



Ministry of Road
Transport & Highways
Government of India

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Bridge under construction at Naini

CHAPTER II

YEAR AT A GLANCE

ROAD TRANSPORT

A bus service between Agartala and the Bangladeshi capital of Dhaka was formally inaugurated on 19 September 2003.

Bharat Stage-I emission norms, which correspond to Euro I norms, are applicable throughout the country. Bharat Stage-II emission norms, which correspond to Euro II norms and had already been made applicable to Delhi, Mumbai, Kolkata and Chennai in 2001-02, have been extended to Agra, Ahmedabad, Bangalore, Hyderabad/Secunderabad, Kanpur, Pune and Surat from 1 April 2003. They apply to all vehicles, other than two and three wheelers.

The Bharat Stage-II norms would apply throughout the country to all four wheeled vehicles to be manufactured on and from 1 April 2005. The next generation emission norms for two and three wheelers to be manufactured on and from 1 April 2005 have also been notified.

The issuing of international driving permits have been standardised throughout the country.

The Fifteenth Road Safety Week was observed across the country from 5-11 January 2004, with the theme "Better Roads Do Not Mean Batter Your Life (Avoid Overspeeding)". State governments, voluntary organisations, vehicle manufacturers, State Road Transport Undertakings etc. participated actively in the various functions organised on the occasion.

The Twelfth All India Essay Competition on Road Safety and Seventh All India Essay Competition on Vehicular Pollution are being organised through the United Schools Organisation (USO), New Delhi. The competitions are open to school children in Classes IX to XII.

A total of 86 NGOs have been provided grants-in-aid for administering road safety programmes.

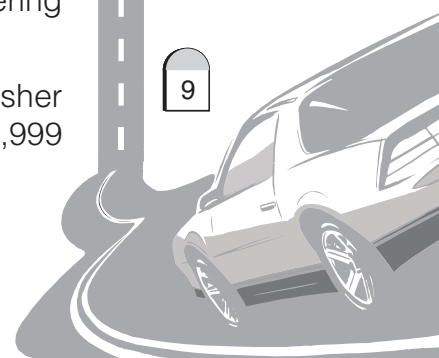
More than 30,000 drivers are being trained under the scheme of refresher training to heavy vehicle drivers in the unorganised sector against 21,999 during 2002-03.



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Under the National Highways Accident Relief Service Scheme, a total of 61 ambulances and 60 cranes have been sanctioned to NGOs and to states/UTs during 2003-04, as against 43 ambulances and 48 cranes during 2002-03.

Efforts are being made for increasing the use of information technology (IT) in the road transport sector. Back-end computerisation is being introduced which entails incorporation of details of existing driving licenses and registration certificates throughout the country on a common standardised software at the Regional Transport Office (RTO) level. Computerisation at the front-end operations is also being undertaken, which involves the issue of smart card-based driving licenses and registration certificates of motor vehicles, based on standardised ISO 7816 specifications. This would ensure that documents issued by one state could be read in other states as well. A Smart Card Laboratory has been set up in the National Informatics Centre (NIC) for authenticating the software submitted by the vendors with financial support from the Ministry.

ROAD DEVELOPMENT

The Government has embarked upon a massive programme to develop highways through the National Highways Development Project (NHDP), which is the largest highway project ever undertaken in the country. Under this project, 13,146 km of National Highways are proposed to be four or six laned at an estimated cost of Rs 54,000 crore (at 1999 prices). This is being implemented by the NHAI.

The NHDP has two components:

- The 5846-km Golden Quadrilateral (GQ) covering National Highways connecting Delhi, Mumbai, Chennai and Kolkata. The GQ is targeted to be completed by December 2004. Four laning of 2005 km has already been completed or is partially completed and work is under way in the remaining stretches, except for 83 km of the Allahabad bypass, where the award of civil works is at an advanced stage. This particular project entails two road packages of the Allahabad bypass which are funded by the World Bank.



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Delhi-Jaipur Section NH-8

● The 7300-km North-South and East-West corridors (NSEW), connecting Srinagar in the north to Kanyakumari in the south (including the Kochi-Salem spur) and Silchar in the east to Porbandar in the west. Four/six laning of 557 km has already been completed and work on 423 km is under implementation. The work on the remaining length of the NSEW corridors is targeted to be awarded by next year. The deadline for the completion of the NSEW is December 2007.

In addition, the NHAI is also implementing the four laning of 363 km to provide connectivity to 10 major ports.

The NHAI has 121 ongoing contracts, of which 78 have gone to Indian firms. Another 32 are joint ventures of foreign and domestic contractors and only 11 contracts have gone to foreign firms.

The NHDP has tremendous beneficial spin offs for the economy. The GQ alone is expected to generate demand for an annual average consumption of 3-4 million metric tonnes of cement and 2.5-3 lakh metric tonnes of steel during 2001-04. The project currently employs 2.5 lakh persons per day and is expected to generate employment of about 189 million mandays. According to a World Bank report, once completed, the GQ will result in an annual saving of Rs 8,000 crore (at 1999 prices) through savings on fuel consumption, reduced wear and tear of vehicles and faster transportation etc. Following the implementation of the NHDP, the cement industry has registered a growth of 5.1 per cent and the steel industry 7.8 per cent. The commercial vehicles segment has also grown 32 per cent during April-September 2003.

Apart from the NHDP, maintenance of about 44,000 km of National Highways is being carried out with the funds available through the Budget. The present emphasis is on improvement of riding quality of these National Highways to make road travel more comfortable, under the Improvement of Riding Quality Programme (IRQP). Works for improving the riding quality of about 33,000 km have been sanctioned from both the Plan and non-Plan accounts from 1999 to March, 2003. The riding quality of 4126 km of National Highways is proposed to be improved during the current year. A total of 195 works, amounting to Rs. 474.40 crore, have been sanctioned during the current year up to 30 November 2003. The riding quality of the entire balance length of National Highways is targeted to be improved to a reasonable level by the end of 2004-05.

The Ministry has also taken up other works like widening and strengthening of roads, bypasses and rehabilitation/construction of bridges etc. As of 30 November 2003, there were 1261 ongoing works. During 2003-04, up to November 2003, 310 works to the tune of Rs. 763.26 crore were sanctioned, 309 works completed, 306 km of single lane roads widened to two-lanes, 458 km strengthened and 81 rehabilitation/ construction of bridges projects completed.

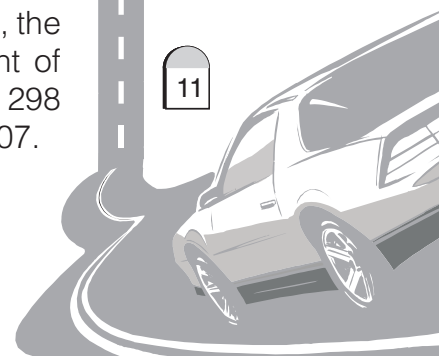
The development of the NH-34 corridor from Barasat (km 31) to Raiganj (km 398) in West Bengal, at an estimated cost of Rs. 1085.7 crore, is being taken up with the help of loan assistance from the Asian Development Bank (ADB), the agreement for which was signed in December, 2002. The procurement of consultant and contractor for the civil works for the stretch from km 197 to km 298 are in an advanced stage. The project is scheduled for completion in June 2007.



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The four-laning of the 506.60-km Porbander-Deesa section of the East-West corridor of the NHDP has been taken up with loan assistance from the ADB. The total cost of this project is Rs. 2373.50 crore, of which ADB is financing Rs. 1587 crore (US \$ 320 million). The bids for civil works have already been invited.

The government has already taken several initiatives to encourage private sector participation in roads development in the form of tax exemptions, duty free import of equipment etc. A total of 36 toll-based projects valued Rs. 4925 crore have been planned on Build, Operate and Transfer (BOT). Of these, 18 have been completed, work on 11 is under way and seven are in different stages of award of contracts etc. Since the huge up-front capital investment and high risks of revenue collection are potential deterrents to private sector participation, the government has also decided to offer some projects on annuity basis. Eight projects valued at Rs. 2354 crore have already been awarded on an annuity basis and work is under way on them.

The NHAI has also formed SPVs for funding road projects. SPVs are separate legal entities formed under the Companies Act, 1956. The NHAI puts in a certain amount of money in the form of equity/debt while the rest of the funds come from ports/financial institutions/benefiting organisations in the form of equity/debt. The amount spent on the development of roads/highways is to be recovered through tolls within a prescribed concession period. Six projects to the tune of Rs. 1199 crore have been funded through the SPV route and work on them is under way. A list of BOT/annuity/SPV funded projects is given in Appendix-I.

Pradhan Mantri Bharat Jodo Pariyojana (PMBJP)

In his Budget speech for 2003-04, the Finance Minister announced that 10,000 km of National Highways (besides those falling under the NHDP) would be taken up for four-laning through private sector participation.

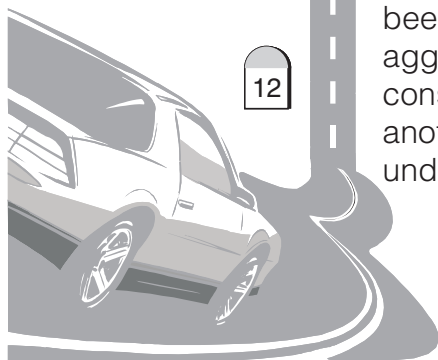
The Prime Minister also announced in his Independence Day speech on 15 August 2003 that "four laning and upgradation of additional 10,000 km of National Highways outside the ambit of the NHDP will begin before March 2004. Under this scheme of four-laning, all state capitals which are away from the NHDP will be linked to NHDP by four-lane highways. This will especially benefit the north-eastern states."

The stretches to be taken up under this project will be identified on the basis of high traffic density, connectivity of state capitals with the NHDP and connectivity of centres of tourist and economic importance with the NHDP. The NHAI has been entrusted with the implementation of this scheme.

The Ministry has already identified 4640 km of National Highways to be taken up under the PMBJP. Of this, work has already been started on the Pune-Nashik section (km 12-km 42) of NH-50 in Maharashtra. The concession agreement for this work was executed in August 2003. In addition, bids have been invited for the implementation of seven projects in five states totalling an aggregate length of 622 km. Further, bids have been invited for award of consultancy services for the preparation of detailed project reports (DPRs) for another 1700 km of National Highways. The finalisation of the balance length is under consideration.



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Ahmedabad-Vadodara Exp Phase-I



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NATIONAL INSTITUTE OF TRAINING FOR HIGHWAY ENGINEERS

During the year under review, the National Institute of Highway Engineers continued to play a vital role in the training of highway engineers. The Institute organised 26 training programmes in which 511 engineers participated. It also organised the following sponsored training programmes :

- Training programmes on rural roads under the Pradhan Mantri Gram Sadak Yojana (PMGSY) for engineers of the Uttar Pradesh Rural Engineering Services.
- Orientation programmes for managers of the NHAI.
- Orientation programmes for newly recruited executive engineers of the Ministry.
- Contract management/administration of contracts and quality control for the World Bank-financed Uttar Pradesh Road Project-II.
- Construction of rural roads under World Bank-funded projects for engineers of the Uttar Pradesh Public Works Department.

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