



Annual Report 2012 - 13



Ministry of Road Transport & Highways
Government of India



Commencement of first pilot project for implementing Electronic Toll Collection on NH-5

Annual Report 2012 - 13



सत्यमेव जयते

Ministry of Road Transport & Highways
Government of India

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CONTENTS

S. No	Chapter	Page No.
I	Introduction	07
II	Year at a Glance	09
III	Road Development	13
IV	Road Transport and Road Safety	27
V	Development of National Highways in North Eastern Region	33
VI	Research and Development	37
VII	Border Roads Organisation	41
VIII	Administration and Finance	45
IX	Implementation of Official Language Policy	59
X	Implementation of Persons with Disabilities Act, 1995	63
XI	Transport Research	65
XII	International Cooperation	68



APPENDICES

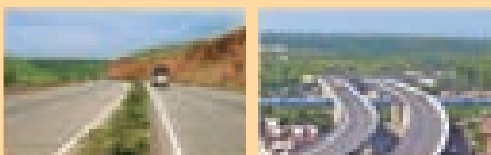
Appendix	Chapter	Page No.
1	Work allocated to the Ministry of Road Transport & Highways	73
2	Organisational setup of MoRT&H	75
3	List of State-wise National Highways in the Country	76
4	Details of projects awarded during 01-04-2012 to 31-12-2012	79
5	State-wise allocation under different schemes on the development and maintenance of National Highways	80
6	Allocation and Release under CRF	82
7	Information regarding number of Government Servants (Technical and Non-Technical side) including SC/ST employees	83
8	Details of Audit para.	84
9	Major Headwise expenditure	86
10	Headwise Details of Revenue Receipts For Last Three Years	88
11	Details of Receipts as per the Statement of Central Transaction (SCT) for the last three years	89
12	Highlights of Accounts	90
13	Status of Technical and Non-Technical posts with regard to the number of Persons with Disabilities (as on 31st December, 2012)	92
14	Total Number of registered vehicles as on 31st March, 2011	93
15	Number of persons injured and killed on road accidents During 2011	94
16	Performance of SRTUs in terms of key financial and physical parameters during the years 2003-04 to 2011-12	95
17	Category wise break-up of road length (total and surfaced) during the years 1950-51 to 2010-11	96



Nellore-Chilikaluripet Section of NH-5, Andhra Pradesh



Trichy National Highways



CHAPTER - I

INTRODUCTION

- 1.1 The 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 Road Transport and Highways which includes 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 Comprehensive policy package is necessary to address the diverse issues facing the transport sector. 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 ₹46.90 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	79,116 km
State Highways	1,55,716 km
Other Roads	44,55,010 km

National Highways in terms of width is as under:

Single Lane/ Intermediate lane	19,330 km (24%)
Double lane	40,658 km (52%)
Four Lane/Six lane/Eight Lane	19,128 km (24%)

- 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 through an Act of Parliament, namely the National Highways Authority of India Act, 1988. It is responsible for development, maintenance and management of National Highways vested to it by the Central Govt. and for matter connected or incidental there to. The Authority became operational in February, 1995.

1.7.2 Border Road Development Board

The Border Road Development Board (BRDB) was set up in March, 1960 to co-ordinate the development of road communication in the border areas of the country, as inadequate communication facilities 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 overall 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)

The 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.

CHAPTER - II

YEAR AT A GLANCE

A. ROAD DEVELOPMENT

ROAD NETWORK:

2.1 Road Sector: Status of various programmes upto December, 2012 are as under:

Phases	Total length in km	Length completed in km till Dec, 2012	Length completed during 2012-13
I GQ,EW-NS corridors, Port connectivity & others	7,522	7507.01	22.39
II 4/6-laning North South-East West Corridor, Others	6,647	5542.50	44.07
III Upgradation,4/6-laning	12,109	4602.49	958.99
IV 2- laning with paved shoulders	20,000	62	62
V 6-laning of GQ and High density corridor	6,500	1276.29	365.86
VI Expressways	1000	NIL	NIL
VII Ring Roads, Bypasses and flyovers and other structures	700 km of ring roads/ bypass + flyovers etc.	18.73	5.38
SARDP-NE	6142	968	76
LWE	5497	1954	625



Non-NHDP

A length of 1022 km of National Highways has been constructed under the scheme.

IAHE

2.2 41 training programmes have been organized to impart training to 882 Engineers.

2.3 TOLLING ON NATIONAL HIGHWAYS-

In order to remove the bottlenecks and ensure seamless 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. During 2012-13, six toll plazas under public funded projects are selected for implementing ETC. 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.

2.4 GOVERNMENT INITIATIVES IN HIGHWAYS SECTOR:-

- It has been decided to adopt EPC mode of construction for roads that are not viable on PPP basis.
- It has been decided to undertake maintenance of National Highways on Operation, Maintenance and Transfer (OMT) basis.

B. ROAD TRANSPORT SECTOR

2.5 As part of the National e-Governance Programme, the Ministry of Road Transport & Highways has taken up a Mission Mode Project to computerization of all the RTOs/DTOs across the country. 996 RTOs have been computerized in 35 States/UTs. The 'Vahan' vehicle registration and permit system was awarded the "Platinum Icon- Web Ratna Award 2012" for the best citizen centric service.

2.6 Institutes of Driving & Research (IDTR) have been sanctioned in eight states including Himachal Pradesh, Madhya Pradesh, Rajasthan, Maharashtra, Gujarat, Haryana, Bihar and Tripura.

2.7 Ministry has implemented schemes regarding 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.

- 2.8 24th Road Safety Week was observed throughout the country from 1st to 7th January, 2013. The theme of the Road Safety Week this time was "Stay Alive, don't drink and drive".
- 2.9 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 (RE) (₹ 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

- 2.10 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 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

- 2.11 New initiatives proposed in Road Safety Sector: The following new initiatives are proposed to strengthen road safety in India:

- Introduction of a new award/incentive scheme for the states in order to reduce road accident.
- Special incentive / award to road accident free districts.
- 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.



- (iv) 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.
- (v) The Ministry will soon be using information technology and social media tools seeking active participation and suggestions of road users for road safety.
- (vi) 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.
- (vii) Identification and rectification of black spots and a scheme for cashless treatment of accident victims is also being undertaken.
- (viii) 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.



Prize distribution during road safety week by Hon'ble Minister(RT&H)

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 79,116 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 upgradation initiatives in high-density corridors, it has not been possible to allocate sufficient funds matching the needs for maintenance of National Highways. The physical programmes of road development 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).

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 Feb, 1995 with the appointment of the first Chairman.



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 and 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.

National Highways Development Project (NHDP)

3.7 The Government of India has entrusted NHAI with responsibility of implementing a greatly expanded National Highways Development Project (NHDP) spread over seven phases with an estimated expenditure of ₹ 4,71,975 crores. Government of India has also decided to undertake strengthening & upgradation of most of the stretches under various phases of NHDP under Public Private Partnership (PPP) mode following different modes concurrently. Default mode of implementation shall be Build-Operate-Transfer(BOT)-(Toll), failing which the project shall be taken up on BOT (Annuity) and failing to attract bids even on BOT (Annuity) basis it would be undertaken through Engineering, Procurement and Construction (EPC) basis with the approval of the Government. Further, a length of 8500 kms under NHDP Phase –IV is also proposed to be undertaken directly on EPC mode for 2-laning with paved shoulders.

Government initiatives taken

3.8 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



Katraj re-alignment near Pune

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.

- 3.9 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 stretch including 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.

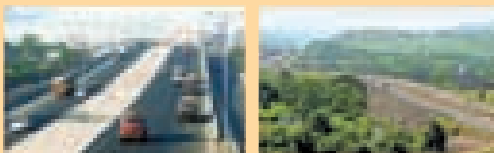
3.10 The Cabinet Committee on Infrastructure (CCI), in its meeting held on 13th December, 2012 approved the policy for 'Simplification of procedure in order to make the award process of road projects faster'. With this, inter-alia, road projects with traffic between 5,000 Passenger Car Units (PCUs) and 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.

Financing of NHDP Projects

3.11 During 2012-13, NHAI is expected to incur an expenditure of ₹52083.89 crore, out of which, ₹ 24468.80 crore [including ₹ 5291.81 crore for Annuity payment and repayment of market / GOI / ADB (direct) borrowings & interest, overdraft from bank and maintenance of highways] would be spent out of NHAI Budget and a sum of ₹27615.09 crore is likely to be spent by the private sector. Upto December 2012, NHAI and private sector combined have incurred an expenditure of ₹25142.86 crores (48.27 % of the BE 2012-13) including ₹ 2871.63 crore on annuity payments and repayment of market / GOI / ADB (direct) borrowings & interest, overdraft from bank and maintenance of highways, out of which ₹10410.19 crore has been incurred out of Government funds and a sum of ₹ 14732.67 crore has been spent by the private sector.

3.12 For the financial year 2012-13, NHAI has made budgetary provisions for a cess of ₹ 7881.95 crore and ₹ 3554.03 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 ₹1789 crore to be spent on Special Projects in Maharashtra, Madhya Pradesh, Tamil Nadu & West Bengal and additional budgetary support of ₹716.65 crore for maintenance of highways.

3.13 As per 2012-13 BE, NHAI would raise a sum of total ₹13,000 crore through 54EC bonds (₹3,000 crore) & tax-free bonds (₹10,000 crore). Upto December 2012, a sum of ₹1868.85 crore has been raised by NHAI through 54EC bonds.



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

3.14 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

3.15 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 corridors, 380 km of Port Connectivity and 315 km of other National Highways, a total of 7,522 km. During the year 22.39 km was completed upto December, 2012.

3.16 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 44.07 km was completed upto December, 2012.

NHDP Phase-III:

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

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

Against 12,109 km, a length of 4602 km has already been four laned up to 31.12.2012 and a length of 5734 km is under implementation. During the year 958.99 km has been completed upto December, 2012.



NHDP Phase-IV:

3.18 This Phase envisages upgradation of about 20,000 km of National Highways to 2-lane with paved shoulders on public private partnership (PPP) basis. Till December 2012, a length of 62 km has already been four/two lanes and a length of 4320 km is under implementation.

NHDP Phase-V:

3.19 Six laning of 6,500 km of existing 4 lane National Highways under NHDP Phase V (on DBFO basis) has been approved in October 2006 at an estimated cost of ₹ 41,210 crore (at 2006 prices). Six laning of 6,500 km includes 5,700 km of GQ and 800 km of other stretches. Against 6500 km, a length of 1276 km has already been six laned up to 31-12-2012 and a length of 2804 km is under implementation. During the year, 365.86 km has been completed upto December, 2012.

NHDP Phase VI:

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

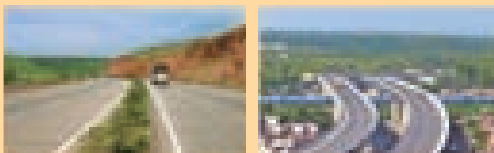
The total fund required for this phase is ₹ 16,680 crore, out of which ₹ 9,000 crore will come from private sector and the balance ₹ 7,680 crore will be Government funding for bridging the viability gap as well as meeting the cost of land acquisition, utility shifting, consultancy, etc.

NHDP Phase VII:

3.21 Government has approved construction of stand alone Ring Roads, Bypasses, Grade Separators, Flyovers, elevated roads, tunnels, road over- bridges, underpasses, service roads etc on BOT (Toll) mode under NHDP Phase VII in December 2007 at an estimated cost of ₹ 16,680 crore (at 2007 prices). 36 stretches in different States have been identified under NHDP Phase-VII.

Award of NHDP projects:

3.22 A total of 8800 km have been targeted for the year 2012-13 for award of various projects of NHDP. During the year (up to December, 2012), a total length of 878 km was awarded under different phases of NHDP. Projects awarded during 01-04-2012 to 31-12-2012 the details are at **Appendix 4**.



Corridor Management

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

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

Action Plan for Expeditious Implementation of Program

3.24 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)

3.25 Apart from the National Highways (NHs) under the NHDP, there are about 48,579 km of National Highways whose development and maintenance are presently being carried out by the respective PWDs and the BRO including the NH length yet to be entrusted. During the year 2012-13, in respect of the stretches not included under NHDP, as on 31-12-2012, 270 proposals aggregating to ₹ 2627.02 crore have been sanctioned by the Ministry of Road Transport & Highways for the development of National Highways.

3.26 An amount of ₹ 3804.66 crore has been allocated during current year 2012-13, for the NH entrusted to State PWDs and ₹ 550 crore for NHs entrusted to BRO. In addition to ₹ 3804.66 crore an amount of ₹ 150.00 crore from Permanent Bridge Fee Fund (PBFF) has been allocated for NHs entrusted to State PWD.

3.27 An amount of ₹ 1928.03 crore and ₹ 70.00 crore have been allocated during 2012-13 for maintenance of National Highways entrusted to the state PWDs and the BRO, respectively.

3.28 State-wise allocation under different schemes on the development and maintenance of National Highways during the year 2012-13 is at **Appendix 5**.

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

3.29 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 2749 km at a cost of ₹ 12,746 crore has been approved till December, 2012. 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. The likely date of completion for phase A is March, 2015.

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 approval for tendering under EPC basis has been given. Till December, 2012, works in a length of 1323 km at a cost of ₹ 7810 crore have been awarded and works in a length of 79 km are under process of award. For the balance 784 km (reduced length), the estimates are under examination / DPRs are under preparation.





3.30 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 5419 km length have been sanctioned at an estimated cost of ₹ 7699 crore, out of which, works on 5049 km length costing ₹ 6853 crore have been awarded. Development in 1960 km length has been completed up to December, 2012 and cumulative expenditure incurred so far is ₹ 2494 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 ₹ 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 ₹ 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 ₹ 1126 crore and have been awarded. The development on 21 km has been completed at the cumulative expenditure of ₹ 118 crore up to December, 2012.

Constraints

3.31 While implementing these 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.

CENTRAL ROAD FUND

3.32 An allocation of ₹ 19423.88 crore has been made under the CRF for 2012-13 with the following break-up:-

(₹ in Cr.)

Grant to State Governments and UTs for State roads	2359.91
Grant to States & UTs for Roads of Inter-State Connectivity and Economic Importance	262.22
National Highways	9881.95
Rural Roads	5827.20
Railways	1092.60
Total	19423.88

3.33 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.

3.34 The summary of the allocation and release in respect of states/UT roads since the year 2000-01 to 2012-13 is as **Appendix 6**.

Approvals under CRF for State Roads

3.35 During the year 2012-13 (up to December, 2012), 29 proposals involving a cost of ₹ 412.56 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

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

Sanction under ISC & EI Schemes

3.37 During the year 2012-13 a sum of ₹ 262.22 crore has been earmarked for the state roads under Inter State Connectivity and Economic Importance (ISC&EI). Proposals amounting to ₹ 17.63 crore with Central share of ₹ 8.81 crore have been sanctioned during the year 2012-13 (upto December, 2012).

Indian Academy of Highway Engineers (IAHE)

Broad Activities:

3.38 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.

3.39 The Institute has been functioning for over 27 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

3.40 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.

3.41 Since its inception, IAHE has trained 23447 Highway Engineers and Administrators involved in road development from India and abroad through 1012 training programmes (up to 31st December, 2012). Participants are drawn from Ministry of Road Transport & Highways, various state PWDs, Public Sector, Private Sector and NGOs involved in the field of Highway Engineering. IAHE is considered to be a resource centre for trainings for the World Bank, Asian Development Bank (ADB), etc.

TRAINING PROGRAMME CONDUCTED DURING THE YEAR:

3.42 During the year 2012-13 (upto 31st December, 2012), the Academy has organized 41 training programmes in which, 882 Engineers and Professionals have participated.

MECHANISATION IN ROAD AND BRIDGE WORKS & USE OF MODERN EQUIPMENTS

3.43 To develop and maintain the National Highways as per current population of traffic, it is necessary to update latest technological developments in the field of Machinery and equipments required for execution of National Highway works. The Mechanization in road and bridge works results in increased quality, saving of natural resources, higher productivity, lower costs, reducing labour, minimal traffic disturbance etc. The technologies in the field of machinery and equipment for road and bridge works are changing very fast. To update the Highway Sector as per developments in Mechanization, there is a need to introduce the latest technologies, review the specification and standards, making policies for standardization, and implement the latest technologies in National Highways works. Involvement of manufacturers helps in updating information on latest technologies including automation which is very important factor in controlling the works as per requirement.

3.44 Ministry has taken following measures in respect of Mechanization in Road and Bridge works:

- (i) Mobile Bridge Inspection Units, is a state of the art machine which allows unrestricted access to the bridge under the deck level for inspection, repair, general maintenance, replacement & maintenance of bearings etc. MBIU's are being used in the State of West Bengal and Odisha. Special inspection of major bridges in North Bengal due to earthquake epicenter in Sikkim has also been carried out

by Mobile Bridge Inspection Unit. MBIU deployed in the State of Tamil Nadu has been utilized for inspection of Bridges in the State of Kerala.

- (ii) To facilitate the use of latest technological equipments, the document on "Guidelines on Compaction Equipments for Road Works" has been approved in the midterm IRC session at Kohima.
- (iii) The restrictions imposed on blasting of rocks from the hills and mountains have necessitated the requirement to conserve aggregates. The cost of bitumen, which is a by product of crude oil, is linked to the price of crude, which is fluctuating in the international market due to shortage of petroleum product. Thus there is also a need to re-use bitumen. As such efforts are required to adopt suitable technology which will be helpful in the conservation of natural resources. Recycling can be one such technology. Ministry has issued a circular to introduce recycling of bituminous pavement, in the Highway sector.
- (iv) Road maintenance including pothole repair is required to ensure public safety, repair of defects and to ensure required level of service. Inadequate and improper road maintenance at the time of creation of potholes generally leads to deterioration of roads which result in higher vehicle operating costs, increased number of road accidents and reduces the reliability of transport services. Introduction of mechanized pothole repairs is considered essential in order to have faster and long lasting patch repairs. With this view, Ministry has issued a circular on Mechanized repair of potholes.
- (v) Implementation of World Bank and Asian Development Bank assisted projects also led to mechanization of road construction. These institutions stipulated that import of machinery and equipment for the projects would have to be free of import duty for the construction of roads in India. Therefore, Custom and Excise duty exemption facility in respect of equipment and material is being availed by contractors in Road Construction activity under externally aided projects. Also, with the cooperation of Ministry of Finance, 21 items of Road Construction Machinery have been allowed for duty free import and the import of which is being done by the contractors. This facility has attracted the contractors to equip them with latest and sophisticated road construction machineries.



Naini bridge, Allahabad

CHAPTER - IV

ROAD TRANSPORT

- 4.1 Road transport is considered to be one of the most cost effective and preferred mode 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 4.7% in India's GDP in 2009-10. About 60 per cent of freight and 87 per cent passenger traffic is carried by road. Although National Highways constitute only about 2 per cent of the road network, it carries 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 favour of road transport. Road transport also acts as a feeder service to railway, shipping and air traffic. The number of vehicles has been growing at an average pace of around 10 per cent per annum. The share of road traffic in total traffic has grown from 13.8 per cent of freight traffic and 15.4 per cent of passenger traffic in 1950-51 to an estimated 62.9 per cent of freight traffic and 90.2 per cent of passenger traffic by the end of 2009-10.
- 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 (SRTC's), 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 Registers 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 Licence and Registration Certificates. 100% computerization has been achieved in 32 States/UTs and 966 RTOs are connected. There are 997 RTOs for implementation of smart card based issuance of Driving License and Registration Certificates. 996 RTOs have been computerised. 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.

- 4.5 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. 26 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. The Bill was listed during Monsoon and Winter Sessions of Parliament for discussion, but was not taken off. The Bill is now included in Lok Sabha's business for the Budget Session, 2013.
- 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 34th meeting of TDC was held on 13.02.2012 at New Delhi. Various important issues including rationalization of motor vehicle taxes and enhancement national permit annual fee were discussed. As per decision taken in 34th TDC meeting, an Empowered Group of State Transport Ministers have been constituted to recommend for rationalization of motor vehicle taxes across the country.
- 4.9 During 2012-13, twenty Workshop-cum-training programmes are being organised for officers of the State Transport/Traffic Departments and Municipal Corporations through CIRT, Pune, ARAI, Pune, Engineering Staff College of India (ESCI), Hyderabad and Indian Institute of Petroleum, Dehradun. The training programmes during 2012-13 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. 15 training programmes were organised upto 31.12.2012.
- 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. Sixteen projects of fourteen States namely Karnataka, Haryana, Tamil Nadu, Himachal Pradesh, Gujarat, Punjab, Kerala, Rajasthan, Odisha, Uttarakhand, Andhra Pradesh, Arunachal Pradesh and Assam have been sanctioned during 2010-11 and 2011-12 for providing Central assistance by Ministry of Road Transport & Highways. As per reports, the sanctioned projects are at various stages of completion. During 2012-13, project proposal of Karnataka State Road Transport Corporation and North Eastern Karnataka Road Transport Corporation has been approved for Central assistance. Proposal of Nagaland State Transport is under consideration.
- 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 one such Centre in 10 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.

4.13 This Ministry formulates policies for road safety so as to minimize road accidents. 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 centers and Road Safety & Pollution Testing Equipments and Programme Implementation.

4.14 The following activities were undertaken during the year

- 24th Road Safety Week was observed throughout the country from 1st to 7th January, 2013. The theme of the Road Safety Week this time was “Stay Alive, don’t drink and drive”. Various activities to be undertaken during the Road Safety Week were chalked out and forwarded to State/UT Governments, ASRTU, all State Transport Undertakings, all Automobile Associations and Association of India Automobile Manufacturers etc. for necessary action. The valedictory function of 24th road safety week was held at Vigyan Bhawan on 7th January 2013 under the chairmanship of Dr. C.P. Joshi, Hon’ble Minister for Road Transport & Highways
- A massive public awareness campaign was carried out in the electronic/print media through the Directorate of Advertising and Visual Publicity (DAVP), Doordarshan and All India Radio. Publicity material like calendars, posters, book on road



24th Road Safety week

signs, children activity book and mouse-pad etc. were also supplied to Transport and Police Authorities in States/Union Territories and Schools for widespread distribution.

- The first National Workshop on road safety was held at New Delhi on 03.04.2012. The theme was "improving the safety of most vulnerable road users". The meeting was attended by the Transport Ministers from the States, Pr. Secretaries/Secretaries/Commissioners of Transport and DG/IG of Police of States/UTs.
- The Ministry also provides cranes and ambulances under the National Highways Accident Relief Service Scheme (NHARSS) to States/Union Territories as well as NGOs for clearing the accident sites and to take accident victims to the nearest medical centres. So far, 347 cranes, 106 small/medium sized cranes and 579 ambulances



have been sanctioned. 140 ambulances are also being provided to the hospitals along National Highways identified by Ministry of Health and Family Welfare.

- 4.15 As per the deliberations in the 12th meeting of the National Road Safety Council held on 25th March, 2011, the 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. NRSC in its 13th meeting held on 29th February, 2012 deliberated on the recommendations of all the five working groups. A synthesis report containing all the major recommendations of five Working Groups has been uploaded on the Ministry's website for action by various stakeholders.



Prize distribution during 24th Road Safety week

CHAPTER - V

DEVELOPMENT OF NATIONAL HIGHWAYS IN NORTH-EASTERN REGION

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 - the state PWDs, BRO and NHAI. Of the total length of 8480 km, about 2118 km is with the BRO and 5409 km is with the respective state PWDs. 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 2012-13 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 NHDP Phase-III.

5.4 Under the ISC & EI scheme, 21 projects amounting to ₹ 341.29 crore are under progress.

5.5 Under the CRF, 245 works amounting to ₹ 1018.05 crore have been taken up for the improvement of state roads.

5.6 Ninety three works costing ₹ 1947.96 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-laning of NH-153 from km 24/0 (Jairampur) to km 56.485 (Pangsu Pass) covering 32 km at a cost of ₹ 94.82 crore.

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, 6 works costing ₹ 120.01 crore are in progress.

Assam

5.12 As on 31st December, 2012, nineteen improvement works costing ₹ 826.12 crore, are in progress.

5.13 A length of 678 km connecting Silchar to Srirampur via Lumding-Daboka-Nagaon-Guwahati in Assam has been entrusted to NHA 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 ₹ 51.61 crore for improvement to 2-lane has been approved by the Ministry under NH(O). The work is in progress.

5.14 Under the CRF, ninety works amounting to ₹ 367.72 crore have been taken up so far for the improvement of state roads.

5.15 Under the EI & ISC schemes, one work costing ₹ 4.95 crore is in progress.

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 Brahmaputra connecting Numaligarh and Gohpur on NH-52 on BOT (Annuity) basis and two laning with paved shoulders of single lane stretches of NHs of 1179 km in state of Assam under Phase 'A' SARDP-NE.

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 December, 2012, twenty two improvements works costing ₹ 339.14 crore, including work on a bridge costing ₹ 8.87 crore are in progress.

Meghalaya

5.19 As on 31st December, 2012, twenty three improvement work amounting to ₹ 387.28 crore are in progress.

5.20 Thirty one works amounting to ₹ 121.44 crore have been taken up so far under CRF. In addition, bridgework at an estimated cost of ₹ 4.29 crore is in progress under the centrally sponsored scheme of inter-state connectivity.

Mizoram

5.21 As on 31st December 2012, sixteen improvement works of the value of ₹ 203.46 crore are in progress.

5.22 Under the CRF, twenty four improvement works amounting to ₹ 69.87 crore have been taken up. In addition, one work amounting to ₹ 10.01 crore is in progress under the ISC scheme.

Nagaland

5.23 As on 31st December, 2012, thirteen improvement works costing ₹ 191.96 crore are in progress.

Sikkim

5.24 Twenty six works of the value of ₹ 30.86 crore have been taken up for the improvement of state roads under the CRF. Eleven works costing ₹ 180.81 crore are in progress under EI & ISC scheme.

Tripura

5.25 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).



Udaipur-Chittorgarh Section of NH-76

CHAPTER - VI

RESEARCH AND DEVELOPMENT

(A) ROAD DEVELOPMENT

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

6.2 An outlay of ₹ 550.00 lakh has been provided for R&D in 2012-13. Expenditure of ₹ 29.00 lakh (up to 31-12-2012) has been incurred on R&D during the year 2012-13.

6.3 R&D Schemes completed during 2012-2013

- Design & Drawing on the construction of the composite Bridge Structure.
- Fifth Revision of Ministry's specifications for Road and Bridge Works.

6.4 Schemes in progress in the current year

Roads

- Investigation on field performance of Bituminous mixes with modified binders.
- Testing of Pavement using seismic waves.



- State of Art Reports resulting in Guidelines on facilities for pedestrians/physically challenged persons/passengers & road safety with emphasis on non-motorised traffic

6.5 Traffic & Transportation

- T-5 Scheme for Development of GIS based National Highways information system.

6.6 Bridges

- Study of corrosion susceptible of steel reinforcement protected with anti-corrosive coating/special treatment in ordinary and high performance concrete.
- Creation of Complete range of independent testing facilities for Expansion joints at CRRI.
- Development of an expert system for distress diagnosis of concrete bridge (Fuzzy based).
- 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.
- Static and Dynamic load 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.

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 IRC during 2012-13 (up to December, 2012)

- Second Revision of IRC:53-1982 "Road Accident Forms A-1 and A-4".
- Third Revision of IRC:67-2010 "Code of Practice for Road Signs".
- First Revision of IRC:103-1988 "Guidelines for Pedestrian Facilities".
- Second Revision of IRC:83 Part-II "Standard Specifications and Code of Practice for Road Bridges" (Section IX) Bearings: Elastomeric Bearings".
- "Guidelines for Selection, Operation and Maintenance of Concrete Batching and Mixing Plants".



Sister Nivedita Bridge at Kolkata

CHAPTER - VII

BORDER ROADS ORGANISATION

- 7.1 The Border Roads Organization (BRO) is a road construction executive force, integral to and in support of the Army. It started operations in May 1960 with just two projects (i.e), Project Tusker (renamed Project Vartak) in the East and Project Beacon in the West. It has now grown into an 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. Apart from this, the Organisation has been entrusted with construction of roads, Airfields etc. Abroad like Tajikistan, Afghanistan, Bhutan & Myanmar. BRO has completed 215 km Delaram-Zaranj road in Afghanistan despite many odds and the prevailing insurgency.

7.3 FUNCTIONS OF THE BRO

- 7.3.1 The BRO is 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), through the Ministry of Road Transport and Highways.
- 7.3.2 Besides GS roads, the BRO also executes Agency Works, which are entrusted to it by other Central Government Ministries and Departments. Works entrusted by Public Sector Undertakings, State Governments and other Semi-Government Organizations are executed as Deposit Works.

7.4 IMPORTANT MILESTONES

- The entrustment of the construction of 8.80 km long Rohtang tunnel, related access roads to its portals and a 292 km long Alternate Route to Leh, at a cost of ₹ 1458.06 crores has opened a new chapter in the recognition of the diverse capabilities of the Organisation. The construction works have progressed as per target. Length of approach road to South Portal of Rohtang tunnel is 11.750 km and to the North Portal is 0.975 km. Work on the tunnel has commenced on 5th November, 2009 and present progress is approximately 22%. Probable date of completion (PDC) of the tunnel work is February, 2015.



- The BRO has been entrusted with the four-laning of a stretch of NH-1A from Jammu-Vijaypur as part of NHDP's North-South corridor, on behalf of the NHA. The initial cost of this project was estimated for ₹ 83.88 Cr and revised cost of this project due to variation order approved for ₹109.36 Cr without escalation.
- Part of Phase 'A' of Special Accelerated Road Development Programme for North-East (SARDP-NE) has been entrusted to BRO. The work involves construction of new roads and improvement of existing roads to double lane standards under a phased programme. Widening of 1106.35 km roads at an approximate cost of ₹ 3870 crore under Phase 'A' with PDC 2013-14 and preparation of DPRs for the roads under Phase 'B' for 1883 km with approximate cost of ₹ 8500 crore have been entrusted to BRO. The works have commenced in the year 2006-07. Percentage progress of SARDP-NE Phase-A is 59%.
- Widening of 812 km roads at an approximate cost of ₹ 3600 crore under Arunachal Pradesh Package of Roads & Highways with PDC 2016 is in progress. Percentage progress of Arunachal Pradesh Package of Roads & Highways is 36%.
- Under the Re-construction plan for Jammu & Kashmir announced by the Prime Minister, the upgradation of 94 Km long road, Srinagar-Uri (NH1A), up gradation of 17.50 Km long Uri-LoC road, double laning of 265 km long road Batote-Kishtwar-Anantnag (NH-1B), double laning of 422 Km long Srinagar-Leh road via Kargil (NH-1D), Construction of Nimu - Padam - Darcha 288.60 Km, widening of 14.14 Km long road Domel-Katra (NH-1C) and upgradation of road Ramban – Gul of 22.76 km for Phase-I have been entrusted to BRO. The approximate cost of these works is ₹ 2856.95 Cr. Initially, these works were scheduled to be completed by 2012, which has been re-scheduled to 2015, except for Nimu – Padam – Darcha for which PDC is 2021. Overall progress of PMRP in J&K is 64%.
- BRO has completed a unique structure of 120m long cut and cover tunnel at km 141.80 on NH-44 near Sonapur in Meghalaya in September, 2008. This will facilitate uninterrupted line of communication at Sonapur land slide area during the monsoons for forward areas of Meghalaya, Mizoram, Tripura and Cachar regions of Assam. 763.50 m long Passighat bridge on NH-52 has been completed during 2010-11. The contract for feasibility study for both Zozila (km 94.00 to km 118.00) and Z-More (km 77.50 to 80.20) tunnel of length 12 km & 3.10 km respectively on NH-1D in J&K has been completed.



Foundation stone laying ceremony for Z-MORH tunnel





Ahmedabad-Vadodara Expressway

CHAPTER - VIII

ADMINISTRATION AND FINANCE

(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 991 employees (Group A, B, C & C[MTS]) 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.



Senior officers meeting with Hon'ble Minister (RT&H)

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 to on 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 is in the process of being updated /revised

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, 2012 to 31st December 2012, 2569 files were recorded and 2215 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 redressal mechanism, also operational in the Ministry. A total number of 830 cases of public grievances were received during the period from 1st April, 2012 to 31st December, 2012, all of which have already been forwarded to the concerned offices/ agencies for prompt disposal.

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 e-office has been installed and most of the staff and officers have been trained by officials of NIC. For effective utilization of e-office, all the computers in the Ministry' are connected by Local Area Network (LAN). Attached/subordinate offices and Public Sector Undertaking of the Ministry have also been requested to install this system with the support of MC in their organization. The reports pertaining to status of PMO/VIP references generated by the System is being reviewed in the weekly/monthly meetings taken by Secretary anti other senior officers.

Website

8.11A website [<http://morth.nic.in>] of the Ministry has been launched in NIC's server to make it more informative and user friendly. The website has been updated and redesigned from time to time.

(B) FINANCE

Accounts and Budget

- 8.12.1 The 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 Controller of Accounts. The Accounts and Budget Wings of the Ministry of Road Transport & Highways are functioning under the Pr. Chief Controller of Accounts. The office of the Pr. Chief Controller of Accounts is inter-alia responsible for making all authorized payments of the Ministry, compilation of Monthly and Annual Accounts, conducting Internal Audit of all the Units under the Ministry to ensure compliance of the prescribed Rules 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 Controller of Accounts, one Controller of Accounts and two Deputy Controller of Accounts/Assistant Controller 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 Controller 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) Act and Rules.
- Preparation of Management Information Reports based on accounting, budget & audit data for submission to various authorities.
- Preparation of financial statistics on monthly basis regarding receipts and expenditure for 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 59 units of pertaining to NH Divisions and 29 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 'Staff Inspection 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 initiative 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

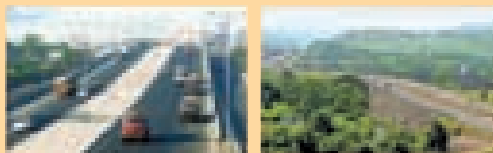


accounts at present is implementing various software packages like COMPACT, CONTACT, E-Lekha etc.

- 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.

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

- 8.15.5 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 31.03.2012. 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 Jun 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 Controller 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 part of the country are revising the Pension of these pensioners. Out of 1073 requiring revision of pension of pre 1996 and pre 2006 pensioner, maximum cases has since been settled and revised authority issued. About 110 cases are still pending. The position of pending cases is being reviewed at regular intervals by Pr. CCA, Ministry of Road Transport & Highways.

CENTRAL PLAN MONITORING SYSTEM

8.16.1 In 2008-09 Hon''ble Finance Minister announced the establishment of Central Plan Schemes Monitoring System [CPMS] 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 funds received directly at the State Treasuries.

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 Controller 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.

Outstanding Action Taken Notes (ATNs)

8.17.1 There are four outstanding ATN Paras on behalf of Ministry of Road Transport and Highways as listed below:-



Para13.1 13.1 Review of operations of Special Purpose Vehicles (SPVs) formed for implementation of Port Road Connectivity to major Ports.

Para 13.2 Non-recovery of penalty from Concessionaires

Para13.3 Loss of Revenue due to inordinate delay in construction of toll plaza

Para 13.4 Loss due to avoidable payment of interest

8.17.2 These pans are outstanding as on date due to non receipt of proper replies from the concerned Departments/Wings. As and when the material in r/o ATNs received, the ATN pates will be prepared for submission to DGACR for vetting. The details of audit para are at **Appendix 8**.

Grant No. 81— Ministry of Road Transport and Highways.

8.18 The actual expenditure for the year 2012-13 (upto 31st December, 2012) 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 for the last 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. The Unit is headed by the Chief Vigilance Officer. Joint Secretary (Transport & General) 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 2012-13, 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, instructions were issued 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 " and (iii) Annual transfer/posting of personnel as

per Transfer/Posting policy for technical and non-technical officers/officials by way of a proactive policy. A Vigilance Awareness Week was observed in the Ministry during 29th October – 03rd November, 2012. The Pledge was administered by the Secretary to the staff of the Ministry. During the Vigilance Awareness Week, an essay competition on the subjects “Use of Information Technology in procurement to promote transparency in working of Ministry of Road Transport & Highways” and “How to make preventive vigilance effective”, 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. Under Section 4(I) (b) of RTI Act, 2005 suo moto information to the public through various means of communication including internet is being given by the public authority. A counter has been opened in the ground floor of Transport Bhawan for receiving RTI applications along with prescribed fee as per RTI Act, 2005. Information to the applicant/public is being provided within the stipulated time mentioned in the Act, keeping in view exemption in Sections 8 & 9 of RTI Act and reasons for refusal of information wherever it is warranted. The two organizations namely: National Highways Authority of India (NHAI) an autonomous body and Indian Academy of Highway Engineers (IAHE)(former name NITHE), a society under the administrative control of Ministry have also appointed their separate PIOs/APIOs/Appellate Authorities for providing information to public/applicants as directed in RTI Act. 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 under taken to send timely and accurate replies on the part of concerned PIOs. to the Applicants. Till December, 2012, 854 RTI applications were received. Almost all the applications as well as appeals were disposed of apart from transferring a number of applications to the other concerned Ministries/Departments as those were relevant to them.



Jaipur Bypass on NH-8

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) with one Assistant Director (Official Language) and other supporting 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.

HINDI SALAHKAR SAMITI:

- 9.2 Hindi Salahkar Samiti of the ministry has been reconstituted under resolution No. E-11013/6/2009-Hindi, dated Jan., 2012. The first meeting of the committee was held on 08.02.2012 and second meeting was held on 12.02.2013 under the Chairmanship of Dr. Tushar A Chaudhary, Hon'ble Minister of State(RT&H) at Chandigarh.

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, 2012, and 21st September, 2012. 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.



- 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 23 typists (clerks), 15 are trained in Hindi typing and out of a total of 100 Stenographers, 89 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, 2012 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 10th September, 2012 to 24th September, 2012. Competitions were held in Essay writing in Hindi, Departmental Vocabulary, Noting & Drafting in Hindi, General Letter Writing, Hindi Typing, Hindi Poetry Recitation and Extempore Speech. 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 20th September, 2012 and 24th September, 2012 in respect of "How to do official work in Hindi" and "How to work on computer in Hindi" respectively. Secretary, of Road Transport & Highways gave away awards to the winners of the competitions in a prize distribution function held in the Ministry on 27th September, 2012. During Hindi Pakhwara held this year, a total of 139 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 2012-13 issued by the Department of Official Language. Ten sections in the Ministry were also inspected during the year. 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 have been completed and determination of awards by the award determination committee is under process.



2nd meeting of Hindi Salahkar Samiti



Tuni - Ankapalli Section of NH-5 in Tamil Nadu

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 December, 2012 in respect of Technical and Non-Technical posts with regard to the number of Persons with Disabilities is as **Appendix 13**.



Durgapur Expressway

CHAPTER - XI

TRANSPORT RESEARCH

- 11.1 Transport Research Wing (TRW) is the nodal agency that provides research inputs, analysis and data support to the various Divisions of the Ministry of Road Transport and Highways (MoRTH). Besides, it assists in policy planning, coordination and evaluation of performance of road transport sector.
- 11.2 TRW collects, compiles, analyses and disseminates data relating to roads, road transport and road accidents. This entails collection of data from various sources viz. Central Government Ministries/Departments, State/Union Territories Governments/ Administrations and public and private sector agencies. The information received from a multitude of sources is scrutinised and validated for consistency and comparability and compiled in annual publications covering important aspects of the transport sector. TRW is intimately involved in building and strengthening the database, identifying data gaps and taking measures to improve the reliability and accuracy of data in road transport and highways sector. In this regard, TRW has initiated work on making all road and road transport data inputs available online from the source agencies.
- 11.3 TRW's publication, 'Road Transport Year Book' provides data on different motor transport parameters. The latest issue of the publication 'Road Transport Year Book 2010-11' was brought out in July 2012. The next issue of this publication containing information for 2012-13 is under compilation.
- 11.4 With a view to assess and monitor performance of State Road Transport Undertakings (SRTUs), TRW collects, compiles and analyses data relating to the physical and financial parameters of SRTUs. This information is published in 'Review of the Performance of State Road Transport Undertakings'. The 'Review of the Performance of State Road Transport Undertakings – Passenger Services (April 2011-March 2012)' was released in November, 2012.
- 11.5 Basic Road Statistics (BRS) of India is a premier national level publication which provides comprehensive information on road network for India. For this publication, data is collected from about 280 source agencies spread across the Centre, States/UTs and local bodies. The data so collected is then collated, compiled and analysed by TRW. The latest issue of BRS covers data for the years ending



2008-09 to 2010-11 was released in July, 2012. The next issue of BRS containing information on roads for the year 2011-12 is under compilation.

- 11.6 To improve the Accident Reporting Data system for the country, the UNESCAP-sponsored Asia Pacific Road Accident Database/Indian Road Accident Database (APRAD/IRAD) project is under implementation. For this project, road accident related data for all the States and Union Territories and 39 Million Plus Cities of the country is collected, compiled and collated in a specially devised 19-item format. An in-depth analysis and overview of road accidents in India based on the data collected in 19 item format is carried out in TRW. The latest issue of "Road Accidents in India: 2011" was released in June, 2012. The next issue of "Road Accidents in India: 2012" is under compilation.
- 11.7 During the 34th meeting of Transport Development Council (TDC) held under the Chairmanship of Hon'ble Minister for Road Transport & Highways on 13th February, 2012, it was decided to constitute an Empowered Committee of State Transport Ministers on the issue of Rationalisation of Motor Vehicle Taxes. To facilitate the working of an Empowered Committee of State Transport Minister, a committee of officers has been constituted. Adviser, TRW was nominated as Convener of the committee. TRW functioned as nodal office for convening meeting on Rationalisation of Motor Vehicle Taxes.
- 11.8 TRW assists the Ministry with providing the analytical inputs and technical comments on transport related issues useful for policy making. It is also involved to render advise, comments to the ministry on selection of research studies projects in the field of Road Transport sector.
- 11.9 Major highlights of the Road and Road Transport sector in India, as evident from the data compiled and published by TRW, are indicated below:
- The total registered vehicles in the country grew at a Compound Annual Growth Rate (CAGR) of 9.9% between 2001 and 2011
 - As on 31st March, 2011, around 142 million vehicles were registered in India with two-wheelers being the largest component at stood at 101.8 million (around 72 percent share) **Appendix 14.**
 - During the calendar year 2011, the total number of road accidents in India was reported as 4,97,686 which was lower by 0.4% compared to 4,99,628 accidents reported in the last year.

- During 2011, the total number of persons injured and killed on road accidents in India were 511,394 and 142,485 respectively. **Appendix 15.**
- The performance of SRTUs in terms of key financial and physical parameters during the years 2003-04 to 2011-12 can be seen at **Appendix 16.**
- Category wise break-up of road length (total and surfaced) during the years 1950-51 to 2010-11 is at **Appendix 17.**



Nagpur - Hyderabad section of NH-7



CHAPTER-XII

INTERNATIONAL COOPERATION

12.1 In our endeavour towards enhanced bilateral cooperation with other countries on the basis of reciprocity, equality and mutual benefits, the International Cooperation Division engaged in various bilateral and regional level activities during 2012-13.

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

This Ministry is engaged in dialogues with developing and developed countries. Considering that a formal written instrument like Memorandum of Understanding (MoU) signed between the two Governments provides perceived Government support and sense of reliability to the executing agencies, professionals and private sector for initiating trade and investment, efforts were focused on taking an initiative and arrange meetings at highest policy making levels to draw up formal framework of cooperation. As a result, the following Memorandum of Understandings/Agreements were signed:

- (a) A MoU was signed between the Ministry of Road Transport & Highways, Government of India and the Ministry of Transport, Infrastructure & Communication, Government of Canada on 11th June, 2012 to facilitate sharing and exchange of knowledge and technical expertise in the areas of infrastructure development, operation and maintenance of roads and Intelligent Transport System.
- (b) A Joint Statement of Intent was signed by Hon'ble Minister (RT&H) and Austrian Federal Minister on 18th October, 2012 for technology cooperation between the two countries for bilateral cooperation on "Road Infrastructure and Road Transportation Technology."
- (c) A MoU was signed between the Ministry of Road Transport & Highways, Government of India and Ministry of Public Works and Transport of Kingdom of Spain on 26th October, 2012. The objective of MoU include promoting efficient and environmentally sustainable transport systems and to institutionalize a technical and scientific cooperation in the fields of road infrastructure, construction, maintenance and management of roads.



12.3 Strengthening of bilateral cooperation with other countries:

With a focus on strengthening relations with neighbouring countries in the region as also globally, this Ministry has made sustained efforts for exchange and communication with other countries. Keeping in view the significance of transport connectivity and people-to-people connectivity in the region, this Ministry has taken a leadership role in implementing the ASEAN Master Plan for Transport Connectivity and ASEAN-India Action Plan 2010-15. India began discussions with ASEAN at the Land Transport Working Group Meeting in early July. There are multiple ideas and possibilities, apart from India-Myanmar-Thailand Tri-lateral Highways wherein India had recently taken on additional commitments at the request of Myanmar. There are requests from ASEAN Member States about extension of the Trilateral Highway to Lao PDR, Cambodia and Vietnam and also a proposal for new highway linking India-Myanmar-Lao-Vietnam-Cambodia is being mooted by the ASEAN Member States. An Inter-Ministerial Group set up under this Ministry ensures a coordinated and holistic action in this direction. Some of the activities undertaken in this context are:

- (i) The Ministry led a delegation to Myanmar in September, 2012 for bilateral talks in connection with a proposal of a MoU for "Introduction of a passenger bus service between Imphal-Mandalay."
- (ii) The Minister (RT&H) visited Canada in June, 2012 to participate in 15th Annual Conference on "Transportation in Transition towards a New Digital Economy."
- (iii) The Minister of State, Shri Jitin Prasada led a delegation and visited Japan in July, 2012 to review, share and exchange the experience, expertise and advanced technology of highways and expressways in Japan.
- (iv) During 2012-13, the Ministry received Ministerial level delegations from several countries:-
 - (a) A Nigerian delegation led by the Minister of Works, Architect Mike O. Onolememen visited India with an objective to gather information on India's road policy, learn the implementation policy, share information on road sector reforms and management of roads.
 - (b) The Minister (RT&H) also received a delegation led by Ms. Doris Leuthard from the Republic of Switzerland. Both the leaders agreed to promote and develop relations between the two countries, especially in the industry for consultancy and



engineering companies with the purpose of arriving at technical cooperation agreements and transfers of technology relating to road infrastructure.

- (c) The Japanese Minister for Foreign Affairs, Mr. Koichiro Gemba, visited India in April, 2012 and held the Sixth Japan-India Foreign Ministers' Strategic Dialogue as well as the First Japan-India Ministerial-Level Economic Dialogue. Both sides discussed the Delhi-Mumbai Industrial Corridor (DMIC), the Comprehensive Integrated Master Plan of the Chennai-Bengaluru region, the western Dedicated Freight Corridor (DFC). A delegation led by Senior Vice Minister of Ministry of Land, Infrastructure, Transport & Tourism, Japan, Mr. Ken Okuda met Shri Jitin Prasada, Minister of State in May, 2012. In the meeting the need to enhance the cooperation in pursuance of the decisions taken in the Prime Minister level meeting held last year wherein the focus on infrastructure development and cooperation between the two countries, especially in roads sector was agreed to. These visits were significant as this Ministry is in the process of implementing the Comprehensive Economic Partnership Agreement (CEPA) signed between the two countries. A framework of Cooperation will enable implementation of CEPA in the Roads Sector and will facilitate the exchange of technical knowledge and expertise in the Road Transportation and Highways sector including capacity building and advanced technology for roads, road transport management system and intelligent transport system.
- (d) Similarly, delegations from Austria, Oman and Mozambique also visited in 2012. Meetings, workshops and site visits to address the requirement of visiting delegations were arranged in the Ministry and NHAI at appropriate levels.
- (e) It is pertinent to mention that many foreign companies, individually or through joint venture consortium or SPV partnership have been participating in National Highways Development Programme (NHDP) of India as contractors/developers, financiers and supervision consultants.

12.4 Regional Level Cooperation:

- 12.4.1 India is a leading Member State for the regional level forums like Association of South East Asian Nations (ASEAN), South Asian Association for Regional Cooperation (SAARC), Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC) and South Asia Sub-Regional Economic Cooperation (SASEC). A Central Inter-Ministerial Group (CIMG) comprising

inter-alia the representatives of Central Ministries and North Eastern States has been set-up for deliberation on all matters relating to ASEAN Transport Connectivity and other related issues at various forums including the bi-lateral connectivity proposals with neighboring countries like Bangladesh, Myanmar, Nepal, Bhutan to enable resolution of issues in a consolidated manner for inter-state movement and cross-border movement. India is also representing and contributing towards finalization of the proposed SAARC Motor Vehicle Agreement to provide connectivity between all SAARC Member States. A Comprehensive Agreement on India-Bangladesh Motor Vehicle and Cargo Traffic is also under consideration to provide uniform umbrella framework for such bi-lateral people-to-people connectivity with Bangladesh. This Ministry has also set up an Inter-State Nodal Committee in the North-Eastern states of India. The Report of the Inter-State Nodal Committee (ISNC) has been valuable for drafting the Protocol to the proposed Comprehensive Agreement on India-Bangladesh Motor Vehicle and Cargo Traffic.

- 12.4.2 This Ministry led a Central Inter-Ministerial delegation and participated as a dialogue partner in 21st ASEAN Land Transport Working Group meeting held at Vientiane, Lao PDR. The Minister of State, Shri Sathyanarayana Sarvey led a delegation to Malaysia to flag off the ASEAN Car Rally, 2012 and for related events in November, 2012 in connection with the 20th Anniversary of Dialogue Partnership between India and ASEAN. Secretary (RT&H) led a delegation to Myanmar for ASEAN-India Connectivity related commemorative events in December, 2012.
- 12.4.3 This Ministry is also providing requisite technical assistance to the ASEAN Member States and executing part of Tri-lateral Highway connecting India-Myanmar-Thailand, Kaladan Multi-Model Project in Myanmar etc. Further, in pursuance of the Joint Statement issued by both the Prime Ministers on our Prime Minister's visit to Myanmar in May, 2012, this Ministry is providing technical assistance to Myanmar for preparation of DPR and project implementation for Kalewa-Yagyi stretch in Myanmar, on the route of proposed Imphal-Mandalay Bus Service. For enhancing bilateral cooperation and capitalization of India's strength, this Ministry is engaged in dialogue for formal framework of cooperation with Japan, Korea, China, Indonesia, Austria, Afghanistan and Tajikistan.

Part-2



Dharmavaram - Tuni Section of NH-5

Appendix-1

Work allotted to Ministry of Road Transport and Highways

- 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 scrutinised 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. National Institute of Training for Highway Engineers.

VI. Public sector undertakings:

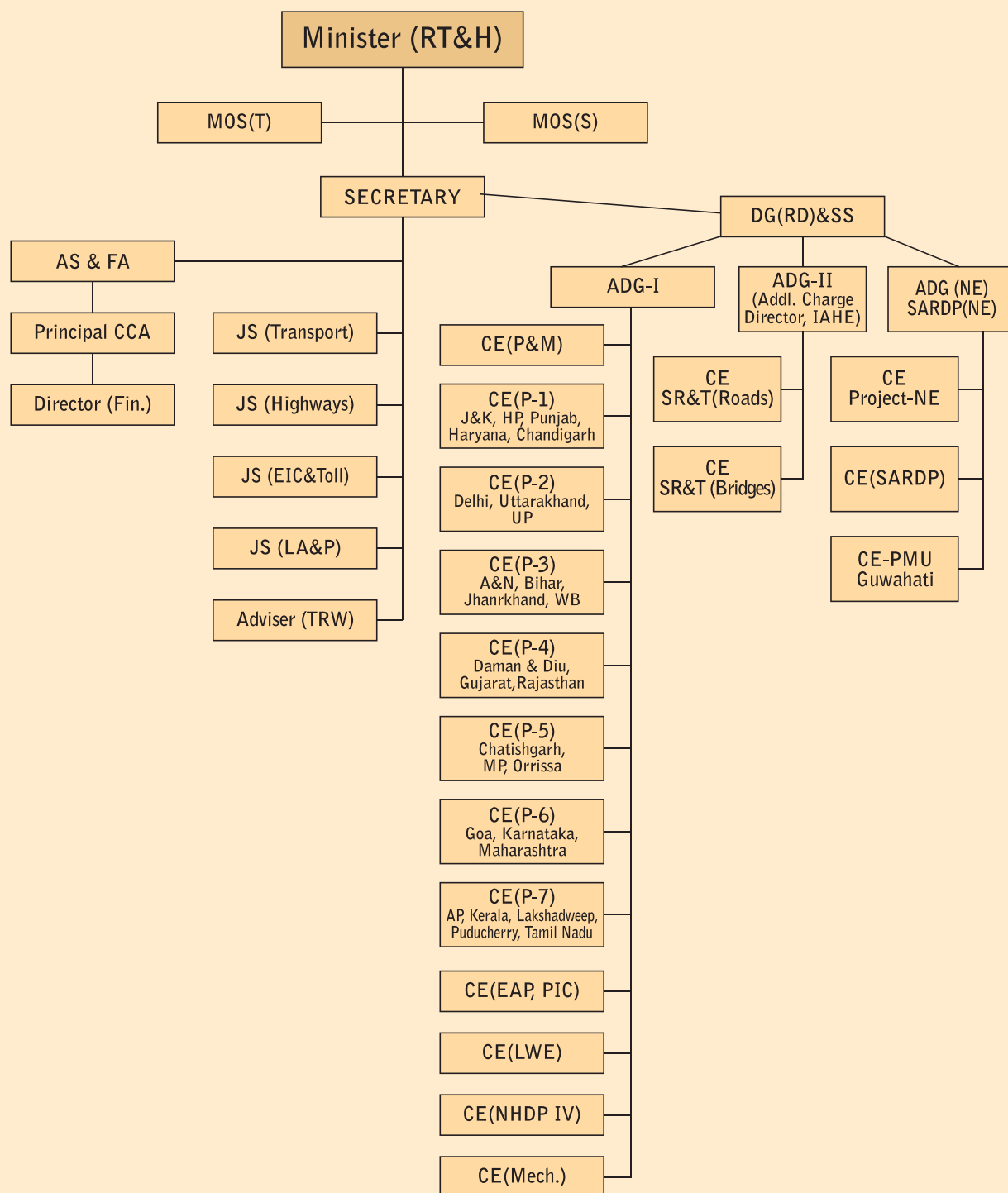
16. Indian Road Construction Corporation.

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 & Highways

Appendix-2

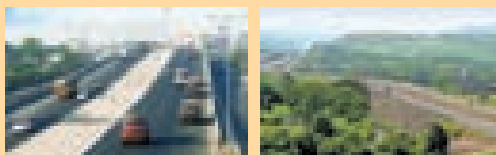




Appendix-3

List of State-Wise National Highways in the Country

Sl. No.	Name of State	National Highway No.	Total Length (in km)
1	Andhra Pradesh	4, 5, 7, 9, 16, 18, 18A, 42, 43, 63, 67 Ext., 150, 167, 202, 205, 214, 214A, 219, 221, 222, 234 & 326	5022
2	Arunachal Pradesh	52, 52A, 153, 229, 52B Ext, 37 Ext. & 315A	2027
3	Assam	31, 31B, 31C, 36, 37, 37A, 38, 39, 44, 51, 52, 52A, 52B, 53, 54, 61, 62, 127B, 151, 152, 153, 154 & 315A	2940
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, 131A, 133, 327A, 327 Ext., 333 & 527C	4168
5	Chandigarh	21	24
6	Chhattisgarh	6, 12A, 16, 43, 78, 200, 202, 216, 217, 111, 221 & 343	2289
7	Delhi	1, 2, 8, 10, 24 & 236	80
8	Goa	4A, 17, 17A & 17B	269
9	Gujarat	NE-I, 6, 8, 8A, 8B, 8C, 8D, 8E, 14, 15, 56, 58, 59, 76A, 113, 228, 347 & 848	3828
10	Haryana	1, 2, 8, 10, 21A, 22, 64, 65, 71, 71A, 72, 73, 73A, 71B, 236, 709 Ext. & NE-II	1633
11	Himachal Pradesh	1A, 20, 20A, 21, 22, 22A, 70, 72, 72B, 88, 73A & 305	1506



Sl. No.	Name of State	National Highway No.	Total Length (in km)
12	Jammu & Kashmir	1A, 1B, 1C, 1D, 301, 501 & 701	1695
13	Jharkhand	2, 6, 23, 31, 32, 33, 75, 78, 80, 98, 99, 100, 114A, 133, 220, 333 & 343	2374
14	Karnataka	4, 4A, 7, 9, 13, 17, 48, 63, 67, 67 New, 150, 167, 206, 207, 209, 212, 218 & 234	4642
15	Kerala	17, 47, 47A, 47C, 49, 208, 212, 213, & 220	1457
16	Madhya Pradesh	3, 7, 12, 12A, 25, 26, 26A, 26B 27, 56, 59, 59A, 69, 69A, 75, 76, 78, 86, 92 & 927A	5116
17	Maharashtra	3, 3B, 4, 4B, 4C, 6, 7, 8, 9, 13, 16, 17, 26B, 50, 69, 165, 204, 211, 222, 348 & 848	4498
18	Manipur	39, 53, 102A, 102B, 137, 150, & 155	1317
19	Meghalaya	40, 44, 51, 62 & 127B	1171
20	Mizoram	44A, 54, 54A, 54B, 150, 154 & 502A	1027
21	Nagaland	36, 39, 61, 150 & 155	494
22	Odisha	5, 5A, 6, 23, 42, 43, 60, 75, 153B, 157, 200, 201, 203, 203A, 215, 217, 220, 224 & 326	4416
23	Puducherry	45A & 66	53
24	Punjab	1, 1A, 10, 15, 20, 21, 22, 64, 70, 71, 72 & 95	1557



Sl. No.	Name of State	National Highway No.	Total Length (in km)
25	Rajasthan	3, 3A, 8, 11, 11A, 11B, 11C, 12, 14, 15, 65, 65A, 71B, 76, 76A, 76B, 79, 79A, 89, 90, 113, 112, 114, 116, 116A, 158, 162A, 162 Ext., 709 Ext. & 927A	7180
26	Sikkim	31A & 310	149
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, 226E, 227, 230, 234 & 532	4943
28	Tripura	44 & 44A	400
29	Uttarakhand	58, 72, 72A, 72B, 73, 74, 87, 94, 108, 109, 123, 119, 121, 87 Ext. & 125	2042
30	Uttar Pradesh	2, 2A, 3, 3A, 7, 11, 12A, 19, 24, 24A, 24B, 25, 25A, 26, 27, 28, 28B, 28C, 29, 56, 56A, 56B, 58, 72A, 73, 74, 75, 76, 86, 87, 91, 91A, 92, 93, 96, 97, 119, 231, 232, 232A, 233, 235, 330A, 730, 730A, 931, 931A & NE-II	7818
31	West Bengal	2, 2B, 2B Ext., 6, 31, 31A, 31C, 31D, 32, 34, 35, 41, 55, 60, 60A, 80, 81, 114A, 116B & 117	2681
32	Andaman & Nicobar Island	223	300
		Total	79116

Appendix-4

Details of project awarded

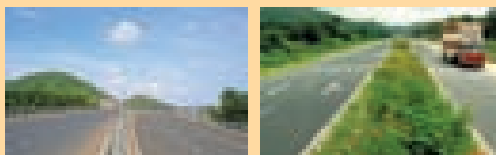
SI No	Stretch	NH No	Total Length (In Km)	Funded By	TPC (₹ Cr.)	LOA Date	State
1	Vadodara - Surat section	8	6.00	BOT	473.24	Apr-12	Gujarat
2	Walajapet - Ponnammalee	46	93.00	BOT	1287.95	May-12	Tamil Nadu
3	Coimbatore - Mettupalayam	67	53.93	BOT	592.00	July-12	Tamil Nadu
4	Raebareli - Jaunpur	231	165.50	Annuity	569.38	July-12	Uttar Pradesh
5	Goa / Karnataka border - Kundapur	17	187.24	BOT	1655.01	July-12	Karnataka
6	Walayar - Vadakkancherry	47	54.00	BOT	682.00	Aug-12	Kerala
7	Kashipur - Sitarganj	74	77.20	BOT	605.84	Nov-12	Uttarakhand / Uttar Pradesh
8	Rajsamand - Gangapur - Bhilwara	758	87.25	BOT	677.79	Nov-12	Rajasthan
9	Rajasthan border - Fatehpur Salasar section	65	154.141	BOT	530.07	Nov-12	Rajasthan



Appendix-5

State-wise Tentative Allocation Under Different Schemes on the Development and Maintenance of National Highways During 2012-13.

Sl. No.	Name of States/Union	Development		Maintenance PBFF
		Territories	NH(0)	
1	Andhra Pradesh	189.47	6.89	109.24
2	Arunachal Pradesh	6.00		16.92
3	Assam	225.22	3.36	100.96
4	Bihar	296.41	27.77	70.47
5	Chandigarh	2.80		0.98
6	Chhatisgarh	69.33	11.64	64.54
7	Delhi	1.42		0.00
8	Goa	23.26		9.56
9	Gujarat	139.74	9.19	73.33
10	Haryana	56.96		18.09
11	Himachal Pradesh	188.50	0.32	81.15
12	Jharkhand	113.64		53.23
13	Karnataka	296.27	5.30	116.14
14	Kerala	166.58	2.01	38.77
15	Madhya Pradesh	108.06	25.73	60.85
16	Maharashtra	211.41	17.02	89.61
17	Manipur	61.61	0.27	16.65
18	Meghalaya	101.76	1.37	31.09
19	Mizoram	107.51		42.97



Sl. No.	Name of States/Union	Development		Maintenance PBFF
		Territories	NH(0)	
20	Nagaland	85.15		29.86
21	Odisha	208.45	6.78	94.86
22	Pudducherry	8.93		2.66
23	Punjab	111.26	0.44	36.59
24	Rajasthan	196.79	13.69	123.03
25	Tamil Nadu	180.64		58.21
26	Uttar Pradesh	350.67	12.01	117.45
27	Uttarakhand	80.69	3.31	56.83
28	West Bengal	177.76		52.00
29	Andaman &	38.37		8.43
	Nicobar Islands			



Appendix-6

Allocation and Release under CRF

Year	2000-01		2001-02		2002-03	
	Allocation	Release	Allocation	Release	Allocation	Release
₹ 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
₹ 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
₹ 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
₹ Cr.	1786.56	1344.98	2714.87	2460.29	2288.65	1927.39
Year	2012-13					
	Allocation	Release				
₹ Cr.	2359.91	1298.35*				

* Upto December, 2012

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
		TECHNICAL				
A	227	173	28	13	16.18	7.51
B	81	45	9	4	20.00	8.89
C	7	5	2	0	40.00	0.00
C[MTS]	0	0	0	0	0.00	0.00
TOTAL	315	223	39	17	17.49	7.62
		NONTECHNICAL				
A	65	58	10	5	17.24	8.62
B	239	203	24	8	11.82	3.94
C	202	144	31	9	21.53	6.25
C[MTS]	170	159	61	8	38.36	5.03
TOTAL	676	564	126	30	22.34	5.32



Summary of Reports of The C&AG of India Union Government-Commercial 2011-12 and 2012-13 Series

Department of Road Transport & Highways

Audit Report No. 8 of 2012-13

National Highways Authority of India

13.1 Review of operations of Special Purpose Vehicles (SPVs) formed for implementation of Port Road Connectivity to Major Ports.

CCEA while granting approval in December 2000, to provide four lane connectivity to the major ports in the country on BOT basis through SPVs, had directed NHAI to award contracts for PRC projects by March, 2002. Accordingly, these projects were expected to be completed within a period of 2-3 years of award of contract. NHAI/SPVs, however, did not prepare Corporate/Strategic Plan for timely implementation of these projects. Delay in formation of SPVs and award of contracts was observed in various projects. Resultantly, none of the projects was completed by the scheduled completion date. Out of total nine projects, only four were completed so far with delays ranging from 12 months(JNPT Phase - I) to 53 months (Cochin) and remaining five projects were yet to be completed (December 2011). At Mormugao and Cochin ports, a road stretch of 1.8 kms. and 10kms., respectively, at the port end could not be upgraded due to non incorporation of these stretches in respective DPRs. Thus upgraded road connectivity to Mormugao and Cochin Ports could not be established. Further, due to ineffective toll collection operations of SPVs, toll collection was either delayed or suspended and SPVs sustained revenue loss of ₹127.68 crore. Potential loss of toll revenue, due to delay in completion of PRC projects, worked out to ₹873.85 crore (December, 2011).

13.2 Non-recovery of penalty from Concessionaries

Failure of Management to recover penalty for delayed completion of work as per Concession Agreements resulted in non-realisation of ₹90.30 crore from Concessionaires and avoidable loss of ₹17.15 crore (till December, 2011) towards interest on the above amount.

13.3 Loss of Revenue due to inordinate delay in construction of toll plaza

Mismatch in completion of road stretch and toll plaza with required number of lanes resulted in avoidable loss of toll revenue of ₹28.38 crore (upto September, 2011). The Authority would be suffering further recurring loss of ₹1.75 crore per month till toll collection is resumed.

13.4 Loss due to avoidable payment of interest

Moradabad Toll Road Company Limited (Company) was formed in August, 1998 by NHAI as its subsidiary Company to construct, develop and maintain two lane Moradabad Bypass. The Company became unviable due to insufficient toll collection and Government's subsequent decision for upgradation of Moradabad-Bareilly section of NH-24 (which included the above Bypass) under NHDP. In view of the above, MTRCL Board decided (September, 2008) to wind up the Company and requested NHAI (December, 2008) to release funds for settlement of term loans of SBI/IDFC. However, the NHAI delayed its decision, till August, 2011, to release funds as desired by the Company. Eventually, the Company incurred an additional expenditure of ₹ 8.64 crore towards interest on the aforesaid term loans.



Appendix-9

Major Head wise Expenditure in respect
of M/O R T H

(₹ in crores)

Heads of Account	BE.	Expdr. upto Dec., 2012	% of BE
Plan Heads			
MH 3054 Roads and Bridges	16078.91	16060.20	99.88
MH 3055-Road Transport	400.00	30.09	7.52
MH3601-Grant in aid to State Govts.	2622.97	1409.46	53.74
MH3602-Grant in aid to UT Govts.	97.47	2.79	2.86
Total Revenue Section	19199.35	17502.54	91.16
MH 4552 Capital Outlay on North Eastern Areas	2272.00	0.00	0.00
MH5054 Capital Outlay on Roads and Bridges	20060.78	12000.62	59.82
MH 7075- Loans for other Transport Services	36.00	0.00	0.00
Total Capital Section	22368.78	12000.62	53.65
Total Plan Heads (Gross)	41568.13	29503.16	70.98
Deduct Recoveries (Plan)	-16208.22	-9244.28	57.03
Total Plan (NET)	25359.91	20258.87	79.89
MH - 3451-Secretariat- Economic Services	407.73	253.31	62.13
MH 3054 Roads and Bridges	2888.28	1262.83	43.72
MH3601-Grant in aid to State Govts .(*)	0.00	0.03	0.00
Total Revenue Section	3296.01	1516.17	46.00

(₹ in crores)

Heads of Account	BE.	Expdr. upto Dec., 2012	% of BE
MH5054 Capital Outlay on Roads and Bridges (*)	2282.21	1198.94	52.53
Total Capital Section	2282.21	1198.94	52.53
Total Non Plan (Gross)	5578.22	2715.11	48.67
Deduct Recoveries (Non Plan)	-140.01	-44.32	31.66
Total Non Plan (Net)	5438.21	2670.78	49.11
Total (Plan+ Non Plan)(Gross)	47146.35	32218.26	68.34
Deduct Recovery (Plan+ Non Plan)	-16348.23	-9288.60	56.82
Total (Plan+ Non Plan) Net	30798.12	22929.66	74.45

(*) Pertains to BRDB expdr.for Dec., 2012



Appendix-10

Headwise Details of Revenue Receipts for last three Years

(₹ in crores)

MAJOR HEAD	2009-2010	2010-11	2011-12
1 0021-Taxes on Income other than Corporation Tax	99.38	108.66	126.53
2 0045-Other Taxes and Duties on Commodities and Services	0.00	0.00	
3 0049- Interest Receipts	166.84	154.61	136.55
4 0050-Dividends and Profits	0.00	0.00	
5 0070-Other Administrative Services	0.00	0.00	0.0025
6 0071-Contribution and Recoveries towards Pension and Other Retirements Benefits	0.30	0.32	0.66
7 0075 Miscellaneous General Services	1.80	1.55	14.42
8 0210-Medical and Public Health	0.19	0.26	0.25
9 0216-Housing	0.10	0.10	0.16
10 0852-Transport Equipment Services	0.00	0.00	
11 1054 – Roads and Bridges	127.77	2334.59	3047.15
12 1055 – Road Transport	0.001	1.38	0.06
13 1475 – Other General Economic Services	0.08	0.01	0.07
TOTAL	396.39	2601.47	3325.85

(Source : Statement of Central Transactions)

Appendix-11

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	2009-2010	2010-11	2011-12
TAX REVENUE	99.38	108.65	126.53
NON TAX REVENUE	297.01	2492.82	3199.32
GROSS REVENUE RECEIPTS	396.39	2601.47	3325.85

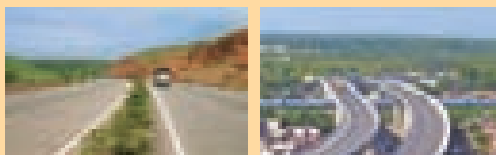


Appendix-12

Highlights of Accounts

(₹ in thousand)

	Receipts		Disbursements	
		Amount		Amount
A.	Revenue Receipts		Revenue Expenditure	
1	Tax Revenue	1265292	General Service	1093152
2	Non Tax Revenue	31993160	Social Service	12145
	Interest Receipts	1365564	Economic Service	161167382
	Other Non-Tax Revenue	30627596	Grants in Aid & Cont.	330200
	Total Revenue Receipts	33258452	Total Revenue Expenditure	162602879
B.	Capital Receipts		Capital Expenditure	
	Loans for other Transport Service	1366500	Economic Service	61788105
	Loans and Advances to State Governments	1065260	Loans and Advances	1672
	Loans to Government Servants	6393		
	Total Capital Receipts	2438153	Total Capital Expenditure	61789777
	Total Consolidated Fund of India	35696605	Total Consolidated Fund of India	224392656
	Public Account		Public Account	
	Small Savings Provident Fund A/c	138542	Small Savings Provident Fund A/c	111934
	Provident Fund	137893	Provident Fund	110439
	Other Accounts	649	Other Accounts	1495



(₹ in thousand)

Receipts		Disbursements	
	Amount		Amount
Reserve Funds	148746900	Reserve Funds	122387011
Reserve Funds not bearing interest	148746900	Reserve Funds not bearing interest	
Deposit and Advances	15705402	Deposit and Advances	13950345
Deposit bearing interest		Deposit bearing interest	0
Deposit not bearing interest	15705378	Deposit not bearing interest	13950313
Advances	24	Advances	32
Suspense and Miscellaneous	210513200	Suspense and Miscellaneous	49958703
Suspense	-387202	Suspense	3745541
Other Accounts	210900402	Other Accounts	46213162
Total Public Accounts	375104044	Total Public Accounts	186407993
Total Receipts	410800649	Total Expenditure	410800649

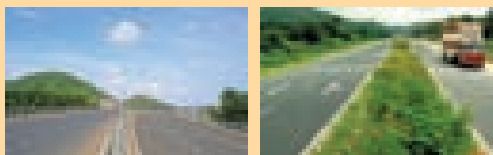
(Source: Statement of Central Transactions)



Appendix-13

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

Group	Sanctioned Strength	No. of persons with disabilities appointed
TECHNICAL		
A	227	0
B	81	1
C	7	0
C[MTS]	0	0
TOTAL	315	1
NON - TECHNICAL		
A	65	0
B	239	3
C	202	3
C[MTS]	170	2
TOTAL	676	8



Appendix-14

Total Number of Registered Motor Vehicles in India - 2001-2011

Year (As on 31st March)	All Vehicles	Two Wheelers	Cars, Jeeps and Taxis	Buses @	Goods Vehicles	Others*
1	2	3	4	5	6	7
2001	54,991	38,556	7,058	634	2,948	5,795
2002	58,924	41,581	7,613	635	2,974	6,121
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

* : 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)



Appendix-15

Number of Road Accidents and Persons Involved: 2001 to 2011

Year	Number of Accidents		Number of Persons		Accident Severity*
	Total	Fatal	Killed	Injured	
2001	405,637	71,219 (17.6)	80,888	405,216	19.9
2002	407,497	73,650 (18.1)	84,674	408,711	20.8
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

(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

Select Performance Parameters of SRTUS from 2003-04 to 2011-12

Select Parameters	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12
Number of Reporting SRTUs	43	36	36	32	36	37	35	38	38
Fleet Utilisation rate (%)	92.8	92.3	91.9	92.2	92.4	92.3	92.4	90.5	90.4
Occupancy Ratio (%)	61.6	64.7	65.9	67.9	68.8	69.9	70.5	72.6	71.9
Staff Strength (Nos.)	574,446	690,793	644,837	639,732	672,151	677,087	667,875	726,599	727,990
Staff Bus Ratio	5.9	6.3	5.8	5.9	5.9	5.8	5.6	5.6	5.5
Vehicle Productivity (Km/bus/day)	304	306	306	314	319	321	323.3	311.5	312.3
Staff Productivity (Km/staff/day)	51.4	48.6	52.8	53.0	53.9	55.8	57.5	56.0	56.5
Total Revenue (₹ Crores)	15,542	18,618	20,016	21,722	23,619	25,582	263,41.91	31,843.38	35,928.73
Total cost (₹ Crores)	16,697	20,701	22,701	23,753	25,600	28,719	31,079.01	37,744.04	42,626.33
Net Profit/ Loss (₹ Crores)	-1,155	-2,083	-2,685	-2,031	-1,981	-3,137	-5,492.28	-5,898.98	-6,588.15



Appendix-17

Road Network by Categories (in kilometres): 1951 to 2011

Road Category	1951	1961	1971	1981	1991	2001	2011
National Highways	19,811 (4.95)	23,798 (4.54)	23,838 (2.61)	31,671 (2.13)	33,650 (1.45)	57,737 (1.71)	70,934* (1.51)
State Highways	1,73,723 (43.44)	257,125 (49.02)	56,765 (6.2)	94,359 (6.35)	1,27,311 (5.47)	1,32,100 (3.99)	1,63,898 (3.49)
Other PWD Roads	^	^	2,76,833 (30.26)	4,21,895 (28.4)	5,09,435 (21.89)	7,36,001 (21.82)	10,05,327 (21.43)
Rural Roads	2,06,408 (51.61)	197,194 (37.6)	3,54,530 (38.75)	6,28,865 (42.34)	12,60,430 (54.16)	19,72,016 (58.46)	27,49,805 (58.63)
Urban Roads	0 0	46,361 (8.84)	72,120 (7.88)	123,120 (8.29)	186,799 (8.03)	252,001 (7.12)	411,840 (8.78)
Project Roads	0 0	0 0	1,30,893 (14.31)	1,85,511 (12.49)	2,09,737 (9.01)	2,23,665 (6.32)	2,88,539 (6.15)
Total	3,99,942	5,24,478	9,14,979	14,85,421	23,27,362	33,73,520	46,90,342

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

*76,818 kilometres as on 31st March 2012,

^ Included in State Highways



Foundation stone laying of Z-MORH tunnel



**Ministry of
Road Transport & Highways
Government of India**

**Transport Bhawan, 1, Parliament Street,
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