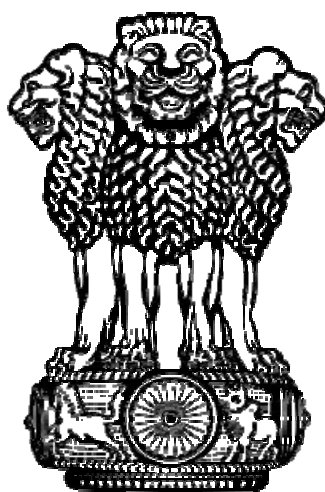


ANNUAL REPORT

2011-12



सत्यमेव जयते

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

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CHAPTER I

INTRODUCTION

1.1 The Ministry of Road Transport and Highways has been entrusted primarily with 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, etc. besides making arrangements for movements of vehicular traffic with neighbouring countries.

ROAD NETWORK:

1.2 India, having one of the largest road networks of 41.09 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	71,772 km
State Highways	1,54,522 km
Major District Roads	2,66,058 km
Other District Roads & Rural Roads	36, 17, 240 km

1.3 The National Highways have been classified on the basis of carriageway width of the Highway. Generally, a lane has a width of 3.75 m in case of single lane and 3.5 m per lane in case of multi-lane National Highways.

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

Single Lane/ Intermediate lane	15,536 km (21%)
Double lane	38,536 km (54%)
Four Lane/Six lane/Eight Lane	17,700 km (25%)

NATIONAL HIGHWAYS DEVELOPMENT PROJECT:

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

- **NHDP Phase I & II** envisage 4/6 laning of about 14,000 km of National Highways, at an estimated cost of about Rs. 65,000 Crore at 2004 prices. These two phases comprise Golden Quadrilateral (GQ), North-South & East-West Corridors (NSEW), Port Connectivity and Other Projects. The GQ consisting of 5846 km connects four major cities, viz; Delhi, Mumbai, Chennai and Kolkatta. The NSEW corridors comprising a length of 7142 km connects Srinagar in the north to Kanyakumari in the south including a spur from Salem to Kochi and Silchar in the east, to Porbandar in the west respectively. The NHDP also includes Port Connectivity Project comprising a length of 380 km for

improvement of roads connecting to 12 major ports in the country and other projects involving a length of 965 km.

- The Government has also envisaged a massive programme for development of National Highways under NHDP to be completed during the period from 2005-2015 with an investment of Rs. 2,35,690 crore in a phased manner. Following programmes have been approved by the Government for implementation in addition to NHDP-I&II which were approved earlier:

- Upgradation of 12,109 km of National Highways under **NHDP Phase-III** at an estimated cost of Rs. 80,626 crore.
- Upgradation / strengthening of 20,000 km of single / intermediate / two lane National Highways to two lanes with paved shoulders under **NHDP Phase-IV** on BOT (Toll) and BOT (Annuity) basis.
- Six laning of 6,500 km of NHs comprising 5,700 km of GQ and balance 800 km of other sections of NHs under **NHDP Phase-V** at a cost of Rs. 41,210 crore.
- Construction of 1,000 km of expressways with full access control on new alignments at a cost of Rs. 16,680 crore under **NHDP-Phase VI**.
- Construction of 700 km length of ring roads including improvement of NH Links in City, grade separated intersection, flyovers, elevated highways, ROBs, Under Passes and Service Roads at a cost of Rs. 16,680 crore under **NHDP Phase-VII**.

SPECIAL ACCELERATED ROAD DEVELOPMENT PROGRAMME FOR NORTH EASTERN REGION (SARDP-NE):

1.5 It envisages improvement of road connectivity to the State Capitals with District Headquarters in the North Eastern region. The proposed programme includes improvement of 10,141 km of roads comprising National Highways (4798 km) and State roads (5343 km), to be implemented under Phase 'A', Phase 'B' and Arunachal Pradesh Package for Roads & Highways.

1.6 Phase-A consists of 4099 km of roads consisting of 2041 km of National Highways and 2058 km of State Roads at an estimated cost of Rs. 21,769 Crore. Phase-B consists of 3723 km of roads consisting of 1285 km of NHs and 2438 km of State roads for preparation of Detailed Project Reports (DPRs). Arunachal Pradesh Package of Roads & Highways consists of 2319 of which 1472 km is National Highways and 847 km is State Roads.

IMPROVEMENT OF ROAD CONNECTIVITY IN LEFT WING EXTREMISM (LWE) AFFECTED AREAS:

1.7 The Government has approved scheme for development of NHs and State roads in Left Wing Extremism (LWE) affected areas of 34 districts in eight States at an estimated cost of Rs. 7300 crore. An allocation of Rs 1200.00 crore has been made for the year 2011-12. Under the scheme, development of identified stretches 5477 km consisting of NHs (1126 km) and State roads (4351 km) to two lane standards are planned to be taken up in a phased manner in next two years.

PUBLIC PRIVATE PARTICIPATION:

Encouraging Private Sector Investment

1.8 Historically, investments in the infrastructure sector, particularly in the highways, were being made by the Government mainly because of the large volume of resources required, long gestation period, uncertain returns and various associated externalities. The galloping resource requirements and the concern for managerial efficiency and consumer responsiveness also have led in recent time to an active involvement of the private sector. To encourage private sector participation, government has announced several incentives like tax exemptions, duty free import of road building equipments and machinery etc.

CENTRAL ROAD FUND:

1.9 The Central Government has created a dedicated fund called Central Road Fund (CRF) from collection of Cess on Petrol and High Speed Diesel Oil. Presently, Rs.2/- per litre is collected as cess on petrol and High Speed Diesel (HSD) Oil. The accrued fund is distributed for development and maintenance of National Highways, state roads, rural roads, and for railway over bridges / under bridges and other safety features as provided in Central Road Fund Act, 2000. Cess is being distributed in the following manner.

(i) Rs. 1.50 is being allocated in the following manner:

- (a) 50% of the cess on high-speed diesel (HSD) oil for development of rural roads.
- (b) 50% of cess on HSD and the entire cess collected on petrol are there after allocated as follows:
 - 57.5% towards the development and maintenance of National Highways;
 - 12.5% for construction of road under or over bridges and safety works at unmanned railway crossing;
 - 30% on development and maintenance of state roads. Out of this amount, 10% is kept as reserve by the Central Government for allocation to states for implementation of state road schemes of Inter-State Connectivity and Economic Importance (ISC& EI).

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

1.10 The Ministry is responsible for approval and release of funds to states for development of state roads under the CRF and formulation of standards and specifications for roads and bridges in the country besides acting as a repository of technical knowledge on roads and bridges.

ROAD TRANSPORT:

1.11 Although National Highways constitute only about 1.7 per cent of the road network, it carries 40 per cent of the total road traffic. Easy availability, adaptability to individual needs and the 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 87 per cent of passenger traffic by the end of 2009-10. The rapid expansion and strengthening of the road network, therefore, is imperative, to provide for both present and future traffic and for improved accessibility to the hinterland. In addition, road transport needs to be regulated for better energy efficiency, less pollution and enhanced road safety.

ROAD SAFETY:

1.12 The Ministry also recognizes the need for improving the country's road safety scenario. There are four aspects of road safety, viz. Engineering, Enforcement, Education and Emergency care which are also known as four Es of Road Safety. The engineering related aspects are being taken care of at the design stage of the NH itself. The Enforcement aspect of the Road Safety is vested with the respective States/Union Territories. The Education aspect of Road Safety is taken care by Ministry of Road Transport & Highways through campaigns in print and electronic media. Emergency care is provided through multiple agencies such as concessionaries, private/public ambulance services and designated trauma centres.

CHAPTER II

YEAR AT A GLANCE

ROAD DEVELOPMENT

ROAD SECTOR: Status of various programmes upto December, 2011 are as under:

GOLDEN QUADRILATERAL

2.1 5831 km of Golden Quadrilateral has been completed and balance length of 15 km is under implementation.

NORTH SOUTH-EAST WEST CORRIDOR:

2.2 5914 km of North - South East - West Corridor has been 4-laned and 808 km is under implementation.

NHDP III:

2.3 3024 km has been 4-laned and 6513 km is under implementation.

NHDP IV:

2.4 2547 km is under implementation.

NHDP V:

2.5 709 km has already been 6-laned and 2768 km is under implementation.

NHDP VII:

2.6 7 km has been completed and 34 km is under implementation.

SARDP-NE:

2.7 Ministry has set up a high-powered Inter Ministerial Committee to approve and co-ordinate individual sub projects under SARDP-NE. The Committee has approved various sub projects covering 3325 km length at an estimated cost of Rs. 10317 crore under Phase "A" of the programme. The Committee has also approved various sub-projects covering 1321 km length at a cost of Rs 8803 crore under Arunachal Pradesh Package of Roads & Highways.

CENTRAL ROAD FUND:

2.8 Presently, a total cess of Rs. 2.0 per litre on petrol and high-speed diesel is being levied. Rs. 11659.62 crore (Rs. 9411.87 crore for National Highways and Rs. 2247.75 crore for state roads) has been provided for National Highways and State roads. An amount of Rs. 249.75 crore has been allocated during the financial year 2011-2012, for the development of State Roads under the scheme of Economic Importance and Inter State Connectivity (EI & ISC).

LWE AFFECTED AREAS:

2.9 192 proposals valued at Rs 7273 crore, covering a length of 5339 km for development of State roads to 2 lane standards have been sanctioned. Out of these, 160 works costing Rs 5390 crore covering a length of 4288 km have been awarded. A length of 848 km has been completed.

INDIAN ACADEMY OF HIGHWAY ENGINEERS (IAHE):

2.10 89 training programmes to impart training to 1938 Engineers have been organised by IAHE (formerly NITHE) during the year 2011-12 (up to 31st December, 2011).

2.11 MAJOR INITIATIVES TAKEN:

- i) In order to improve transparency and accountability, Ministry has switched over to e-procurement and e-tendering for all types of projects including BOT since July, 2011.
- ii) Public grievance redressal system of Ministry made interactive with the help of user-friendly social networking site, viz, Face Book (available at <http://www.facebook.com/pages/Ministry-of-Road-Transport-and-Highways/179136175451970>)
- iii) To upgrade the existing Assets Management System by using it on web-based Geographical Information System (GIS) for the purposes of planning, construction and operation & maintenance of NHs, global tenders have been invited for 15000 kms of stretches have been identified for this on both BOT and EPC projects to cater to both asset management and project management.
- iv) All concession agreement documents between Ministry and concessionaire are now available on NHAI website at <http://www.nhai.org/concessionagreementcj.asp>. CVs of key personnel of the Independent Engineers overseeing the BOT projects are being uploaded in phases on the NHAI website.
- v) With a view to implement the recommendations of BK Chaturvedi Committee on NHDP, NHAI has adopted annual pre-qualification of bidders during the year 2011. It has already completed the process of annual pre-qualification and pre-qualified about 100 applicants / bidders. These applicants are not required to submit voluminous documents at project specific RFQ. They will only submit the pre-qualification letter issued by NHAI.

ROAD TRANSPORT SECTOR

2.12 As part of the National e-Governance Programme, the Ministry of Road Transport & Highways has taken up a Mission Mode Project which aims at computerization of all the RTOs/DTOs across the country, their inter-connectivity as well as establishment of State and National Register of motor vehicles. This project would facilitate creation of a complete database of the available information in the RTO. 100% computerization has been achieved in 27 States/UTs. 942 out of 975 RTOs (96.4%) have been computerized. At present 100% computerization has been achieved in 31 States/UTs. 890 out of 975 RTOs (91%) have been connected. This project would provide immense benefit to other organizations such as banks, insurance companies, police and intelligence agencies also. The Ministry launched National Register and State Registers of Driving Licences and Registration Certificates of motor vehicles on 20.07.2011.

2.13 The Motor Vehicles (Amendment) Bill, 2007 was introduced in Rajya Sabha in May 2007, which was referred to the Parliamentary Standing Committee on Transport & Tourism. The Committee made various recommendations/suggestions. The draft Amendment Bill in the light of recommendations / suggestions of the Parliamentary Standing Committee, has been approved by the Cabinet and would now be introduced.

2.14 The twenty third Road Safety Week was observed throughout the country during 1-7 January 2012 with the theme "**Accidents bring tears, Safety brings cheers**".

2.15 The Ministry has introduced a scheme w.e.f. 15.3.2010 to provide financial assistance to States for strengthening public transport system in the country. The scheme envisages assistance for introduction of Information Technology such as GPS/GSM based vehicle tracking system, electronic ticket vending machines etc. Twelve Projects of eleven States namely Karnataka, Haryana, Tamil Nadu, Himachal Pradesh, Gujarat, Punjab, Kerala, Rajasthan, Odisha, Uttarakhand and Andhra Pradesh have been sanctioned for providing Central assistance by Ministry of Road Transport & Highways.

2.16 The Ministry has approved a scheme to set up ten model Inspection & Certification (I&C) Centres in various parts of the country. The project at Chhindwara district in Madhya Pradesh is in progress and civil construction activities are going on. The proposals received from Haryana, Himachal Pradesh, Andhra Pradesh, Karnataka, Gujarat, Rajasthan and Maharashtra have been approved. Proposals for setting up of I&C Centres in NCT of Delhi and Uttar Pradesh are in progress.

2.17 The scheme for setting up Institutes of Driving & Research (IDTR) is being implemented with the concurrence of the Planning Commission. Ten IDTRs are proposed to be set up during the 11th Five Year Plan. Sanction for setting up of nine institutes, one each in Himachal Pradesh, Madhya Pradesh, Rajasthan, Maharashtra, Gujarat, Haryana, Bihar, Tripura and Tamil Nadu has already been accorded. Proposal for sanction of one more institute is in process.

2.18 The Transport Development Council (TDC) is an apex body comprising of Transport Ministers of the States/UTs and Lt. Governor / Chief Commissioners of UTs to advise the Government on road transport. Meeting of Task Force of the Transport Development Council was held on 13.09.2011. The 34th meeting of TDC was held on 07.02.2012.

2.19 National Road Safety Council (NRSC) is the apex body for road safety established under Section 215 of Motor Vehicles Act, 1988. It is chaired by Minister (RT&H). Ministers-in-charge of Road Transport in the States/UTs, DG Police of all States and representatives from the Ministries/Departments such as Home Affairs, Human Resource Development, Railways, Industry, Petroleum & Natural Gas, Environment & Forests and Health & Family Welfare are official members of NRSC. There are 25 non-official members.

CHAPTER III

ROAD DEVELOPMENT:

3.1 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) schemes. 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 71,772 km. A list of state wise National Highways is at **Annexure I**.

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

DEVELOPMENT AND MAINTENANCE OF NATIONAL HIGHWAYS:

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

NATIONAL HIGHWAYS AUTHORITY OF INDIA

ORGANIZATION STRUCTURE:

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

3.6 Presently, NHAI is headed by a Chairman under whom there are four full time Members namely Member (Administration), Member (Finance), Members (Projects) & 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 spread over seven phases with an estimated expenditure of Rs. 2,35,690 crore till 2015. As per the Government decision of April, 2007 all new projects under different Phases of NHDP will be taken up on Public private Partnership (PPP) by awarding them first on BOT (Toll), failing which to be taken up on BOT (Annuity) and failing which through Engineering Procurement Construction basis with the approval of the Government.

FINANCING OF NHDP PROJECTS:

3.8 During 2011-12, NHAI is expected to incur an expenditure of Rs.42560.06 crore, out of which, Rs.19104.48 crore (including Rs.3939.30 crore for Annuity payment and repayment of market borrowings & interest) would be spent out of NHAI Budget and a sum of Rs. 23455.58 crore is likely to be spent by the private sector. Upto December 2011, NHAI and private sector combined have incurred an expenditure of Rs.26408.47 crores (62.05 % of the BE 2011-12) including Rs.1964.76 crore on annuity payments and repayment of market borrowings & interest, out of which Rs.7361.12 crore has been incurred out of Government funds and a sum of Rs.17082.59 crore has been spent by the private sector.

3.9 For the financial year 2011-12, NHAI has made budgetary provisions for a cess of Rs.8250 crore, external assistance of Rs.22.50 crore and Rs.2981 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 Rs.505 crore to be spent on Special Projects in Maharashtra & Madhya Pradesh, Rs.320.01 crore for SARDP-NE & J&K projects and Rs.850 crore for Eastern Peripheral Expressway.

3.10 As per 2011-12 BE, NHAI would raise a sum of total Rs.11900 crore out of which 54EC bonds contribute Rs.1,900 crore and tax-free bonds contribute Rs.10,000 crore. Upto December 2011, a sum of Rs.1531.35 crore has been raised by NHAI through 54EC bonds and Rs.10000 crore through tax-free bonds.

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

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

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

3.12 NHDP Phase I which was approved by CCEA in December 2000 at an estimated cost of Rs. 30,300 crore (1999 prices) comprises 5,846 km of Golden Quadrilateral, 981 km of NS-EW corridors, 356 km of Port Connectivity and 315 km of other National Highways, a total of 7,498 km. During the year 43.70 km was completed upto December, 2011.

3.13 NHDP Phase II which was approved in December 2003 at an estimated cost of Rs. 34,339 crore (2002 prices) comprises mostly NS-EW Corridor (6,161 km) and other National Highways of 486 km length, the total length being 6,647 km. During the year 288.41 km was completed upto December, 2011.

NHDP Phase-III:

3.14 The Government has approved 4/6 laning of 12,109 km of National Highways on Build, Operate and Transfer (BOT) basis at an estimated cost of Rs. 80,626 crore under NHDP III. The phase has been approved in two parts i.e. Phase III A consisting total length of 4,815 km at an approved cost of Rs. 33,069 crore and Phase III B, consisting total length of 7,294 km at an approved cost of Rs 47,557 crore. The scheduled 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 3023 km has already been four laned up to 31.12.2011 and a length of 6514 km is under implementation. During the year 780.42 km has been completed uptill December, 2011.

NHDP Phase-IV:

3.15 This Phase envisages upgradation of about 20,000 km of National Highways to 2-lane with paved shoulders on public private partnership (PPP) basis. Uptill December, 2011, a length of 2754 km is under implementation.

NHDP Phase-V:

3.16 Six laning of 6,500 km of existing 4 lane National Highways under NHDP Phase V (on DBFO basis) has been approved in October 2006 at an estimated cost of Rs 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 709 km has already been six laned up to 31-12-2011 and a length of 2768 km is under implementation. During the year 101.64 km has been completed uptill December, 2011.

NHDP Phase VI:

3.17 NHDP Phase VI envisages development of 1,000 km fully access controlled expressways under Public Private Partnership (PPP) model following Design - Build - Finance - Operate (DBFO) approach. The Phase VI of NHDP has been approved at an

estimated cost of Rs. 16,680 crore in November 2006 (at 2006 prices). The total fund required for this phase is Rs. 16,680 crore, out of which Rs. 9,000 crore will come from private sector and the balance Rs 7,680 crore will be Government funding for bridging the viability gap as well as meeting the cost of land acquisition, utility shifting, consultancy etc. The entire projects are targeted to be completed by December, 2015.

NHDP Phase VII:

3.18 Government has approved construction of stand alone Ring Roads, Bypasses, Grade Separators, Flyovers, elevated roads, tunnels, road over bridges, underpasses, service roads etc on BOT (Toll) mode under NHDP Phase VII in December 2007 at an estimated cost of Rs. 16,680 Crore (at 2007 prices).

Overall Status, length completed as on 31.12.2011 of different Phases of NHDP			
Table 3.1			
Phases	Total Length in km	Length Completed in km	Length Completed during 2011-12
I GQ,EW-NS corridors, Port connectivity & others	7,498	7463.69	43.70
II 4/6-laning North South-East West Corridor, Others	6,647	5402.27	288.41
III Upgradation,4/6-laning	12,109	3022.67	780.42
IV 2- laning with paved shoulders	20,000	-	-
V 6-laning of GQ and High density corridor	6,500	709.37	127.60
VI Expressways	1000	NIL	NIL
VII Ring Roads, Bypasses and flyovers and other structures	700 km of ring roads/ bypass+ flyovers etc.	7	7

Award of NHDP projects:

3.19 A total of 7300 km have been targeted for the year 2011-12 for award of various projects of NHDP. During the year (up to December, 2011), a total length of 4375 km was awarded under different phases of NHDP.

Projects awarded during 01-04-2011 to 31-12-2011							
Table 3.2							
S.No.	Stretch	NH No	Total Length (In Km)	Funded By	TPC (Rs.Cr.)	LOA Date	State Name
1	Kota – Jhalawar	12	88.09	BOT	530.01	Apr-2011	Rajasthan

2	Ahmedabad to Vadodara Section	8	102.3	BOT	2125.24	Apr-2011	Gujarat
3	Nagpur-Wainganga Bridge (Approved Length - 60 Km)	6	45.43	BOT	484.19	May-2011	Maharashtra
4	Beawar-Pali-Pindwara (Approved Length - 246 Km)	14	244.12	BOT	2388	May-2011	Rajasthan
5	Six-laning of Barwa Adda-Panagarh	2	122.88	BOT	1665	May-2011	Jharkhand[43]/ West Bengal[79.88]
6	2-Laning of Krishnagiri-Tindivanam (Approved Length 170 Km.)	66	176.51	Annuity	624	May-2011	Tamil Nadu
7	Jabalpur to Lakhanadone	7	80.82	BOT	776.76	Jul-2011	Madhya Pradesh
8	Panikholi-Rimoli (Approved Length 106 Km)	215	163	BOT	1410	Aug-2011	Orissa
9	Four laning of Jabalpur-Katni-Rewa Section	7	225.686	BOT	1895.45	Aug-2011	Madhya Pradesh
10	Four laning of Orissa/Chattisgarh Boarder - Aurang section	6	150.4	BOT	1232	Aug-2011	Chattisgarh
11	Four laning of Meerut Bulandshahar	235	66.482	BOT	508.57	Sep-2011	Uttar Pradesh
12	Four laning of Gwalior-Shivpuri	3	125.03	BOT	1055	Sep-2011	Madhya Pradesh
13	Four laning of Shivpuri-Dewas	3	330.21	BOT	2815	Sep-2011	Madhya Pradesh
14	Six Laninig of Kishangarh – Udaipur-Ahmedabad	79A, 79, 76 & 8	555.5	BOT	5387.3	Sep-2011	Rajasthan[434.5]/ Gujrat[121]
15	2-Laning with paved sholder of Muzaffarpur – Barauni	28	107.56	BOT	356.4	Oct-2011	Bihar
16	4-Laning of Hospet-Bellary-Karnataka/AP Border	63	95.44	BOT	910.08	Oct-2011	Karnataka
17	4-Laning of Lucknow – Sultanpur	56	125.9	BOT	1043.51	Oct-2011	Uttar Pradesh
18	Patna – Buxar	30 & 84	124.85	BOT	1129.11	Nov-2011	Bihar
19	Vijayawada-Machhlipatnam	9	64.611	BOT	606	Nov-2011	Andhra Pradesh
20	4-Laning of Raipur – Bilaspur	200	126.525	BOT	1216.03	Nov-2011	Chattisgarh
21	Rampur – Kathgodam	87	93.226	BOT	790	Nov-2011	Uttaranchal
22	4-Laning of Angul – Sambalpur	42	153	BOT	1220.32	Nov-2011	Orissa
23	MH/ KNT Border Sangareddy	9	145	BOT	1266.6	Nov-2011	Karnataka
24	Hospet – Chitradurga	13	120.03	BOT	1033.66	Nov-2011	Karnataka
25	Etawah -Chakeri (Kanpur)	2	160.2	BOT	1573	Nov-2011	Uttar Pradesh
26	4-Laning of Cuttak – Angul	42	112	BOT	1123.69	Nov-2011	Orissa
27	Agra-Etawah Bypass	2	124.52	BOT	1207	Nov-2011	Uttar Pradesh
28	Lucknow – Raebareli	24B	70	Annuity	635.9	Nov-2011	Uttar Pradesh

29	4-Laning of Mahulia to Behragora to Kharagpur	33 & 6	127	BOT	940	Dec-2011	West Bengal[30]/ Jharkhand[97]
30	4-Laning of Solapur - Maharashtra/ Karnatka Section	9	100.06	BOT	923.04	Dec-2011	Maharashtra
31	4-Laning of Rohtak-Jind (Approved Length 45 Km)	71	48.6	BOT	283.25	Dec-2011	Haryana

Further there are sufficient number of projects in the pipeline whose bids have been invited or whose approval process is underway to ensure that target for awards is met for 2011-12.

Corridor Management

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

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

Tolling

3.21 During the financial year 2011-12, a total length of 3626 km of National Highways has been targeted for tolling. Further, the revenue target for the year 2011-12 is Rs. 3496 crore (including revenue share / premium from BOT project). Upto December, 2011, 995 km length has already been brought under tolling and Rs. 2087.29 crore has been collected as user fee. In order to improve toll management and revenue collection, NHAI has initiated action for engagement of fee collection agencies through competitive bidding. 69 Fee Plazas have already been handed over to the contractors upto December 2011. Contracts for 08 fee plazas have been signed. Letter of Award for 6 fee plazas have been issued. Technical evaluation of bids of 03 fee plazas is complete. Bids for 03 plazas have been invited and fee collection work on 03 plazas of stand alone bridges (transferred from State PWD) is going on through agencies appointed by the State Government. Stretches covered under 16 fee plazas have been handed over to OMT Concessionaires. In order to ensure seamless movement of traffic and collection of toll as per the notified rates Government has constituted a committee on electronic toll collection technology for use on national highways under the chairmanship of Shri Nandan Nilekeani, Chairman Unique Identification Authority of India. The committee has submitted its report and Government has constituted an Apex Committee for implementation of the Electronic Toll Collection. The Committee has submitted its report which has been accepted by the Govt. A pilot project for implementing ETC system on Delhi-Chandigarh Section of National Highway is being started.

State PWD and Border Road Organization (BRO)

3.22 Apart from the National Highways (NHs) under the NHDP, there are about 43,032 km of National Highways whose development and maintenance are presently being

carried out by the respective PWDs and the BRO. During the year 2011-12, in respect of the stretches not included under NHDP, as on 31-12-2011, 120 proposals aggregating to Rs. 1569.18 crore have been sanctioned by the Ministry of Road Transport & Highways for the development of National Highways.

3.23 An amount of Rs. 4964.34 crore has been allocated during current year 2011-12, for the NH entrusted to State PWDs and Rs. 700 crore for NHs entrusted to BRO. In addition to Rs. 4964.34 crore an amount of Rs. 150.00 crore from Permanent Bridge Fee Fund (PBFF) has been allocated for NHs entrusted to State PWD.

3.24 An amount of Rs. 983.25 crore and Rs. 44.00 crore have been allocated during 2011-12 for maintenance of National Highways entrusted to the state PWDs and the BRO, respectively.

3.25 State-wise allocation under different schemes on the development and maintenance of National Highways during the year 2011-12 is at **Annexure-II**.

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

3.26 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:

3.27 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 Rs. 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 Rs. 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 2534 km at a cost of Rs. 10,167 crore has been approved till December, 2011. 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 Rs 1,026 crore. The works are in various stages of progress. The likely date of completion for phase A is March, 2015.

Phase B:

3.28 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

3.29 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 09th January, 2009. Out of this, 776 km has been approved by the Government for execution under BOT (Annuity) basis and for the remaining 1543 km approval for tendering under EPC basis has been given. Till December, 2011, works in a length of 1202 km at a cost of Rs 7260 crore have been awarded and works in a length of 103 km are under process of award. For the balance 913 km (reduced length), the estimates are under examination / DPRs are under preparation.

Constraints

3.30 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

3.31 An allocation of Rs.18500.00 crore has been made under the CRF for 2011-12 (upto December, 2011) with the following break-up:

Table 4.1		
Allocation from the Central Road Fund (Rs. in crore)		
1	Grant to State Governments and UTs for State roads	2247.75
2	Grant to States & UTs for Roads of Inter-State Connectivity and Economic Importance	249.75
3	National Highways	9411.87

4	Rural Roads	5550.00
5	Railways	1040.63
	Total	18500.00

3.32 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.

3.33 The summary of the allocation and release in respect of states/UT roads since the year 2000-01 to 2011-12 is as follows:

Table 4.2						
Allocation and Release						
Year	2000-01		2001-02		2002-03	
	Allocation	Release	Allocation	Release	Allocation	Release
Rs. Cr.	985.00	332.01	962.03	300.00	980.00	950.28
Year	2003-04		2004-05		2005-06	
	Allocation	Release	Allocation	Release	Allocation	Release
Rs. Cr.	910.76	778.94	868.00	607.40	1535.36	1299.27
Year	2006-07		2007-08		2008-09	
	Allocation	Release	Allocation	Release	Allocation	Release
Rs. Cr.	1535.46	1462.29	1565.32	1322.19	2171.64	2122.00
Year	2009-10		2010-11		2011-12	
	Allocation	Release	Allocation	Release	Allocation	Release
Rs. Cr.	1786.56	1344.98	2714.87	2460.29	2247.75	873.49*

* Up to December, 2011

Approvals under CRF for State Roads

3.34 During the year 2011-12 (up to December, 2011), 5 proposals involving a cost of Rs. 108.73 crores 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

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

Sanction under ISC & EI Schemes

3.36 During the year 2011-12 a sum of Rs. 282.77 crore has been earmarked for the state roads under Inter State Connectivity and Economic Importance (ISC&EI). 3 proposals amounting to Rs. 60.26 crore with Central share of Rs. 50.03 crore have been sanctioned during the year 2011-12 (up to December, 2011).

Indian Academy of Highway Engineers (formerly NITHE)

Broad Activities:

3.37 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.

The name of NITHE was changed to Indian Academy of Highway Engineers in the year 2011. The Institute has been functioning for over 27 years and it started functioning from its own campus, w.e.f. 01.10.2001 at A-5, Institutional Area, Sector 62, NOIDA (U.P.)

3.38 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.
- d) Training in specialized areas and new trends in highway sector.
- e) Development of training materials, training modules for domestic and foreign participants.

3.39 Since its inception, IAHE has trained 22251 Highway Engineers and Administrators involved in road development from India and abroad through 957 training programmes (up to 31st December, 2011). 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:

3.40 During the year 2011-12 (up to 31st December, 2011), the Institute has organized 89 training programmes in which, 1938 engineers have participated including 192 foreign participants from 25 countries.

MECHANISATION IN ROAD CONSTRUCTION AND USE OF MODERN EQUIPMENTS

3.41 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. This requires the updating of specification and standards, making policies for standardization, and effective use of machinery and equipments 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, for which, this Ministry has taken following measures:

- (i) To execute the National Highways works in systematic and transparent manner and to facilitate the use of machinery and equipments, guidelines for Selection, Operation and Maintenance of Paver Finisher” has been published. The document on Guidelines for “Selection, Operation and Maintenance of Concrete Batching and Mixing Plant has been approved in the IRC session and will be published in the Mid Term Session of the IRC. Also, the document on guidelines on compaction equipments for soil and bituminous road is being prepared.

- (ii) With a view to introduce new technological changes, the Ministry has issued a policy circular to make the use of Batch type Hot Mix Plant mandatory on Road projects more than Rs 25 Cr w.e.f April 2012 and for all works w.e.f April 2013.
- (iii) The States of West Bengal and Tamil Nadu are utilizing Mobile Bridge Inspection Unit (MBIU) for proper maintenance and upkeep of bridges and also help in repair of distressed bridges. The MBIU has also been utilized in inspecting the bridges distressed due to earthquake in the State of Sikkim.
- (iv) With a view to control overloading and for automatic generation of traffic data, Ministry is in the process of installation of 13 nos. WIM-cum-ATCC systems (Weigh-in-motion-cum-Automatic traffic Counter-cum-Classfier).
- (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. In addition Ministry has recommended for the inclusion of Pothole Repair machine and Recycling machine to the list of items on which custom duty is exempted.
- (vi) Ministry has launched facebook page to interact with general public by inviting their views/suggestions/comments etc relating to Ministry's activities and respond to them quickly and spontaneously for taking remedial and corrective action wherever necessary. The views/suggestions/comments of general public are forwarded to concerned officers and their responses are posted on facebook page.

CHAPTER IV

4. 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. Easy availability, adaptability to individual needs and the 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.

4.2 The Ministry is responsible for the formulation of broad policies relating to regulation of road transport in the country, besides making/monitoring arrangements for vehicular traffic to and from the neighbouring countries.

4.3 The following Acts/Rules, which embody the policy relating to motor vehicles and State Road Transport Corporations (SRTCs), are being administered in the Road Transport Division of the Department:

- Motor Vehicles Act, 1988
- Central Motor Vehicles Rules, 1989
- Road Transport Corporations Act, 1950
- Carriers Act, 1865 (to be replaced by the new Carriage by Road Act, 2007)

4.4 The Ministry has 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 Rs. 148 crores. NIC is executing the project. The project involves computerization of Regional Transport Offices/ State Transport Authorities and subsequently link them to National and State Registers of Driving Licence and Registration Certificates. 100% computerization has been achieved in 31 States/UTs.

4.5 There are 975 RTOs for implementation of smart card based issuance of Driving Licence and Registration Certificates. 942 RTOs have been computerised. Customization of standard software as per State requirement 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 31 States/UTs. 890 RTOs have been connected.

4.6 With a view to streamline the process of transportation trade by road to meet the modern day requirements, Carriage by Road Act, 2007 (41 of 2007) was enacted on 01st October, 2007 which came into effect on 01st March, 2011. For smooth compliance of the provisions of the Carriage by Road Act, 2011 viz registration of common carriers, the manner of reporting data on carriage of goods, quantum of liability of the common carrier, format for various forms relevant for administration of Act/Rules, Carriage by Road Rules, 2011 were notified vide G.S.R. 176 (E), dated 28.02.2011 and widely published for information of the general public. The Act/Rules are also available on this Ministry's website at <http://morth.nic.in>.

4.7 All the States/UTs were requested by this Ministry on 16th March, 2011 to ensure compliance of the Carriage by Road Act, 2007 as well as Carriage by Road Rules, 2011.

4.8 The Motor Vehicles (Amendment) Bill, 2007 was introduced in Rajya Sabha in May, 2007 which was referred to the Parliamentary Standing Committee on Transport & Tourism. The Committee made various recommendations/suggestions. The draft Amendment Bill in the light of the recommendations / suggestions of the Parliamentary Standing Committee has been approved by the Cabinet, and would be introduced soon in the Parliament.

4.9 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 08th May, 2010. As per the new arrangement, national permit can be granted by the home State on payment of Rs.1000/- as home State authorization fee and Rs.15,000/- per annum per truck towards consolidated fee authorizing the permit holder to operate throughout the country. Government has also taken necessary steps to implement the new national permit system electronically through a web portal developed by National Informatics Centre (NIC) w.e.f. 15th September, 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.

4.10 The new National Permit System is being implemented in States/UTs successfully and has been welcomed both by the States and the transporters at large and viewed as a significant step forward in road transport system in the country.

4.11 33rd (Special) meeting of the Transport Development Council (TDC) was held under the chairmanship of Hon'ble Minister (RT&H) on 16th April, 2010 in Parliament House Annexe, New Delhi. The Council deliberated on introduction of new composite fee regime for National Permit and National Road Safety Policy. The States/UTs were urged to take appropriate initiatives in accordance with the National Road Safety Policy to improve road safety scenario, to enforce road safety laws in the right earnest and create separate Road Safety Funds from the penalties levied on various traffic offences. 34th meeting of TDC was held on 07th February, 2012. Various important issues were deliberated in this meeting.

4.12 During the period under report, eleven workshop-cum-training programmes were organised for the officers of the State Transport Departments at the Central Institute of Road Transport (CIRT), Pune, Automotive Research Association of India (ARAI) and Engineering Staff College of India (ESCI), Hyderabad. These training programmes aim at training the officers of the State Transport Departments so to acquaint them with the latest development in matters of road transport management and environmental issues.

4.13 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 15th March, 2010. Proposals

received from States of Karnataka, Haryana, Himachal Pradesh, Gujarat, Tamil Nadu, Punjab, Kerala, Rajasthan, Odisha, Uttarakhand and Andhra Pradesh have been sanctioned during 2011. Projects/proposals received from the other states are at various stages of consideration.

4.14 The Ministry has introduced a scheme for setting up of automated Inspection & Certification Centres, one each in ten States on a pilot basis. These centres will serve as technical centres for testing the roadworthiness of transport vehicles after evaluation of various identified parameters in a scientific manner. The project at Chhindwara district in Madhya Pradesh is in progress and civil construction activities are going on. The proposals received from Haryana, Himachal Pradesh, Andhra Pradesh, Karnataka, Gujarat, Rajasthan and Maharashtra have been approved. Proposals for setting up of I&C Centres in NCT of Delhi and Uttar Pradesh are in progress.

ROAD SAFETY

4.15 The Committee on Road Safety & Traffic Management constituted under the chairmanship of Shri S. Sundar, former Secretary, Ministry of Surface Transport formulated and recommended a National Road Safety Policy for consideration of the Government. The proposed 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. The recommendations of the Sundar Committee are being processed in consultation with the State Governments/Union Territory Administrations and other stakeholders.

4.16 This Ministry formulates policies for road safety so as to minimise road accidents. The important schemes on road safety operated by the Ministry include publicity measures and awareness campaign on Road Safety, Refresher training of drivers in unorganized sector and Human Resource Development, National Highways Accident Relief Service Scheme (NHARSS) and Road Safety & Pollution Testing Equipments and Programme Implementation.

4.17 The following activities were undertaken during the year:

- A massive public awareness campaign was carried out in the electronic/print media through the Directorate of Advertising and Visual Publicity (DAVP), Doordarshan and All India Radio. Publicity material like calendars, posters, book on road 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 23rd Road Safety Week, with the theme "**Accidents bring tears, Safety bring cheers**" was observed during 1-7 January 2012 throughout the country involving State Governments, voluntary organizations, vehicle manufacturers, State Road Transport Corporations, etc.

- 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, 377 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.

4.18 As per the deliberations in the Nation Road Safety Council meeting held on 25th March, 2011, the Ministry of Road Transport & Highways 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 lay out the macro and micro dimensions with potential solutions to road safety and to suggest short term and long term measures to curb road accidents in the country. The recommendations of the working groups will be placed before the NRSC for deliberation and finalizing a detailed decadal action plan on road safety at the national level which could be replicated by the State Governments at stae level and district level.

CHAPTER V

DEVELOPMENT OF NATIONAL HIGHWAYS IN NORTH-EASTERN REGION:

5.1 The Ministry has been paying special attention to the development of NHs in the North-Eastern(NE) 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 2011-12 in the North-East region are given below:

(i)	Length under NHDP Phase-III	110
(ii)	Length of National Highways, State Roads under SARDP-NE	
	Phase A	4099
	Phase B	3723
	Arunachal Pradesh Package of Roads and Highways	2319

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 Rs. 259.92 crore are under progress.

5.5 Under the CRF, 221 works amounting to Rs. 970.21 crore have been taken up for the improvement of state roads.

5.6 Seventy seven works costing Rs. 1497 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 Rs 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 Rs.94.82 crore.

5.10 Under the CRF, 63 works for the improvement of state roads amounting to Rs. 377.74 crore have been taken up so far.

5.11 Under the EI&ISC scheme, seven works costing Rs. 134.26 crore are in progress.

Assam:

5.12 As on 31st December, 2011, twenty six improvement works costing Rs. 930.96 crore, are in progress.

5.13 A length of 678 km connecting Silchar to Srirampur via Lunding-Daboka-Nagaon-Guwahati in Assam has been entrusted to NHAI as part of East West corridor under NHDP Phase-II. East-West corridor portion in Assam has been awarded except for 31km between Udarband and Harangajo for which DPR for realignment is in progress and four laning works are in different stages of progress. 18 km of Guwahati bypass has been completed. For 31 km stretch between Udarband and Harangajo, an estimate amounting to Rs. 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, eighty seven works amounting to Rs. 338.90 crore have been taken up so far for the improvement of state roads.

5.15 Under the EI&ISC scheme, one work costing Rs. 4.95 crore are 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 Rs 11703 crore. Out of 2319 km, 139 km falls in the State of Assam.

Manipur:

5.18 As on 31st December, 2011, eleven improvements works costing Rs. 209.76 crore, including work on a bridge costing Rs. 8.87 crore are in progress.

Meghalaya:

5.19 As on 31st December, 2011, sixteen improvement works amounting to Rs. 165.72 crore are in progress.

5.20 Thirty works amounting to Rs. 110.73 crore have been taken up so far under CRF. In addition, bridgework at an estimated cost of Rs. 4.29 crore is in progress under the centrally sponsored scheme of inter-state connectivity.

Mizoram:

5.21 As on 31st December, 2011, fifteen improvement works of the value of Rs. 76.64 crore are in progress.

5.22 Under the CRF, twenty four improvement works amounting to Rs. 61.47 crore have been taken up. In addition, one work amounting to Rs. 10.01 crore are in progress under the EI&ISC scheme.

Nagaland:

5.23 As on 31st December, 2011, seven improvement works costing Rs. 113.91 crore are in progress.

Sikkim:

5.24 Twenty six works of the value of Rs. 30.86 crore have been taken up for the improvement of state roads under the CRF. Eleven works costing Rs. 106.41 crore are in progress under EI&ISC scheme.

Tripura:

5.25 Eleven works amounting to Rs. 50.42 crore have been taken up under the CRF for the improvement of state roads.

CHAPTER VI

RESEARCH AND DEVELOPMENT

ROAD DEVELOPMENT:

6.1 The role of Research and Development (R&D) in the road sector is to update the specifications for road and bridge works to introduce new testing techniques and equipments for effective quality control in projects, 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 and bridge works need periodic review. New testing equipment 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 various 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 institutions. The research work is assisting in development of road network in the country.

6.2 An outlay of Rs. 550.00 lakhs has been provided for R&D in 2011-12. Expenditure of Rs. 45.01 lakhs (up to 31-12.2011) have been incurred on Research & Development during the year 2011-12.

R&D Schemes completed/nearing completion in 2011-2012

- Pilot Study on Effect of Overloading on Road Infrastructure.
- R&D studies on performance evaluation of Rigid Pavements on High Density traffic corridors using instrumentation supported by laboratory test.
- Preparation of manual on the construction of the composite pavement.
- Fifth Revision of Ministry's specifications for Road and Bridge Works.

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

Traffic & Transportation

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

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 standard drawings for composite bridge (with steel girders).
- Development of Explanatory commentary on standard specifications and code of practice for Road Bridges section VI composite constructions limit state Design (First Revision).
- 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.

Proposals under consideration

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.
- Proposal for updating the road condition and road inventory data through outsourcing

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 prestressed 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

Documents finalized by Indian Roads Congress during 2011-12

Roads

- 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”
- Third Revision of IRC:37-2001 “Guidelines for the Design of Flexible Pavements”
- “Guidelines for Design and Construction of Geosynthetic Reinforced Embankments on Soft Subsoils”
- IRC:103-1988 “Guidelines for Pedestrian Facilities”

Bridges

- “IRC:83Part II “Standard Specifications and Code of Practice for Road Bridges (First Revision)” (Section IX) Bearings: Elastomeric Bearings”
- “Guidelines for Selection, Operation and Maintenance of Concrete Batching and Mixing Plants”

Documents printed by IRC during 2011-12

- IRC:15-2011 “Standard Specifications and Code of Practice for Construction of Concrete Roads” (Fourth Revision)
- IRC:34-2011 “Recommendations for Road Construction in Areas Affected by Water Logging, Flooding and/or Salts Infestation” (First Revision)
- IRC:56-2011 “Recommended Practices for Treatment of Embankment and Roadside Slopes for Erosion Control” (First Revision)
- IRC:SP:95-2011 “Model Contract Document for Maintenance of Highways”
- IRC:87 “Guidelines for Formwork, Falsework and Temporary Structures” (First Revision)
- IRC:SP:94-2011 “Material Testing Facilities for Highway Sector in National Capital (NCR)”
- IRC:58-2011 “Guidelines for the Design of Plain Jointed Rigid Pavements for Highways”
- IRC:98-2011 “Guidelines on Accommodation of Utility Services on Roads in Urban Areas”

Bridges

- IRC:112-2011 “Code of Practice for Concrete Roads Bridges”
- IRC:SP:56-2011 “Guidelines for Steel Pedestrian Bridges” (First Revision)
- IRC:SP:69 “Guidelines and Specifications for Expansion Joints” (First Revision)

CHAPTER VII

BORDER ROADS ORGANIZATION:

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 a 18-project executive force.

7.2 The BRO has not only linked the border areas of the North and North-East with the rest of the country, but has also developed the road infrastructure in Bihar, Maharashtra, Karnataka, Rajasthan, Andhra Pradesh, the Andaman and Nicobar Islands, Uttarakhand and Chhattisgarh. Apart from this the Organisation has been entrusted with construction of Roads, Airfields etc. in other countries like Tajikistan, Afghanistan, Bhutan & Myanmar. BRO has completed 215 km Delaram-Zaranj road in Afghanistan despite many odds and the prevailing insurgency.

FUNCTIONS OF THE BRO:

7.3 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.

7.4 Besides GS roads, the BRO also executes Agency Works, which are entrusted to it by other Central Government Ministries and Departments. Works entrusted by Public Sector Undertakings, State Governments and other Semi-Government Organizations are executed as Deposit Works.

IMPORTANT MILESTONES:

- The entrustment of the construction of 8.80 km long Rohtang tunnel, related access roads to its portals and a 292 km long Alternate Route to Leh, at an approximate cost of Rs 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 tunnel has commenced on 5th November, 2009 and present progress is 20%. 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 NHAI. The initial cost of this project was estimated for Rs 83.88 Cr and revised cost of this project due to variation order approved for Rs. 101.48 Cr. Extension of time for PDC of March, 2011 has been sought.
- 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 Rs. 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 Rs 8500 crore have been entrusted to BRO. The

works have commenced in the year 2006-07. Percentage progress of SARDP-NE Phase-A is 54%.

- Widening of 812 km roads at an approximate cost of Rs 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 24%.
- 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 and widening of 14.14 Km long road Domel-Katra (NH-1C) have been entrusted to BRO. The approximate cost of these works is Rs 2856.95 Cr. These works are scheduled to be completed by 2012. Overall progress of PMRP in J&K is 61.53%.
- 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 awarded at a cost of Rs 22.99 crore and the work has commenced in May 2009. The present physical & financial progress are 29% & 27% respectively.

CHAPTER VIII

IMPLEMENTATION OF OFFICIAL LANGUAGE POLICY

MACHINERY FOR IMPLEMENTATION:

8.1 Hindi Section in the Ministry of Road Transport & Highways is headed by Deputy Director (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:

8.2 The re-constitution of Hindi Salahkar Samiti is under progress.

OFFICIAL LANGUAGE IMPLEMENTATION COMMITTEE:

8.3 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 21st April, 2011, 09th August, 2011 and 22nd December, 2011. 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:

8.4 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.

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

8.6 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:

8.7 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. In the session beginning from January/July, 2011, one employee has been nominated for Hindi Language training and four employees have been nominated for Hindi Typewriting training.

CASH AWARDS AND INCENTIVE SCHEMES:

8.8 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:

8.9 On the occasion of Hindi Divas on 14th September, 2011, the message of the Hon'ble Minister of Home Affairs was read out to the 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 15th September, 2011 to 28th September, 2010. Competitions were held in Essay writing in Hindi, Knowledge of official language policy of the Union, Hindi Translation, Departmental Vocabulary, Noting & Drafting in Hindi, General Letter Writing, Quiz, 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 17th October, 2011 and 18th October, 2011 in respect of "How to do official work in Hindi" and "How to work on computer in Hindi" respectively. Hon'ble State Minister of Road Transport & Highways gave away awards to the winners of the competitions in a function held in the Ministry on 29th September, 2011. During Hindi Pakhwara held this year, a total of 186 officers/employees participated in the competitions.

PROPAGATION OF INFORMATION TECHNOLOGY:

8.10 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:

8.11 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 2011-12 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:

8.12 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, process of consulting an evaluation committee is underway.

PATH BHARATI

8.13 With a view to propagate the activities of the Ministry and to increase the progressive use of Hindi in the Ministry, an in-house magazine titled '**Path Bharati**' is being published in Hindi since June, 2007. Various articles on the subjects pertaining to the Ministry, the official language policy, literary articles and articles on contemporary topics are published in the magazine. Fifth issue of '**Path Bharati**' was brought out in September, 2010. Entries for the 6th issue of '**Path Bharati**' are being received.

CHAPTER IX

ADMINISTRATION AND FINANCE

9.1 ADMINISTRATION:

The Administration Division of Ministry of Road Transport and Highways is looking after the administration of IAS, CSS, CSSS, CSCS and GCS personnel, CES and the other Technical Officers. It is headed by Joint Secretary(Establishment) who is assisted by Director(Establishment), Under Secretary (Establishment I) and Under Secretary(Establishment II).

9.2 Establishment Wing provides establishment and infrastructure support to the Ministry. For administrative convenience, the Wing has been divided into four Sections viz., Estt.I, Estt.I(B), Estt.II and Estt.II(B).

9.3 Establishment I: This Section looks after personnel matters in respect of officers belonging to the All India Services, Secretariat Officers and Non-Technical staff members in the Ministry of Road Transport and Highways.

9.4 Establishment I (B) : This Section deals with service matters in respect of CSSS officers and Multi-Tasking Staff (MTS)(erstwhile Group 'D' officials). The work relating to Establishment Coordination, tuition fee reimbursement of all non-technical staff, maintenance of Annual Performance Appraisal Reports (APARs) in respect of Secretariat side officers/officials are also dealt with by Establishment I (B) Section.

9.5 Various cadres in the Ministry of Road Transport and Highways are managed as per the instructions and guidelines issued from time to time by the Ministry of Personnel, Public Grievances & Pensions, the Union Public Service Commission (UPSC) and Ministry of Finance (Department of Expenditure). The Ministry makes all necessary steps to ensure compliance with Government of India instructions regarding reservations for Schedules Castes(SCs), Schedules Tribes (STs) and Other Backward Classes (OBCs) and for filling up vacant posts reserved for them. A tabular statement indicating the total number of government servants and the number of SCs and STs among them, is at **Annexure III**.

9.6 Establishment II: Establishment II Section is responsible for the cadre management of the Central Engineering Service (Roads) Group 'A'. This Section also looks after the service matters in respect of Group 'C' and 'D' Non-Technical staff of 22 Regional Offices (ROs) /Engineering Liaison Offices (ELOs) located in various parts of the country. The activities of Establishment II Section include:-

- (i) Cadre management of CES (Roads) Group 'A'
- (ii) Creation and abolition of posts
- (iii) Formulating policies for deputation, transfer and implementation thereof
- (iv) Holding of DPCs and implementation thereof
- (v) Carrying out Annual Transfers of Group 'A' officers of CES (Roads) and Promotions
- (vi) Creation and Maintenance of database of Officers
- (vii) Court cases relating to CES Cadre
- (viii) Parliament Questions
- (ix) Maintenance of Annual Performance Appraisal Report

9.7 During the year 2010-11, 15 Executive Engineers have been upgraded to Executive Engineers (NFSG). 10 Court Cases have also been dealt/ are being dealt by the Section during the year 2010.

FINANCE:

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

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

- i) Co-ordinates furnishing of material to the Department related Parliamentary Standing Committee on Transport & Tourism to consider the Detailed Demands for Grants and to the Ministry of Finance on budgetary matters;
- ii) Chairs the pre-PIB meetings relating to all projects requiring decision at the level of PIB;
- iii) Scrutinizes all proposals to be placed before Expenditure Finance Committee / Public Investment Board/ PPPAC & also extend Secretariat assistance for EFC proposals to be chaired by Secretary (Expenditure);
- iv) Renders financial advice including concurrence on the proposals and schemes emanating from different administrative wings of the Ministry within the delegated powers of the Ministry;
- v) Extends necessary co-operation in the Preparation of Five Year Plans and Annual Plans;
- vi) Assesses the Internal resources and Extra Budgetary Resources of the Public Sector Undertakings and Autonomous Bodies under the administrative control of the Ministry;
- vii) Actively assists the ministry in evolving strategies for optimising private sector investment and PPP in the road sector. AS&FA also holds an Estimate Cost Committee prior to the appraisal of the project by PPPAC, if the per km cost is in excess of the permissible costs.
- viii) Ensures expenditure management with release of funds linking these to schemewise / projectwise/ performances.
- ix) Periodically reviews various non tax revenue receipts in the context of market trends and other sectoral developments giving his considered comments and recommendations regarding the reasonableness of return to the Government on the deployed public resources
- x) Monitors of Assets and Liabilities and corrective action taken on an ongoing basis
- xi) Evaluates progress / performance of the Plan projects and other continuing Plan schemes;
- xii) Ensures observance of financial discipline, enforcement of the economy measures and the assessment of the financial viability of all proposals;
- xiii) Monitors the settlement of audit objections, inspection reports / reviews, draft audit paras etc., and ensure prompt action on Audit Reports and Appropriation Accounts, Reports on Public Sector Undertakings.
- xiv) Screens all the proposals which are forwarded to Ministry of Finance

- xv) AS & FA holds Standing Committee meeting on cost and time overrun in the sanctioned Projects of EFC/PIB, wherever need be.

9.10 In addition to rendering financial advice, the Financial Adviser also,

- i) Ensures that the schedule for preparation of Budget is adhered to by the Ministry and the Budget is drawn up according to the instructions issued by the Ministry of Finance from time to time;
- ii) Scrutinises the budget proposals before sending them to the Ministry of Finance;
- iii) Ensures that the departmental accounts are maintained in accordance with the requirements under the General Financial Rules;
- iv) Monitors and reviews the progress of expenditure against the sanctioned grants.

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 Department of Personnel and Training . The status **as on 30th November, 2011**, in respect of Technical and Non-Technical posts with regard to the number of Persons with Disabilities is as follows:

TECHNICAL

Group	Sanctioned Strength	No. of Persons With Disabilities appointed
A	227	--
B	81	01
C	07	--
NON-TECHNICAL		
A	49	-
B	23	-
C	345	4
D	36	1

CHAPTER XI

VIGILANCE

11.1 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.

11.2 During 2011-12, besides dealing with the complaints received (in consultation with the Central Vigilance Commission where required), special emphasis was laid down on the role of preventive vigilance which includes simplification of procedures, delegation in decision making, speedy handling of public complaints and transparency in public dealing such as launch of National Register and National Transport Portal, Electronic Toll Collection (ETC) System, launch of Ministry's Facebook page on Ministry's website, e-tendering etc.

11.3 A Vigilance Awareness Week was observed in the Ministry from 31 October to 05 November 2011. The Pledge was administered by Secretary to the staff of the Ministry. During the Vigilance Awareness Week, an Essay Competition on the subjects "Reconciling confidentiality and transparency in official business" and "Preventive vigilance in roads and transport sectors" was also organized.

CHAPTER XII

O&M AND PUBLIC GRIEVANCE REDRESSAL

12.1 O&M Unit in Ministry of Road Transport and Highways is concerned with implementation of provisions of Manual of Office Procedure, Public Grievances, Citizen's Charter, Induction Material and Records Management.

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

12.3 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 from 1st April, 2011 to 31st December, 2011, 2678 files were recorded and 2205 files were reviewed and weeded out as per provisions of record retention schedule.

12.4 Implementation of e-Office in the Ministry and as well as in National Highways Authority of India is under progress.

12.5 Grievance & Citizen's Charter Cell has been created in the Ministry, in the year 2011 for the speedy and prompt disposal of grievance cases. Grievance Cell in the Ministry handles all the grievances forwarded by Department of Administrative Reforms and Public Grievance, DPG, President Sect., PMO, and other local grievances and preparation and amendment of Citizen's Charter of the Ministry.

12.6 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 Centralized Public Grievances Redressal and Monitoring System (CPGRAMS), a web based grievance redressal mechanism, is also operational in the Ministry. A total number of 671 cases of public grievances were received during the period from 1st April, 2011 to 31st December, 2011, all of which have already been forwarded to the concerned agencies for prompt disposal.

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

12.8 Citizen's Charter dissemination information about the work and Officer of the Ministry is in the process of being updated/ revised.

CHAPTER XIII

DEPARTMENTAL ACCOUNTING ORGANISATION AND SET-UP

ACCOUNTS AND BUDGET:

13.1 Ministry of Road Transport & Highways is headed by a 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 with the Controller General of Accounts, Comptroller & Auditor General of India, Finance Ministry and other related agencies.

13.2 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 9 PAO's/RPAO's under the administrative control of CCA located at New Delhi, Mumbai, Kolkata, Bangalore, Chandigarh, Jaipur, Lucknow, Guwahati. Recently two new RPO's are also created for implementation of Direct Payment Procedure at Bhopal and Hyderabad.

13.3 The detailed responsibilities assigned to the office of the Pr.Chief Controller of Accounts Ministry of Road Transport and Highways and its offices throughout the country are as under:-

Payments

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

Receipts

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

Submission of Accounts and Reports

1. Preparation of Monthly Accounts of the Ministry of Road Transport Highways, Statement of Central Transactions, Statements of Finance Accounts, Head wise and stage wise Appropriation Accounts and their submission to the Controller General of Accounts, Ministry of Finance, Deptt. of Expenditure and the Director General of Audit, Central Revenues.
2. Preparation of Annual Budget including the performance Budget and coordination with the Ministry of Finance in the Budget process during the financial year.
3. Monitoring of Internal Extra Budgetary Resources (IEBR) and its submission to the office of the CGA.
4. Monitoring and submission of mandatory information as per Fiscal Responsibility and Budget Management (FRBM) Act and Rules.
5. Preparation of Management Information Reports based on accounting, budget & audit data for submission to various authorities.
6. Preparation of financial statistics on monthly basis regarding receipts and expenditure for uploading on Ministry's website.
7. Preparation of Monthly expenditure/Weekly expenditure based on Budget and submission to various authorities viz AS&FA Secretary etc for monitoring the expenditure.
8. Preparation of material for Annual Report for submission to Ministry, Accounts at a Glance and flash figures of expenditure and to submit to CGA and preparation of provisional Accounts and to submit to the Ministry.
9. Preparation of MDO on the basis of MIS received from the PAO/RPO's and submission to CGA
10. Preparation of Brief information for Parliamentary Standing Committee.
11. Preparation of Replies regarding 'Right to Information Act'-2005.

Budget

1. Preparation and submission of Annual Budget Estimates and Revised Estimates re-appropriation of funds of the Ministry of Road Transport and Highways and Coordination with the Ministry of Finance and other Departments in all budget matters.
2. Vetting of Demands for Grants yearly after incorporating actual expenditure.
3. 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.
4. Preparation of Annual Estimates of Review Receipts, Interest Receipts & Public Accounts.

Internal Audit

1. 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 Govts. involved in construction and maintenance of National Highways Roads & Units of the Ministry.
2. Monitoring and disposal of all audit paras and observations coming under the preview of Public Accounts Committee and other Parliamentary Committees.
3. Internal work study in all the wings of the Ministry and coordination with the 'Staff Inspection Unit' of the Ministry of Finance.
4. Preparation of Annual Review of the performance of Internal audit.

Computerisation of Accounts

13.4 In discharge of these functions, several new initiatives have been taken which have contributed immensely to the overall effectiveness and efficiency of the functioning of various Departments of the Ministry as a whole. With a view to eliminate the delay in compilation of Accounts and to provide the information on expenditure accounts at present is implementing various software packages like COMPACT, CONTACT, E-Lekha etc.

1. **Computerised Accounting (COMPACT):** is a comprehensive software package for Expenditure Accounts covering major accounting functions i.e. pre-check, GPF, Budget, Pension, Compilation 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 has also resulted in a greater transparency in the whole process.

2. **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 Headwise, Object Headwise and Schemewise pattern of expenditure. Headwise estimates and Receipts of various non-tax revenue items, comparison with the previous year's figures and position of the outstanding UC's etc.

3. **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 used by various Departments of the Ministry.

CHAPTER XIV

MISCELLANEOUS

TRANSPORT RESEARCH WING:

14.1 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. Besides, it assists in policy planning, coordination and evaluation of performance of road transport sector.

14.2 TRW undertakes collection, compilation, dissemination and analysis of 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 quarterly and annual publications covering important aspects of the transport sector. TRW is intimately involved in building and strengthening the data base, identifying data gaps and taking measures to improve the reliability and accuracy of data in road transport 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.

14.3 TRW's publication, 'Road Transport Year Book' provides data on different motor transport parameters. The latest issue of the publication 'Road Transport Year Book 2007-09' was brought out in March 2011. The next issue of this publication containing information for 2009-10 and 2010-11 is under compilation.

14.4 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 2010-March 2011)' was released in October, 2011.

14.5 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 2004-05 to 2007-08. The next issue of BRS containing information on roads for the years 2008-09 to 2010-11 is being compiled.

14.6 To improve the Accident Reporting Data system for the country, the UNESCAP-sponsored Asia Pacific Road Accident Database/Indian Road Accident Database

(APRAD/IRAD) project is under implementation. For this project, road accident related data for all the States and Union Territories and 23 metropolitan cities of the country is collected, compiled and collated in a specially devised 19-item format. 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 issue of “Road Accidents in India: 2009” analysing the Road Accident data pertaining to the calendar year 2009 was brought out by TRW in March 2011. Between June, 2011 and October, 2011, TRW conducted workshops for State/UT officials involved in road accident data collection and compilation, to make the data more accurate and to ascertain its timely dissemination. Consequently, TRW was able to cut down the time lag in disseminating road accident data and was able to bring out the latest issue, “Road Accidents in India: 2010” in December, 2011.

14.7 In the meeting of National Road Safety Council held in March 2011, it was decided to form five separate Working Groups on the four Es of road safety, viz. Education, Engineering of Roads, Engineering of Vehicles, Enforcement, and Emergency Care. Senior Adviser, TRW was the Convener of the Working Group on Road Safety Education. The Officers of TRW were actively involved in the preparation of the report of the Working Group. The Working Group on Road Safety Education submitted its recommendations in September 2011.

14.8 National Transport Development Policy Committee (NTDPC) had constituted a Working Group on Roads under the Chairmanship of Secretary, MoRTH in July, 2010. Seven Sub-Groups were formed to facilitate finalization of the Report of the Working Group on Roads. Senior Adviser, TRW was nominated Convener of the Working Group on Roads. TRW functioned as nodal office for the Working Group. Officers of TRW were actively involved in the preparation of the Sub-Group reports relating to Road Safety, Public Transportation and Seamless Freight and Passenger Movement, Data & IT issues and Freight and Passenger Estimation.

14.9 TRW was also the nodal office of MoRTH for the Working Group on Road Transport for the Twelfth Five Year Plan. The officers of TRW were involved in the preparation of the reports of the Sub-Groups on ‘Passenger and Freight Traffic Assessment and Adequacy of Fleet and Data Collection and Use of IT in Transport Sector’ and ‘Policy Issues’ and the report of the Working Group on Road Transport.

14.10 TRW assists the Ministry with analytical inputs on transport related research studies useful for policy making. TRW is also involved as a technical adviser in selection of research studies in the field of Road Transport sector.

14.11 Some of the major highlights of the Road and Road Transport sector in India, as evident from the data compiled by TRW, are indicated below:

- The growth in total number of registered vehicles during the period (1991 to 2009) reflects a compounded annual growth rate of about 10% with variation across vehicle categories.

- As on 31st March, 2009, around 115 million vehicles were registered in India with two-wheelers being the largest component at over 82.4 million (around 72 percent share) (see Table 1).
- During the calendar year 2010, number of road accidents was reported at 499,628, higher by 2.7 per cent compared with 486,384 accidents reported in the year 2009.
- The number of persons injured and persons killed as a result of road accidents were reported, respectively, at 527,512 and 134,513 during 2010, higher by 2.3% and 7.0%, respectively, vis-a-vis figures recorded in 2009 (Table 2).
- The performance of SRTUs in terms of key financial and physical parameters during the years 2001-02 to 2010-11 can be seen at Table 3.
- Category wise breakup of road length (total and surfaced) in recent years is given in Table 4.

Table 1 : Total Number of Registered Motor Vehicles in India - 2001-2009 (in thousands)						
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	81,501	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	6,039
2009	114,951	82,402	15,313	1,486	6,041	9,710

* : Others include tractors, trailers, three wheelers (passenger vehicles)/LMV and other miscellaneous vehicles which are not separately classified.
 @ : Includes omni buses.
 Source: Offices of State Transport Commissioners/UT Administrations

Table 2: Number of Road Accidents and Persons Involved : 2001 to 2010					
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	23.8
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

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 Parameters	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11
Number of Reporting SRTUs	42	43	43	36	36	32	36	37	35	35
Fleet Utilisation rate (%)	90.7	92.2	92.8	92.3	91.9	92.2	92.4	92.3	92.4	91.5
Occupancy Ratio (%)	62.7	63.5	61.6	64.7	65.9	67.9	68.8	69.9	70.5	72.2
Staff Strength (nos.)	687,297	627,491	574,446	690,793	644,837	639,732	672,151	677,087	667,875	671,688
Staff Bus Ratio	6.7	6.4	5.9	6.3	5.8	5.9	5.9	5.8	5.6	5.5
Vehicle Productivity (Km/bus/day)	292	298	304	306	306	314	319	321	323.3	317.6
Staff Productivity (Km/staff/day)	43.8	46.5	51.4	48.6	52.8	53.0	53.9	55.8	57.5	57.8
Total Revenue (Rs. Crores)	14,222	14,817	15,542	18,618	20,016	21,722	23,619	25,582	263,41.91	30,309.87
Total cost (Rs. Crores)	15,979	16,250	16,697	20,701	22,701	23,753	25,600	28,719	31,079.01	35,802.14
Net Profit/Loss (Rs. Crores)	-1,757	-1,433	-1,155	-2,083	-2,685	-2,031	-1,981	-3,137	-5,492.28	-5,492.28

Length in Kilometre (as on 31 st March)						
	Total/Surfaced	2004	2005	2006	2007	2008
National Highways	T	65,569	65,569	66,590	66,590	66,754#
	S	65,358	65,358	66,590	66,590	66,754
State Highways	T	133,177	144,396	148,090	152,235	154,522
	S	131,262	142,898	146,325	150,713	152,738
Other PWD Roads	T	719,257	786,230	803,669	835,003	863,241
	S	597,866	643,705	664,652	689,935	719,383
Rural Roads *	T	2,140,569	2,266,439	2,308,125	2,393,488	2,450,559
	S	678,533	681,761	714,326	761,429	810,258
Other Roads **	T	562,935	546,522	554,177	569,085	574,516
	S	287,749	261,576	266,791	276,091	286,930
All India	T	3,621,507	3,809,156	3,880,651	4,016,401	4,109,592
	S	1,760,768	1,795,298	1,858,684	1,944,758	2,036,063

* Rural Roads include Panchayat Raj roads and roads constructed under Jawahar Rozgar Yojana (JRY) as of 31.3.1996 & Roads constructed under Pradhan Mantri Gram Sadak Yojana (PMGSY) since 2000.
** Other Roads include Urban Roads and Project Roads.
As on 31.3.2010, the total road length under National Highways is 70,934 km.

IMPLEMENTATION OF RIGHT TO INFORMATION ACT, 2005:

14.12 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.

14.13 RTI Section, PIOs, Appellate Authorities are provided in this Ministry as per RTI Act. Under Section 4(I) (b) of RTI Act, 2005 suo moto information to the public through various means of communication including internet is being given by the public authority. A counter has been opened in the ground floor of Transport Bhavan for receiving 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.

14.14 The two organizations namely: National Highways Authority of India (NHAI) an autonomous body and National Institute for Training of Highway Engineers (NITHE), a society under the administrative control of Ministry have also appointed their separate PIOs/APIOs/Appellate Authorities for providing information to public/applicants as directed in RTI Act.

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

14.16 Till December, 2011, 680 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.

14.17 INTERNATIONAL COOPERATION

MEMORANDUM OF UNDERSTANDING (MoU)/AGREEMENT SIGNED:

As a continued endeavor 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 2011-12. As a result, the following joint declarations and Agreements were signed:

- a) A joint statement was signed and issued by the Minister (RT&H) and the Minister for Ecology, Sustainable Development, Transport and Housing, Government of France on 5th January, 2011 for continuation and strengthening of cooperation between the two countries in the road sector.
- b) An MoU was signed between the Ministry of Ecology, Sustainable Development, Transport and Housing, Republic of France and the Indian Roads Congress (IRC) on 5th January, 2011 to promote International Cooperation and to foster technical and scientific cooperation in the field of road policy, construction, maintenance and road transport.
- c) A workshop was held under the aegis of this Ministry for collaboration with the National Highways Authority of India (NHAI) and participation of the UK Trade and Investment for exchange of information and discussion on the technology, Government procurement, financing of the highways projects and Contract / Concession Agreement (CA) and management of the contract. The thrust area was the Standard Bidding Documents and the transparent competitive procedures, the Prequalification and Model

Concession Agreements (MCA) of India, to familiarize the UK industry with India's Public-Private Partnership Policy and Programme.

14.18 Strengthening of enhancing bilateral cooperation with other countries:

- a) The Minister (RT&H) visited Spain and France in May 2011 to familiarize with the specific technology, operation and maintenance of expressways and highways in Spain and France. The meeting led to the formalization of Intent of Cooperation in the form of a Memorandum of Cooperation (MoC) with the Government of Spain, which has been mutually agreed by both the countries.
- b) The Minister along with senior officials visited China to attend the ASEM Transport Ministers Conference in October 2011. The China visit was very meaningful and led to the exchange of expertise and knowledge about the road safety and road transport issues in both the countries. The Member-States finalized the action plan on facilitation of movement of goods and people between Asia and Europe and agreed to ensure green, secure and efficient Asia-Europe connection.
- c) During 2011-12, the Ministry received Ministerial level delegations from Netherlands, Spain, Indonesia, Malaysia, Korea, Nigeria, Turkey, Japan, Italy and various other countries.

14.19 Regional Level Cooperation:

India is leading Member State for the regional level forums like ASEAN, SAARC and South Asia Sub-Regional Economic Cooperation (SASEC). The officials participated in various forums during 2011-12, progressively supporting and strengthening regional transport connectivity in South Asia. As a result, many initiatives to develop the institutional capacities for planning and monitoring regional transport connectivity process are being progressed with the active support of the State Governments, with the neighbouring countries. The Working Group of SASEC Trade Facilitation and Transport met twice - in October 2011 in Bangkok and in March, 2012 in India. The group has already identified several corridors for facilitation of trade and connectivity between member countries under which Indo-Nepal, Indo-Bangladesh connectivity is being progressed.

ANNEXURE I			
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, 43, 63, 202, 205, 214, 214A, 219, 221, 222 & 234	4537
2	Arunachal Pradesh	52, 52A, 153, 229, 52B Ext. & 37 Ext.	1992
3	Assam	31, 31B, 31C, 36, 37, 37A, 38, 39, 44, 51, 52, 52A, 52B, 53, 54, 61, 62, 151, 152, 153 & 154	2836
4	Bihar	2, 2C, 19, 28, 28A, 28B, 30, 30A, 31, 57, 57A, 77, 80, 81, 82, 83, 84, 85, 98, 99, 101, 102, 103, 104, 105, 106, 107 & 110	3642
5	Chandigarh	21	24
6	Chhattisgarh	6, 12A, 16, 43, 78, 200, 202, 216, 217, 111 & 221	2184
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, 59, 76A, 113 & 228	3281
10	Haryana	1, 2, 8, 10, 21A, 22, 64, 65, 71, 71A, 72, 73, 73A, 71B, 236 & NE-II	1518
11	Himachal Pradesh	1A, 20, 20A, 21, 21A, 22, 70, 72, 72B, 88 & 73A	1409
12	Jammu & Kashmir	1A, 1B, 1C & 1D	1245
13	Jharkhand	2, 6, 23, 31, 32, 33, 75, 78, 80, 98, 99 & 100	1805
14	Karnataka	4, 4A, 7, 9, 13, 17, 48, 63, 67, 206, 207, 209, 212, 218 & 234	4396
15	Kerala	17, 47, 47A, 47C, 49, 208, 212, 213, & 220	1457
16	Madhya Pradesh	3, 7, 12, 12A, 25, 26, 26A, 26B, 27, 59, 59A, 69, 69A, 75, 76, 78, 86 & 92	5027
17	Maharashtra	3, 4, 4B, 4C, 6, 7, 8, 9, 13, 16, 17, 26B, 50, 69, 204, 211 & 222	4191
18	Manipur	39, 53, 150 & 155	959
19	Meghalaya	40, 44, 51 & 62	810
20	Mizoram	44A, 54, 54A, 54B, 150 & 154	927
21	Nagaland	36, 39, 61, 150 & 155	494
22	Orissa	5, 5A, 6, 23, 42, 43, 60, 75, 200, 201, 203, 203A, 215, 217 & 224	3704
23	Puducherry	45A & 66	53
24	Punjab	1, 1A, 10, 15, 20, 21, 22, 64, 70, 71, 72 & 95	1557
25	Rajasthan	3, 3A, 8, 11, 11A, 11B, 11C, 12, 14, 15, 65, 65A, 71B, 76, 76A, 76B, 79, 79A, 89, 90, 113, 112, 114, 116 & 116A	6373
26	Sikkim	31A	62
27	Tamil Nadu	4, 5, 7, 7A, 45, 45A, 45B, 45C, 46, 47, 47B, 49, 66, 67, 68, 205, 207, 208, 209, 210, 219, 220, 226, 226E, 227, 230 & 234	4832
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 & NE-II	6788
31	West Bengal	2, 2B, 2B Ext., 6, 31, 31A, 31C, 31D. 32, 34, 35, 41, 55, 60, 60A, 80, 81 & 117	2578
32	Andaman & Nicobar Island	223	300
		Total	71772

Annexure-II				
STATE-WISE TENTATIVE ALLOCATION UNDER DIFFERENT SCHEME ON THE DEVELOPMENT AND MAINTENANCE OF NATIONAL HIGHWAYS DURING 2011-12				
(Rs in crore)				
Sl. No.	Name of States / Union Territories	Development		Maintenance
		NH(O)	PBFF	
1	ANDHRA PRADESH	164.00	3.99	65.37
2	ARUNACHAL PRADESH	0.00		6.41
3	ASSAM	228.00	3.43	62.90
4	BIHAR	205.00	20.54	81.04
5	CHANDIGARH	6.00		0.68
6	CHHASTISGARH	92.00	6.05	24.91
7	DELHI	8.00		0.16
8	GOA	8.00		9.04
9	GUJARAT	119.00	5.95	66.05
10	HARYANA	81.00		21.62
11	HIMACHAL PRADESH	136.00	0.26	37.39
12	JHARKHAND	105.00		18.18
13	KARNATAKA	330.00	13.31	52.59
14	KERALA	164.00	9.82	34.62
15	MADHYA PRADESH	73.00	23.68	35.46
16	MAHARASHTRA	266.00	20.52	99.33
17	MANIPUR	78.00	0.27	25.30
18	MEGHALAYA	69.00	1.55	47.22
19	MIZORAM	60.00		24.42
20	NAGALAND	54.00		51.40
21	ODISHA	307.00	6.27	37.48
22	PUDUCHERRY	5.00		1.51

23	PUNJAB	124.00	5.10	19.45
24	RAJASTHAN	173.45	9.63	101.05
25	TAMIL NADU	188.00	0.96	51.21
26	UTTAR PRADESH	346.00	13.20	103.02
27	UTTARAKHAND	138.00	3.46	64.79
28	WEST BENGAL	210.00		26.41
29	ANDAMAN & NICOBAR ISLANDS	5.00		2.42

Annexure III

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

TECHNICAL

Group	Sanctioned strength	Total No. of employees in position	SCs	% to total employees in position	STs	% to total employees in position
Group A	227	172	24	13.95	13	7.55
Group B	81	48	09	18.75	04	8.33
Group C	07	04	01	25.00	00	00
Total						

NON-TECHNICAL

Group	Sanctioned strength	Total No. of employees in position	SCs	% to total employees in position	STs	% to total employees in position
Group A	64	51	8	12.5	4	6.25
Group B	229	236	38	16.6	10	4.37
Group C	256	200	63	31.5	9	4.5
Group D	36	31	10	32.25	4	12.90
Total						

Annexure IV				
SUMMARY OF IMPORTANT AUDIT OBSERVATIONS				
Year	Number of Paras /PA reports on which ATNS have been submitted to PAC after vetting by Audit	Details of Paras/PA reports on which ATNs are pending		
		No. of ATNs not sent by the Ministry even for first time	No. of ATNs sent but returned with observations and Audit is awaiting their resubmission by the Ministry	No. of ATNs which have been finally vetted by audit but have not been submitted by the Ministry to PAC
-	-	-	-	-
Audit Report No. CA 3 of 2011-12				
National Highways Authority of India				
Para 15.1 : Loss of revenue due to non-implementation of rates of user fees National Highways Authority of India did not comply with the directions of the Government of India to implement revised rates of user fee after expiry of moratorium period of one year resulting in loss of Rs. 42.56 Cr to exchequer				

Annexure V					
<u>STATEMENT ON IMPLEMENTATION OF JUDGEMENTS/ORDERS</u>					
<u>OF CENTRAL ADMINISTRATIVE TRIBUNAL (CAT)</u>					
S.No	CAT Cases OA No. & Date	Whether Judgement of CAT Implemented	Whether Judgement of CAT appealed in High Court, if so?		Remarks
			Whether CAT Judgment Upheld	Whether CAT Judgement Dismissed	
1	-	-	-	-	-

HIGHLIGHT OF ACCOUNTS AND FINANCIAL ANALYSIS

ANNEXURE VI

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS FINANCIAL YEAR 2010-2011

HIGHLIGHT OF ACCOUNTS

(Rs. in thousands)

Receipts		Disbursements		
Amount		Amount		
A.	Revenue Receipts		Revenue Expenditure	
1	Tax Revenue	1,08,65,38	General Service	10,49,42
2	Non Tax Revenue		Social Service	1,14,12
	Interest Receipts	1,54,60,92	Economic Service	1,40,46,23,17
	Other Non-Tax Revenue	23,38,21,22		
	Total Non-Tax Revenue	24,92,82,14		
	Total Revenue Receipts	26,01,47,52	Total Revenue Expenditure	1,40,57,86,71
B.	Capital Receipts		Capital Expenditure	
	Loans for other Transport Service	1,28,65,00	Economic Service	63,03,63,65
	Loans and Advances to State Governments	16,06,35	Loans and Advances	80,29,17
	Loans to Government Servants	66,54		
	Total Capital Receipts	1,45,37,89	Total Capital Expenditure	63,83,92,82
	Total Consolidated Fund of India	27,46,85,41	Total Consolidated Fund of India	2,04,41,79,53
	Public Account		Public Account	
	Small Savings Provident Fund A/c		Small Savings Provident Fund A/c	
	Provident Fund	14,22,64	Provident Fund	7,78,11
	Other Accounts	6,25	Other Accounts	23,20
	Reserve Funds		Reserve Funds	
	Reserve Funds not bearing interest	1,23,78,08,00	Reserve Funds not bearing interest	1,28,51,91,30
	Deposit and Advances		Deposit and Advances	
	Deposit bearing interest	0	Deposit bearing interest	0
	Deposit not bearing interest	12,34,22,02	Deposit not bearing interest	11945771
	Advances	0	Advances	8
	Suspense and Miscellaneous		Suspense and Miscellaneous	
	Suspense	13,79,37	Suspense	1,48,09,13
	Other Accounts	2,19,06,14,85	Other Accounts	36,48,99,48
	Total Public Accounts	3,55,46,53,13	Total Public Accounts	1,78,51,59,01
	Total Receipts	3,82,93,38,54	Total Expenditure	3,82,93,38,54

Source : Statement of Central Transactions

Annexure VII**SOURCE OF FUNDS AS PER THE STATEMENT OF CENTRAL
TRANSACTIONS(SCT)****DURING LAST THREE YEARS IN RESPECT OF REVENUE AND CAPITAL
RECEIPTS****REVENUE RECEIPTS****(Rs. in crore)**

ITEMS/YEAR	2008-09	2009-2010	2010-11
TAX REVENUE	72.95	99.38	108.65
NON TAX REVENUE	329.46	297.01	2492.82
GROSS REVENUE RECEIPTS	402.41	396.39	2601.47

Source : Statement of Central Transactions

Annexure VIII**HEADWISE DETAILS OF REVENUE RECEIPTS FOR LAST THREE YEARS****(Rs. in Crore)**

	MAJOR HEAD	2008-09	2009-2010	2010-11
1	0021-Taxes on Income other than Corporation Tax	72.95	99.38	108.65
2	0045-Other Taxes and Duties on Commodities and Services	0.00	0.00	0.00
3	0049- Interest Receipts	214.37	166.84	154.61
4	0050-Dividends and Profits	0.00	0.00	0.00
5	0070-Other Administrative Services	0.00	0.00	0.00
6	0071-Contribution and Recoveries towards Pension and Other Retirements Benefits	0.36	0.30	0.32
7	0075 Miscellaneous General Services	1.43	1.80	1.55
8	0210-Medical and Public Health	0.09	0.19	0.26
9	0216-Housing	0.10	0.10	0.10
10	0852-Transport Equipment Services	0.00	0.00	0.00
11	1054 – Roads and Bridges	112.94	127.77	2334.59
12	1055 – Road Transport	0.10	0.001	1.38
13	1475 – Other General Economic Services	0.07	0.08	0.01
	TOTAL	402.41	396.39	2601.47

Annexure IX				
TREND OF CAPITAL RECEIPTS FOR LAST THREE YEARS				
(Rs. in crores)				
Sr. No.	PARTICULARS	2008-09	2009-10	2010-11
1	7075- Loans for other Transport services	583.50	121.85	128.65
2	7601-Loans and Advances to State Government.	17.58	17.46	16.06
3	7610- Loans to Government Servants	0.65	0.64	0.67
GRAND TOTAL		601.73	139.95	145.38
Source : Statement of Central Transactions				

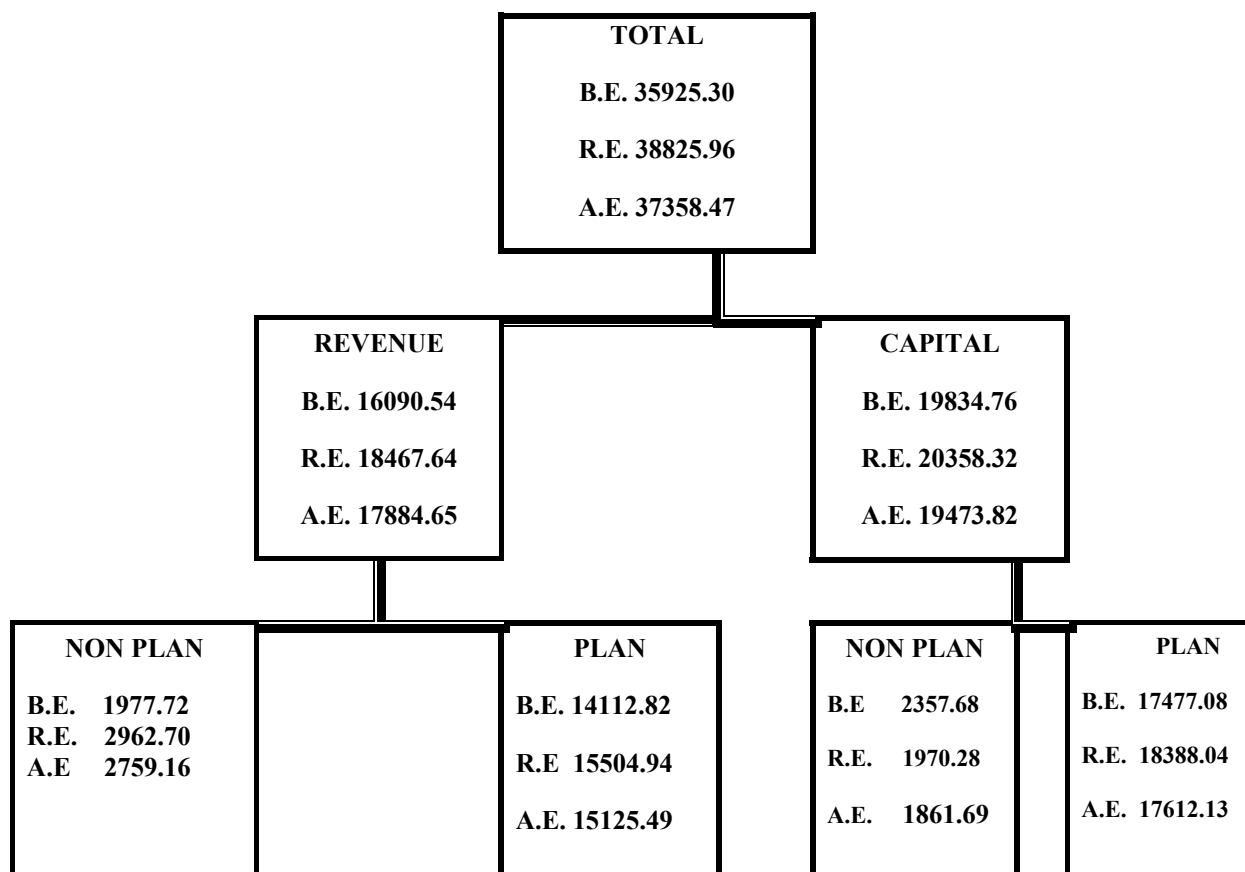
Annexure X	
DETAILS OF APPROPRIATION ACCOUNTS 2010-11	
(Rs. in crores)	
Budget Provision	38901.18
Actual Expenditure	37358.47
Savings	1542.71
Surrenders	351.14
Savings not surrendered	1191.57

Annexure XI							
GRANT OF THE DEPARTMENT OF ROAD TRANSPORT AND HIGHWAYS FOR THE FINANCIAL YEAR 2010-11							
(Rs. in crores)							
Grant No. and Name		Budget Estimate	Supplementary	Total Budget	Actual Expenditure	Saving	Surrender
Grant No.80	Revenue Account	16090.54	2383.91	18474.45	17884.65	589.80	127.71
	Capital Account	19834.76	591.97	20426.73	19473.82	952.91	223.43
TOTAL		35925.30	2975.88	38901.18	37358.47	1542.71	351.14
Source-Appropriation Accounts 2010-2011							

Annexure XII			
PLAN-WISE BIFURCATION OF EXPENDITURE IN 2010-11			
(Rs. in crores)			
ITEMS	PLAN	NON PLAN	TOTAL
REVENUE	15125.48	2759.16	17884.65
CAPITAL	17612.13	1861.69	19473.82
TOTAL	32737.61	4620.85	37358.47

PROFILE OF ACTUAL EXPENDITURE IN 2010-11

(Rs. in crores)



B.E. = BUDGET ESTIMATE R.E. = REVISED ESTIMATE A.E. = ACTUAL EXPENDITURE

Annexure XIV

BUDGET, RECOVERIES AND EXPENDITURE (2010-11)
DEPARTMENT OF ROADS TRANSPORT AND HIGHWAYS

(Rs. in crore)

	Budget	Actual	Variation
Gross	38901.18	37358.47	1542.71 3.97%
Recoveries / Receipts	10333.94	10304.73	29.21
Net	28567.24	27053.74	1513.50

Annexure XV

**Year wise Budget & Expenditure from 1998-99 to 2010-2011 in
respect of Ministry of Road Transport and Highways**
(Rs. in crores)

Year	Budget	Expenditure
1998-1999	3000.65	2816.42
1999-2000	6738.40	6026.81
2000-2001	11021.36	9580.25
2001-2002	11156.16	10031.58
2002-2003	11913.80	10995.90
2003-2004	12099.74	10991.73
2004-2005	12697.06	10424.47
2005-2006	19226.05	17212.98
2006-2007	23.611.08	22811.04
2007-2008	24848.27	24336.34
2008-2009	27831.63	27255.47
2009-2010	32748.18	27968.67
2009-2010	38901.18	37358.47

Annexure XVI

MONTHLY FLOW OF NET EXPENDITURE DURING THE FINANCIAL YEAR 2010-11

(Rs. in Crores)

Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
2179.31	1891.59	2986.64	1092.45	594.93	6017.93	627.57	4041.96	3807.17	992.97	4164.56	8979.38	37358.47

FUND FLOW STATEMENT

(Rs. in crores)

CONSOLIDATED FUND OF INDIA		CONSOLIDATED FUND OF INDIA	
RECEIPTS		EXPENDITURE	
REVENUE RECEIPTS	2601.48	REVENUE EXPENDITURE	14057.87
CAPITAL RECEIPTS	145.37	CAPITAL EXPENDITURE	6383.92
TOTAL	2746.85	TOTAL	20441.79
PUBLIC ACCOUNT		PUBLIC ACCOUNT	
PROVIDENT FUND	14.29	PROVIDENT FUND	8.01
RESERVE FUNDS	12378.08	RESERVE FUNDS	12851.91
REMITTANCES	--	REMITTANCES	--
DEPOSITS AND ADVANCES	1234.22	DEPOSITS AND ADVANCES	1194.58
SUSPENSE AND MISCELLANEOUS	21919.94	SUSPENSE AND MISCELLANEOUS	3797.09
TOTAL (PUBLIC ACCOUNT)	35546.53	TOTAL (PUBLIC ACCOUNT)	17851.59
TOTAL RECEIPTS	38293.38	TOTAL EXPENDITURE	38293.38
Source: Statement of Central Transaction			

TREND IN REVENUE EXPENDITURE

Annexure XVIII			
REVENUE EXPENDITURE			
(Rs. in crores)			
YEAR	2008-09	2009-10	2010-11
REVENUE EXPENDITURE	13753.69	13796.82	17884.65

Annexure XIX						
YEARWISE TREND OF BUDGET PROVISION AND ACTUAL EXPENDITURE						
(Rs. in crores)						
Name of the Grant	2008-09		2009-10		2010-11	
	Budget	Actual	Budget	Actual	Budget	Actual
Grant No. 80 Roads	27831.63	27255.47	32748.18	27968.67	38901.18	37358.47
<i>Source: Appropriation Accounts</i>						

Annexure XX				
TREND OF EXPENDITURE FOR THE LAST THREE YEARS				
(Rs. in crores)				
YEAR	B.E.	SUPPLEMENTARY	ACTUAL	SURRENDER
2008-2009	26310.49	1521.14	27255.47	475.92
2009-2010	32737.18	311.01	27968.67	4320.46
2010-2011	35925.30	2975.88	37358.47	351.14

**DEPARTMENT OF ROAD TRANSPORT AND HIGHWAYS
DETAILS OF EXPENDITURE DURING 2010-11
REVENUE EXPENDITURE**

(Rs. in crores)

PARTICULARS	2008-09			2009-10			2010-11		
	Plan	N.PLAN	Total	Plan	N.PLAN	Total	Plan	N.PLAN	Total
2049-Interest Payment	-	2.47	2.47	---	3.03	3.03	---	3.54	3.54
2071-Pension Payment (M2071)	-	4.18	4.18	----	4.55	4.55	----	6.95	6.95
2225- Welfare of SC/ST & other Backward Classes	-	1.08	1.08	---	1.29	1.29	---	1.14	1.14
2235-Social, Security and Welfare	-	0.01	0.01	---	0.01	0.01	---	-	-
3054-Roads and Bridges	8830.84	1021.12	9851.96	9393.99	1030.80	10424.79	12303.67	1611.94	13915.61
3055-Road Transport	119.16	-	119.16	20.55	--	20.55	75.84	--	75.84
3451-Sectt. Economic Services	-	42.04	42.04	---	54.08	54.08	---	54.78	54.78
3601-Grants in aid to State Government.	40.00	-	40.00	----	--	--	----	--	--
3602- Grants in aid to Union Territories	-	-	---	--	--	---	--	--	---
3605-Technical and Economic Cooperation with other countries	8	----	---	--	---	---	--	---	---
REVENUE EXPENDITURE	8990.00	1070.90	10060.90	9414.54	1093.76	10508.30	12379.51	1674.82	14054.33
PARTICULARS	2008-09			2009-10			2010-11		
5054-Roads and Bridges	4659.21	-	4659.51	5.32	4917.22	4922.54	6303.42	-	6303.42
7075-Loans to other Transport Service	379.00	-	379.00	68.00	--	68.00	80.00	--	80.00
7610-Loans to Government Servant		0.40	0.40	-	17.32	17.32	-	0.29	29.17
CAPITAL EXPENDITURE	5038.51	0.40	5038.91	73.32	4934.54	5007.86	6383.42	0.29	6383.71
GRAND TOTAL(Revenue+Capital)	14028.51	1071.30	15099.81	6028.30	6028.30	15516.16	18762.93	1675.11	20438.04
Source : S.C.T									

RESERVE FUND

At the end of the year 2010-11 the closing balance under the Reserve Fund was Rs. 4003.45 crores The details of accretion during the last 3 years are recapitulated below:-
(Rs. in crores)

Items/ Year	2008-09	2009-10	2010-11	
Opening Balance	4392.70	3956.11	4477.28	
Receipts	8902.24	9465.15	12378.08	
Expenditure	9338.83	8943.98	12851.91	
Accretion	-436.59	521.17	-473.83	
Closing Balance	3956.11	4477.28	4003.45	
Distribution of Reserve Fund 2010-11 (Rs. in crores)				
HEAD	OPENING BALANCE	RECEIPTS	EXPENDITURE	CLOSING BALANCE
8225 {NHPBFF}	330.57	1698.39	1742.45	286.51
8224 {CRF}	4146.71	10679.69	11109.46	3716.94
TOTAL RESERVE FUND	4477.28	12378.08	12851.91	4003.45

NATIONAL HIGHWAYS PERMANENT BRIDGES FEE FUND:

(Rs. in crores)

Opening Balance as on 1.4.2010	330.57
Receipt during 2010-11	1698.39
Payment during 2010-11	1742.45
Closing Balance as on 31.3.2011	286.51

CENTRAL ROAD FUND (CRF)

(Rs. in crores)

Opening Balance as on 1.4.2010	4146.71
Receipt during 2010-11	10679.69
Payment during 2010-11	11109.46
(Grants in aid to States/UTS +Management expenses)	--
Closing Balance as on 31.3.2011	3716.94

Annexure XXV		
NHPBFF/CRF		
OF MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (2010-2011)		
(Rs. in crores)		
	NH (PERMANENT BRIDGES FEE FUND)	CENTRAL ROAD FUND (CRF)
OPENING BALANCE AS ON 01.04.2010	330.57	4146.71
ACCRETION DURING THE YEAR 2010-11	-44.06	-429.77
TOTAL	286.51	3716.94

Annexure XXVI			
MAJOR HEADWISE EXPENDITURE IN R/O Ministry of RTH			
(Rs. in crores)			
Heads of Account	BE.	Expdr. Upto 11/2011	% (B.E.)
Plan Heads			
M.H. 2552 North Eastern Area			
MH 3054 Roads and Bridges	14022.41	10502.27	74.90
MH 3055-Road Transport	400.00	11.94	2.99
MH3601-Grant in aid to State Govts (*)	2529.55	860.68	34.02
MH3602-Grant in aid to UT Govts	92.82	0.00	0.00
Total Revenue Section	17044.78	11374.89	66.74
MH 4552 Capital Outlay on North Eastern Areas	0	0	0.00
MH5054 Capital Outlay on Roads and Bridges (*)	19355.23	9271.34	47.90
MH 7075- Loans for other Transport Services	0.00	0.00	0.00
Total Capital Section	19355.23	9271.34	47.90
Total Plan Heads (Gross)	36400.01	20646.23	56.72
Deduct Recoveries (Plan)	-14152.26	-6411.69	45.31
Total Plan (NET)	22247.75	14234.53	63.98
MH - 3451-Secretariat- Economic Services	364.12	194.27	53.35
MH 3054 Roads and Bridges	1832.41	925.26	50.49
MH3601-Grant in aid to State Govts (*)	0.00	1.42	0.00
Total Revenue Section	2196.53	1120.95	51.03

MH5054 Capital Outlay on Roads and Bridges (*)	2143.97	868.59	40.51
Total Capital Section	2143.97	868.59	40.51
Total Non Plan (Gross)	4340.50	1989.54	45.84
Deduct Recoveries (Non Plan)	-150.50	-46.23	30.72
Total Non Plan (Net)	4190.00	1943.31	46.38
Total (Plan+Non Plan)	40740.51	22635.76	55.56
Deduct Recovery (Plan+Non Plan)	-14302.76	-6457.93	45.15
Total (Plan+Non Plan) Net	26437.75	16177.84	61.19
(*) Pertains to BRDB expenditure upto 11/2011			

Annexure XXVII						
B.E. 2011-12 AND ACTUAL EXPENDITURE						
(GRANT NO. 81) MINISTRY OF ROAD TRANSPORT & HIGHWAYS						
(Rs. in crore)						
	2011-12			2010-11		
Description	B.E.	Exp 11.2011	% of B.E.	B.E.	Exp. 11.2010	% of B.E.
Plan Expenditure						
Revenue	17044.78	11374.89	66.74	14112.82	10080.34	71.43
Capital	19355.23	9271.34	47.90	17477.08	7504.82	42.94
Total Plan (Gross)	36400.01	20646.23	56.72	31589.90	17585.16	55.67
Deduct Recoveries	-	-6411.69	45.31	-	-5708.31	48.81
	14152.26			11696.15		
NET PLAN EXPENDITURE	22247.75	14234.53	63.98	19893.75	11876.85	59.70
Non Plan Expenditure						
Revenue	2196.53	1120.95	51.03	1977.72	861.80	43.58
Capital	2143.97	868.59	40.51	2357.68	967.43	41.03
Total Non Plan (Gross)	4340.50	1989.54	45.84	4335.40	1829.22	42.19
Deduct Recoveries	-150.50	-46.23	30.72	-150.50	-37.95	25.21
NET NON PLAN	4190.00	1943.31	46.38	4184.90	1791.28	42.80
Total Revenue	19241.31	12495.84	64.94	16090.54	10942.14	68.00
Total Capital	21499.20	10139.93	47.16	19834.76	8472.24	42.71
Total Grant No. 81 (Gross)	40740.51	22635.76	55.56	35925.30	19414.38	54.04
Deduct Recoveries	-	-6457.93	45.15	-	-5746.25	48.51
	14302.76			11846.65		
Total Grant No. 81 (Net)	26437.75	16177.84	61.19	24078.65	13668.13	56.76
*BRDB EXPENDITURE UPTO 11/2011						

E-Revision of Pension/Family Pension

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 sixth Central 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 the 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 and Accounts Offices located at various parts of the country are revising the pension of these pensioners. The O/o the CGA has fixed the target date for completion of these revisions by 31st March 2012. There are 1073 such cases for revision in the Ministry of Road Transport & Highways. Out of which 430 cases have been revised till date. In rest of the cases, there are issues of incomplete information of the pensioners for which the matter has been taken up with the Drawing and Disbursement Officers (DDOs) and the response for the same is awaited. On receiving the same, all other cases will be processed and finalized in the interest of the pensioners.