013-14, 09 bridges in West Bengal, 15 bridges in Odisha and 3 bridges in Assam have been inspected with Mobile Bridge Inspection Units.

- (ii) Automatic Overload detection and Traffic Survey: Weigh-in-Motion-cum-Automatic Traffic Counters-cum-Classifiers (WIM-cum-ATCC) system, enables preventing overloading and collecting traffic data. Two systems have been installed and commissioned at Hassan and Koppal sites in the State of Karnataka on a pilot basis. Another two systems are also under installation at Barmer (in the State of Rajasthan) and Jashpur (in the State of Chhattisgarh).
- (iii) Monitoring of Equipment Quality: As per policy, the standards & performance of highway equipment was monitored through a system of assessment, by Technical Committee comprising of officers of the Ministry and the State PWD, for all works in the State of West Bengal and several works in the State of Karnataka, Kerala, Maharashtra, Assam, Gujarat, Himachal Pradeshand Rajasthan.
- (iv) Exemption of Custom and Excise Duty for equipments: Ministry has an important role in formulating the policies for the exemption of custom and excise duty for the use of latest and sophisticated road construction machineries.
- (v) Dissemination of Technical Know-How: Programs were conducted for raising awareness about the importance of equipment, equipment based processes and their role in value addition to the construction process through inspections/lectures/group meetings.
- (vi) Feedback mechanism: Ministry has its presence on the facebook page to interact with general public by inviting their views/suggestions/comments etc. relating to Ministry's activities and respond to them quickly and spontaneously for taking remedial and corrective action wherever necessary. The issues raised at the time of Google Hangout have been addressed through this medium. Dissemination of information at the time of Road Safety Week is also being done through this medium.





CHAPTER-IV

4. ROAD TRANSPORT

- Road transport is considered to be one of the most cost effective and preferred mode 4.1 of transport, both for freight and passengers, keeping in view its level of penetration into populated areas. Thus, it is vital to economic development and social integration of the country. Road transport has emerged as the dominant segment in India's transportation sector with a share of 4.8% in India's Gross Domestic Product (GDP) in 2011-12. Although National Highways constitute 1.58 percent of the total road network as on 31st March, 2012, they carry 40 per cent of the total road traffic. Easy availability, adaptability to individual needs and cost savings are some of the factors which go in favor of road transport. Road transport also acts as a feeder service to railway, shipping and air traffic. The total number of registered motor vehicles has been growing at 10.5 per cent per annum during the period 2002 to 2012. The share of road traffic in total traffic movement by roads and railways has grown from 13.8 per cent of freight traffic and 15.4 per cent of passenger traffic in 1950-51 to an estimated 64.5 per cent of freight and 85.9 per cent of passenger trafficin 2011-12.
- 4.2 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.
- 4.3 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
 - Carriage by Road Act, 2007 repealed to Carriers Act, 1865
 - Carriage by Road Rules, 2011

- 4.4 The Ministry sanctioned a project for creation of National Register and State Register of Driving Licenses and Registration Certificates of Motor Vehicles at an estimated cost of ₹ 148 crore. NIC is executing the project. The project involves computerization of Regional Transport Offices/ State Transport Authorities and subsequently links them to National and State Registers of Driving License and Registration Certificates. There are 1006 RTOs for implementation of smart card based issuance of Driving License and Registration Certificates, out of which 1001 have been computerized. Customization of standard software as per requirements of the State is complete for all 35 States/UTs and the software is running at least at pilot site in each State/UT. 100% connectivity has been achieved in 32 States/UTs and 994 RTOs are connected. Vehicles on the Vahan register crossed the 100 million mark on the 5th November, 2012. State Transport Departments officials as well as enforcement authorities have been provided access to the data on the National Register to facilitate instant verification of all Driving Licenses (DLs)/Registration Certificates (RCs) which have been digitized by sending SMS from their registered mobile number. As on 25.02.2014, data of RCs and DLs digitized are 13,11,10,646 and 5,08,64,084 respectively. The 'Vahan' vehicle registration and permit system was awarded the "Platinum Icon Web Ratna Award" for the best citizen centric service.
- With a view to streamline the process of transportation trade by road to meet the modern day requirements, Carriage by Road Act, 2007 has been enacted which came into effect on 01.03.2011. For smooth compliance of the provisions of the Carriage by Road Act, 2011 Carriage by Road Rules, 2011 were notified vide G.S.R. 176 (E), dated 28.02.2011. The Act/Rules are also available on this Ministry's website at http://morth.nic.in. All the States/UTs have been requested by this Ministry to ensure compliance of the Carriage by Road Act, 2007 as well as Carriage by Road Rules, 2011. The Ministry is also making effort for online registration of common carriers under Carriage by Road Act through software developed by NIC and payment gateway of State Bank of India. 24 States have already opened dedicated account with SBI in this regard.
- 4.6 The Motor Vehicles (Amendment) Bill, 2012 was passed by Rajya Sabha on 08.05.2012. The Bill, as passed by Rajya Sabha, was introduced for consideration and passing in Lok Sabha on 15th May, 2012. The Bill was taken up for discussion in Lok Sabha on 16th May, 2012, but the discussion remained inconclusive. Thereafter, the Bill was listed for discussion in subsequent Parliament Sessions but was not taken up. The Bill is thus presently pending in Lok Sabha





- 4.7 In order to facilitate inter-State movement of goods carriages, a new national permit system has been implemented in all States/Union Territories with effect from 08.05.2010. As per the new arrangement, national permit can be granted by the home State on payment of ₹1000/- as home State authorization fee and ₹16,500/- per annum per truck towards consolidated fee authorizing the permit holder to operate throughout the country. The new system is also being implemented electronically through a web portal developed by National Informatics Centre (NIC) w.e.f. 15.09.2010. The consolidated fee collected by the Central Government through State Bank of India is distributed among the States/UTs on a pro rata basis based on an agreed formula.
- 4.8 The 35th meeting of Transport Development Council (TDC) was held on 23.10.2013 at New Delhi. Various important issues including rationalization of motor vehicle taxes to arrive at a consensus for moving towards a uniform motor vehicle tax regime across all States/UTs were discussed. As per the resolution passed by the 35th TDC meeting, State Governments will take action to rationalize taxes on two –wheelers, cars / LMVs and Taxi / maxi operating within the State by 31.03.2014 and on taxi / maxi operating on inter-state route by 30.09.2014. For National Permit System for tourist buses and goods vehicle (below 7.5 ton GVW(gross vehicle weight), as per the recommendations of the 35th TDC, an Empowered Group has been constituted to recommend national permit system for tourist buses and goods vehicles (below 7.5 GVW).



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- 4.9 During 2013-14, thirty nine Workshop-cum-training programmes were organised by this Ministry for officers of the State Transport/Traffic Departments and Municipal Corporations through leading automobile institutes / research association and academic institutes namely, Central Institute of Road Transport (CIRT), Pune, Automotive Research Association of India (ARAI), Pune, Engineering Staff College of India (ESCI), Hyderabad, Indian Institute of Petroleum (IIP), Dehradun, Institute of Road Traffic Education (IRTE), Faridabad, Indian Institute of Technology (IIT) Delhi and Petroleum Conservation and Research Association (PCRA), Delhi. The training programmes are designed in such a manner to give the participants exposure in all sphere of governance in road transport sector and to face the emerging challenges. More than 1250 officers of State/UT Governments participated in these programmes.
- 4.10 The Ministry has developed a scheme to provide financial assistance to the States/UTs for implementation of IT projects such as introduction of GPS/GSM based vehicle tracking system, computerized reservation system, electronic ticket vending machines etc. The scheme has been made effective from 15.3.2010. As per the above scheme, one time central assistance to twenty two projects of seventeen states namely Karnataka, Haryana, Tamil Nadu, Himachal Pradesh, Gujarat, Punjab, Kerala, Rajasthan, Odisha, Uttarakhand, Andhra Pradesh, Arunachal Pradesh, Assam, Nagaland, Sikkim, Goa and J&K for bringing latest IT related features in their road transport services covering rural / mofussil areas were sanctioned for central assistance during the year 2010-11 to 2013-14. During 2013-14, project proposals of North Eastern Karnataka Road Transport Corporation, Kadamba Transport Corporation Goa and Jammu & Kashmir State Road Transport Corporation were sanctioned for Central assistance
- 4.11 Section 59 of Central Motor Vehicles Act, 1988 empowers the Central Government to fix the age of vehicles. The life of transport vehicles and tourist vehicle has been fixed under CMVRs. The life of personal vehicles has not been fixed. Policy decision in this regard has to be taken keeping in view of the socio economic conditions of our country. Generally, the vehicle should be allowed to ply on road as long as it meets safety and emission norms. The safety and emission requirements can be achieved if the vehicles go through a fitness test at regular intervals. Therefore, a model of automated Inspection & Certification (I&C) Centre was designed and a scheme was launched for setting up of such Centres in ten States one each in the States of Andhra Pradesh, Karnataka, Gujarat, Maharashtra, Rajasthan, Himachal Pradesh, Madhya Pradesh, U.P. and Delhi on a pilot basis. Nine model I&C Centres





have already been sanctioned and some of these are already at various stages of implementation.

ROAD SAFETY

4.12 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. These recommendations are under consideration in the Ministry in consultation with States/UTs.



Road safety walk

4.13 The Government has approved a National Road Safety Policy so as to minimise road accidents. This Policy outlines various policy measures such as promoting awareness, establishing road safety information data base, encouraging safer road infrastructure including application of intelligent transport, enforcement of 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. The important schemes on road safety operated by the Ministry include publicity measures and awareness campaign on Road Safety, Scheme for setting up institutes for driving training, Refresher training of drivers in unorganized sector and Human Resource Development, National Highways Accident Relief Service Scheme (NHARSS), Setting up of inspection and certification centres and Road Safety & Pollution Testing Equipments and Programme Implementation.

4.14 The following activities were undertaken during the year:-

- ➤ The 25th National Road Safety Week, with the theme "When on the Road, always say "Pehle Aap" was observed during 11-17 January 2014 throughout the country involving State Governments, voluntary organizations, vehicle manufacturers, State Road Transport Corporations etc. A function to celebrate 25th National Road Safety Week was organised on 16th January 2014 in India International Centre. A new road safety logo was launched by the Ministry.
- A Media campaign was launched by the Ministry through the entire Doordarshan network including the Regional Centres and Regional channels, All India Radio, Vividh Bharati and all Regional stations, 35 Private TV Channels, Private FM radio stations throughout the country and in leading newspapers throughout the country with special emphasis on the Road Safety.
- Road Safety material was distributed comprising of calendars with Road Safety messages; children's activity books (for two age groups); Book on Road Signages & Sign; cloth bag on road safety, posters in Hindi, English and Regional languages across the country in order to raise awareness on road safety.
- A symbolic Road Safety Walk was held on 12th January, 2014. The motive of the walkathon was to engage and make more people aware of road safety and its associated aspects. States were requested to organize a Road Safety Walk.
- Ministry of Road Transport & Highways organized a High-level Conference on Road Safety Legislation in collaboration with World Health Organization and World Bank on 14th December 2013 in New Delhi. The aim of the Conference was to raise the profile of Road Safety for Indian policymakers to achieve wide support for strengthening legislation on the subject.





- Ministry formed five separate working groups on four E's of Road Safety viz (i) Education (ii) Enforcement (iii) Engineering (road as well as vehicles) and (iv) Emergence care to deliberate in detail and submit their recommendations on short term and long term measures for immediate implementation so as to curb road accident in the country.
- ➤ 14th Meeting of the National Road Safety Council (NRSC) was held on 7th October 2013 in NASC Complex, Indian Council of Agricultural Research (ICAR), New Delhi. All the State Governments were requested to constitute High Level Committees headed by the Chief Secretary to take stock of the road safety scenario in their States and the measures required to be instituted at the State level to reduce road accident fatalities. The States were also requested to identify a lead agency in the State and also set up Road Safety Fund at the State level by earmarking 50% of the funds generated from fines on account of violation of traffic rules.
- States were provided a template to formulate an Action Plan to reduce the road accidents. Based on Action Plan of states, a National Action Plan on Road Safety will be prepared.
- ➤ The Ministry has identified the top 25 black spots in 13 States which account for 90% of road accidents in India. The short term remedial measures have been completed for most of the black spots identified. The effect of instituting the short term remedial measures would be monitored in association with the local administration of the area.



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MINISTRY OF ROAD TRANSPORT & HIGHWAYS GOVERNMENT OF INDIA



Foundation Stone Ceremony of Trans Arunachal Highways





CHAPTER-V

DEVELOPMENT OF NATIONAL HIGHWAYS IN NORTH-EASTERNREGION

The Ministry has been paying special attention to the development of NHs in the North-Eastern region and 10 per cent of the total allocation is earmarked for NE region. The total length of National Highways in North-East is 8480 km and these are being developed and maintained by three agencies namely state PWDs, BRO and NHAI. Out of 8480 km, about 2118 km is with the BRO, 5409 km is with the respective state PWDs and the remaining length of 953 km is with NHAI.

5.2 The details of National Highways and their development & maintenance works taken up under various schemes during the year 2013-14 in the North-East region are given below:

(i) Length under NHDP Phase-III

110 km

(ii) Length of National Highways, State Roads under

SARDP-NE:

Phase A 4099 km

Phase B 3723 km.

Arunachal Pradesh Package of Roads and Highways 2319 km.

- 5.3 A length of 110 km of National Highway No-44 in the State of Meghalaya (Jowai Meghalaya / Assam border {Ratachhera} stretch) falls under NHDPPhase-III.
- 5.4 Under the ISC & EI scheme, 21 projects amounting to ₹ 357.67 crore are under progress.
- 5.5 Under the CRF, 273 works amounting to ₹ 1154.75 crore have been taken up for the improvement of state roads.
- 5.6 Sixty Six works costing ₹ 1047.44 crore sanctioned under NH (O) are under progress.
- 5.7 State-wise details of works in the Northeast are given below.

Arunachal Pradesh

- 5.8 The Government has approved Arunachal Pradesh Package of Roads & Highways covering construction / improvement of 2319 km roads at an estimated cost of ₹11703 crore. Out of 2319 km, 2180 km falls in the State of Arunachal Pradesh.
- 5.9 The Government has approved implementation of 2-landing of NH-153 from km 24/0 (Jairampur) to km 56.485 (Pangsu Pass) covering 32 km at a cost of ₹ 94.82 crore under Phase 'A' of SARDP-NE.
- 5.10 Under the CRF, 63 works for the improvement of state roads amounting to ₹377.74 crore have been taken up so far.
- 5.11 Under the EI&ISC schemes, six works costing ₹120.01 crore are in progress.

Assam

- 5.12 As on 31st March, 2014, 19 improvement works costing ₹2476 crore, are in progress.
- 5.13 Alength 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. East-West corridor portion in Assam has been awarded except for 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 ₹ 63.56 crore for improvement to 2-lane has been approved by the Ministry under NH(O). The work is completed.
- 5.14 Under the CRF, 99 works amounting to ₹429.62 crore have been taken up so far for the improvement of state roads.
- 5.15 Under the EI & ISC schemes, two works are approved in-principle during 2013-14.
- 5.16 Government has approved implementation of four laning of NH-37 from Numaligarh to Dibrugarh (201 km) along with construction of 4-lane bridge over river Brahmputra connecting Numaligarh and Gohpur on NH-52 on EPC basis and two laning with paved shoulders of single lane stretches of NHs of 1179 km in state of Assamunder Phase 'A' SARDP-NE.
- 5.17 Government has approved implementation of Arunachal Pradesh Package of Roads & Highways covering 2319 km of roads at an estimated cost of ₹ 11703 crore. Out of 2319 km, 139 km falls in the State of Assam.





Manipur

5.18 As on 31st March, 2014, ten two improvements works costing ₹ 242.00 crore, including work on two bridge costing ₹ 23.02 crore are in progress.

Meghalaya

- 5.19 As on 31st March, 2014, twenty four improvement work amounting to ₹117.41 crore are in progress.
- 5.20 Thirty one works amounting to ₹121.44 crore have been taken up so far under CRF. In addition, two works at an estimated cost of ₹24.93 crore is in progress under the centrally sponsored scheme of inter-state connectivity.

Mizoram

- 5.21 As on 31st March, 2014, nineteen improvement works of the value of ₹ 205.84 crore are in progress. In addition, 15 works for improvement of about 42 km have been sanction at a cost of ₹ 58.13 crore.
- 5.22 Under the CRF, 30 improvement works amounting to ₹ 100.14 crore have been taken up.

Nagaland

- 5.23 As on 31st March, 2014, 14 improvement works covering 164.40 km at a cost of ₹191.44 crore are in progress. In addition, 10 improvement works covering 45 km at a cost of ₹118.84 crore has been sanctioned.
- 5.24 Under CRF, 17 improvement works amounting to ₹ 102.37 crore have been taken up.

Sikkim

5.25 Twenty six works of the value of ₹ 30.86 crore have been taken up for the improvement of state roads under the CRF. In addition, 12 works costing ₹ 191.51 crore are in progress under EI & ISC scheme.

Tripura

5.26 Eleven works amounting to ₹50.42 crore have been taken up under the CRF for the improvement of state roads. One work costing ₹21.22 crore is in progress under the scheme of Economic Importance (EI).

MINISTRY OF ROAD TRANSPORT & HIGHWAYS GOVERNMENT OF INDIA



Road Safety Walk





CHAPTER-VI

RESEARCH AND DEVELOPMENT

(A) ROAD DEVELOPMENT

The role of Research and Development (R&D) in the roads sector is to update the specifications for road and bridge works, for effective quality control in projects, to introduce emerging construction materials in projects and to recommend new techniques for highway construction and maintenance. The research schemes being dealt by the Ministry are generally 'applied' in nature, which, once completed, are adopted by user agencies in their work in the field. The areas covered are roads, road transport, bridges, traffic and transportation engineering etc. The research work is undertaken through various research and academic institutions of repute. The dissemination of research findings is done through Indian Roads Congress (IRC) by the publication of Research Digest in Indian Highways and by incorporation of these findings in their guidelines, codes of practice, compilation of State-of-Artreports and instructions / circulars issued by this Ministry. Improvements in road safety, safety of vulnerable users and physically challenged persons are also being undertaken in the Ministry. Thus, the research work is assisting in the development of road network in the country.

- 6.2 An outlay of ₹500.00 lakh has been provided for R&D in 2013-14. Expenditure of ₹29.00 lakh has been incurred on R&D during the year 2013-14.
- 6.3 R&D Schemes completed during 2013-2014
 - > Testing of Pavement using seismic waves.
 - Performance evaluation of Rigid Pavements on High Density traffic corridors using instrumentation supported by laboratory test.
 - > Investigation on field performance of Bituminous mixes with modified binders.
 - ➤ Preparation of State of Art Reports resulting in Guidelines on facilities for pedestrians/physically challenged persons/passengers & road safety with emphasis on non-motorised traffic

- Development of an expert system for distress diagnosis of concrete bridge (Fuzzy based).
- Revision of Ministry's specification of Road and Bridge works-20135th revision

6.4 Schemes in progress in the current year

Roads

- Investigations on Modern Technologies for the Stabilization of Expansive Soils for Pavement Construction
- Evaluation of Rutting and Moisture Damage Potential of Warm Mix Ashphalt (WMA)Mixes
- Development of Rut and Fatigue Resistant Bituminous Mixes
- Investigation of Cement Grouted Bituminous Mixes
- > Evaluation of Bituminous Pavements with Cementitious Bases
- Revision of 'Manual for Safety in Road Design'
- Utilization of Locally Available Marginal Materials for Road Construction in North East
- Large Scale precision investigation, monitoring and remediation for long term stability of a chronic and strategic landslide on NH-58, Uttarakhand
- > Study on performance of Modified Design Templates for reduced thickness of flexible pavements
- Performance Study of Geogrid and Geocell reinforced Pavements

6.5 Traffic & Transportation

- Development of capacity estimation model and calibration of model for Indian road condition
- > Determination of road user cost model for multilane highways and expressways in India





Development of predictive model for road accidents on highways in India

6.6 Bridges

- > Study of corrosion susceptible of steel reinforcement protected with anticorrosive coating/special treatment in ordinary and high performance concrete.
- Creation of Complete range of independent testing facilities for Expansion joints at CRRI.
- ➤ Development of Explanatory commentary on standard specifications and code of practice for Road Bridges section VI composite constructions limit state Design (First Revision).
- Hydraulic Model Investigations for design of raft foundation for bridges.
- Staticand Dynamicload test for Piles.
- Explanatory commentary on Standard Specifications and Code of Practice for Concrete Road Bridges (Limit State Method).
- Geogrid reinforced granular bed in approaches for bridge abutments.
- Development of standard drawing for composite bridges (with steel girders)

6.7 Proposals under consideration

6.7.1 Roads

- Project proposals for carrying out performance study of new accredited materials in test reaches on NHs.
- Establishment of Central Data Centre to host the road condition and inventory data collected in T-5 Scheme.

6.7.2 Bridges

Revision of existing standard design and plans for various types of Bridge Superstructure.

- Rationalization of Live Load and updation of temperature gradient for design of bridge in IRC-6
- Fatigue study on pre stressed concrete bridges
- Effect of traffic congestion on design of bridge/flyovers
- Performance monitoring of different types of bearings and expansion joints
- Specifications for water tight and durable wearing course for bridges
- > Scour problem in pile foundation
- Field problem of thin white topping

6.8 Documents finalized and printed by Indian Roads Congress (IRC) during 2013-14

- ➤ IRC:107-2013 Specifications for Bitumen Mastic Wearing Courses (First Revision)
- ➤ IRC:113-2013 Guidelines for the Design and Construction of Geosynthetic Reinforced Embankments on Soft Subsoils
- > IRC:114-2013 Guidelines for use of Silica Fume in Rigid Pavements
- ➤ IRC:SP:46-2013 Guidelines for Design and Construction of Fibre Reinforced Concrete Pavements
- ➤ IRC:SP:50-2013 Guidelines on Urban Drainage
- ➤ IRC:SP-87-2013 Manual of Specification & Standards for Six Laning of Highways through Public Private Partnership (First Revision)
- ➤ IRC:SP-97-2013 Guidelines on Compaction Equipment for Roads Works
- > IRC:SP-98-2013 Guidelines for the use of Waste Plastic in Hot Bituminous Mixes (Dry Process) in Wearing Courses
- ➤ IRC:SP-99-2013 Manual of Specifications and Standards for Expressways
- > First revision of IRC:SP-84-2009 Manual for specifications and standards for





four laning of highways through public private partnership

- Compilation of Material Testing Facilities for Highway Sector in India
- Interim Specifications for Warm Mix Asphalt
- First Revision of IRC:SP:49 "Guidelines fo the use of Dry Lean Concrete as Sub-Base for Rigid Pavement"
- FirstRevision of IRC:SP:42 "Guidelines of Road Drainage"
- "Tentative Specifications for Readymade Bituminous Pothole Patching Mix Using Cut-Back Bitumen"

6.9 Bridge/ROB Estimates:

6.9.1 Sanction Ceiling for Bridge Works in AP 2013-14:Rs. 1149 Cr.

S. N.	Description	Number	Amount (₹ in Cr.)
1	Bridge/ROB Works Sanctioned	22	856.82
	in AP2013-14		

6.9.2 Research schemes

- (i) Number of Ongoing research schemes: 8
- (ii) New Research Scheme Under Scrutiny: 1 [Structural health monitoring of Road cum Railway Bridge using Global Positioning System (GPS)]

6.9.3 Empanelment:

- (i) Empanelment of Consultants for highways and bridge projects on National Highways and for other Centrally Sponsored Schemes:
 - FreshList of Empanelled firms issued on 23.12.2013
 - Total Number of Applications received for empanelment (in 12 Categories) 742
 - > Total Number of Applicants qualified for empanelment: 388

- (ii) Empanelment of suppliers/manufacturers of Expansion Joints.
 - ➤ Application for fresh empanelment of suppliers/ manufacturers of Expansion Joints was invited in March 2013 keeping last date of submission of application form as 21.03.2013.
 - > Total Number of Applications Received (in four categories):40
 - Current Status: Evaluation of Applications received and Inspection of Manufacturing facility of applicants is under progress.
- (iii) Empanelment of manufacturers of bridge bearing: Process for fresh empanelment has been initiated

6.9.4 Standard Documents Finalized:

- (i) Standard RFP document for selection of Authority's Engineer for works to be implemented on Engineering Procurement and Construction (EPC) mode
- (ii) Standard TOR for carrying out feasibility study for construction of ROB on National Highways

6.9.5 Issues Related to Movement of Over Weigh/ Over Dimensional (OW/OD) Consignment.

- (i) Issued Circular regarding movement of Over Dimensional and Over Weight Consignments on 24-01-2013
- (ii) The Chief Engineer (Bridges) S&R of Ministry acts as nodal officer to receive requests and grant permission for movement of OW/ODC on National Highways. Accordingly based on the condition survey report of bridges/structures en-route permission has been granted for movement of variousOW/ODCs.

6.9.6 Condition Survey and Inventorization of Bridges on NH

Fresh tender based on Approved RFP document has been invited for Collection and analysis of bridge condition and bridge inventory data by MBIU or any other equipment for the purpose of the Major/Minor Bridges on NHs (Non NHAI stretches) for a period of five years. In response 50 applications have been received under 18 packages.





6.9.7 Consultancy services for carrying out feasibility study for Construction of Proposed ROBs & their approaches in replacement of Existing Level Crossings.

Ministry has decided to replace level crossings on National highways with ROBs in 12th Five Year Plan. Accordingly proposals have been invited from Ministry's empanelled consultants for feasibility study under 20 packages. Total number of RFP received is 216.

6.9.8 Consultancy services for Authority's Engineer for supervision of NH(O) works to be taken up on EPC mode.

Ministry has invited Authority Engineers State/UT wise for works to be awarded under EPC mode for which Request for proposals were invited from consultants.



Inaguration of "JEEVAN BACHAO" pilot project for Road Accident Victims

MINISTRY OF ROAD TRANSPORT & HIGHWAYS GOVERNMENT OF INDIA



Inauguration of first Interoperable ETC system





CHAPTER-VII

BORDER ROAD ORGANISATION

- 7.1 The Border Roads Organisation (BRO) is a road construction executive force, integral to and in support of the Army. It started operations in May 1960 with just two Projects (i.e.) Project Tusker (renamed Project Vartak) in the East and Project Beacon in the West. It has now grown into a 18 project executive force.
- 7.2 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, Karnataka, Rajasthan, Andhra Pradesh, the Andaman and Nicobar Islands, Uttarakhand and Chhattisgarh. It has constructed approximately 50000 km of roads, 430 major permanent bridges of over 40000 m length and 19 airfields in difficult and remote areas of the country. Apart from this, the Organisation has been entrusted with construction of roads and airfields in foreign countries e.g. in Tajikistan, Afghanistan, Bhutan and Myanmar despite many odds and the prevailing insurgency.

7.3 FUNCTIONS OF THE BRO

- 7.3.1 The BRO is mainly entrusted with the task of construction and maintenance of 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) under GS head, through the Ministry of Road Transport and Highways.
- 7.3.2 Besides GS roads, the BRO also executes Agency and MEA Works, which are entrusted to it by other Central Government Ministries and Departments in India and abroad. Works entrusted by Public Sector Undertakings, State Governments and other Semi Government organizations are also executed as Deposit Works.

7.4 IMPORTANT MILESTONES

➤ BRO has made a vital contribution during relief and rescue efforts in the aftermath of cloud burst on 16-17th June 2013 in Uttarakhand State. On BRO stretches, approximately 49.00 km road was washed away, 14 bridges were damaged and approximately 490 landslides totaling about 13 km length,

rendered road throughout the state unusable. Thousands of pilgrims were stranded. To evacuate these pilgrims, BRO worked round the clock on a war footing and ensured connectivity by clearing landslides, making foot bridges, foot track, mule track and new roads along fresh alignment. By a herculean effort, bulk of the state was connected within two weeks of the disaster. By mid October, 2013 all major town and cities had been reconnected.

- Infrastructure development along China Border was formalized by Government of India as Indo China Border Roads (ICBR) within which 61 roads out of 73 roads were assigned to BRO. Of 3413 km total length, 17 roads have already been completed. Construction of these roads is a challenging task due to extreme tough hilly terrain and remote and snow bound area.
- 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 a cost of ₹ 1458.06 crore has opened a new chapter in the recognition of the diverse capabilities of the organization. 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. Work on the tunnel has commenced on 5th November, 2009 and present progress is approximately 30%. Probable date of completion (PDC) of the tunnel work is August, 2017.
- ➤ BRO is upgrading and maintaining 21 National Highways totaling 4803 km spread across the North, North Eastern and Central parts of India. This upgradation includes the double laning of various stretches of these National Highways.
- The BRO was entrusted with the four laning of stretch of NH-1A from Jammu-Vijaypur as part of NHDP's North South corridor, on behalf of the NHAI. The work is completed and stretch handed over to NHAI.
- Under Special Accelerated Road Development Programme (SARDP), all district Head Quarters of North Eastern states are to be connected with double lane roads with the State Capital. Of these 33 roads having length of 2989 km were entrusted to BRO. Construction/widening of 1106.35 km (13 Nos.) roads at an approximate cost of ₹ 3870 crore under Phase 'A' and 1883 km (20 Nos.) roads with approximate cost of Rs. 8500 crore under Phase 'B' have been





- planned under this package. The works commenced in the year 2006-07. Progress of SARDP-NEPhase-Ais 65%.
- ➤ Under Arunachal Pradesh Package of Roads & Highways, widening of 812 km roads has been entrusted to BRO at an approximate cost of ₹ 3600 crore with PDC 2016. Progress of Arunachal Pradesh Package is 45%.
- Under the construction plan for Jammu & Kashmir announced by the Prime Minister, the up gradation of 94 km long road, Srinagar Uri (NH 1A), up gradation of 17.50 km long Uri LoC road, double laning of 265 km long Batote Kishtwar-Anantnag road (NH-1B), double laning of 422 km long Srinagar Leh road via Kargil (NH 1-D), construction of 288.60 km long Nimu Padam Darcha, widening of 14.14 km long Domel Katra road (NH 1C) and upgradation of 22.76 km Ramban Gul road for Phase I have been entrusted to BRO. The approximate cost of these works is ₹ 2856.95 crore. Initially, these works were scheduled to be completed by 2012 which has been rescheduled to 2015, with the exception of Nimu Padam Darcha for which PDC is 2021. Overall progress of PMRP in J&K is 75 %.
- ➤ 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 in September 2008. This facilitates uninterrupted line of communication at Sonapur land slide area during the monsoons for forward areas of Meghalaya, Mizoram, Tripura and Cachar regions of Assam. The 763.50 m long Passighat bridge on NH-52 has been completed during 2010-11.
- The feasibility study of Zozila (km 94.00 to km 118.00) and Z More (km 77.50 to km 80.20) tunnel of length 12 Km and 3.10 km respectively on NH-1D in J&K has been completed. Contract action for construction of these tunnels is under finalisation.

MINISTRY OF ROAD TRANSPORT & HIGHWAYS GOVERNMENT OF INDIA



Launch of National Ambulance Code





CHAPTER-VIII

ADMINSTRATION, FINANCE AND VIGILANCE

(A) ADMINISTRATION

- 8.1 Administration Wing of the Ministry of Road Transport and Highways consists of Establishment Section, General Administration Section, O&M Section and Cash Sections. The Administrative Wing is entrusted with the service and administrative matters of 997 employees (Group A, B, C & D) of this Ministry, House keeping jobs and the drawing and disbursing of salaries and other expenditure. Efforts are made to manage the various Cadres as per the instructions and guidelines issued by Department of Personnel & Training, Union Public Service Commission, Ministry of Finance and Department of Administrative Reforms and Public Grievances, etc.
- 8.2 Special efforts have been made by the Ministry to ensure compliance of the orders issued from time to time regarding reservation for SC/ST/OBCs to fill up vacant posts of this Ministry. Information with regard to the total number of Government Servants, separately for Technical and Non-Technical side (Group wise) and representation of SC/ST employees in the Ministry is given in **Appendix** 7
- 8.3 Pension Papers of the retirees submitted to the Pay & Accounts Officer well in time and the retirement benefits paid on the last working day of the retiring officers/officials.
- 8.4 A Welfare Cell also exists in the Ministry of Road Transport and Highways which looks after all the welfare measures activity of the officers/officials in the Ministry. Farewell parties are organized by the Welfare Cell of the Ministry to bid farewell to retirees and a Memento as well as a gift is also presented. In the Ministry of Road Transport and Highways various welfare measures in respect of welfare of women employees of the Ministry were undertaken.
- 8.5 Important Days of national Importance viz. Anti-Terrorism Day, Communal Harmony Day, Sadbhavana Diwas, Vigilance Awareness Week, Red Cross Day, Red Cross Raffle Draw, etc. were observed and "Pledge" taken by the employees of the Ministry of Road Transport and Highways. Contributions were also raised and collected towards "Flag Day". The essays competitions both in Hindi and English were conducted during Harmony Communal Week /Vigilance Awareness Week.

The participants are rewarded for their participating in these events.

Setting up of Information & Facilitation Counter

8.6 An Information and Facilitation Counter (IFC) is functioning in the Ministry for effective and responsible administration as well as to provide information to the citizen regarding services and programmes, schemes etc. implemented by the Department. Material on a variety of subjects that would be useful to the general public has been kept at the Counter. In addition to furnish information the IFC also received public Grievance petitions, which are then passed on to the concerned authorities for consideration and disposal.

Formation of Citizen's Charter

8.7 Citizens' Charter for disseminating information about the activities of the Ministry may also be seen on the Ministry's Website.

Departmental Record Room

8.8 Due attention is being paid by the Ministry to records management. More than 25 years old records are transferred to the National Archives of India (NAI) for permanent retention. During the year 1st April, 2013 to 31st March, 2014, 1937 files were recorded and 1163 files were reviewed and weeded out as per provision of record retention schedule.

The grievance redressal & CPGRAMS

8.9 The Public Grievance Redressal Machinery in the Ministry is headed by the Joint Secretary (Administration). He is designated as 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 redresssal mechanism, also operational in the Ministry. A total number of 1042 cases of public grievances were received during the period from 1st April, 2013 to 31st March, 2014, all of which have already been forwarded to the concerned offices/agencies for prompt disposal. It includes BRDB, BRO, NHAI, IAHE, RT Wing and Regional Offices. The bulk of pendency pertains to NHAI. Out of the total 2552 (including brought forward cases) grievances 1038 have been disposed off.





A staff Grievances Redressal Machinery is also functioning in the Ministry. Director/Deputy Secretary in-charge of concerned Administration Section(s) has been designated as the Staff Grievances Officer for hearing the grievances and also for receiving the grievance petitions. In addition, Joint Secretary (Administration) is also available for hearing of grievances.

e-office

8.10 Implementations of e-office in the Ministry as well as in National Highways Authority of India is under progress and necessary funds in this regard have been allocated and e-office is being implemented with the assistance/support of National Informatics Centre. Two units viz. O&M Section, Audit Para have been identified for transition to e-office mode. Important IT initiatives such as migration from internet protocol PV-4 mode to IPV-6 mode is also being followed up at the instance of Ministry of Communications and Information Technology.

Grievance & Citizen's Charter Cell

8.11 Grievance & Citizen's Charter Cell has been functioning as part of O&M Section for the speedy and prompt disposal of grievance cases. Grievance Cell in the Ministry is concerned with the dealing of all the grievances forwarded by Department of Administrative Reforms and Public Grievance, DPG, President Sectt., PMO and other local grievances,

B. FINANCE

8.12 Accounts and Budget

8.12.1 Ministry of Road Transport & Highways is headed by Secretary to the Government of India and he is the Chief Accounting Authority for the Ministry. He discharges his responsibilities through the Additional Secretary and Financial Advisor (AS & FA) and the Pr. Chief Comptroller of Accounts. The Accounts and Budget Wings of the Ministry of Road Transport & Highways are functioning under the Pr. Chief Comptroller 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 etc. Pr. CCA office has been entrusted the task of preparation of Budget, Statement of Central Transactions, Finance Accounts and Appropriation Accounts rendering Technical

- advice to the Ministry on financial and accounting matters, cash management and coordination worth the Controller General of Accounts, Comptroller & Auditor General of India, Finance Ministry and other related agencies.
- 8.12.2 The Pr. Chief Controller of Accounts organization comprises of Pr. Chief Comptroller of Accounts, one Comptroller of Accounts and two Deputy Controller of Accounts/Assistant Comptroller of Accounts. The Budget Section consists of one Under Secretary (Budget). There is one Principal Accounts Officer for Ministry, one Sr. Accounts Officer for Administration and Establishment and one Sr. Accounts Officer for Internal Audit Wing headed by DCA/ACA. There are 11 PAO'S/RPAO's under the administrative control of CCA located at New Delhi, Mumbai, Kolkata, Bangalore, Chandigarh, Jaipur, Lucknow, Guwahati. Recently two new RPAO's are also created for implementation of Director Payment Procedure at Bhopal and Hyderabad.
- 8.12.3 The detailed responsibilities assigned to the office of the Pr. Chief Comptroller of Accounts Ministry of Road Transport & Highways and its offices throughout the country are as under:-

Payments

- Making payments on behalf of the Ministry after conducting pre-check of the presented bills as per approved budget.
- Making payments to the subordinate attached offices, Autonomous Bodies, Societies Associations, Public Sector Undertaking and State Governments.
- Release of authorization to other Ministry to incur expenditure on behalf of the Ministry.

Receipts

- Accepting, budgeting and accounting the receipts of the Ministry.
- Monitoring the repayment of loans and interest thereon received from State Governments and Public Sector Undertakings.
- Receipt & Payment under NPS.





Submission of Accounts and Reports

- Preparation of Monthly Accounts of the Ministry of Road Transport & Highways, Statement of Central Transaction, Statements of Finance Accounts, Head wise and stage wise Appropriation Accounts and their submission to the Controller General of Accounts, Ministry of Finance, Department of Expenditure and the Director General of Audit, Central Revenues.
- Preparation of Annual Budget including the performance Budget and coordination with the Ministry of Finance in the Budget process during the financial year.
- Monitoring of Internal Extra Budgetary Resources (IEBR) and its submission to the office of the CGA.
- Monitoring and submission of mandatory information as per Fiscal Responsibility and Budget Management (FRBM) Actand 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 uploading on Ministry's website.
- Preparation of Monthly expenditure/Weekly expenditure based on Budget and submission to various authorities viz AS&FA Secretary etc for monitoring the expenditure.
- Preparation of material for Annual Report for submission to Ministry, Accounts at a Glance and flash figure of expenditure and to submit to CGA and preparation of provisional Accounts and to submit to the Ministry.
- Preparation of Monthly DO on the basis of MIS received from the PAO/RPAO's and submission to CGA.

8.13 Budget

Preparation and submission of Annual Budget Estimates and Revised Estimates re-appropriation of funds of the Ministry of Road Transport & Highways and Coordination with the Ministry of Finance and other Departments in all budget matters.

- Vetting of Demands for Grants yearly after incorporating actual expenditure.
- Monitoring/Disposal of all Audit paras and Observations made by the C&AG of India (Civil and Commercial) and coordination with Monitoring Cell of the Department of Expenditure, M/o Finance for the 'Action Taken Note'/Explanatory Notes on saving and review and ATN notes on selected Grants of Public Accounts Committee (PAC) reports also.
- Preparation of Annual Estimates of Review Receipts, Interest Receipt & Public Accounts.

Internal Audit

8.14 The internal Audit wing in the Pr. CCA organization of Ministry of Road Transport & Highways has been established as an effective tool for identifying the systematic errors/ lapses in the functioning of various departments in the Ministry and advising the management for necessary action/rectification. This has proved to be as immense management tool to bring about objectivity and financial propriety in day to day functioning and by bringing greater sensitivity for financial prudence.

The officers of the Internal Audit wing as well as offices posted in other section have been imparted various trainings related to Internal Audit in the past. This year three AAO's have been imparted training in Risk Bases Audit.

Consequent upon the effective utilization of Internal Audit mechanism during the past few years by the Pr. CCA's organization, there has been a significant improvement in maintenance of Accounts/regards almost in all office of the Ministry of Road Transport & Highways. Audit paras which involves major irregularities/deficiencies are brought to the notice of head of Departments and matter persuade for settlement of paras and review meeting are also arranged by Pr.CCA office to take stock of the outstanding paras.

During the year 67 units of pertaining to NH Divisions and 21 pertaining to PAO/RPAOs ministry have been audited.

Internal audit/Inspection of accounts of all Wings of the Ministry and test check





- of the Accounting of the Public Works Divisions (NH) of State Government involved in construction and maintenance of National Highways Roads & Units of the Ministry.
- Monitoring and disposal of all audit paras and observations coming under the preview of Public Accounts Committee and other Parliamentary Committees.
- Internal Work Study in all the wings of the Ministry and coordination with the 'StaffInspection Unit' of the Ministry of Finance.
- Preparation of Annual Review of the performance of Internal Audit.

Computerization of Accounts

- 8.15.1 In discharge of these functions, several new initiatives have been taken which have contributed immensely to the overall effectiveness and efficiency of the functioning of various Departments of the Ministry as a whole. With a view to eliminate the delay in compilation of Accounts and to provide the information on expenditure accounts at present is implementing various software packages like COMPACT, CONTACT, E-Lekhaetc.
- 8.15.2 Computerised Accounting (COMPACT): is a comprehensive software package for Expenditure Accounts covering major accounting functions i.e. pre-check, GPF, Budget, Pension, Compliance and New Pension Scheme and was successfully implemented in all PAO's/RPAO's. This brought about not only very efficient payment system and timeliness into preparation of accounts but also resulted in a greater transparency in the whole process.
- 8.15.3 Contact: Used in Principal Accounts office for compilation of Monthly Accounts. Every month a detailed review of the Receipts and Expenditure for different Grant is prepared and submitted to CGA office and expenditure statements to the US (Budget), AS&FA and Secretary of the Ministry. This includes Major Head wise, Object Head wise and Scheme wise pattern of expenditure. Head wise estimates and Receipts of various non- tax revenue items, comparison with the previous year's figure and position of the outstanding UC's etc.
- 8.15.4 E-Lekha: A web based application for generating daily/monthly MIS/Expenditure of accounting information. All the PAO's/RPAO's have been

fully integrated with the based accounting portal E-Lekha. They are required to upload their daily transactions in this portal so that the date of expenditure and receipts are available on daily basis. This has enabled availability of real time data on expenditure and receipt which is crucial for effective monitoring of expenditure/receipts and budgetary controls. The reports generated from the Management Information System of this portal are important managerial tools and are being by various Departments of the Ministry.

8.15.5 Implementation of E-payment in the Ministry of Road Transport & Highways.

As a major initiative for e-governance in Pay & Accounts Office Government of India, e-payment System was planned to be implemented in all the Pay & Accounts Offices of the Civil Ministries of India by 31.03.2013. In the new era of e-payment, instead of issuing the cheque / draft to the client / bank, the PAO will advise the bank online to make the payment to the concerned client through Government E-Payment Gateway (GEGP) by using virtual private network. On receiving the advice for payment online, the bank will process the payment and directly credit the relevant payment to the account of the client online. Under the new System, it will also be ensured that the payment confirmation to the account of the client is confirmed /communicated to the client via SMS or e-mail along with the detail of the transactions for the benefit of the client. For proper reconciliation, a mechanism has been developed whereby the bank will upload the e-scroll on daily basis and the PAO, in turn, will download and do the necessary reconciliation online in the system itself. The e-payment system has now been implemented in all PAOs/RPAOs of Ministry of Road Transport & Highways from June 2012.

E-Revision of Pension/Family Pension

8.15.6 Department of Pension & Pensioners' Welfare in consultation with Central Pension Accounting Office (CPAO) have taken the initiative to revise the pension online on the basis of recommendation of the 6th Pay Commission for all those civil employees of Government of India who retired before 2006. Subsequent to this, under the guidance of CPAO and the monitoring of the O/o Comptroller General of Accounts, all the civil Ministries are revising the pension of the pensioners online on the web portal designed by CPAO in consultation with NIC.

The Pr. CCA office is the nodal office in the Ministry for this revision and all the Pay & Accounts Office located at various parts of the country are revising the Pension of





these pensioners. Out of 1073 requiring revision of pension of pre 1990 and pre 2006 pensioner, maximum cases has since been settled and revised authority issued.

Central Plan Monitoring System

8.16.1 In 2008-09 Hon'ble Finance Minister announced the establishment of Central Plan Schemes Monitoring System to provide comprehensive Decision Support and Management Information to various Scheme managers responsible for administering Plan Schemes. Since then the scope of CPSMS has been enlarged to cover direct payment to beneficiaries both under selected Plan and non-Plan Schemes. Today several Scheme managers are using CPSMS to directly credit the bank accounts of implementing agencies and beneficiaries. CPSMS is also being used in several Schemes covered under the recent initiative of Direct Benefit Transfer. CPSMS is a Central Sector Plan Scheme of the Planning Commission which is being implemented by the Office of Controller General of Accounts in partnership with National Informatics Centre. The scheme has established a common transaction-based on-line fund management and payment system and MIS for the Plan Schemes of Government of India. The platform has now been extended to State Governments for effecting payments of plan.

8.16.2 Objectives of CPSMS

- Establishment of an efficient fund management system
- > Establishment of an effective expenditure information network
- Reforms in the area of Public Financial Management
- Public disclosure

Implementation Strategy

8.16.3 The scheme is being implemented through a web based application developed and deployed by the O/o Comptroller General of Accounts which leverages its well established accounting and financial reporting application viz. COMPACT & e-Lekha and the interfaces developed with the banking system. All Ministries / Departments are required to register the details of agencies / individual beneficiaries receiving grants from Government of India on the CPSMS application along with their bank account details. Sanction-IDs are generated on the portal and

sanction orders are generated, DDO incorporates the bill number and the paying agency enters the payment detail against the Sanction IDs. The payment details are captured by the system on a real time basis. The Sanction ID module is fully functional in all Ministries of the Central Government thereby creating a comprehensive database of all implementing agencies and individual beneficiaries receiving funds under various Schemes of the Government of India. CPSMS supports fund management and e-payment through a secure integration with Core Banking Solutions (CBS) of 90 Banks (26 Public Sector Banks, 59 Regional Rural Banks and 5 major Private Sector Banks). CPSMS for the first time in the area of public financial management is geared to generate a transaction-based, robust, reliable and transparent Financial Management Information System (FMIS). Unlike other MIS applications where financial MIS relies on post-facto data feeding, the fund utilization data in CPSMS has one to one correlation with the banking transactions effected by the implementing agencies. Thus, the FMIS available from the system has bank reconciled data on financial transactions on a real time basis.

Achievements

8.16.4 All the 1st level recipient agencies of Central Government plan funds are registered in the system along with their bank account details. Consequently reports on geographical distribution of Scheme-wise, Agency-wise, Sector-wise funds are available on a real time basis. Over 9,50,000 implementing agencies have already been registered on CPSMS portal. Around 3000 agencies are registering themselves on the system every day. These agencies are using the CPSMS application for transactions covering both transfer of funds and e-payment to beneficiaries who have accounts in bank branches or post offices. CPSMS has been fully implemented at the Central Government level and Plan Scheme releases from Civil Ministries / Departments of the Central Government are mandatorily routed through CPSMS with a unique Sanction ID. Principal users of CPSMS include Planning Commission, Ministry of Finance, all Central Ministries, State Governments, Program Managers, banks and NGOs which receive funds from the Central Government. E-payment through CPSMS (direct transfer to accounts of beneficiaries) has been implemented successfully in Bihar under MGNRES covering over 40,000 beneficiaries and over ₹1000 crore. E-payment is also expected to start soon in Odisha under NRHM, SSA and the Mid-Day Meal schemes. Various State Governments have shown interest in using the CPSMS application for





disbursement of their social welfare benefits. CPSMS is linked with NPCI and has successfully effected the first Aadhaar based payment under Janani Suraksha Yojana (JSY) in Puducherry district of Tamil Nadu. To get information on the funds disbursed by the Central Government through the State Treasuries, an interface has already been made operational with Maharashtra Treasury. Similar interfaces with the Treasuries of Madhya Pradesh and Odisha are also underway. Hon'ble Finance Minister in his budget speech 2012-13 has announced the expansion of CPSMS for tracking all fund releases from Government of India. In line with this mandate the scheme will be rolled out in a large number of schemes during this financial year. Public disclosure of the relevant data through a dedicated public information portal is also on the anvil.

8.17 Outstanding Action Taken Notes (ATNs)

In terms of the guidelines issued by the Ministry of Finance, Department of Expenditure, the Standing Audit Committee (SAC) chaired by Secretary (RT&H) reviews and monitors the progress of furnishing of Action Taken Notes in respect of the Reports/Paras of the Public Accounts Committee (PAC) and Audit Reports/Paras as per the printed reports of the Comptroller & Auditor General of India.

- 2. During the period from 1.4.2013 to 31.12.2013 three meetings of the Standing Audit Committee has taken place on 4.4.2013, 15.7.2013 and 21.11.2013. The Standing Audit Committee reviewed the progress of furnishing of ATNs in respect of PAC Reports /matters and also pending Audit Paras (Commercial) pertaining to National Highways Authority of India.
- 3. In the case of PAC Reports/Paras and Audit Reports on which PAC sought comments/Action Taken Notes of this Ministry, such Action Taken Notes were sent. The details have been brought out in the **Appendixes 8**
- 4. The progress of furnishing ATNs on Audit Paras(Commercial) pertaining to NHAI were periodically watched and also reviewed in the Standing Audit Committee meetings and instructions were given to all Wings/Divisions including National Highways Authority of India for taking expeditious action as brought out in the **Appendixes 8**

- 5. In addition to the above , meetings of the Ad hoc Committee chaired by Additional Secretary & Financial Adviser were also held from time to time to expedite replies on the part of the Ministry in respect of Inspection Reports/Paras and Draft Audit Paras of Audit on various matters and for the settlement of Inspection Paras/DAPs with Audit.
- 8.18 Grant No. 82 Ministry of Road Transport and Highways.

The pre-audited expenditure for the year 2013-14 (up to 3Ist March, 2014) has been reflected in **Appendix 9**. The Head-wise Details of Receipts as per the Statement of Central Transaction (SCT) for the last three years have been reflected in **Appendix 10** and the Details receipts of expenditure for the three years have been reflected in **Appendix 11**. Highlights of accounts are at **Appendix 12**.

C. Vigilance

8.19 The Vigilance Unit of the Ministry is responsible for coordinating and supervising the vigilance activities pertaining to the Ministry. It is headed by the Chief Vigilance Officer. Joint Secretary (LA, C&P) 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.

During 2013-14, besides dealing with the complaints received (in consultation with the Central Vigilance Commission where required), special emphasis was laid on preventive vigilance. Towards this end, special emphasis was laid on proper implementation of the instructions issued in the preceding year for (i) processing requests for issue of NOC for retail outlets of auto fuels and access to private properties on "first come first serve basis" and enforcement of 30 days time limit for processing NOC cases (ii) processing of bills under Direct Payment Procedure "on first come first serve basis". Project Zones are being vigorously perused for effective implementation of the instructions by way of a proactive policy.

A Vigilance Awareness Week was observed in the Ministry during 28th October – 02nd November, 2013. The Pledge was administered by the Secretary to the staff of the Ministry. During the Vigilance Awareness Week, an essay competition on the subjects "Roll of Vigilance in motivating honest government officers to work fearlessly" was also organized.





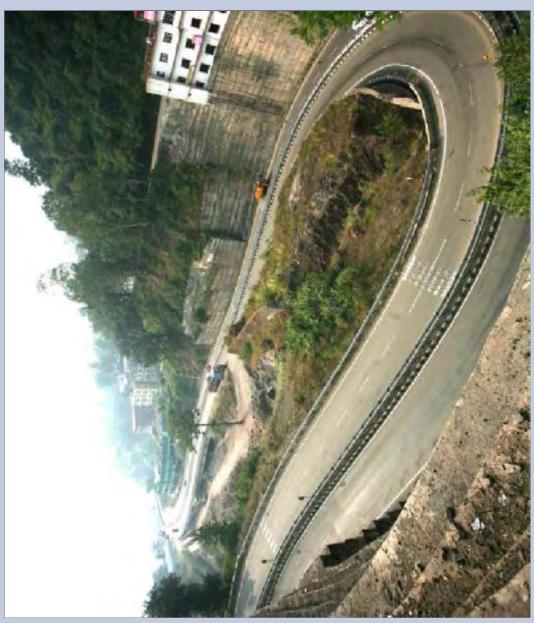
D. Right to Information Act-Implementation

8.20 The basic objective of Right to Information (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. RTI Section, PIOs, Appellate Authorities are provided in this Ministry as per RTI Act. Section 4(1) (b) of RTI Act, 2005 envisages disclosure of suo moto information to the public through various means of communication. The website of this Ministry under various headings gives a host of information on various matters concerning this Ministry. A counter has been opened in the ground floor of Transport Bhawan for receiving RTI applications along with prescribed fee as per RTI Act, 2005. A web portal enabling citizens to apply for information under the RTI Act online as also the Appeals before the First Appellate Authority has been introduced by Department of Personnel & Training and this Ministry has been covered in the online system w.e.f. 03.06.2013. The online system also includes the facility of scanning and sending physical applications to different PIOs online for further processing and sending physical replies. Information to the applicant/public is being provided keeping in view and subject to the various provisions of the RTI Act, 2005 including the time limits and exemption clauses. The two organizations namely: National Highways Authority of India (NHAI) an autonomous body set up under an Act of Parliament and Indian Academy of Highway Engineers (IAHE), 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. This Ministry has been receiving RTI applications relating to various subjects handled like Motor Vehicles Act, Road Transport, National Highways, Flyovers, Bridges, Toll Plaza, collection of users' fee, installation of petrol pumps, tenders etc. All efforts are undertaken to send timely and accurate replies on the part of concerned PIOs to the applicants. Till 31st March, 2014 around 4382 applications were received which include both physical as well as online applications any of which if intended for more than one PIO were forwarded under system generated separate registration numbers. Like wise the total number of appeals till $31^{\rm st}$ March, 2014 is around 251 which were received. By using the facility available in the online system, monitoring of the disposal of RTI Applications/Appeals were also done from time to time.



E. Result Framework Documents

8.21 The High Power Committee (HPC) on Government Performance has reviewed the performance of the MoRT&H on the basis of information submitted by the Ministry. The HPC has assigned the score of 54.31 for 2012-13. The Results Framework Document 2012-13 alongwith Performance Evaluation Report 2012-13 showing the actual scores are at **Appendix 18 & Appendix 19** respectively.



Zikarpur-Parwanoo Highway





CHAPTER-IX

IMPLEMENTATION OF OFFICIAL LANGUAGE POLICY

MACHINERY FOR IMPLEMENTATION:

9.1 Hindi Section in the Ministry of Road Transport & Highways is headed by two Deputy Directors (Official Language). She is assisted by one Assistant Director (Official Language) and other staff. Besides, monitoring the implementation of the Official Language Policy and the Annual Programme, Hindi Section undertakes translation from English to Hindi and vice-versa of the material received from various sections/divisions of the Ministry.

HINDISALAHKAR SAMITI:

9.2 Hindi Salahkar Samiti of the Ministry has been reconstituted under resolution No. E-11013/6/2009-Hindi, dated Jan 16, 2012. The first meeting of the committee was held on Feb 8, 2012, second on Feb 12, 2013 and third on Jan 7, 2014.

OFFICIAL LANGUAGE IMPLEMENTATION COMMITTEE:

9.3 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 26th June, 2013, 27th September, 2013 and 20th December, 2013. Quarterly Progress Reports regarding progressive use of Hindi in official work, received from sections/divisions of the Ministry and the offices under its control, were reviewed in these meetings and remedial measures were suggested to improve and enhance use of Hindi in official work.

COMPLIANCE WITH SECTION 3(3) OF THE OFFICIAL LANGUAGE ACT, 1963 (AS AMENDED IN 1967) AND CORRESPONDENCE IN HINDI:

- 9.4 In compliance of provisions of Section 3(3) of the Official Language Act, 1963 (as amended in 1967), all the documents covered under this section are being issued bilingually.
- 9.5 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.



3rd Meeting of Hindi Salahakar Samiti









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

SPECIFIC MEASURES TAKEN FOR PROMOTING USE OF HINDI

TRAINING IN HINDI TEACHING, HINDI TYPEWRITING AND HINDI STENOGRAPHY:

9.7 Out of a total of 15 typists (clerks), 5 are trained in Hindi typing and out of a total of 14 Stenographers, 4 are trained in Hindi stenography.

CASH AWARDS AND INCENTIVE SCHEMES:

9.8 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 in Hindi.

CELEBRATION OF HINDI DIVAS AND HINDI PAKHWARA:

9.9 On the occasion of Hindi Divas on 14th September, 2013 the message of the Hon'ble Minister of Home Affairs was circulated for the perusal of officers and staff of the Ministry to encourage them to increase use of Hindi in their official work. Hindi Pakhwara was observed in the Ministry from 13th September, 2013 to 27th September, 2013. Competitions were held in Essay writing in Hindi, Departmental Vocabulary, Noting & Drafting in Hindi, General Letter Writing, Hindi Typing, Hindi Poetry Recitation, Extempore Speech and Hindi Handwriting. Some of the competitions were held separately for Hindi speaking and non-Hindi speaking staff of the Ministry. Two Hindi workshops were also organized by this Ministry on 25th September, 2013 and 26th September, 2013 in respect of "How to do official work in Hindi" and "How to work on computer in Hindi" respectively. Joint Secretary, Ministry of Road Transport & Highways gave away awards to the winners of the competitions in a prize distribution function held in the Ministry on 30th September, 2013. During Hindi Pakhwara held this year, a total of 154 officers/employees participated in the competitions.

PROPAGATION OF INFORMATION TECHNOLOGY:

9.10 The entire Hindi typewriting work in the Ministry is carried out on computers. Latest Hindi software have been installed on the computers for efficient and fast completion of tasks.

MONITORING AND INSPECTION:

9.11 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 2013-14 issued by the Department of Official Language. Ten sections in the Ministry were inspected during the year. Three offices of the ministry situated outside Delhi were also inspected. During inspection, status of use of Hindi in the official work was assessed and suggestions to enhance use of Hindi in their day to day work were given.

INCENTIVE SCHEME FOR WRITING ORIGINAL BOOKS IN HINDI:

9.12 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. For entries received for the year 2010, evaluation of two selected manuscripts had been completed and two writers of the selected books were given consolation prizes during a function held on 30th September, 2013.





CHAPTER-X

IMPLEMENTATION OF PERSONS WITH DISABILITIES ACT, 1995

10.1 The Ministry of Road Transport and Highways is making sincere efforts for effective implementation of the Persons with Disability (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995. Disabled persons selected/nominated are appointed against vacancies reserved for them and also adjusted against unreserved vacancies as per the extant instructions of DoPT. The status as on 31st March, 2014 in respect of Technical and Non-Technical posts with regard to the number of Persons with Disabilities is as **Appendix 13**.





Road Development in North-East



Nechipu-Hoi Project





CHAPTER-XI

TRANSPORT RESEARCH

- 11.1 Transport Research Wing (TRW) is the nodal agency which provides research inputs, analysis, technical comments and data support to the various Divisions of the Ministry of Road Transport and Highways. Besides, it assists in policy planning, coordination and evaluation of the performance of the road transport sector.
- TRW collects, compiles, analyses and disseminates data relating to roads, road 11.2 transport and road safety. This essentially involves the collection of data from various sources viz. Central Government Ministries and Departments, State Governments, Union Territory Administrations and public and private sector agencies. The information received from these sources is scrutinized, validated for consistency and reliability, and then compiled and analyzed in annual publications covering important aspects of the transport sector. TRW is consistently making an effort to strengthen the database of roads, road transport and road safety, by taking measures to bridge data gaps and lags in the dissemination of data through its four annual publications namely 'Road Transport Year Book', 'Review of the Performance of State Road Transport Undertakings', 'Road Accidents in India' and 'Basic Road Statistics of India'. Information published in these four publications is also disseminated through Data Portal India. In addition, TRW renders advice/comments to the various Divisions of MoRTH regarding the selection of research studies/projects in the field of road transport sector.
- 11.3 TRW's publication, 'Road Transport Year Book' provides data on different motor transport parameters. The latest issue of the publication containing information up to 31st March, 2012 was brought out in November 2013. The next issue of this publication is under process.
 - The publication, 'Review of the Performance of State Road Transport Undertakings', containing information up to 31st March, 2013 was released in January 2014. The work for the next issue of the publication has been initiated.
- 11.4 An Empowered Committee of State Transport Ministers on the issue of Rationalisation of Motor Vehicle Taxes was constituted during the 34th meeting of Transport Development Council (TDC) held under the chairmanship of Hon'ble

Minister of Road Transport & Highways on 13th February, 2012. A Committee of officers was constituted, with Adviser, TRW as the Convener of the Committee. After detailed deliberations and wide ranging discussions held with the States/Union Territories, the 'Report on Motor Vehicle Taxes (MVT) for Two-wheelers and Cars/Light Motor Vehicle' was prepared by TRW and approved by the Committee of officers on 11th April, 2013. The report was placed for approval in the 35th meeting of TDC held under the Chairmanship of Hon'ble Minister for Road Transport & Highways on 23rd October, 2013. In pursuance of the recommendations of the 35th TDC, an Empowered Committee on the issue of National Permit System of tourist buses and motor vehicle taxation of goods vehicles (up to 7.5 tonnes) has been set up on 5th February, 2014. Adviser (TR) is the Convener of the Empowered Committee.

- 11.5 TRW has been actively involved in providing comments on the various reports on the roads and road transport sector prepared by the National Transport Development Policy Committee (NTDPC).
- 11.6 TRW is working in coordination with the Department of Industrial Policy & Promotion for the construction of Business Service Price Index for the road transport sector.
- 11.7 To improve the accident reporting database, the UNESCAP-sponsored Asia Pacific Road Accident Database/Indian Road Accident Database (APRAD/IRAD) project is under implementation in India. Road accident related information for all the States and Union Territories and 50 Million Plus Cities of the country is collected, compiled and collated in a specially devised 19-item APRAD format. An in-depth analysis and overview of road accidents in India, based on the data collected in the 19 item format is carried out by TRW. The latest issue of 'Road Accidents in India: 2012' was released in July, 2013. The next issue of 'Road Accidents in India: 2013' is being prepared.
- 11.8 TRW is actively involved in the collection of data on black spots, assessing and monitoring the progress of remedial measures taken in terms of reduction in road accident fatalities at the black spots.
- 11.9 The publication 'Basic Road Statistics (BRS) of India' provides comprehensive information on the road network in the country. Data is collected from about 300 source agencies spread across the Centre, States/Union Territories (UTs) and local bodies. The data so collected is then collated, compiled and analysed by TRW. The latest issue of BRS covering data for the year ending 31st March, 2012 was released in





December, 2013. The next issue of BRS containing information on roads for the year 2012-13 is under compilation.

- 11.10 Major highlights of the Road and Road Transport sector in India, as evident from the data compiled and published by TRW, are indicated below:
 - As on 31st March, 2012, there were 159,491 thousand registered motor vehicles in India **Appendix 14**.
 - The total registered motor vehicles in the country grew at a Compound Annual Growth Rate of 10.5 % during the period 2002 to 2012.
 - Two-wheelers accounted for the largest share of 72% of the total registered motor vehicles.
 - During the calendar year 2012, the total number of road accidents in India was reported as 4,90,383 **Appendix 15**.
 - During the calendar year 2012, the total number of road accident fatalities and the number of persons injured in India were 138,258 and 509,667 respectively.
 - For the first time, there was a decline in the number of road accident fatalities in 2012.
 - The number of persons injured in road accidents declined in two consecutive years 2011 and 2012.
 - Rates of increase in the number of road accidents and persons injured in road
 accidents in India during the decade 2002-12 was lower at 1.9% and 2.2%,
 respectively, as compared to the earlier decade, 1992 to 2002 (4.0% and 4.3%,
 respectively).
 - The information on roads, road transport and road safety in the North-Eastern States is presented in **Appendix 16**.
 - Category wise break-up of road length (total and surfaced) during the years 1951 to 2011-12 it at Appendix 17.



MINISTRY OF ROAD TRANSPORT & HIGHWAYS GOVERNMENT OF INDIA



2rd Meeting of Expert Group to negotiable SAARC Moter Vehicle Agreement





CHAPTER-XII

INTERNATIONAL COOPERATION

12.1 As a continued endeavour towards enhanced cooperation with other countries in the field of Roads/Highways, Transportation and Connectivity on the basis of reciprocity, equality and mutual benefits, the International Cooperation Division of the Ministry engaged in various bilateral and regional level activities during 2013-14.

12.2 Memorandum of Understanding (MoU)/Agreement signed with other countries:

- (a) The Ministry engaged in dialogue with various developing, least developed and developed countries for negotiating MoU or other instruments or agreements to explore avenues for cooperation and information exchange on developments in the roads, highways and expressways construction technologies and modern road transportation systems. Considering that a formal and written instrument signed between two Governments provides a Government support and sense of reliability to executing agencies, professionals and private sector for initiating trade and investment in these areas, initiatives and meetings at highest policy making levels were organized to draw up formal framework of cooperation with various countries.
- (b) An MoU for cooperation in the Road, Transport and Highways sector was signed between India and China during the visit of Prime Minister to China in October, 2013. Consultations were also held with countries like the United States and France for reviewing existing MoU with them. Dialogue for drawing up MoU/Frame work of Cooperation with Austria and Japan on similar lines have been completed and these are ready to be signed.

12.3 Strengthening of bilateral cooperation with other countries:

For strengthening relations with neighbouring countries and also across the globe and for better connectivity with neighbours in the region and people to people contact, the Ministry engaged in sustained communication and exchanges with other countries. The Ministry continued its co-ordinating and leadership role in the Association of South East Asian Nations (ASEAN)-India Connectivity and South Asian Association for Regional Cooperation (SAARC) connectivity related matters



2nd Meeting of Expert Group to negotiable SAARC Moter Vehicle Agreement

to explore potential bilateral or regional/cross border connectivity links for development of the country's North-East region. Some activities and engagements with other countries during the year for bilateral co-operation are:

- (i) A delegation from Mozambique led by its Minister, Public Works & Habitation visited India and met Minister (RT&H) in April, 2013 to discuss possibilities for bilateral cooperation.
- (ii) The Ministry received a delegation led by Senior Vice Minister for Land, Infrastructure, Transport & Tourism, Government of Japan which met Minister (RT&H) in September, 2013 to discuss scope for enhanced bilateral cooperation.
- (iii) A Chinese delegation led by Vice Minister of Transport, visited India in September, 2013 and met Minister of state (RT&H) and Secretary (RT&H) and discussed modalities for signing of the MoU finalized with China and sharing of views on how to promote mutual cooperation between the two countries.





- (iv) A delegation including business delegates from Finland led by Finland's Minister of European Affairs and Trade visited India and met Minister (RT&H) for strengthening bilateral cooperation between the two countries under the MoU signed between Finland and India.
- (v) A delegation from the Ministry visited Beijing, China in October, 2013 to participate in the Beijing International Construction Machinery Expo & Seminar, 2013 to study the latest global technology and systems in Road construction and transportation.

12.4 Regional Level Cooperation:

India is a leading Partner or Member State in the regional level forums like Association of South East Asian Nations (ASEAN), South Asian Association for Regional Cooperation (SAARC) and South Asia sub-Regional Economic Cooperation (SASEC). Initiatives taken by the Ministry for regional co-operation and connectivity during 2013-14 are:

- i. To enhance regional connectivity with SAARC member countries, through a regional motor vehicles agreement, the 2nd meeting of the Expert Group to negotiate Draft Regional Agreement on Motor vehicles amongst SAARC Member States was hosted by the Ministry at Udaipur, Rajasthan on 20-21 May, 2013. This was attended by representatives from all SAARC member countries except Maldives and Sri Lanka. A revised draft of the SAARC Agreement on Motor vehicles was adopted by the Expert Group in the meeting and circulated by SAARC Secretariat for comments of member countries.
- ii. Inter-Ministerial Group (IMG) comprising representatives of Central Ministries, North Eastern States and West Bengal has been set-up for deliberations on all matters relating to ASEAN Transport connectivity and coordination of other related issues at various fora. The IMG to consider and resolve various issues relating to ASEAN-India connectivity is chaired by the Ministry.
- iii. A delegation from the Ministry participated in 4th ASEAN Connectivity Symposium entitled 'Partnering Private Sector for ASEAN Connectivity' at Brunei Darussalam on 27th August, 2013.

- iv. Draft protocols and agreements for modalities for operation of bus services between India and Nepal, India and Bangladesh, India and Myanmar and India and Bhutan have been drawn up by the Ministry during 2013-14 and shared with the respective countries for their comments/concurrence.
- v. For enhancing bilateral cooperation and capitalization of India's strengths, the Ministry is engaged in dialogue for formal framework of cooperation with Korea, Indonesia, UAE, Afghanistan and Tajakistan."





MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SADAK PARIVAHAN AUR RAJ MARG MANTRALAYA)

I. THE FOLLOWING SUBJECTS WHICH FALL WITHIN LIST 1 OF THE SEVENTH SCHEDULE TO THE CONSTITUTION OF INDIA:

- 1. Compulsory insurance of motor vehicles.
- 2. Administration of the Road Transport Corporations Act, 1950 (64 of 1950).
- 3. Highways declared by or under law made by Parliament to be National Highways.
- 4. Issuance of notifications under clause (a) of section 3 and sections 3A, 3D, 7 and section 8A of the National Highways Act, 1956 (48 of 1956) without being scrutinized and vetted by the Legislative Department.

II. IN RESPECT OF THE UNION TERRITORIES:

- 5. Roads other than National Highways.
- 6. Administration of the Motor Vehicles Act, 1988 (59 of 1988) and taxation of motor vehicles.
- 7. Vehicles other than mechanically propelled vehicles.

III. OTHER SUBJECTS WHICH HAVE NOT BEEN INCLUDED UNDER THE PREVIOUS PARTS:

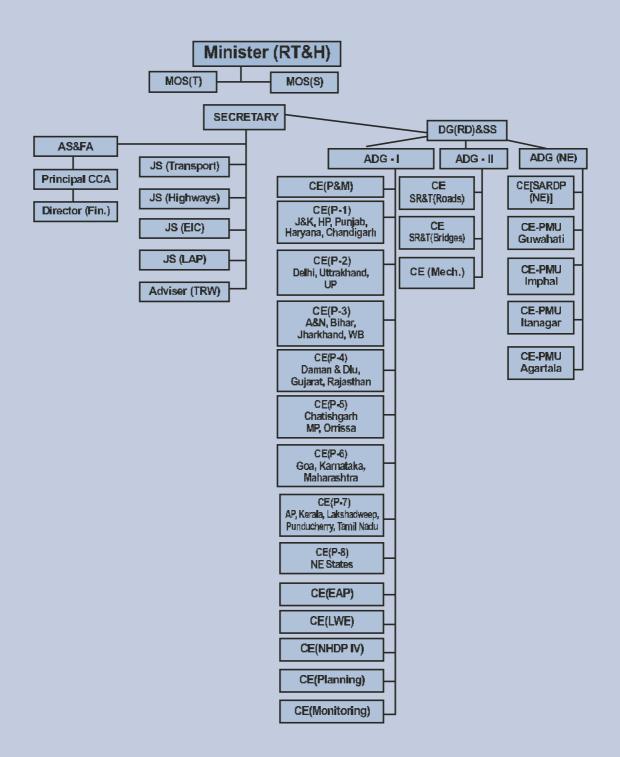
- 8. Central Road Fund.
- 9. Coordination and Research pertaining to Road Works.
- 10. Road works financed in whole or in part by the Central Government other than those in the North Eastern Region.
- 11. Motor vehicles legislation.
- 12. Promotion of Transport Co-operatives in the field of motor transport and inland water transport.

- 13. Formulation of the privatisation policy in the infrastructure areas of roads.
- IV. AUTONOMOUS BODIES:
- 14. National Highways Authority of India.
- V. SOCIETIES/ASSOCIATIONS:
- 15. Indian Academy of Highway Engineers.
- VI. PUBLIC SECTOR UNDERTAKINGS:
- 16. Indian Road Construction Corporation.
- VII. ACTS:
- 17. The Road Transport Corporations Act, 1950 (64 of 1950).
- 18. The National Highway Act, 1956 (48 of 1956).
- 19. The Motor Vehicles Act, 1988 (59 of 1988).
- 20. The National Highways Authority of India Act, 1988 (68 of 1988).





ORGANISATION CHART OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS



Sl. No.	Name of State	National Highway No.	Total Length (in km)
1	Andhra Pradesh	4, 5, 7, 9, 16, 18, 18A, 42 New, 43, 63, 67Ext. New, 150 New, 167 New, 202, 205, 214, 214A, 219, 221, 222, 234, 326, 67 New, 71 New, 161 New, 340 New, 363 New, 365 New, 565 New, 765 New	7028.15
2	Arunachal Pradesh	52, 52A, 153, 229, 52B Ext., 37 Ext. & 315A	1780.05
3	Assam	31, 31B, 31C, 36, 37, 37A, 38, 39, 44, 51, 52, 52A, 52B, 53, 54, 61, 62, 117A New, 127B New, 127E New, 151,152, 153, 154, 315A New, 127C New & 127D New, 329 New, 427 New, 627 New, 702 New, 715A New	3675.06
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, 122A New, 131A New, 133 New, 219 New, 327A New, 327 Ext. New, 333 New, 333A New, 527A New & 527C New	4538.79
5	Chandigarh	21	15.28
6	Chhattisgarh	6, 12A, 16, 43, 78, 111, 130A New, 130B New, 130C New, 130D New, 149B New, 163A New, 200, 202, 216, 217, 221, 343 New & 930 New	3078.40
7	Delhi	1, 2, 8, 10, 24 & 236	80.00
8	Goa	4A, 17, 17A & 17B	262.00
9	Gujarat	NE-I, 6, 8, 8A, 8B, 8C, 8D, 8E, 14, 15, 56, 58 New, 59, 113, 228, 251 New, 753B New, 848, 848A New & 848B New	3973.29
10	Haryana	1, 2, 8, 10, 11 New, 21A, 22, 54 New, 64, 65, 71, 71A, 72, 73, 73A, 71B, 236, 248A New, 334B New, 703 New, 709 Ext New. & NE-II	2057.48
11	Himachal Pradesh	1A, 3, 3 New, 20, 20A, 21, 21A, 22, 70, 72, 72B, 88, 73A, 154A New, 305 New, 503 New, 503 Ext. New & 505 New	2396.48
12	Jammu & Kashmir	1A, 1B, 1C, 1D, 3 New, 144 New, 144A New, 301 New, 444 New, 501 New & 701 New	2319.00
13	Jharkhand	2, 6, 23, 31, 32, 33, 43 New, 75, 78, 80, 98, 99, 100, 114A New, 133 New, 133A New, 143 New, 143A New, 220 New, 333 New, 333A New, 343 New & 419 New	2996.64
14	Karnataka	4, 4A, 7, 9, 13, 17, 48, 50 New, 63, 67, 67New, 150, 150 Ext. New, 150A New, 167 New, 167A New, 173 New, 206, 207,209, 212, 218, 234, 275 New & 367 New	6294.29
15	Kerala	17, 47, 47A, 47C, 49, 183A New, 185 New, 208, 212, 213, & 220	1811.52





Sl. No.	Name of State	National Highway No.	Total Length (in km)
16	Madhya Pradesh	3, 7, 12, 12A, 25, 26, 26A, 26B, 27, 43 New, 56 New, 59, 59A, 69, 69A, 75, 76, 78, 86, 92 & 927A New	5184.57
17	Maharashtra	3, 4, 4B, 4C, 6, 7, 8, 9, 13, 16, 17, 26B, 50, 69, 150 Ext. New, 161 New, 204, 211, 222, 348 New, 848 New, 160 New, 166 New, 166A New, 361 New, 363 New, 753 New, 753A New, 753B New, 848A & 930 New	6335.44
18	Manipur	39, 53, 102A New, 102B New, 102C New, 108 A New, 129 New, 137 New, 150, 155, 702A New	1503.74
19	Meghalaya	40, 44, 51, 62 & 127B New	1204.36
20	Mizoram	6 New, 44A, 54, 54A, 54B, 150, 154, 302 New & 502A New	1181.00
21	Nagaland	36, 39, 61, 129 New, 150, 155, 702 New, 702A New	1046.09
22	Odisha	5, 5A, 6, 23, 42, 43, 60, 75, 130C New, 153B New, 157 New, 200, 201, 203, 203A, 215, 217, 220 New, 224, 326 New, 326A New	4684.52
23	Puducherry	45A & 66	64.03
24	Punjab	1, 1A, 10, 15, 20, 21, 22, 64, 70, 71, 72, 95, 103A New, 503 Ext. New, 703 New, 703A New & 754 New	2136.15
25	Rajasthan	3, 3A New, 8, 11, 11A, 11B, 11C, 12, 14, 15, 25 Ext. New, 54 New, 65, 65A New, 71B, 76, 76A New, 76B New, 79, 79A New, 89, 90, 113, 112, 114, 116, 116A New, 158 New, 162A New, 162 Ext. New, 248A New, 325 New, 709 Ext. New & 927A New	7806.20
26	Sikkim	31A, 310, 310A New, 510 New, 710 New	309.00
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, 226Ext., 227, 230, 234, 381 New & 532 New	5006.14
28	Tripura	44 , 44A & 208 New	562.00
29	Uttarakhand	58, 72, 72A, 72B,73, 74, 87, 87 Ext., 94, 107 New, 108, 109, 123, 119, 121, 125 & 309A New	2364.92
30	Uttar Pradesh	2, 2A, 3, 3A New, 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, 219 New, 231, 232, 232A, 233, 235, 330, 330A New, 334B New, 730 New, 730A New, 931 New, 931A New & NE-II	7863.00
31	West Bengal	2, 2B, 6, 10, 31, 31A, 31C, 31D, 32, 34, 35, 41, 55, 60, 60A, 80, 81, 114A New, 116B New, 117, 131A, 13A New, 317A, 327B, 512 New, & 717	2909.80
32	Andaman & Nicobar Island	223	330.70
33	Dadra Nagar Haveli	848A New	31.00
34	Daman and Diu	848B New & 251 New	22.00
		Total	92851

DETAILS OF PROJECT AWARDED PROJECT AWARDED DURING 2013-14

CI	NT CIT .	KTTT	77 . 1	r 1 1	TDC	CLI
SI. No.	Name of the project	NH No	Total Length	Funded By	TPC (Rs.	State
110.		140	(Km.)	Бу	Cr)	
1.	Barwa Adda Pananagarh	2	122.88	ВОТ	1665	West Bengal
2.	4-Laning of Solapur - Yedishi section of NH-211	211	100	ВОТ	972.5	Maharashtra
3.	2-laning with paved shoulders of Bheem to Parasoli section (Package-I)	148D	33	EPC	100.29	Rajasthan
4.	2-laning with paved shoulders of Bheem to Parasoli section (Package-II)	148D	36.267	EPC	113.8	Rajasthan
5.	2-Laning with PS of Jhalawar- Rajasthan/M.P.Border	12	62.16	EPC	177.32	Rajasthan
6.	2-Laning with PS of Lambia- Jaitran-Raipur	458	52.8	EPC	158.04	Rajasthan
7.	2-Laning with PS of Raipur- Jassa Khera	458	32.36	EPC	149.34	Rajasthan
8.	2-Lane with PS of Nimbi Jodha-Degana-Merta City Section	458	139.9	EPC	368.15	Rajasthan
9.	2-Laning with PS of Bhilwara- Ladpura section	758	67.75	EPC	240.1	Rajasthan
10.	2-Laning with PS Sitarganj Bareily Section	74	74.46	EPC	301.04	Uttarakhand/ Uttar Pradesh
11.	Jalandhar - Amritsar	1	20	EPC	523.85	Punjab
12.	2-Laning with paved shoulder of Gulabpur-Uniara Section	148D	214	EPC	523.87	Rajasthan
13.	Padhi-Dahod	113	85.6	EPC	279.14	Rajasthan
14.	Karauli-Dhaulpur	11B	100.9	EPC	295.83	Rajasthan







SI. No.	Name of the project	NH No	Total Length (Km.)	Funded By	TPC (Rs. Cr)	State
15.	Six laning of km 192.00 to 198.00 between Vadodara-Surat section of NH-8 including construction of new 4-lane extra dose bridge across river Narmada	8	6.74	EPC	407.00	Gujarat
16.	Ambedkarnagar-Raebareli	232	155.91	EPC	495.78	Uttar Pradesh
17.	Raebareli-Banda	232	133.29	EPC	351.34	Uttar Pradesh

STATE-WISE TENTATIVE ALLOCATION UNDER DIFFERENT SCHEMES ON THE DEVELOPMENT AND MAINTENANCE OF NATIONAL HIGHWAYS DURING 2013-14.

(₹in crore

Sl. No. Name of States/Union Territories NH(O)+PBFF Maintenance 1 ANDHRA PRADESH 187.62 167.27 2 ARUNACHAL PRADESH 1.09 12.00 3 ASSAM 200.67 24.09 4 BIHAR 274.72 142.35 5 CHANDIGARH 0.92 0.08 6 CHHATISGARH 25.28 18.41 7 DELHI 3.55 0.00 8 GOA 20.66 13.32 9 GUJARAT 143.78 104.40 10 HARYANA 53.51 30.03 11 HIMACHAL PRADESH 99.74 29.64 12 JHARKHAND 70.32 30.05 13 KARNATAKA 164.55 60.50 14 KERALA 267.81 34.49 15 MADHYA PRADESH 150.69 42.32 16 MAHARASHITRA 177.00 82.67 17 MANIPUR 54.39 24.84 <th></th> <th></th> <th></th> <th>(₹in crore)</th>				(₹in crore)
2 ARUNACHAL PRADESH 1.09 12.00 3 ASSAM 200.67 24.09 4 BIHAR 274.72 142.35 5 CHANDIGARH 0.92 0.08 6 CHHATISGARH 25.28 18.41 7 DELHI 3.55 0.00 8 GOA 20.66 13.32 9 GUJARAT 143.78 104.40 10 HARYANA 53.51 30.03 11 HIMACHAL PRADESH 99.74 29.64 12 JHARKHAND 70.32 30.05 13 KARNATAKA 164.55 60.50 14 KERALA 267.81 34.49 15 MADHYA PRADESH 150.69 42.32 16 MAHARASHTRA 177.00 82.67 17 MANIPUR 54.39 24.84 18 MEGHALAYA 34.58 11.18 19 MIZORAM 24.20 4.40 20 NAGALAND 44.65 7.33 21 ODISHA 23.51	Sl. No.	Name of States/Union Territories	NH(O)+PBFF	Maintenance
3 ASSAM 200.67 24.09 4 BIHAR 274.72 142.35 5 CHANDIGARH 0.92 0.08 6 CHHATISGARH 25.28 18.41 7 DELHI 3.55 0.00 8 GOA 20.66 13.32 9 GUJARAT 143.78 104.40 10 HARYANA 53.51 30.03 11 HIMACHAL PRADESH 99.74 29.64 12 JHARKHAND 70.32 30.05 13 KARNATAKA 164.55 60.50 14 KERALA 267.81 34.49 15 MADHYA PRADESH 150.69 42.32 16 MAHARASHTRA 177.00 82.67 17 MANIPUR 54.39 24.84 18 MEGHALAYA 34.58 11.18 19 MIZORAM 24.20 4.40 20 NAGALAND 44.65 7.33 21 ODISHA 231.51 59.66 22 PUDDUCHERRY 10.0	1	ANDHRA PRADESH	187.62	167.27
4 BIHAR 274.72 142.35 5 CHANDIGARH 0.92 0.08 6 CHHATISGARH 25.28 18.41 7 DELHI 3.55 0.00 8 GOA 20.66 13.32 9 GUJARAT 143.78 104.40 10 HARYANA 53.51 30.03 11 HIMACHAL PRADESH 99.74 29.64 12 JHARKHAND 70.32 30.05 13 KARNATAKA 164.55 60.50 14 KERALA 267.81 34.49 15 MADHYA PRADESH 150.69 42.32 16 MAHARASHTRA 177.00 82.67 17 MANIPUR 54.39 24.84 18 MEGHALAYA 34.58 11.18 19 MIZORAM 24.20 4.40 20 NAGALAND 44.65 7.33 21 ODISHA 231.51 59.66 22 PUDDUCHERRY 10.0 0.22 23 PUNJAB 109.50	2	ARUNACHAL PRADESH	1.09	12.00
5 CHANDIGARH 0.92 0.08 6 CHHATISGARH 25.28 18.41 7 DELHI 3.55 0.00 8 GOA 20.66 13.32 9 GUJARAT 143.78 104.40 10 HARYANA 53.51 30.03 11 HIMACHAL PRADESH 99.74 29.64 12 JHARKHAND 70.32 30.05 13 KARNATAKA 164.55 60.50 14 KERALA 267.81 34.49 15 MADHYA PRADESH 150.69 42.32 16 MAHARASHTRA 177.00 82.67 17 MANIPUR 54.39 24.84 18 MEGHALAYA 34.58 11.18 19 MIZORAM 24.20 4.40 20 NAGALAND 44.65 7.33 21 ODISHA 231.51 59.66 22 PUDDUCHERRY 10.0 0.22 23 <td< td=""><td>3</td><td>ASSAM</td><td>200.67</td><td>24.09</td></td<>	3	ASSAM	200.67	24.09
6 CHHATISGARH 25.28 18.41 7 DELHI 3.55 0.00 8 GOA 20.66 13.32 9 GUJARAT 143.78 104.40 10 HARYANA 53.51 30.03 11 HIMACHAL PRADESH 99.74 29.64 12 JHARKHAND 70.32 30.05 13 KARNATAKA 164.55 60.50 14 KERALA 267.81 34.49 15 MADHYA PRADESH 150.69 42.32 16 MAHARASHTRA 177.00 82.67 17 MANIPUR 54.39 24.84 18 MEGHALAYA 34.58 11.18 19 MIZORAM 24.20 4.40 20 NAGALAND 44.65 7.33 21 ODISHA 231.51 59.66 22 PUDDUCHERRY 10.0 0.22 23 PUNJAB 109.50 48.92 24 RAJASTHAN 213.85 178.37 25 TAMIL NADU 210.2	4	BIHAR	274.72	142.35
7 DELHI 3.55 0.00 8 GOA 20.66 13.32 9 GUJARAT 143.78 104.40 10 HARYANA 53.51 30.03 11 HIMACHAL PRADESH 99.74 29.64 12 JHARKHAND 70.32 30.05 13 KARNATAKA 164.55 60.50 14 KERALA 267.81 34.49 15 MADHYA PRADESH 150.69 42.32 16 MAHARASHTRA 177.00 82.67 17 MANIPUR 54.39 24.84 18 MEGHALAYA 34.58 11.18 19 MIZORAM 24.20 4.40 20 NAGALAND 44.65 7.33 21 ODISHA 231.51 59.66 22 PUDDUCHERRY 10.0 0.22 23 PUNJAB 109.50 48.92 24 RAJASTHAN 213.85 178.37 25 <t< td=""><td>5</td><td>CHANDIGARH</td><td>0.92</td><td>0.08</td></t<>	5	CHANDIGARH	0.92	0.08
8 GOA 20.66 13.32 9 GUJARAT 143.78 104.40 10 HARYANA 53.51 30.03 11 HIMACHAL PRADESH 99.74 29.64 12 JHARKHAND 70.32 30.05 13 KARNATAKA 164.55 60.50 14 KERALA 267.81 34.49 15 MADHYA PRADESH 150.69 42.32 16 MAHARASHTRA 177.00 82.67 17 MANIPUR 54.39 24.84 18 MEGHALAYA 34.58 11.18 19 MIZORAM 24.20 4.40 20 NAGALAND 44.65 7.33 21 ODISHA 231.51 59.66 22 PUDDUCHERRY 10.0 0.22 23 PUNJAB 109.50 48.92 24 RAJASTHAN 213.85 178.37 25 TAMIL NADU 210.24 116.87 26 UTTAR PRADESH 284.42 194.51 27 UTTARAKHAND	6	CHHATISGARH	25.28	18.41
9 GUJARAT 143.78 104.40 10 HARYANA 53.51 30.03 11 HIMACHAL PRADESH 99.74 29.64 12 JHARKHAND 70.32 30.05 13 KARNATAKA 164.55 60.50 14 KERALA 267.81 34.49 15 MADHYA PRADESH 150.69 42.32 16 MAHARASHTRA 177.00 82.67 17 MANIPUR 54.39 24.84 18 MEGHALAYA 34.58 11.18 19 MIZORAM 24.20 4.40 20 NAGALAND 44.65 7.33 21 ODISHA 231.51 59.66 22 PUDDUCHERRY 10.0 0.22 23 PUNJAB 109.50 48.92 24 RAJASTHAN 213.85 178.37 25 TAMIL NADU 210.24 116.87 26 UTTAR PRADESH 284.42 194.51 27 UTTARAKHAND 86.99 27.60 28 WEST BENGAL 133.85 46.38	7	DELHI	3.55	0.00
10 HARYANA 53.51 30.03 11 HIMACHAL PRADESH 99.74 29.64 12 JHARKHAND 70.32 30.05 13 KARNATAKA 164.55 60.50 14 KERALA 267.81 34.49 15 MADHYA PRADESH 150.69 42.32 16 MAHARASHTRA 177.00 82.67 17 MANIPUR 54.39 24.84 18 MEGHALAYA 34.58 11.18 19 MIZORAM 24.20 4.40 20 NAGALAND 44.65 7.33 21 ODISHA 231.51 59.66 22 PUDDUCHERRY 10.0 0.22 23 PUNJAB 109.50 48.92 24 RAJASTHAN 213.85 178.37 25 TAMIL NADU 210.24 116.87 26 UTTAR PRADESH 284.42 194.51 27 UTTARAKHAND 86.99 27.60 28 WEST BENGAL 133.85 46.38	8	GOA	20.66	13.32
11 HIMACHAL PRADESH 99.74 29.64 12 JHARKHAND 70.32 30.05 13 KARNATAKA 164.55 60.50 14 KERALA 267.81 34.49 15 MADHYA PRADESH 150.69 42.32 16 MAHARASHTRA 177.00 82.67 17 MANIPUR 54.39 24.84 18 MEGHALAYA 34.58 11.18 19 MIZORAM 24.20 4.40 20 NAGALAND 44.65 7.33 21 ODISHA 231.51 59.66 22 PUDDUCHERRY 10.0 0.22 23 PUNJAB 109.50 48.92 24 RAJASTHAN 213.85 178.37 25 TAMIL NADU 210.24 116.87 26 UTTAR PRADESH 284.42 194.51 27 UTTARAKHAND 86.99 27.60 28 WEST BENGAL 133.85 46.38	9	GUJARAT	143.78	104.40
12 JHARKHAND 70.32 30.05 13 KARNATAKA 164.55 60.50 14 KERALA 267.81 34.49 15 MADHYA PRADESH 150.69 42.32 16 MAHARASHTRA 177.00 82.67 17 MANIPUR 54.39 24.84 18 MEGHALAYA 34.58 11.18 19 MIZORAM 24.20 4.40 20 NAGALAND 44.65 7.33 21 ODISHA 231.51 59.66 22 PUDDUCHERRY 10.0 0.22 23 PUNJAB 109.50 48.92 24 RAJASTHAN 213.85 178.37 25 TAMIL NADU 210.24 116.87 26 UTTAR PRADESH 284.42 194.51 27 UTTARAKHAND 86.99 27.60 28 WEST BENGAL 133.85 46.38	10	HARYANA	53.51	30.03
13 KARNATAKA 164.55 60.50 14 KERALA 267.81 34.49 15 MADHYA PRADESH 150.69 42.32 16 MAHARASHTRA 177.00 82.67 17 MANIPUR 54.39 24.84 18 MEGHALAYA 34.58 11.18 19 MIZORAM 24.20 4.40 20 NAGALAND 44.65 7.33 21 ODISHA 231.51 59.66 22 PUDDUCHERRY 10.0 0.22 23 PUNJAB 109.50 48.92 24 RAJASTHAN 213.85 178.37 25 TAMIL NADU 210.24 116.87 26 UTTAR PRADESH 284.42 194.51 27 UTTARAKHAND 86.99 27.60 28 WEST BENGAL 133.85 46.38	11	HIMACHAL PRADESH	99.74	29.64
14 KERALA 267.81 34.49 15 MADHYA PRADESH 150.69 42.32 16 MAHARASHTRA 177.00 82.67 17 MANIPUR 54.39 24.84 18 MEGHALAYA 34.58 11.18 19 MIZORAM 24.20 4.40 20 NAGALAND 44.65 7.33 21 ODISHA 231.51 59.66 22 PUDDUCHERRY 10.0 0.22 23 PUNJAB 109.50 48.92 24 RAJASTHAN 213.85 178.37 25 TAMIL NADU 210.24 116.87 26 UTTAR PRADESH 284.42 194.51 27 UTTARAKHAND 86.99 27.60 28 WEST BENGAL 133.85 46.38	12	JHARKHAND	70.32	30.05
15 MADHYA PRADESH 150.69 42.32 16 MAHARASHTRA 177.00 82.67 17 MANIPUR 54.39 24.84 18 MEGHALAYA 34.58 11.18 19 MIZORAM 24.20 4.40 20 NAGALAND 44.65 7.33 21 ODISHA 231.51 59.66 22 PUDDUCHERRY 10.0 0.22 23 PUNJAB 109.50 48.92 24 RAJASTHAN 213.85 178.37 25 TAMIL NADU 210.24 116.87 26 UTTAR PRADESH 284.42 194.51 27 UTTARAKHAND 86.99 27.60 28 WEST BENGAL 133.85 46.38	13	KARNATAKA	164.55	60.50
16 MAHARASHTRA 177.00 82.67 17 MANIPUR 54.39 24.84 18 MEGHALAYA 34.58 11.18 19 MIZORAM 24.20 4.40 20 NAGALAND 44.65 7.33 21 ODISHA 231.51 59.66 22 PUDDUCHERRY 10.0 0.22 23 PUNJAB 109.50 48.92 24 RAJASTHAN 213.85 178.37 25 TAMIL NADU 210.24 116.87 26 UTTAR PRADESH 284.42 194.51 27 UTTARAKHAND 86.99 27.60 28 WEST BENGAL 133.85 46.38	14	KERALA	267.81	34.49
17 MANIPUR 54.39 24.84 18 MEGHALAYA 34.58 11.18 19 MIZORAM 24.20 4.40 20 NAGALAND 44.65 7.33 21 ODISHA 231.51 59.66 22 PUDDUCHERRY 10.0 0.22 23 PUNJAB 109.50 48.92 24 RAJASTHAN 213.85 178.37 25 TAMIL NADU 210.24 116.87 26 UTTAR PRADESH 284.42 194.51 27 UTTARAKHAND 86.99 27.60 28 WEST BENGAL 133.85 46.38	15	MADHYA PRADESH	150.69	42.32
18 MEGHALAYA 34.58 11.18 19 MIZORAM 24.20 4.40 20 NAGALAND 44.65 7.33 21 ODISHA 231.51 59.66 22 PUDDUCHERRY 10.0 0.22 23 PUNJAB 109.50 48.92 24 RAJASTHAN 213.85 178.37 25 TAMIL NADU 210.24 116.87 26 UTTAR PRADESH 284.42 194.51 27 UTTARAKHAND 86.99 27.60 28 WEST BENGAL 133.85 46.38	16	MAHARASHTRA	177.00	82.67
19 MIZORAM 24.20 4.40 20 NAGALAND 44.65 7.33 21 ODISHA 231.51 59.66 22 PUDDUCHERRY 10.0 0.22 23 PUNJAB 109.50 48.92 24 RAJASTHAN 213.85 178.37 25 TAMIL NADU 210.24 116.87 26 UTTAR PRADESH 284.42 194.51 27 UTTARAKHAND 86.99 27.60 28 WEST BENGAL 133.85 46.38	17	MANIPUR	54.39	24.84
20 NAGALAND 44.65 7.33 21 ODISHA 231.51 59.66 22 PUDDUCHERRY 10.0 0.22 23 PUNJAB 109.50 48.92 24 RAJASTHAN 213.85 178.37 25 TAMIL NADU 210.24 116.87 26 UTTAR PRADESH 284.42 194.51 27 UTTARAKHAND 86.99 27.60 28 WEST BENGAL 133.85 46.38	18	MEGHALAYA	34.58	11.18
21 ODISHA 231.51 59.66 22 PUDDUCHERRY 10.0 0.22 23 PUNJAB 109.50 48.92 24 RAJASTHAN 213.85 178.37 25 TAMIL NADU 210.24 116.87 26 UTTAR PRADESH 284.42 194.51 27 UTTARAKHAND 86.99 27.60 28 WEST BENGAL 133.85 46.38	19	MIZORAM	24.20	4.40
22 PUDDUCHERRY 10.0 0.22 23 PUNJAB 109.50 48.92 24 RAJASTHAN 213.85 178.37 25 TAMIL NADU 210.24 116.87 26 UTTAR PRADESH 284.42 194.51 27 UTTARAKHAND 86.99 27.60 28 WEST BENGAL 133.85 46.38	20	NAGALAND	44.65	7.33
23 PUNJAB 109.50 48.92 24 RAJASTHAN 213.85 178.37 25 TAMIL NADU 210.24 116.87 26 UTTAR PRADESH 284.42 194.51 27 UTTARAKHAND 86.99 27.60 28 WEST BENGAL 133.85 46.38	21	ODISHA	231.51	59.66
24 RAJASTHAN 213.85 178.37 25 TAMIL NADU 210.24 116.87 26 UTTAR PRADESH 284.42 194.51 27 UTTARAKHAND 86.99 27.60 28 WEST BENGAL 133.85 46.38	22	PUDDUCHERRY	10.0	0.22
25 TAMIL NADU 210.24 116.87 26 UTTAR PRADESH 284.42 194.51 27 UTTARAKHAND 86.99 27.60 28 WEST BENGAL 133.85 46.38	23	PUNJAB	109.50	48.92
26 UTTAR PRADESH 284.42 194.51 27 UTTARAKHAND 86.99 27.60 28 WEST BENGAL 133.85 46.38	24	RAJASTHAN	213.85	178.37
27 UTTARAKHAND 86.99 27.60 28 WEST BENGAL 133.85 46.38	25	TAMIL NADU	210.24	116.87
28 WEST BENGAL 133.85 46.38	26	UTTAR PRADESH	284.42	194.51
	27	UTTARAKHAND	86.99	27.60
29 ANDAMAN & NICOBAR ISLANDS 9.53 1.87	28	WEST BENGAL	133.85	46.38
	29	ANDAMAN & NICOBAR ISLANDS	9.53	1.87





Allocation and Release under CRF

Year	2000-	01	2001-02		2002-	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	
Year	2009-10		2010-11		2011-12		
	Allocation	Release	Allocation	Release	Allocation	Release	
Rs. Cr	1786.56	1344.98	2714.87	2460.29	2288.65	1927.39	
Year	2012-	13	2013-	-14			
	Allocation	Release	Allocation	Release			
Rs. Cr.	2359.91	2350.37	2359.91	2923.73			

Appendix-7 Number of Government Servants (Technical and Non-Technical side) including SC/ST employees

Groups	Sanctioned Strength	Total No. of employees in position	SCs	STs	% of SCs to total employees in position	% of STs to total employees in position
		TECHN	ICAL			
A	227	172	28	11	16.27	6.39
В	81	40	08	04	20.00	10.00
С	7	07	02	0	28.57	0.00
C[MTS]	0	0	0	0	0.00	0.00
TOTAL	315	219	38	15	17.35	6.85
		NON-TEC	HNICA	L		
A	65	58	7	7	12.06	12.06
В	249	179	19	12	10.61	6.70
С	195	122	27	06	22.13	4.91
C[MTS]	173	153	55	09	35.94	5.88
TOTAL	682	512	108	34	21.09	6.64

<u>Details of Action Taken Notes in respect of PAC Paras/Reports and Audit</u> <u>Reports/Paras of C&AG</u>

S. No.	Number and heading of the PAC/Audit Report	Action Taken
1	PAC Report No 64- Excesses over Voted Grants and Charged Expenditure(2010-2011).	Revised ATNs after getting the same vetted from Audit were sent to Lok Sabha Secretariat (PAC Branch) on 2.1.2014.
	The PAC Report covered twenty nine such cases in several Ministries Departments. As regards Ministry of Road Transport & Highways, the PAC Report mentioned that during the financial year 2011-12, in Demand No. 80, Ministry of Road Transport & Highways, under the Revenue Charges Section of the Grant, against a Nil provision an amount of Rs. 15000 was booked by AO, GREF- an agency of Border Road Development Board, under the head 3451.00.09.11(Revenue Section-Secretariat Economic Services). This expenditure was booked by BRDB to defray the cost of the Writ Petition(Civil) No. 787 of 2010 against Union of India Vs Ravinder.	
	The Committee's recommendations were that the expenditure referred to in paragraph 14 of Part I of this Report(which includes the above expenditure) be regularized in the manner prescribed in Article 115(1)(b) of the Constitution of India.	
2.	Examination of C&AG Report No. 1 of 2013 for the year 2011-12, Union Government, Accounts of the Union Government, Financial Audit. The report covered several aspects pertaining to Financial Audit.	Lok Sabha Secretariat PAC Branch requested for Factual Note on Paras 5.13 to 5.32 of the Report along with reasons for deviation. Consolidated reply of this Ministry was sent to Lok Sabha Secretariat vide Budget Section's OM dated 23.10.2013.







S. No.	Number and heading of the PAC/Audit Report	Action Taken		
3.	Report No. 13 of 2013 of Comptroller & Auditor General of India (Compliance Audit Observations)-Chapter XVI- Covered Follow up on Audit Report (Commercial) pertaining to PSUs under various Ministries. The report also included Audit Reports pertaining to NHAI where ATNs are pending.	reviewed the pending Audit Paras pertaining to NHAI during the periodical meetings		

91.19

73.52

78.95

0.00

78.14

23581.33

355.83

2206.01

2561.82

-0.02

92.66

89.31

81.98

0.00

82.92

of Ministry of Road Transport and Highways (Fig. in crores) Pre-audited **Heads of Account** % BE % RE BE. RE Expdr. Upto 31.03.2014 Plan Heads M.H. 2552 North Eastern Area MH 3054 Roads and 10435.43 10435.43 10416.81 99.82 99.82 **Bridges** MH 3055-Road 45.57 200.00 200.00 91.14 45.57 Transport MH3601-Grant in aid to 2580.86 2870.86 2842.40 110.13 99.01 State Govts MH3602-Grant in aid to 97.47 408.97 251.73 258.26 61.55 **UT** Govts **Total Revenue Section** 13313.76 13915.26 13602.08 102.17 97.75 MH 4552 Capital 0.00 0.00 0.00 0.00 Outlay on North Eastern Areas*** MH5054 Capital Outlay 29970.23 29570.23 27040.24 90.22 91.44 on Roads and Bridges*** MH 7075- Loans for 0.00 0.00 0.00 0.00 0.00 other Transport Services **Total Capital Section** 91.44 29970.23 29570.23 27040.24 90.22 **Total Plan Heads** 40642.32 43283.99 43485.49 93.90 93.46 (Gross) **Deduct Recoveries** -17424.08 -18035.58 -17060.99 97.92 94.60 (Plan)

25449.91

398.43

2690.93

3089.36

0.00

25859.91

484.01

2794.31

3278.32

0.00

Major Head wise Expenditure in respect

Bridges

State Govts (*)

Total Plan (NET

MH - 3451-Secretariat-Economic Services

MH 3054 Roads and

MH3601-Grant in aid to

Total Revenue Section





Pre-audited			(Fig	. in crores)				
Heads of Account	BE.	RE	Expdr. Upto 31.03.2014	% BE	% RE			
MH5054 Capital Outlay on Roads and Bridges								
(*)	2303.92	1889.27	1631.77	70.83	86.37			
Total Capital Section	2303.92	1889.27	1631.77	70.83	86.37			
Tentative			(Fig	. in crores)				
Heads of Account	BE.	RE	Expdr. Upto 31.03.2014	% B E	% RE			
Total Non Plan (Gross)	5582.24	4978.63	4193.60	75.12	84.23			
Deduct Recoveries								
(Non Plan)	-140.01	-90.01	-49.25	35.17	54.71			
Total Non Plan (Net)	5442.23	4888.62	4144.35	76.15	84.78			
Total (Plan+Non Plan)	48866.23	48464.12	44835.92	91.75	92.51			
Deduct Recovery (Plan+Non Plan)	-17564.09	-18125.59	-17110.23	97.42	94.40			
Total (Plan+Non Plan)								
Net	31302.14	30338.53	27725.69	88.57	91.39			
(*) Pertains to BRDB expdr.for 02.2014								

*** Note: The B.E/R.E Under MH 4552 is Re-appropriated to MH 5054

HEADWISE DETAILS OF REVENUE RECEIPTS FOR LAST THREE YEARS

(₹in crores)

	MAJOR HEAD	2011-12	2012-13	2013-14
1	0021-Taxes on Income other than Corporation Tax	126.53	121.80	103.40
2	0045-Other Taxes and Duties on Commodities and Services	0.00	0.00	0.00
3	0049- Interest Receipts	136.55	141.40	66.34
4	0050-Dividends and Profits		0.00	0.00
5	0070-Other Administrative Services	0.0025	0.0019	1.50
6	0071-Contribution and Recoveries towards Pension and Other Retirements Benefits	0.66	0.55	0.50
7	0075 Miscellaneous General Services	14.42	1.65	1.69
8	0210-Medical and Public Health	0.25	0.24	0.23
9	0216-Housing	0.16	0.14	0.13
10	0852-Transport Equipment Services	0.00	0.00	0.00
11	1054 – Roads and Bridges	3047.15	4006.78	4846.73
12	1055 – Road Transport	0.06	0.00	0.00
13	1475 – Other General Economic Services	0.07	0.11	0.02
	TOTAL	3325.85	4272.67	5020.54





Source of funds as per the Statement of Central Transactions (SCT) during last three years in respect of Revenue and Capital Receipts

REVENUE RECEIPTS

(₹in crores)

ITEMS/YEAR	2011-12	2012-13	2013-14
TAX REVENUE	126.53	121.80	103.40
NON TAX REVENUE	3199.32	4150.87	4917.14
GROSS REVENUE RECEIPTS	3325.85	4272.67	5020.54

HIGHLIGHTS OF ACCOUNTS

(₹in thousands)

	Receipts		Disbursements	5
		Amount		Amount
A.	Revenue Receipts		Revenue Expenditure	
1	Tax Revenue	1217999	General Service	115629
2	Non Tax Revenue	41508732	Social Service	12019
	Interest Receipts	1413976	Economic Service	159729377
	Other Non-Tax Revenue	40094756	Grants in Aid and Contribution	179957
	_Total Revenue Receipts	42726731	Total Revenue	160036982
	Total Revenue Receipts	42720731	Expenditure	100030902
B.	Capital Receipts		Capital Expenditure	
	Loans for other	5120898	Economic Service	28084563
	Transport Service			
	Loans and Advances to	0	Loans and Advances	2370
	State Governments			
	Loans to Government Servants	0		
		5125082	Total Capital	28086933
	Total Capital Receipts	3123002	Expenditure	20000933
Total	Consolidated Fund of India	47851813	Total Consolidated Fund of India	188123915
	Public Account		Public Account	
	Small Savings Provident Fund A/c	150584	Small Savings Provident Fund A/c	99839
	Provident Fund	150038	Provident Fund	97800
	Other Accounts	546	Other Accounts	2039
	Reserve Funds	143542200	Reserve Funds	160730402
	Reserve Funds not	143542200	Reserve Funds not	160730402
	bearing interest		bearing Interest	
	Deposit and Advances	17172593	Deposit and Advances	14552315
	Deposit bearing interest		Deposit bearing interest	







Depos	sit not bearing	17172593	Deposit not bearing	14552315
intere	st		interest	
Advai	nces		Advances	
Suspe	nse and	216805295	Suspense and	62016014
Misce	llaneous		Miscellaneous	
Suspe	nse	-16372752	Suspense	271684
Other	Accounts	233178047	Other Accounts	61744330
То	tal Public Accounts	377670672	Total Public Accounts	237398570

Source:- Statement of Central Transactions

States of Technical & Non-Technical posts with regard to the number of persons with Disabilities

	Sanctioned	No. of persons with
Group	Strength	disabilities appointed
TECHNICAL		
A	227	0
В	81	2
С	7	0
C[MTS]	0	0
TOTAL	315	2
NONTECHNICAL		
A	65	0
В	249	2
С	195	1
C[MTS]	173	2
TOTAL	682	05





Table 1: Total Number of Registered Motor Vehicles in India - 2003-2012 (in thousands)

2./	A 11		C Y	n	0 1	0.1 4
Year	All	Two	Cars, Jeeps	Buses	Goods	Others*
(As on	Vehicles	Wheelers	and Taxis	@	Vehicles	
31st March)						
1	2	3	4	5	6	7
2003	67,007	47,519	8,599	721	3,492	6,676
2004	72,718	51,922	9,451	768	3,749	6,828
2005	81,499	58,799	10,320	892	4,031	7,457
2006	89,618	64,743	11,526	992	4,436	7,921
2007	96,707	69,129	12,649	1,350	5,119	8,460
2008	105,353	75,336	13,950	1,427	5,601	9,039
2009	114,951	82,402	15,313	1,486	6,041	9,710
2010	127,746	91,598	17,109	1,527	6,432	11,080
2011	141,866	101,865	19,231	1,604	7,064	12,102
2012	159,491	115,419	21,568	1,677	7,658	13,169

: Others include tractors, trailers, three wheelers (passenger vehicles)/LMV and other miscellaneous vehicles which are not separately classified.

@ : Includes omni buses.

Source: Offices of State Transport Commissioners/UT Administrations

Table 2: Number of Road Accidents and Persons Involved : 2003 to 2012									
Year	Numbe	r of Accidents	Number o	of Persons	Accident				
1 eur	Total	Fatal	Killed	Injured	Severity*				
2003	406,726	73,589 (18.1)	85,998	435,122	21.1				
2004	429,910	79,357 (18.5)	92,618	464,521	21.5				
2005	439,255	83,491(19.0)	94,968	465,282	21.6				
2006	460,920	93,917(20.4)	105,749	496,481	22.9				
2007	479,216	101,161(21.1)	114,444	513,340	23.9				
2008	484,704	106,591(22.0)	119,860	523,193	24.7				
2009	486,384	110,993 (22.8)	125,660	515,458	25.8				
2010	499,628	119,558 (23.9)	134,513	527,512	26.9				
2011	497,686	121,618(24.4)	142,485	511,394	28.6				
2012	4,90,383	1,23,093(25.1)	138,258	509,667	28.2				

Source: Information supplied by States/UTs. Figures within parenthesis indicate share of fatal accidents (i.e. involving death) to total accidents. * Accident Severity: No. of Persons Killed per 100 Accidents

Appendix-16

Road Network, Registered Motor Vehicles and Road Accidents in North-Eastern States

SI. Nos.	States	Road length (in kilometres) As on 31st March 2012	Total Registered Motor Vehicles (in numbers) As on 31st March 2012	Road Accidents (in numbers) During calendar year 2012
1.	Arunachal Pradesh	14,980	1,51,279	251
2.	Assam	284,232	18,07,120	6,535
3.	Manipur	19,252	2,14,523	771
4.	Meghalaya	12,103	1,97,838	483
5.	Mizoram	11,293	1,01,830	110
6.	Nagaland	35,189	2,91,438	42
7.	Sikkim	5,616	43,334	158
8.	Tripura	29,248	2,04,218	888





Road Network by Categories: 1951 to 2012

(in kilometres)

Road	1951	1961	1971	1981	1991	2001	2011	2012
Category								
National	19,811	23,798	23,838	31,671	33,650	57,737	70,934	76,818
Highways	(4.95)	(4.54)	(2.61)	(2.13)	(1.45)	(1.71)	(1.52)	(1.58)
State	^	۸	56,765	94,359	1,27,311	1,32,100	1,63,898	1,64,360
Highways			(6.20)	(6.35)	(5.47)	(3.92)	(3.50)	(3.38)
Other	1,73,723	257,125	2,76,833	4,21,895	5,09,435	7,36,001	9,98,895	10,22,287
PWD	(43.44)	(49.02)	(30.26)	(28.40)	(21.89)	(21.82)	(21.36)	(21.01)
Roads								
Rural	2,06,408	197,194	3,54,530	6,28,865	12,60,430	19,72,016	27,49,804	28,38,220
Roads	(51.61)	(37.60)	(38.75)	(42.34)	(54.15)	(58.46)	(58.80)	(58.33)
Urban	0	46,361	72,120	123,120	1,86,799	2,52,001	4,11,679	4,64,294
Roads	(0.00)	(8.84)	(7.88)	(8.29)	(8.03)	(7.47)	(8.80)	(9.54)
Project	0	0	1,30,893	1,85,511	2,09,737	2,23,665	2,81,628	2,99,415
Roads	(0.00)	(0.00)	(14.31)	(12.49)	(9.01)	(6.63)	(6.02)	(6.15)
Total	3,99,942	5,24,478	9,14,979	14,85,421	23,27,362	46,90,342	46,76,838	48,65,394

Note: Figures within parentheses indicate per cent to total road length in each road category.

Source: 300 source agencies dealing with roads

[^] Included in Other Public Works Department roads



RFD

(Results-Framework Document) for

Ministry of Road Transport and Highways (2012-2013)





Vision, Mission, Objectives and Functions

Vision

Enabling INDIA to have a sustainable, efficient, safe and internationally comparable quality of road infrastructure in general and National Highways infrastructure in particular to achieve enhanced, quick connectivity, mobility to a level which accelerates socio-economic development.

Mission

Development of a National Highways (NHs) Network in the country encompassing roads of international standards for uninterrupted flow of traffic with enhanced safety features. Enhanced connectivity for remote far flung and isolated areas, including North-East region (NER), Left Wing Extremism (LWE) affected areas including Tribal Sub-Plan (TSP). Evolving policies for efficient and Safe transportation through the Road Network and facilitating their implementation. Establish arrangement for review of Road Transport requirements keeping in view the long term perspective. Improving road safety scenario in the country. Computerization of the procedure for regulating motor vehicular traffic. Strengthening public transport system.

Objective

- 1 Planning, development and maintenance of National Highways (NHs) infrastructure by creating State-of-the-Art additional capacity.
- 2 Skill development amongst stakeholders compatible with the international standards.
- 3 Special Accelerated Road Development Programme for North-East region (SARDP-NE) including Arunachal Pradesh package for enhancing state capitals, district headquarters connectivity, strategic roads in border states and connectivity to neighbouring countries.
- 4 Special Programme for development of road connectivity of two-lane standards in the Left Wing Extremism (LWE) affected areas including Tribal Sub-Plan (TSP).
- 5 Technical & financial support to State Governments for development of State roads and the roads of the Inter-State Connectivity and Economic Importance.
- 6 Endeavour to evolve effective policy measures to sustainably improve road safety scenario in the country.
- 7 Efficient and safe transportation through the road network.
- 8 To set up Model Inspection and Certification Centres.
- 9 To take up effective policy initatives for strengthening integrated public transport system.

Functions

- 1 Development and maintenance of National Highways (NHs).
- 2 Administration of Central Road Fund (CRF).
- 3 Formulation, Implementation of policies relating to road transport.



alue	Poor	%09	2000	5800	7000	0099	8600	2000	2000	1275
	Fair 70%		2300	0089	8000	7700	10000	2300	2300	1500
Farget / Criteria Value	Good	%08	2650	7750	0006	8800	11440	2650	2650	1700
Target / (Very Good	%06	3000	8800	10000	10000	13000	3000	3000	1930
	Excellent	100%	3300	9200	11000	11000	14300	3300	3300	2120
	Weight		8.00	5.12	1.92	4.16	96.0	5.44	1.60	3.84
	Unit		Kms	Kms	Kms	Ha	Rs crores	Kms	Rs crores	Rs crores
Success Indicator		1] Completion of construction.	1] Length to be awarded.	1] Length of FS to be completed.	1) Taking possession of land (area in hectare).	I) IEBR (Internal & External Budgetary Resources) under 54 EC and tax-free bonds.	1] Completion of length.	1] Cost of works to be sanctioned.	1) Periodical and ordinary repairs (filling pot holes, patches, levelling berms, repair of culverts, etc).	
			[1.1.1]	[1.2.1]	[1.3.1]	[1.4.1]	[1.5.1]	[1.6.1]	[1.7.1]	[1.8.1]
Action			[1.1] Development of NHs infrastructure under National Highways Development Project (NHDP).	[1.2] Award of works under NHDP.	[1.3] Feasibility studies (FS) for implementation of projects under NHDP.	[1.4] Land acquisition ensuring completion of process under Section 3G of NH Act for acquisition of land under NHDP.	(1.5) Raising of funds for NHDP by National Highways Authority of India (NHAI).	(1.6) Development of non-NHDP NHs [includ. widening to 2 lane, strengthening, improvement of riding quality (IRQP), etc] by State PWDs / BRO.	[1.7] Sanction of works for NHs (non-NHDP) to be executed by State PWDs / BRO.	(1.8) Maintenance of NHs with NHAI / State PWDS / BRO.
	Weight		32.00							
Objective			[1] Planning, development and maintenance of National Highways (NHs) infrastructure by creating State-of-the-Art additional capacity.							





	Poor	%09	1320	1/03/2013	260	200	1320	ما	20
alue	Fair	%02	1540	31/01/2013 28/02/2013 31/03/2013	300	230	1530	ω	53
Target / Criteria Value	Good	%08	1760	31/01/2013	350	265	1750	7	26
Target /	Very Good	%06	2000	31/12/2012	400	300	1980	ထ	30
	Excellent	100%	2200	30/11/2012	450	330	2200	O)	33
	Weight		0.96	2.01	0.99	00.0	90.9	1.50	1.50
	Unit		Kms	Date	Nos	Kms	Kms	Kms	Kms
	Success Indicator		[1.8.2] Independent audit of quality of quality of maintenance and road safety on NHs on sample basis.	[2.1.1] Completion of study.	[2.2.1] Number of engineers to be trained.	[3.1.1] Length to be completed.	[3.2.1] Length to be awarded.	[3.3.1] Length to be completed in 2012-13 (stand-alone mega project under Arunachal Pradesh Package).	[3.4.1] Length to be completed in 2012- 13 (stand-alone mega project under
	Action			[2.1] Study for assessment of skill requirement during 12th Plan.	[2.2] Refresher course / course for new recruits / in-service Highway professionals.	(3.1) Development of roads in NE region.	[3.2] Award of works under SARDP-NE.	[3.3] Construction of 2-lane 25.8 km Missing Link of NH-37 Extn including 9.3 km long bridge across river Brahmaputra connecting Assam at Dhola Sadia Ghat with Roing in Arunachal Pradesh on BOT (Annulty) at TPC Rs 876 cr.	(3.4) Construction of two-lane Kaladan State road in 100 km length in Mizoram (up to Mynmar border) under
	Weight			3.00		15.00			
	Objective			[2] Skill development amongst stakeholders compatible with the international standards.		[3] Special Accelerated Road Development Programme for North-East region (SARDP-NE) including Arunachal Pradesh package for enhancing state capitals, district headquarters connectivity, strategic roads in border states and connectivity to neighbouring countries.			



		0000				Target /	Farget / Criteria Value	/alue	
Weight A	Action	Success	Unit	Weight	Excellent	Very Good	Good	Fair	Poor
					100%	%06	%08	%02	%09
MTT (Mu transport NH-54 fo NH-54 fo Sitway po EPC moc 576 cr.	MTT (Multi-model transit transport) in extension of NH-54 for connectivity to Sitway port in Mynmar on EPC mode at a cost of Rs 576 cr.	it SARDP-NE Phase- of A).							
14.00 [4.1] Development of road connectivity in LWE.	ment of road vity in LWE.	[4.1.1] Length to be completed.	Kms s	7.00	1320	1200	1060	030	8008
[4.2] Award o	Award of works under LWE.	[4.2.1] Length to be awarded.	Kms	7.00	1070	975	850	750	640
[4.3] -		[4.3.1] Total kms completed.	-	0.00	0	0	0	0	0
1.00 [5.1] Release Central F	Release of funds under Central Road Fund (CRF)	(5.1.1) Funds to be released.	Rs in crore	1.00	2600	2360	2100	1820	1560
9.00 [6.1] Implementa measures o black sports accident-pro under dedic Ports of Plan outlay road safety.	Implementation of remedial measures on NHs for 100 black spots in 13 most accident-prone States under dedicated 10% of Plan outlay earmarked for road safety.	dial [6.1.1] Identification and rectification of 100 black spots on NHs. f	Nos.	2.97	110	100	06	08	70
[6.2] To improve the re scenario in the control of the search of the sea	To improve the road safety scenario in the country by various measures such as, generating mass awareness through print and electronic media including vernacular and dedicated NGOs.	fety [6.2.1] To conduct a number of video as, spots and radio spots to be telecast / broadcast.	Nos	2.97	30000	27000	24000	21000	18000



Inter se Priorities among Key Objectives, Success indicators and Targets



00009 28/02/2013 31/03/2013 %09 31/03/20 %02 70000 14 800 350 Farget / Criteria Value 31/01/2013 Good 80000 16 006 400 31/01/2013 80% Very Good 31/12/2012 31/12/2012 00006 9 450 1000 %06 1100 2 Excellent 30/11/2012 30/11/2012 100000 20 200 100% Weight 0.99 3.00 1.02 0.99 1.08 1.02 96.0 Unit Date Setting up RSF in 13 D most accident-prone States. Number of Driving Training Institutes to be sanctioned. Number of pollution testing equipments, ambulances, cranes, breath analyzers, accidents recorders to be sanctioned and provided to the States. Number of training programmes to be conducted. emergency care, designated trauma centres and Extension of ETC system on 3 stretches of Delhi - Mumbai GQ limb. Number of HMV drivers to be trained. Creation of single toll-free number, ambulance code, portable road Success Indicator etc. 1 Extension of pilot project of [6 Delhi - Chandigarh on ETC (electronic toll collection) basis for ensuring uninterrupted flow of traffic. Developing communication strategy for road safety and monitoring implementation. [7.1] To impart refresher training to HMV drivers including first-aid and trauma care To impart training to State Transport personnel. Sanctioning (Rs.in crores) of road safety equipments. Setting up Road Safety Fund (RSF). To set up Model Driving Training Institutes. Action training. [6.3] [7.4] 00.9 [7] Efficient and safe transportation through the road network. Objective



Inter se Priorities among Key Objectives, Success indicators and Targets

							Target /	Farget / Criteria Value	/alue	
Objective	Weight	Action	Success Indicator	Unit	Weight	Excellent	Very Good	Good	Fair	Poor
						100%	%06	%08	%02	%09
		[7.5] -	[7.5.1] To conduct a number of video spots and radio spots to be telecast / broadcast.	1	00.00	1	1	1	1	i
		[7.6] -	(7.6.1) Statutory and administrative measures for strengthening the system.	:	0.00	1	I	:	1	1
		- [7.7]	(7.7.1) Passing of Motor Vehicles (Amendment) Bill, by Parliament.	1	00.00	1	-	1	I	1
[8] To set up Model Inspection and Certification Centres.	2.00	[8.1] To set up Model Inspection & Certification Centres.	[8.1.1] Number of I&C centres to be sanctioned.	Nos	2.00	S)	4	ဇ	2	-
 (9) To take up effective policy initatives for strengthening integrated public transport system. 	3.00	[9.1] To provide Central assistance to States / STUs for implementation of IT projects / Mobility Plan.	[9.1.1] Number of STUs to be sanctioned.	Nos	2.01	15	41	12	10	o
		[9.2] Study on shortfalls on public transport system.	[9.2.1] Completion of study.	Date	0.99	30/11/2012	31/12/2012	31/01/2013	31/01/2013 28/02/2013 31/03/2013	31/03/2013
* Efficient Functioning of the RFD System	3.00	Timely submission of Draft for Approval	On-time submission	Date	2.0	05/03/2012	06/03/2012	07/03/2012	07/03/2012 08/03/2012 09/03/2012	09/03/2012
		Timely submission of Results	On- time submission	Date	1.0	01/05/2012	03/05/2012	04/05/2012	04/05/2012 05/05/2012 06/05/2012	06/05/2012
* Administrative Reforms	00.9	Implement mitigating strategies for reducing potential risk of corruption	% of implementation	%	2.0	100	96	06	85	80
* Mandatory Objective(s)										





	Poor	%09	80	09/03/2013	80	80	90	09	09	09
/alue	Fair	%02	85	08/03/2013	85	85	70	02	70	70
Target / Criteria Value	Good	%08	06	07/03/2013	06	06	80	80	80	80
Target /	Very Good	%06	92	06/03/2013 07/03/2013 08/03/2013 09/03/2013	95	95	06	06	06	06
	Excellent	100%	100	05/03/2013	100	100	100	100	100	100
	Weight		2.0	2.0	2.0	2.0	0.5	0.5	0.5	0.5
	Unit		%	Date	%	%	%	%	%	%
	Success Indicator		Area of operations covered	Implementation of identified innovations	Independent Audit of Implementation of Citizen's Charter	Independent Audit of implementation of public grievance redressal system	Percentage of ATNs submitted within due date (4 months) from date of presentation of Report to Parliament by CAG during the year.	Percentage of ATRS submitted within due date (for months) from date of presentation of Report to Parliament by PAC during the year.	Percentage of outstanding ATNs disposed off during the year.	Percentage of outstanding ATRS disposed off during the year.
	Action		Implement ISO 9001 as per the approved action plan	Identify, design and implement major innovations	Implementation of Sevottam		Timely submission of ATNs on Audit paras of C&AG	Timely submission of ATRs to the PAC Sectt. on PAC Reports.	Early disposal of pending ATNs on Audit Paras of C&AG Reports presented to Parliament before 31.3.2012.	Early disposal of pending ATRs on PAC Reports presented to Parliament before 31.3.2012
	Weight				4.00		2.00			
	Objective				 Improving Internal Efficiency / responsiveness / service delivery of Ministry / Department 		* Ensuring compliance to the Financial Accountability Framework			

* Mandatory Objective(s)



Projected Projected Value for FY 13/14 FY 14/15	3000	7500	10000	10000	7000	4000	4000	
Target Value FY 12/13	2700	0200	10000	10000	2800	2500	3000	1930
Actual Value Actual Value Target Value FY 10/11 FY 11/12 FY 12/13	2250	0009	7500	10000	2000	4200	4000	1
Actual Value FY 10/11	1780	5058	7300	13500	2136	4184	5083	!
Unit	Kms	Kms	Kms	На	Rs crores	Kms	Rs crores	Rs crores
Success Indicator	[1.1.1] Completion of construction.	[1.2.1] Length to be awarded.	[1.3.1] Length of FS to be completed.	[1.4.1] Taking possession of land (area in hectare).	(1.5.1) IEBR (Internal & External Budgetary Resources) under 54 EC and tax-free bonds.	[1.6.1] Completion of length.	[1.7.1] Cost of works to be sanctioned.	[1.8.1] Periodical and ordinary repairs (filling pot holes, patches, levelling
Action	[1.1] Development of NHs infrastructure under National Highways Development Project (NHDP).	[1.2] Award of works under NHDP.	[1.3] Feasibility studies (FS) for implementation of projects under NHDP.	[14] Land acquisition ensuring completion of process under Section 3G of NH Act for acquisition of land under NHDP.	[1:5] Raising of funds for NHDP by National Highways Authority of India (NHAI).	[16] Development of non-NHDP NHs [includ. widening to 2 lane, strengthening, improvement of riding quality (IRQP), etc] by State PWDs / BRO.	[1.7] Sanction of works for NHS (non-NHDP) to be executed by State PWDs / BRO.	[1:8] Maintenance of NHs with NHA1/ State PWDs / BRO.
Objective	[1] Planning, development and maintenance of National Highways (NHs) infrastructure by creating State-of-the-Art additional capacity.							





Projected Value for FY 14/15		1	1	1	270	1800	t.
Projected Value for FY 13/14		!	1	1	270	1800	I
Target Value FY 12/13		2000	31/12/2012	400	270	1800	ω
Actual Value Actual Value FY 10/11 FY 11/12		1	1	1	200	5025	1
Actual Value FY 10/11		1	1	1	94 0	9160	I
Unit		Kms	Date	So _N	Kms	Kms	Kms
Success Indicator	berms, repair of culverts, etc).	[18.2] Independent audit of quality of maintenance and road safety on NHs on sample basis.	[2.1.1] Completion of study.	[2.2.1] Number of engineers to be trained.	[3.1.1] Length to be completed.	[3.2.1] Length to be awarded.	[3.3.1] Length to be completed in 2012-13 (stand-allone mega project under Arunachal Pradesh Package).
Action			[2.1] Study for assessment of skill requirement during 12th Plan.	[2.2] Refresher course / course for new recruits / in-service Highway professionals.	(3.1) Development of roads in NE region.	[3.2] Award of works under SARDP-NE.	[3.3] Construction of 2-lane 25.8 km Missing Link of NH-37 Extin including 9.3 km long bridge across river Brahmaputra connecting Assam at Dhola Sadia Ghat with Roing in Arunachal Pradesh on BOT (Annuity) at
Objective			[2] Skill development amongst stakeholders compatible with the international standards.		[3] Special Accelerated Road Development Programme for North- East region (SARDP-NE) including Arunachtal Pradesh package for enhancing state capitals, district headquarters connectivity, strategic roads in border states and connectivity to neighbouring countries.		



Projected Value for FY 14/15	t .	1800	800	1600	I
Projected Value for FY 13/14	i.	1800	800	1600	·
Target Value FY 12/13	06	1800	800	1600	100
Actual Value Actual Value Target Value FY 10/11 FY 11/12 FY 12/13	:	700	1700	1400	·
Actual Value FY 10/11	:	3256	4323	2460	:
Unit	K ms	Kms	Kms 	Rs in crore	Nos.
Success Indicator	[3.4.1] Length to be completed in 2012-13 (stand-alone mega project under SARDP-NE Phase-A).	[4.1.1] Length to be completed.	[4.2.1] Length to be awarded.	[5.1.1] Funds to be released.	[6.1.1] Identification and rectification of 100 black spots on NHs.
Action	TPC Rs 876 cr. [3.4] Construction of two-lane Kaladan State road in 100 km length in Mizoram (up to Mynmar border) under MTT (Multi-model transit transport) in extension of NH-54 for connectivity to Sitway port in Mynmar on EPC mode at a cost of Rs 576 cr.	[4.1] Development of road connectivity in LWE.	[4.2] Award of works under LWE.		[6.1] Implementation of remedial measures on NHs for 100 black spots in 13 most accident-prone States under dedicated 10% of Plan outlay
Objective		[4] Special Programme for development of road connectivity of two-lane standards in the Left Wing Extremism (LWE) affected areas including Tribal Sub-Plan (TSP).		[5] Technical & financial support to State Governments for development of State roads and the roads of the	inter-State Connectivity and Economic Importance. [6] Endeavour to evolive effective policy measures to sustainably improve road safety scenario in the country.





Objective	Action	Success Indicator	Unit	Actual Value	Actual Value Actual Value Target Value	Target Value	Projected	Projected
				FY 10/11	FY 11/12	FY 12/13	Value for FY 13/14	Value for FY 14/15
	earmarked for road safety.							
	[62] To improve the road safety scenario in the country by various measures such as, generating mass awareness through print and electronic media including vernacular and dedicated NGOs.	[6.2.1] To conduct a number of video spots and radio spots to be telecast / broadcast.	Nos	:	i	27000	1	
	[6.3] Developing communication strategy for road safety and monitoring implementation.	[6.3.1] Creation of single toll- free number, emergency care, designated trauma centres and ambulance code, etc.	Date	:	i	31/12/2012	:	
	[6.4] Setting up Road Safety Fund (RSF).	[6.4.1] Setting up RSF in 13 most accident-prone States.	Date	:	i	31/12/2012	1	
	[6.5] Extension of pilot project of Delin - Chandigarh on ETC (electronic toll collection) basis for ensuring uninterrupted flow of traffic.	[6.5.1] Extension of ETC system on 3 stretches of Delhi - Mumbai GQ limb.	Kms	I	1	1000	ı	
Efficient and safe transportation through the road network.	[7.1] To impart refresher training to HMV drivers including first-aid and trauma care training.	(7.11) Number of HMV drivers to be trained.	Nos	0	0	00006	00006	00006
	7.2] To impart training to State Transport personnel.	[7.2.1] Number of training programmes to be conducted.	Nos	10	10	14	14	12



Projected Value for FY 14/15	တ	400	006	30/09/2013	30/09/2013	တ	41	I
Projected Value for FY 13/14	6	400	006	30/06/2013	30/06/2013	6	14	1
Target Value FY 12/13	တ	400	006	31/03/2013	31/03/2013	o o	14	31/12/2012
Actual Value Actual Value Target Value FY 10/11 FY 11/12 FY 12/13	2	400	1000	31/03/2013	31/03/2013	7	4	1
Actual Value FY 10/11	7	278	13159	31/03/2013	31/03/2013	7	o o	1
Unit	Nos	Nos.	1	1	1	Nos	Nos	Date
Success Indicator	[7.3.1] Number of Driving Training Institutes to be sanctioned.	17.4.1) Number of pollution testing equipments, ambulances, cranes, breath analyzers, portable road accidents recorders to be sanctioned and provided to the States.	[7.5.1] To conduct a number of video spots and radio spots to be telecast / broadcast.	[7.6.1] Statutory and administrative measures for strengthening the system.	(7.7.1) Passing of Motor Vehicles (Amendment) Bill, by Parliament.	[8.1.1] Number of I&C centres to be sanctioned.	[9.1.1] Number of STUs to be sanctioned.	[9.2.1] Completion of study.
Action	[7.3] To set up Model Driving Training Institutes.	[74] Sanctioning (Rs.in crores) of road safety equipments.	[7.5] -	[7.6] -	- [7.7]	[8.1] To set up Model Inspection & Certification Centres.	19-1) To provide Central assistance to States / assistance to States / STUs for implementation of IT projects / Mobility Plan.	[9.2] Study on shortfalls on public transport
Objective						[8] To set up Model Inspection and Certification Centres.	[9] To take up effective policy initatives for strengthening integrated public transport system.	

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100

100

95

100

100

92

07/03/2014

06/03/2013

100

100

92

80

20

Independent Audit of Implementation of Citizen's Charter

Implementation of Sevottam

Improving Internal Efficiency / responsiveness / service delivery of Ministry / Department

100

100

92

80

20

100

98

90

80

20

months) from date of presentation of Report to Parliament by CAG during the

Percentage of ATNs submitted within due date (4

Timely submission of ATNs on Audit paras of C&AG

Ensuring compliance to the Financial Accountability Framework

Independent Audit of implementation of public grievance redressal system

100

92

90

80

08/05/2014

10/05/2013

05/03/2014

05/03/2013



Projected Value for

Projected Value for

FY 14/15

FY 13/14

Actual Value | Actual Value | Target Value 06/03/2012 03/05/2012 06/03/2012 FY 12/13 80 80 15/04/2011 04/03/2011 FY 11/12 Trend Values of the Success Indicators 20 20 05/03/2010 27/04/2011 05/03/2010 FY 10/11 Date Date Date Implementation of identified Success Indicator Area of operations covered On- time submission On-time submission % of implementation innovations Implement mitigating strategies for reducing potential risk of Identify, design and implement major innovations Timely submission of Draft for Approval limely submission of Results Implement ISO 9001 as per the approved action plan Action system. corruption

Efficient Functioning of the RFD System

Objective

Administrative Reforms

	Timely submission of ATRs to submitted within due day Reports. Reports. PAC Secti. on PAC months) from date of months from date of presentation of Report Parliament by PAC during year.	Percentage of ATRS submitted within due date (6 months) from date of presentation of Report to Parliament by PAC during the year.	%	70
* Mandatory Objective(s)				



Objective	Action	Success Indicator	Unit	Actual Value FY 10/11	Actual Value Actual Value Target Value Projected Value for FY 10/11 FY 11/12 FY 12/13 FY 13/14	Target Value FY 12/13	Projected Value for FY 13/14	Projected Value for FY 14/15
	Early disposal of pending ATNs on Audit Paras of C&AG Reports presented to Parliament before 31,3.2012.	Percentage of outstanding ATNs disposed off during the year.	%	70	80	06	96	100
	Early disposal of pending Percer ATRs on PAC Reports ATRS presented to Parliament before year. 31.3.2012	Percentage of outstanding ATRS disposed off during the year.	%	70	80	06	95	100





Description and Definition of Success Indicators and Proposed Measurement Methodology

Please enter value

- Planning, development and maintenance of NHs:
- 1.1 NHDP (National Highways Development Project)

SI No 1.1.1 to 1.1.5 - The measurable target for completion of construction is 3000 kms has been indicated in view of the past trend / availability of quantum of work under implementation. A measurable target for award of works under NHDP for 8800 kms is indicated in view of the enthusiastic public participation. The target for completion of feasibility studies for 10,000 km of road length and LA for 10,000 Ha has accordingly been indicated as measurable target. As per requirement of Internal and Extra Budgetary Resources of Rs 13,000 cr including tax-free bonds for Rs 10,000 cr and balance Rs 3,000 cr through 54 EC Bonds has been indicated.

1.2 & 1.3: Non-NHDP NHs:

Under NH(O), the measurable target of 3,000 km indicated for improvement by way of strengthening, widening to 2-lane, improvement of riding quality to keep road in traffic-worthy condition. The sanction ceiling of Rs 3000 cr is indicated. Under M&R, the measurable target for periodical and ordinary repairs to keep the road traffic-worthy has been indicated for Rs 1930 cr. These measurable targets are consistent with the Plan Outlay 2012-13. A measurable target for independent audit of quality for maintenance and road safety for 2,000 km has been indicated, as a pilot project.

- 2. It is proposed to train 400 fresh recruits / in service highway professionals under the skill development programme. A measurable target for a study for assessment for skill requirement under the 12th Plan have been indicated to be completed during 2012-13.
- 3. Special Accelerated Road Development Programme for North-East Region (SARDP-NE) including Arunachal Pradesh package:

The projects for 3723 km length have already been awarded and 892 km length completed till 31-3-2012. The measurable targets of 1980 km to be awarded and 300 km to be completed during 2012-13 against the Plan Outlay under GBS of Rs 2000 cr. The Plan Outlay for NER roads of this Ministry is more than mandatory 10 per cent of the outlay for NH (O) of Rs 6042.80 cr. Two major projects, one each in Phase A and Special Arunachal Package, namely, construction of 100 km long Kaladan road in Mizoram costing Rs 576 cr on EPC basis under MTT (Multi-modal Transit Transport) to facilitate Mynamar Sitway Port Connectivity and construction of 25.8 km missing link of NH-37 Ext including 9.3 km long bridge across river Brahmaputra connecting Dhola Sadia Ghat in Assam with Roing in Arunachal Pradesh on BOT (Annuity) with TPC of Rs 876 cr respectively as measurable indicators of vital importance.

- 4. Special Programme for development of road connectivity of two-lane standards in the LWE affected areas including Tribal Sub-Plan (TSP):
- 4511 km have been awarded and 1329 km completed till 31-3-2012. During 2012-13, the measurable target of 975 km for awards and 1200 km for completion has been kept. The Plan Outlay for 2012-13 is Rs 1500 cr.
- 5. Technical and financial support to State Governments for development of State roads and the roads of the Inter-State Connectivity and Economic Importance:

A suitable mechanism is under examination to ensure release of Central Road Fund within a month of receipt of the Utilization Certificate.

- 6. Endeavour to evolve effective policy measures to sustainably improve road safety scenario in the country: In view of alarming road accidents, a new measurable indicator of 100 identified Black Spots, i.e. black spots which are locations of frequent / recurrence of accidents either due to geometric constraints or visibility (setback distance), signages, etc. on NHs in 13 most accident-prone States which accounts for 90% of casualities have been included to be implemented for remedial measures as a measurable indicator for which 10% of the Plan Outlay meant for NH(O) for Rs 6042.80 cr have been earmarked during 2012-13. The focus of mass awareness campaign through print / electronic media is made on vulnerable section of road users through vernacular press / media and dedicated NGOs as well as focus on the training including first-aid and trauma care for major contributor to the fatal accidents, i.e. HMV drivers, who contribute about 78% of the fatal accidents. Provision for ETC (Electronic Toll Collection) as a pilot project and development of communication strategy have been provided as new indicators.
- 7. Efficient and safe transportation through the road network:

Description and Definition of Success Indicators and Proposed Measurement Methodology

Development of software for RADMS (Road Accident Data Management System) on Tamil Nadu model is indicated as measurable target. The provision for the road safety equipments proposed to be provided as per inter se needs, the sanction of which to be measured in terms of Rs in Cr and equipment in numbers.

8. To set up Model Inspection and Certification Centres:

A measurable target of 10 model inspection and certification centres are indicated to be set up during 2012-13.

9. To take up effective policy initiatives for integrated public transport system, strengthening public transport system:

The Central assistance for implementation of IT projects / mobility plans in 14 number of STUs (State Transport Undertakings) to be sanctioned is indicated as measurable target.

10. Mandatory indicators:

Under administrative reforms, Sevottam in brining the transparency and responsiveness besides increased public participation, time-frame for delivery, e-procurement, user-friendly Facebook, mechanism for redressal of public grievances and inviting suggestions for effective responsiveness and Citizens' Charter on the Ministry's website are the measurable indicators.





Specific Performance Requirements from other Departments

- 1. Planning Commission: Timely approvals of proposals sent for appraisal to the Planning Commission. Need more delegation of powers for deciding upon projects' financing mode especially changeover from BOT (Toll) to BOT (Annuity) / EFC in the preliminary stage of feasibility study report preparation.
- 2. Finance Ministry: Adequate budgetary support for the projects that are not viable on public-private participation mode for considering under EPC mode.
- 3. State Governments: Support for implementation of National Highway projects by providing dedicated staff for land acquisition, timely shifting of utilities as requested by National Highways Authority of India (NHAI), law & order support for implementation by the agencies of NHAI, clearances from the Forest Department, signing of State Support Agreement and Umbrella Agreement by the State Governments. Timely receipt of requirements regarding road safety equipments, cranes, ambulances and facilitating in execution of schemes of I&C Centres, public transport strengthening and driver training schools.
- 4. Expeditious environmental clearances by the Ministry of Environment.
- 5. Ministry of Railways: GAD approvals for ROBs, details design approvals, maintenance of ROBs, regulation of train traffic during construction and timely CRS approvals.
- 6. Assistance from DAVP for facilitating publicity campaigns on road safety.



Outcome/Impact of Department/Ministry

FY 14/15		ı		ı
FY 13/14	ı			ı
FY 12/13		1		1
FY 11/12	6044	150	1078	
FY 10/11	6900	146	251	ı
Unit	Ř	Km	Km	Nos. in lakhs
Success	Creation of safe and efficient road network supplementing the existing road capacity and upgrading the road transport system to sustain higher GDP growth rate. Reduction in total road transportation cost. Saving of foreign exchange due to fuel savings. Improving Level of Service (LoS) of road infrastructure. Improvement of environment and reduction in road sociele reduction in road sociele reduction in road accidents due to seggregation of fast-moving & slow-moving traffic.	-op-	-op-	Reduction in number of accidents, injuries and fatalities.
Jointly responsible for influencing this outcome / impact with the following department (s) / ministry(ies)	NHAI, State PWDs and BRO.	NHAI, State PWDs and BRO.	State PWDs.	All States / UTs, Ministry of Health & Family Welfare, DAVP.
Outcome/Impact of Department/Ministry	1 Development and maintenance of National Highways (NHs).	2 Enhanced connectivity in far flung & remote areas of NER.	3 Enhanced connectivity in LWE-affected areas.	4 Formulation, implementation of policies relating to road transportation.

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Performance Evaluation Report

Appendix-19

	A.S Annroved	by HPC	2845	1321	0009	7000	2890	3841	4624	1410
nance	<u> </u>	score by	6.85	0.0	0.0	2.65	0.0	5.44	1.6	2.53
Performance	Raw	Score	85.57	0.0	0.0	63.64	0.0	100.0	100.0	0.99
	Achiev- ement		2845	1321		7000	2890	3841	4624	1410
	Poor	%09	2000	5800	2000	0099	3600	2000	2000	1275
Value	Fair	%02	2300	0089	8000	7700	10000	2300	2300	1500
Target / Criteria Value	Good	%08	2650	7750	0006	8800	11440	2650	2650	1700
Target /	Weight Excellent Very Good	%06	3000	8800	10000	10000	13000	3000	3000	1930
	Excellent \	100%	3300	0026	11000	11000	14300	3300	3300	2120
	Veight E		8.00	5.12	1.92	4.16	0.96	5.44	1.60	3.84
	Unit		Kms	Kms	Kms	На	Rs crores	Kms	Rs crores	Rs crores
	Success Indicator		Completion of construction. Kms	Length to be awarded.	Length of FS to be completed.	Taking possession of land (area in hectare).	IEBR (Internal & External Budgetary Resources) under 54 EC and tax-free bonds.	Completion of langth.	Cost of works to be sanctioned.	Periodical and ordinary repairs (filling pot holes, patches, levelling berms, repair of culverts, etc).
	Action		Development of NHs infrastructure under National Highways Development Project (NHDP).	Award of works under NHDP.	Feasibility studies (FS) for implementation of projects under NHDP.	Land acquisition ensuring completion of process under Section 3G of NH Act for acquisition of land under NHDP.	Raising of funds for NHDP by National Highways Authority of India (NHAI).	Development of non-NHDP NHs [includ. widening to 2 lane, strengthening, improvement of riding quality (IRQP), etc] by State PWDs / BRO.	Sanction of works for NHs (non-NHDP) to be executed by State PWDs / BRO.	Maintenance of NHs with NHAI / State PWDs / BRO.
	Weight		32.00							
	Objective		1 Planning, development and maintenance of National Highways (NHs) infrastructure by creating State-of-the-Art additional capacity.							



Performance Evaluation Report

	As	by HPC	0	31/12/20 12	882	260	51	0	
mance	ے ـ	Score	0.0	1.81	0.99	4.71	0.0	0.0	
Performance	Raw	Score	0.0	0.06	100.0	78.57	0.0	0.0	
	Achiev- ement		0	31/12/2012	882	260		0	
	Poor 60%		1320		260	200		w	
Value	Fair	%02	1540	28/02/2013	300	230	1530	ω	
Target / Criteria Value	Good	%08	1760	31/01/2013	350	265	1750	L	
Target	Very Good	%06	2000	30/11/2012 31/12/2012 31/01/2013 26/02/2013 31/03/2013 31/12/2012	400	300	1980	ω	
	Excellent Very Good	100%	30/11/2012		450	330	2200	σ	
	Weight		0.96	2.01	66.0	0.00	6.00	1,50	
	Unit		Kms	Date	Nos	X ms	Kms	Kms	
	Success Indicator		Independent audit of quality of maintenance and road safety on NHs on sample basis.	Completion of study.	Number of engineers to be Nos trained.	Length to be completed.	Length to be awarded.	Length to be completed in 2012-13 (stand-alone mega project under Arunachtal Pradesh Package).	
	Action			Study for assessment of skill requirement during 12th Plan.	Refresher course / course for new recruits / in-service Highway professionals.	15.00 Development of roads in NE region.	Award of works under SARDP-NE.	Construction of 2-lane 25.8 km Missing Link of NH-37 Extn including 9.3 km long bridge across river Brahmaputra connecting Assam at Dinol Sadia Ghat with Roling in Aumachal Pradesh on BOT (Amuity) at TPC Rs 876 cr.	
	Weight			3.00		15.00			
Objective			2 Skill development amongst stakeholders compatible with the international standards.		3 Special Accelerated Road Development Programme for North-East region (SARD-NE) including Auruachal Pradesh package for enhancing state capitals, district headquarters connectivity, strategic roads in border states and connectivity to neighbouring countries.				





Performance Evaluation Report

1049 2350 543 8 0.0 0.0 6.0 5.54 2.97 2.97 79.15 89.62 0.0 0.0 100.0 100.0 Achiev-ement 75000 1049 2350 110 543 0 18000 20 20 800 640 1560 Poor %09 21000 23 930 750 80 Fair 1820 Target / Criteria Value Excellent Very Good Good 90 24000 1060 850 2100 27000 30 975 100 1200 %06 2360 1320 1070 2600 30000 Weight 1.50 7.00 7.00 1.00 2.97 2.97 Rs in crore Kms Nos Length to be completed in 2012-13 (stand-alone mega project under SARDP-NE Phase-A). Success Indicator Identification and rectification of 100 black spots on NHs. Length to be completed. To conduct a number of video spots and radio Length to be awarded. Funds to be released. Construction of two-lane Kaladan State road in 100 Km length in Mizoram (up to mymmar border) under MTT Sy (Multi-model transit transport) in extension of NH-54 for connectivity to Sikway port in Mymmar on EPC mode at a cost of Rs 576 cr. measures on NHs for 100 related plack spots in 13 most accident-prone States under dedicated 10% of Plan Award of works under LWE. To improve the road safety scenario in the outlay earmarked for road safety. Release of funds under Central Road Fund (CRF). Development of road connectivity in LWE. Action Neight 1.00 14.00 9.00 4 Special Programme for development of road connectivity of two-lane standards in the Left Wing Extremism (LWE) affected areas including Tribal Sub-Plan (TSP). Technical & financial support to State Governments for development of State roads and the roads of the Inter-State Connectivity and Economic Importance. Endeavour to evolve effective policy measures to sustainably improve road safety scenario in the country. Objective



Performance Evaluation Report

	As	by HPC				31/12/20 12	1000	16000	20	
Performance	I S	Score		N/A	N/A	0.89	0.97	0.0	1.02	N/A
Perforr	Raw	Score		ĕ,	N/A	90.0	0.06	0.0	100.0	N/A
	Achiev- ement					31/12/2012	1000	16000	20	
	Poor	%09		31/03/2013	31/03/2013	31/03/2013	700	00009	12	1
Value	Fair	%02		28/02/2013	15/03/2013	28/02/2013	800	70000	14	2
Target / Criteria Value	Good	80%		31/01/2013	28/02/2013	31/01/2013	006	80000	16	3
Target	Excellent Very Good	%06		31/12/2012 31/01/2013 28/02/2013 31/03/2013	30/01/2013 28/02/2013 15/03/2013 31/03/2013	30/11/2012 31/12/2012 31/01/2013 28/02/2013 31/03/2013 31/12/2012	1000	00006	18	4
	Excellent	100%		30/11/2012	31/12/2012	30/11/2012	1100	100000	20	ರ
	Weight			0.54	0.45	0.99	1.08	3.00	1.02	96.0
	Unit			Date	Date	Date	Kms	Nos	Nos	Nos
	Success Indicator		spots to be telecast / broadcast.	Creation of single toll-free number, emergency care, designated frauma centres and ambulance code, etc.	Implementation of RADMS software for collection of data on road accidents	Setting up RSF in 13 most accident-prone States.	Extension of ETC system on 3 stretches of Delhi - Mumbai GQ limb.	Number of HMV drivers to Nos be trained.	Number of training programmes to be conducted.	Number of Driving Training Institutes to be sanctioned.
	Action		country by various measures suder as, generating mass awareness through print and electronic media including vernacular and dedicated NGOs.	Developing communication strategy for road safety and monitoring implementation.		Setting up Road Safety Fund Setting up RSF in 13 most (RSF).	Extension of pilot project of Delhi - Chandigarh on ETC (electronic toll collection) basis for ensuring uninterrupted flow of traffic.	6.00 To impart refresher training to HMV drivers including first-aid and trauma care training.	To impart training to State Transport personnel.	To set up Model Driving Training Institutes.
	Weight							6.00		
Objective								7 Efficient and safe transportation through the road network.		

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Performance Evaluation Report



	4s Approved	by HPC	170	თ	м	31/12/20 12	2.0 05/03/2012	01/05/2013	S S	32	02/05/2013	95
Performance	Weigh- As	Score t	0.0	2.0	0.0	0.89	2.0	1.0	1.6	0.0	1.8	1.48
Perforr	Raw	Score	0.0	100.0	0.0	90.0	100.0	100.0	80.0	0.0	90.0	74.0
	Achiev-	00	170	თ	က	31/12/2012	05/03/2012	30/04/2012	06	0	02/05/2013	74
	Poor	%09	300	1	o	31/03/2013	09/03/2012	06/05/2012	80	80	07/05/2013	09
Value	Fair	70%	350	2	10	28/02/2013	08/03/2012	05/05/2012	85	85	06/05/2013	70
Target / Criteria Value	Good	%08	400	3	12	31/12/2012 31/01/2013 28/02/2013 31/03/2013 31/12/2012	07/03/2012	04/05/2012	06	06	02/05/2013 03/05/2013 06/05/2013 07/05/2013 02/05/2013	80
Target	Excellent Very Good	%06	450	4	14	31/12/2012	05/03/2012 06/03/2012 07/03/2012 08/03/2012 09/03/2012 05/03/2012	01/05/2012 03/05/2012 04/05/2012 05/05/2012 06/05/2012 30/04/2012	95	95	02/05/2013	06
	Excellent	100%	200	5	<u>5</u>	30/11/2012	05/03/2012	01/05/2012	100	100	01/05/2013	100
	Weight		1.02	2.00	2.01	0.99	2.0	1.0	2.0	2.0	2.0	2.0
	Unit		Nos.	Nos	Nos	Date	Date	Date	%	%	Date	%
	Success Indicator		Number of pollution testing equipments, ambulances, cranes, breath analyzers, portable road accidents recorders to be sanctioned and provided to the States.	Number of I&C centres to be sanctioned.	Number of STUs to be sanctioned.	Completion of study.	On-time submission	On- time submission	% of implementation	Area of operations covered	On-time submission	Independent Audit of Implementation of Citizen's Charter
	Action		Sanctioning (Rs.in crores) of road safety equipments.	2.00 To set up Model Inspection & Certification Centres.	To provide Central assistance to States / STUs for implementation of IT projects / Mobility Plan.	Study on shortfalls on public transport system.	3.00 Timely submission of Draft for Approval	Timely submission of Results	6.00 Implement mitigating strategies for reducing potential risk of corruption	Implement ISO 9001 as per the approved action plan	Timely preparation of departmental Innovation Action Plan (IAP)	4.00 Implementation of Sevottam
	Weight			2.00	3.00		3.00		0.00			4.00
Objective				8 To set up Model Inspection and Certification Centres.	9 To take up effective policy initatives for strengthening integrated public transport system.		* Efficient Functioning of the RFD System		* Administrative Reforms			* Improving Internal Efficiency / responsiveness / service

* Mandatory Objective(s)



Performance Evaluation Report

	- As Approved	Score by HPC		95	06	0.4 90	06	06
Performance				0.0	0.4 90		0.45	0.45
Perfor	Raw	Score		0.0	80.0	80.0	0.06	90.0
	Achiev-			51.20	80	80	06	06
	Poor	%09		09	09	09	09	09
Value	Fair	%02		70	70	70	70	70
Target / Criteria Value	Good	%08		80	80	08	80	80
Target	Excellent Very Good	%06		06	06	06	06	06
	Excellent	100%		100	100	100	100	100
	Weight			2.0	0.5	0.5	0.5	0.5
	Unit			%	%	%	%	%
	Success Indicator			Independent Audit of implementation of public grievance redressal system	Percentage of ATNs submitted within due date (4 months) from date of presentation of Report to Parliament by CAG during the year.	Percentage of ATRS submitted within due date (6 months) from date of presentation of Report to Parliament by PAC during the year.	Percentage of outstanding ATNs disposed off during the year.	Percentage of outstanding ATRS disposed off during the year.
	Action				2.00 Timely submission of ATNs on Audit paras of C&AG	Timely submission of ATRs to the PAC Sectt. on PAC Reports.	Early disposal of pending ATNs on Audit Paras of C&AG Reports presented to Parliament before 31.3.2012.	Early disposal of pending ATRs on PAC Reports presented to Parliament before 31.3.2012
	Weight				2.00			
	Objective		delivery of Ministry / Department		* Ensuring compliance to the Financial Accountability Framework			

Mondatani Objective

54.31

Total Composite Score : PMD Composite



Launch of Road Safety Loge















Pariwahan Bhawan, 1, Sansad Marg, New Delhi-110001

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