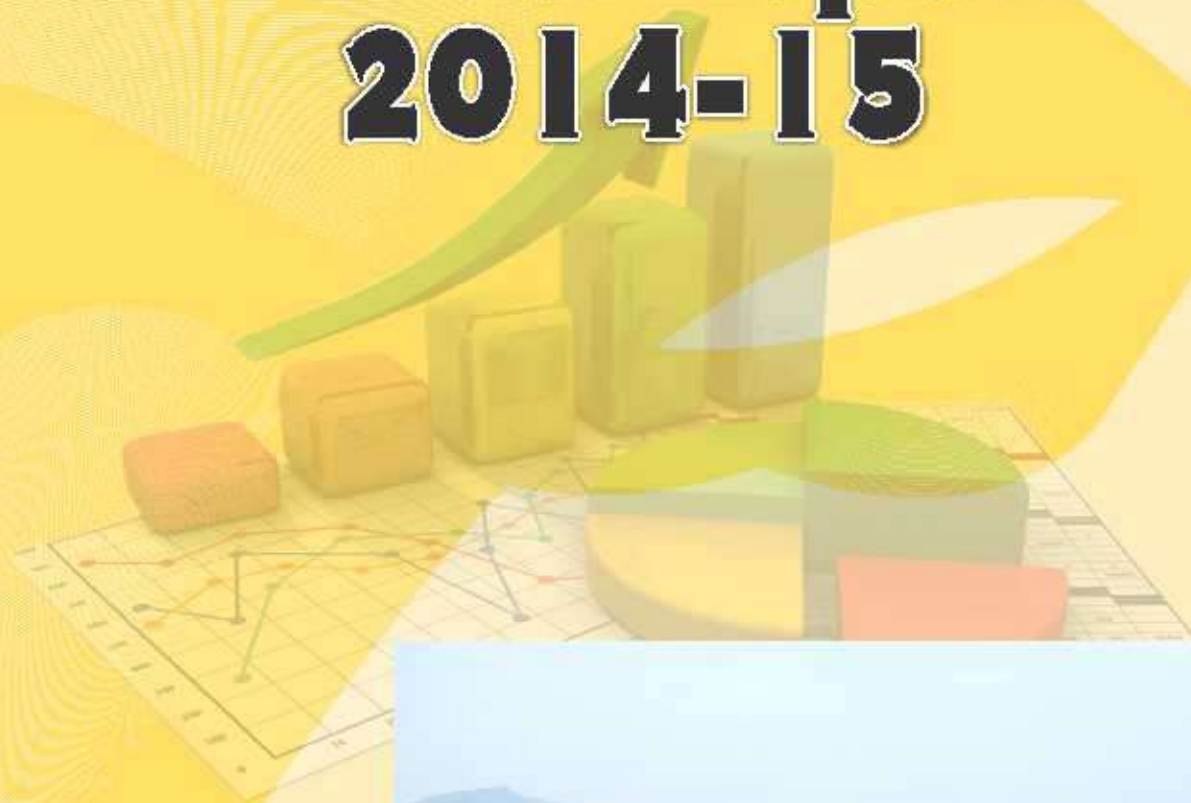




Annual Report 2014-15



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
NEW DELHI



Dedication of electronic toll collection system on Delhi-Mumbai arm of Golden Quadrilateral to Nation

ANNUAL REPORT 2014-15



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MINISTRY OF ROAD TRANSPORT & HIGHWAYS
NEW DELHI
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Ambala-Zirakpur



Picturesque view of National Highways



1.1 Ministry of Road Transport and Highways was formed in 2009 by bifurcating the erstwhile Ministry of Shipping, Road Transport and Highways into two independent Ministries.

1.2 Road Transport is a critical infrastructure for economic development of a country. It influences the pace, structure and pattern of development. The Ministry of Road Transport and Highways encompasses construction and maintenance of National Highways (NHs), administration of Motor Vehicles Act, 1988 and Central Motor Vehicles Rules 1989, National Highways Act, 1956 and National Highways Fee (Determination of Rates and Collection) Rules, 2008, formulation of broad policies relating to road transport, environmental issues, automotive norms etc. besides making arrangements for movements of vehicular traffic with neighboring countries.

1.3 The capacity of National Highways in term of handling traffic (passenger and goods) needs to be in keeping pace with the industrial growth. India is having one of the largest road networks of over 46.99 lakh km. It comprises National Highways, Expressways, State Highways, Major District Roads, Other District Roads and Village Roads with following length distribution:

National Highways / Expressway	96,214 km
State Highways	1,47,800 km
Other Roads	44,55,000 km
Total	46,99,014 km

1.4 Historically investments in the transport sector have been made by the Government. However, to encourage private sector participation, Ministry has laid down comprehensive policy guidelines for private sector participation in the development of National Highways.

FUNCTIONS

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

ORGANISATION

1.6 The Organisational Setup of MoRT&H is at Appendix -2.

1.7 Associated offices

1.7.1 National Highways Authority of India

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

1.7.2 Border Road Development Board

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

1.7.3 Indian Academy of Highway Engineers (IAHE)

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

1.7.4 National Highways & Infrastructure Development Corporation LTD. (NHIDCL)

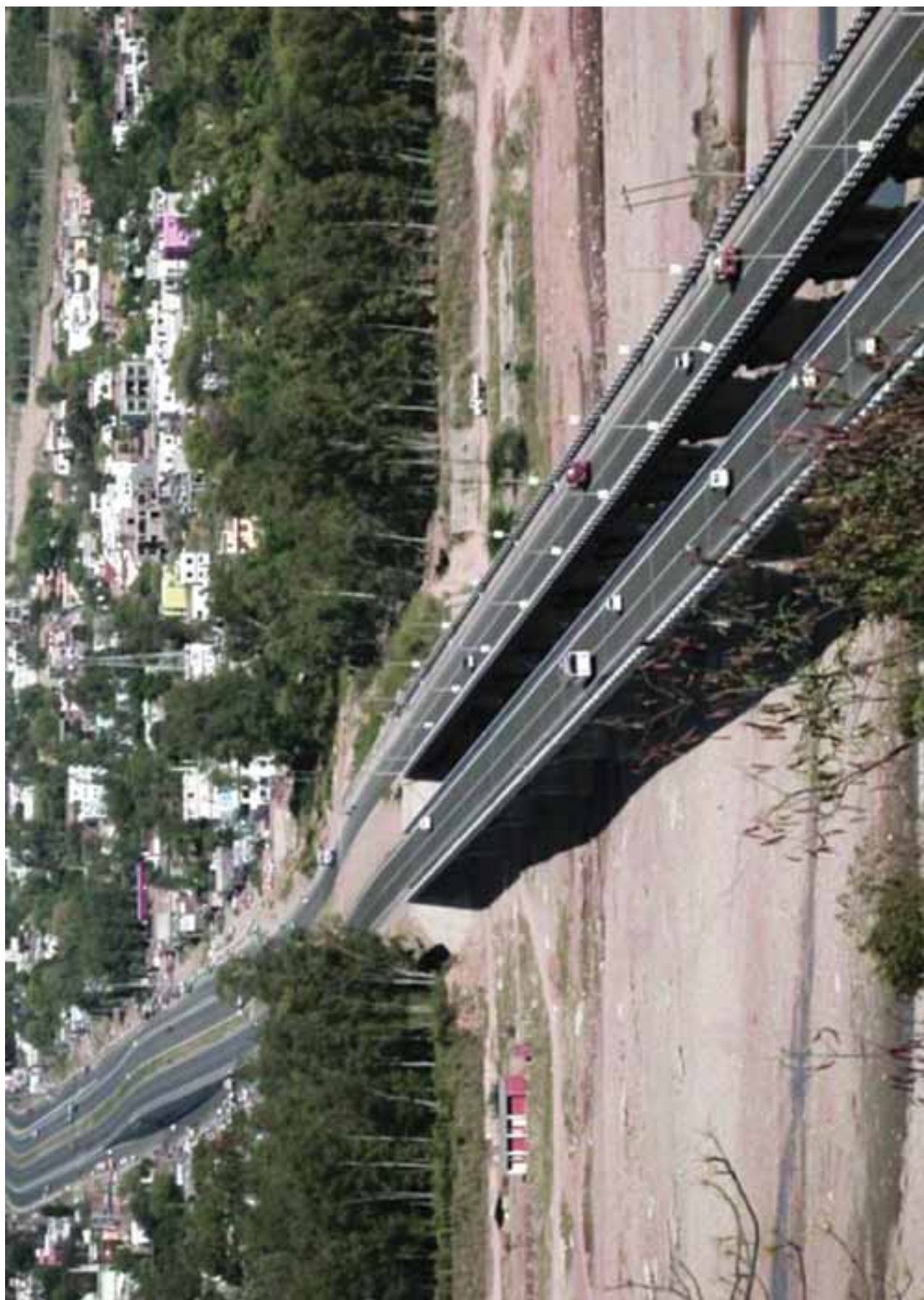
The Cabinet in its meeting held on 13.03.2014 approved the setting up and operationalizing of a new corporate entity under the Ministry of Road Transport and Highways to exclusively carry out the task of construction/ up-grading/widening of National Highways in parts of the country which share international boundaries with neighbouring countries in order to promote regional connectivity with neighbouring countries on a sustainable basis.



MoU signed by Axis Bank for CCH operator for ETC implementation



Launch of NHIDCL first e tender on 28.1.2015



Picturesque view of National Highways

A. ROAD DEVELOPMENT

ROAD NETWORK:

2.1 Road Sector: Status of various programmes upto 31st December, 2014 are as under:

Phases	Total length in km	Length completed in km till Dec, 2014	Length completed during 1.04.2014 to 31.12.2014
I GQ,EW-NS corridors, Port connectivity & others	7,522	7519	3
II 4/6-laning North South-East West Corridor, Others	6,647	5836	67
III Upgradation,4/6-laning	12,109	6352	254
IV 2- laning with paved shoulders	20,000	1240	757
V 6-laning of GQ and High density corridor	6,500	1973	154
VI Expressways	1000	NIL	NIL
VII Ring Roads, Bypasses and flyovers and other structures	700 km of ring roads/ bypass+ flyovers etc.	22	2
SARDP-NE	6142	1625	110
LWE	5497	3299	370
NHIIP	1120	10	10

Non-NHDP

A length of 800 km of National Highways has been constructed under the scheme upto December, 2014.

2.1.1 MAJOR INITIATIVES BY ROAD WING:

The following major initiatives have been taken up by the Ministry.

- Implementation of e- payment system or on line direct payment procedure at Regional Offices.

- On line application facility for issue of NOCs for Retail outlets and issuing permission for OFC cables etc.,
- Web based Monitoring of National Highway Projects.
- Hybrid Model for the Highways Sector – Annuity Mode with Construction Period Capital Support - As per the model, 40% of the Total Project Cost (TPC) is to be provided by the Authority to the concessionaire during the construction period in the form of 'Construction Support'. The 'Construction Support' is to be disbursed in five equal instalments of 8% each and the timing of each such payment shall be linked to percentage of project cost spent by the concessionaire. The concessionaire would be required to bear the balance 60% of the project cost through a combination of its equity contribution and debt raised from the market. Further, the 60% of the project cost borne by the concessionaire during the construction period is to be recovered from the Authority in terms of annuity payments spread over a period of ten/twenty years. In addition to annuity payments, there shall be separate provisions for payment of Operation & Maintenance [O&M] payments subject to a predetermined limit and interest on outstanding balance also to the concessionaire. The concessionaire remains responsible for O&M of the project highway till the expiry of the concession period. The project gets transferred to the Authority after completion of the concession period.



Introduction of Hybrid Annuity Model for NHs

IAHE

2.2 During the current year 24 training programmes have been organized to impart training to 581 Engineers till December, 2014.

2.2.1 1st Conclave of Highway Manager's Forum was held on 4.4.2014. the Conclave was attended by the representatives of the Ministry, NHAI, BRDB, State Govt. and other stake holders.



IAHE campus, Noida

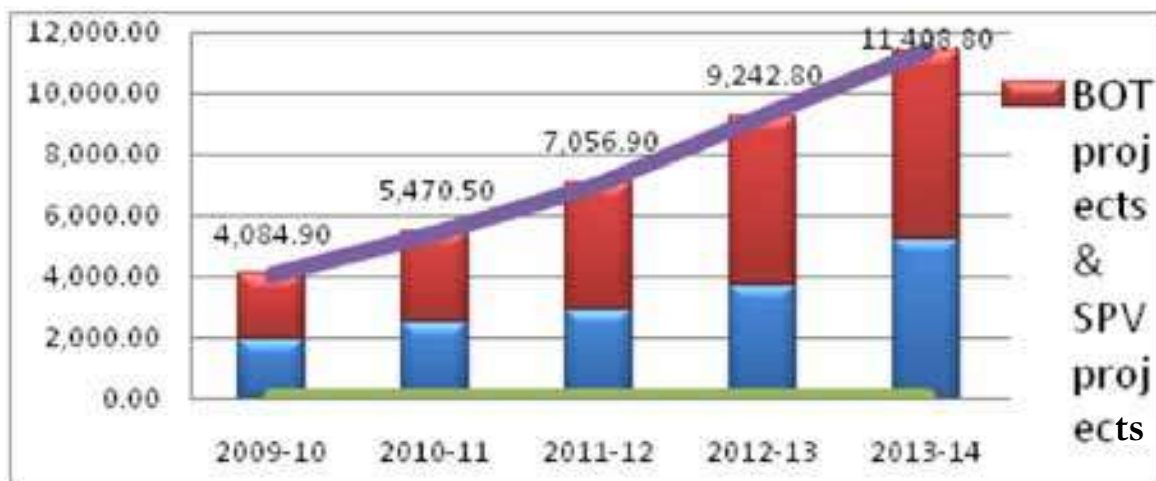
2.3 TOLLING ON NATIONAL HIGHWAYS

Besides releasing ₹20 Cr. in the previous years, a sum of ₹8 Cr. has been released during FY 2014-15 for implementing ETC. Service Provider Agreement for Central Clearing House (CCH) Services for Electronic Toll Collection (ETC) between Indian Highways Management Co. Ltd. (IHMCL) and ICICI Bank & AXIS Bank have been signed. A workshop to sensitize various stakeholders e.g. representatives from state govt., transport associations CCH service providers etc. was organised. Interoperable ETC facility has been implemented on Delhi-Mumbai arm of Golden Quadrilateral on 31.10.2014.



Workshop of electronic toll collection

2.3.1 Fee [Toll] collection trend during 2009-10 to 2013-14



2.4 MAJOR INITIATIVES TAKEN BY TOLL DIVISION

2.4.1 Toll Information System

A website on Toll Information System to make available in Public Domain, information of public interest concerning toll plazas on National Highways/ Expressways operating under Ministry of Road Transport & Highways and NHAI viz. the applicable User fee rates for various categories of vehicles on any Toll Plaza, helping road users to ascertain the exact toll amount for a particular plaza OR a select route between two locations. Updated information to public/ road users about the concessions/discounts applicable for local and frequent users etc. on any Toll Plaza. The web portal is user friendly and public can access the information through mobile phones and SMS. The TIS has been launched on 31.10.2014.



Interoperable ETC on Delhi-Mumbai arm of Golden Quadrilateral

2.4.2 Traffic Survey on National Highways using Automatic Traffic counter and classifiers [ATCC]

Traffic data is one of the essential elements for highways development and planning. Volume of traffic decides the number of lane in a stretch of the highway, concession period for BOT(Toll) and BOT(Annuity) projects, facilities along highways and land acquisition for present and future expansions. Traditional way of collecting traffic data by conducting traffic surveys manually through regional transport authorities or independent agencies is not a scientific method and needs standardization. In order to have correct traffic survey and estimations for highways projects, planning and feasibility, traffic survey on the whole length of National Highways will be done, using ATCC. All Toll plazas should have a system which can identify the class and configuration of the vehicle to complete traffic survey on the whole length of National Highways across the country. 1609 location all over India have been identified for installing ATCC. Country has been divided into 7 zone to carry out traffic survey. Traffic survey will be conducted six monthly. A control room has been set up for monitoring traffic survey. It will help in proper estimations of traffic for highways projects, planning and feasibility. The traffic survey has started.

2.4.3 Weigh-in Motion (WIM) System

Overloading in vehicles is not only detrimental to the economic life of the highways and the roads on which the mechanical vehicles ply but it also leads to larger safety related issues. Overloading is punishable offence under section 113 of the Motor Vehicles Act, 1988. National Highways Fee (Determination of Rates and Collection) Rules, 2008 also prohibits an overloaded mechanical vehicle using the National Highway or crossing the toll plaza until the excess load has been removed from such mechanical vehicle. To enforce the provisions of MV Act, 1988 and NH(Fee) Rules, 2008 Weigh-in-motion Bridge is to be installed on National Highways. Necessary action has already been initiated so that all Toll Plaza on National Highways have this system.

2.4.4 Automatic Vehicle Counter & Classifier (AVCC) System

AVCC systems provide classification and counting of vehicles passing through the lanes. Used as an audit tool for toll collection. Toll Management System checks AVCC class and classification entered by the Toll Collector. If there is a mismatch, the Lane Camera will capture a digital image of the vehicle together with details of the class discrepancy message, transaction number with its date and time, lane number and toll collector. The image and discrepancy information will be communicated to the supervisory console for further processing by the toll supervision staff. Data on counting and classification can be directly accessed remotely. Necessary action has already been initiated so that this system is implemented at all Toll plazas.

B. ROAD TRANSPORT SECTOR

2.5 The Ministry had sanctioned a project for creation of National Register and State Register of Driving Licenses and Registration Certificate of Motor Vehicle at an estimated cost of ₹ 148 crore.

National Informatics Centre (NIC) was entrusted with the design, development, computerization roll-out and maintenance of the project across all the states and UTs. Two applications - VAHAN & SARATHI were conceptualized to capture the functionalities as mandated by Central Motor Vehicle Act, 1988 as well as State motor vehicle Rules with customization in the core product to suit the requirements of 36 States and UTs.

As of now, NIC has achieved almost 100% success in terms of deployment of core Schema/product for Vehicle Registration (VAHAN) and for Driving Licenses (SARATHI) across the country. Subsequently to consolidate the database, State Registry (SR) for all the states and National Register (NR) were established. Almost all the sites in 36 States/UTs except the recently added ones are connected. More than 16 crore Vehicle records and 6 crore License records are available in National Register repository. State Transport Departments and enforcement agencies have been provided access to data on National Register to facilitate instant verification of all driving licenses (DLs)/ Registration Certificate (RCs) and the digitalized data is also made accessible through Mobile by sending SMS from their registered number.

As per policy of MoRTH, online access privileges have been provided to various Government and Non-Government agencies on the Consolidated Transport Databases (NR and SR):

- Police and Security Agencies (Unlimited, free access)
- Banks, Insurance Companies (Paid access)
- Other agencies (paid, limited data access)
- State Governments applications (data access through web-service)

Based on the NR and SR applications, a large number of online applications and services for Citizen, Business and Other Government Agencies have been rolled out:

- Dealer Point Registration (UP, DL, OD, GJ, HR, ML)
- Fancy Number Registration (DL, UP)
- National permit for Goods (Nation-wide access)
- Online Road Tax Payment (ML, OD, UP, UK, HR, DL)
- Online Temporary Permit (DL)
- Online HSRP Registration (PB)
- Online Border Check Post (UP, UK, RJ)
- Other Online Vahan Services Like NOC, TOC, HPE, HPT, Change of Address etc. (HR)
- Web-enabled Vahan for RTO (JH)
- Online Sarathi Services like DL/LL Application, (MH, KA, GJ, OD, PB, UP)
- Online Slot Booking for DL Test
- Online Learner Test Module
- Homologation Application for Vehicle Manufacturers and Test Agencies

The citizen-centric applications/services are being extended to other states on regular basis. Features like e-payment, SMS intimation, OTP-based authentication etc are provided on these applications.

Now, under a new initiative, the RTO-centric Vahan and Sarathi applications are being revamped to Centralized, Web-enabled architecture with a view to providing ease of service, security, maintainability, and to provide a unified, cloud-enabled delivery of services. This application is designed to be made modular and configurable to meet varied requirements of different states/UTs and will incorporate features like single sign-on, biometric authentication, multiple options for e-payment, SMS intimations, Open API, Mobile Apps and so on. Advanced informational services will be provided through Dashboard, MIS, Charts and Graphs. Quality and scope of G-G/G-B/G-C services will be enhanced.

The application development is almost complete and user acceptance testing is in progress. Tentative timeline for rollout is April 2015.



Meeting on Road Safety

2.5.1 The Motor Vehicles (Amendment) Bill, 2014 was passed by Lok Sabha on 18th December, 2014 and was introduced in Rajya Sabha on 22nd December, 2014 for consideration and passing. The Bill was listed for debate in the business of Rajya Sabha on 22nd and 23rd December, 2014 but could not be taken. As the Parliament is not in session and the matter of giving relief to people depending on e-rickshaws is of public interest, it was decided to move for promulgation of an Ordinance by the President under Article 123 of the Constitution of India for carrying out the proposed amendments in the line of Motor Vehicles (Amendment) Bill, 2014. Under the Motor Vehicles Act, 1988, no person can be granted a learner's licence to drive a transport vehicle unless he has held the driving licence for a period of at least one year. As most of the E-rickshaw and e-Cart drivers do not have any licence, the extant provision will debar them from operating e-Rickshaws/e-Cards for a year. In order to remove this difficulty and facilitate plying of e-Rickshaw and e-Cart, the Ministry of Road Transport and Highways proposed to amend Section 7(1) of the motor Vehicles Act, 1988 through Ordinance which would give



relaxation of e-Rickshaw and e-Cart drivers only. In addition, the definition of e-Rickshaw and e-Cart is also proposed to be included under the Motor Vehicles Act, 1988.

2.5.2 The Ministry has introduced a new National Permit system for goods carriages with effect from 8th May, 2010. As per the new arrangement national permits can be issued by the home State on payment of ₹ 16,500/- per annum per goods vehicle towards consolidated fee authorizing the permit holder to operate throughout the country. Permit holder is also required to pay ₹ 1000/- as Home Authorization fee for the first time. National Permit system is being implemented electronically through a web portal namely <https://vahan.nic.in/npermit/> developed by National Informatics Centre (NIC) w.e.f. 15.9.2010. The new national permit system is working successfully in all participating States and has been welcomed by all the stakeholders

2.5.3 The Ministry has introduced a scheme w.e.f. 15.3.2010 to provide financial assistance to States for strengthening public transport system in the country. The scheme envisages assistance for introduction of Information Technology such as Global Positioning System (GPS)/ Global System for Mobile Communications (GSM) based vehicle tracking system, electronic ticket vending machines etc. As per the above scheme, one time central assistance to twenty two projects of seventeen states namely Karnataka, Haryana, Tamil Nadu, Himachal Pradesh, Gujarat, Punjab, Kerala, Rajasthan, Odisha, Uttarakhand, Andhra Pradesh, Arunachal Pradesh, Assam, Nagaland, Sikkim, Goa and J&K for bringing latest IT related features in their road transport services covering rural / mofussil areas were sanctioned for central assistance during the year 2010-11, 2011-12, 2012-13 and 2013-14. During 2013-14, project proposals of North Eastern Karnataka Road Transport Corporation, Kadamba Transport Corporation, Jammu & Kashmir State Road Transport Corporation have been approved for Central assistance. During 2014-15, one or two more projects from SRTUs may be sanctioned as they are under process at different stages.

2.5.4 Development of bus terminals and multi modal transit terminal on bot basis – A new scheme for development of bus terminals on BOT basis is being started under this head. The proposed scheme aims to provide a framework for scaling up the development of bus terminals on BOT basis in States/UTs in 70 cities i.e. 9 cities with population of more than 4 million population, 44 cities with population between 1 million to 4 million and 17 capital cities with population of less than 1 million during the 12th Five Year Plan period. The approximate cost of the scheme is ₹ 375 crore, ₹281 crore of the total cost of the project i.e. 75% will be shared by MoRTH and concerned state Governments / UTs & balance amount of 25% will be paid by successful bidder. Out of 75% of the total cost of the project i.e ₹ 281 crore, MoRTH will fund 80% i.e. ₹235 crore and balance amount will be funded by concerned state Government/ UTs. The Share of MoRTH and States/SRTUs/ UTs in the scheme would be 80% & 20% and in North-East Areas /Hilly Areas is 90 % & 10 % respectively. The entire cost of the scheme will be recouped from successful bidders and will go towards the replenishment of the funds spent by MoRTH and concerned state Governments / UTs. During 2015-16, the Ministry aims to implement this scheme in 33 cities by appointing project development consultants in these cities to assist the State Transport Deptt/SRTUs in undertaking of bus terminals on PPP basis.

The consultant will also be appointed to develop the standard project reference documents for this scheme.

2.5.5 Scheme for Security of Women in Public Road Transport in the country was approved by Cabinet Committee on Economic Affairs on 02.01.2014. This Scheme envisages setting up a National Level Vehicle Security & Tracking System and City Command & Control Centre with installation of GPS/CCTV/panic buttons in public road transport in the Country. MoRTH has engaged Delhi Integrated Multi-Modal Transit Systems Ltd (DIMTS) for providing Project Management Consultancy for smooth implementation of the project. Presently, the scheme is in Project Preparation Phase under which Following activities has been undertaken:

- Concept Report has been finalized in Project Steering Committee (PSC) meeting held on 09.09.2014.
- Final Technology Analysis Report has been finalized on 22.12.2014.
- Detailed Specification document for GPS and draft detailed specification document for CCTV is being examined.
- Draft State Support Agreement, Central Motor Vehicle Amendment Rules & Request for Qualification is being prepared by DIMTS.
- Concept Report & Technology Analysis Report have also been uploaded on MoRTH website.
- MoRTH has now started consultation with the beneficiary States/ UTs in a Phased manner for informing them the details of the Scheme and action required on their part for timely implementation of the Scheme.

2.5.6 With a view to streamline the process of transportation trade by road to meet the modern day requirements, Carriage by Road Act, 2007 has been enacted which came into effect on 01.03.2011. For smooth compliance of the provisions of this Act, Carriage by Road Rules, 2011 were notified vide G.S.R. 176 (E), dated 28.02.2011. The Act/Rules are also available on this Ministry's website at <http://morth.nic.in>. All the States/UTs have been requested by this Ministry to ensure compliance of the Act/Rules. The Ministry is also making effort for online implementation of Carriage by Road Act through software developed by NIC and payment gateway of State Bank of India

2.5.7 Section 59 of Central Motor Vehicles Act, 1988 empowers the Central Government to fix the age of vehicles. The life of transport vehicles and tourist vehicle has been fixed by Central Motor Vehicle Rules (CMVRs). The life of personal vehicles has not been fixed. Policy decision in this regard has to be taken keeping in view of the socio economic conditions of our country. Generally, the vehicle should be allowed to ply on road as long as it meets safety and emission norms. The safety and emission requirements can be achieved if the vehicles go through a fitness test at regular intervals. Therefore, the Ministry decided to put in place a suitably designed Inspection and Maintenance System for vehicles. Accordingly, a model of automated Inspection & Certification (I&C) Centre was designed and a scheme has been

launched for setting up of one such Centre in 10 States one each in the States of Andhra Pradesh, Karnataka, Gujarat, Maharashtra, Rajasthan, Himachal Pradesh, Haryana, Madhya Pradesh, Uttar Pradesh and Delhi on a pilot basis during 11th Plan. Under the scheme, the land is made available by the concerned States. The total cost for setting up one such centre is around ₹ 1440 lakh. The civil construction of six centres is nearly completion. It is expected that out of 10 centres, 6 Centres will be operational during 2014 – 15.

During 12th five year plan, the Ministry has also decided to sanction 10 more such centres in the country. Priority will be given to those States where no Centre could be sanctioned during 11th Five Year Plan)

2.5.8 Large numbers of road accidents are taking place on Indian roads every year resulting in the death of more than one lakh thirty eight thousand persons. The causative analysis of various road accidents studies carried out in the past infers that majority of road accidents occur due to drivers fault. The report of year 2013 indicates that 78% of all road accidents are due to the fault of the driver. Despite having adequate provisions in Central Motor Vehicle Rules (CMVR) which directly as well as indirectly helps in ensuring good driving skills and knowledge of rules of road regulation among drivers, it was felt that there is an urgent need to impart driving training, both theoretical and practical to the existing and aspiring drivers. Need has also been felt for setting standards and monitoring driving training and issue of Driving Licence based on an objective scientific process of testing skills. For this purpose, the Ministry formulated a scheme to set up model Institutes of Driving Training and Research (IDTR) in States/UTs in the 12th Five-year Plan.

During the 10th Five Year Plan, 13 Model Driver Training Schools was sanctioned and all are complete and functional. During 11th Plan, the Ministry of Road Transport & Highways accorded sanction for setting up IDTRs at Sarkaghat (Himachal Pradesh), Chhindwara (Madhya Pradesh), Rajsamand (Rajasthan), Pune (Maharashtra), Bhiwani (Haryana), Aurangabad, (Bihar) and Agartala (Tripura) and Uttar Pradesh (Rae Bareilly). The construction of three IDTRs i.e. Chhindwara, Pune and Rajsamand has been completed and functional. The civil construction of rest of the IDTR is in progress and likely to be completed during next year.

During 12th Five Year Plan, the Ministry has also decided to set up 10 more IDTR and 25 Regional Driving Training Centre (RTDC) centres in the country. Priority will be given to those States where no IDTR could be sanctioned during 10th and 11th Five Year Plan.

2.5.9 Cashless Treatment of Road Accident Victims: With a view to save lives of accident victims by providing prompt and appropriate medical care during ‘Golden Hour’, and thereby reduce fatalities in road accidents, the Ministry launched a pilot project on Gurgaon-Jaipur stretch of National Highway (NH)-8 for cashless treatment of road accident victims. A Toll free No. 1033 has been started for reporting of accidents. A 24x7 Call Centre set up to receive reports of accidents, deploy nearest ambulance and alert local police authorities, hospital and road safety volunteers. Forty Five private hospitals have been empanelled to provide treatment at Central

Government Health Scheme (CGHS) /All India Institute of Medical Sciences (AIIMS) rates, in addition to seven Government hospitals located on the stretch. Cashless treatment for first 48 hours within overall ceiling of ₹30000/- is provided if the accident victim is admitted in a private empanelled hospital. Upto January, 2014, a total number of 1349 accident victims were attended under the project. Data from the Pilot Project would be used for formulating a pan-India scheme for cashless treatment of road accident victims.



Launch of Road Safety website

2.5.10 Sponsoring various training programmes for Transport/Traffic Department officials of States/UT Governments and Municipal Corporations for development of Human Resources in the Transport Sector. The training programmes are designed in such a manner to give the participants exposure in all sphere of road transport sector and to face the emerging challenges due to rapidly increasing population of motor vehicles and also to better their performance as individual and for their respective organisations /departments.

2.5.11 Fitment of radio frequency indicator: State Transport Departments officials as well as enforcement authorities have been provided access to the data on the National Register to facilitate instant verification of all DLs/RCs which have been digitized by sending SMS from their registered mobile number. Installation of Radio Frequency Identification Device (RFID) tags on 'M' and 'N' categories vehicles was mandated under Central Motor Vehicles Rules (CMVRs). This would facilitate streamline electronic toll collection (ETC) and can be used for various other applications.

2.5.12 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. In the 36th meeting of Transport Development Council (TDC) meeting held on 28.10.2014 following decisions were taken:

- a) Additional system of All India Permit for Tourist Buses would be introduced on payment of annual consolidated permit fee at the following rates:
 - i. ₹ 50,000/- for ordinary tourist buses
 - ii. ₹ 75,000/- for luxury tourist buses; and
 - iii. ₹ 1,00,000/- for super luxury tourist buses



36th Transport Development Council Meeting

- b) State Government and Union Territories would take necessary action on their part for the smooth implementation of additional system for All India Permit for Tourist Buses.
- c) All States/UTs would adopt recommendation of the Task Force constituted for the use of technology by toll plazas and border check posts within one year.
- d) All States Governments/UTs would take immediate steps to implement RFID bases ETC system at toll plazas in state roads.



36th Transport Development Council Meeting



36th TDC Meeting

- e) All concerned States Governments/UTs would take immediate steps required on their part for the implementation of the Scheme for Security for Women in Public Transport in the country.
- f) 6 All States/UTs would take initiatives to develop high quality bus stations in 70 cities and towns in India.

2.5.13 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.

NRSC was last constituted by the Ministry of Road Transport & Highways vide Gazette Notification dated 13.02.2013. The tenure of the co-opted institutional / individual members is for a period of two years from the date of issue of the Notification. The tenure of the non-official members / institutions of present NRSC will end on 12.02.2015. As per the Gazetted Notification, the NRSC meeting is to be held at least once a year. The last meeting of NRSC was held on 28th October 2014. In the meeting, the Road Transport and Road Safety Bill 2014 was discussed with different stakeholders including States Government.

Section 215 of the Motor Vehicles Act also provides setting up of State Road Safety Councils and District Road Safety Committees. The Ministry has requested all State Governments/UTs on 18.02.2010 for setting up of State Road Safety Council and District Road Safety Committees and hold regular meetings in this regard. Most of the action for Road Safety lies at the State level where enforcement, traffic engineering, rescue and relief measures have to be directed purposefully towards achieving targeted road safety goals.

2.5.14 The Ministry also recognizes the need for improving the country's road safety scenario. There are four aspects of road safety, viz. Engineering, Enforcement, Education and Emergency care which are also known as four Es of Road Safety. The engineering related aspects are being taken care of at the design stage of the National Highways itself. The Enforcement aspect of the Road Safety is vested with the respective States/Union Territories. The Education aspect of Road Safety is taken care by Ministry of Road Transport & Highways through campaigns in print and electronic media. Emergency care is provided through multiple agencies such as concessionaries, private / public ambulances services and designated trauma centres. The Ministry, through National Highways Authority of India (NHAI), is making efforts to integrate all the services through a unified call centre accessible with a single number.

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

2.5.16 It has been decided to observe 26th Road Safety Week throughout the country from 11th to 17th January, 2015. The theme of the Road Safety Week this time is “Safety is not just a slogan, its way of life”. Various activities to be undertaken during the Road Safety Week has been chalked out and forwarded to State/UT Governments, Association of State Road Transport Undertakings (ASRTU), all State Transport Undertakings, all Automobile Associations and Association of India Automobile Manufacturers etc. for necessary action.

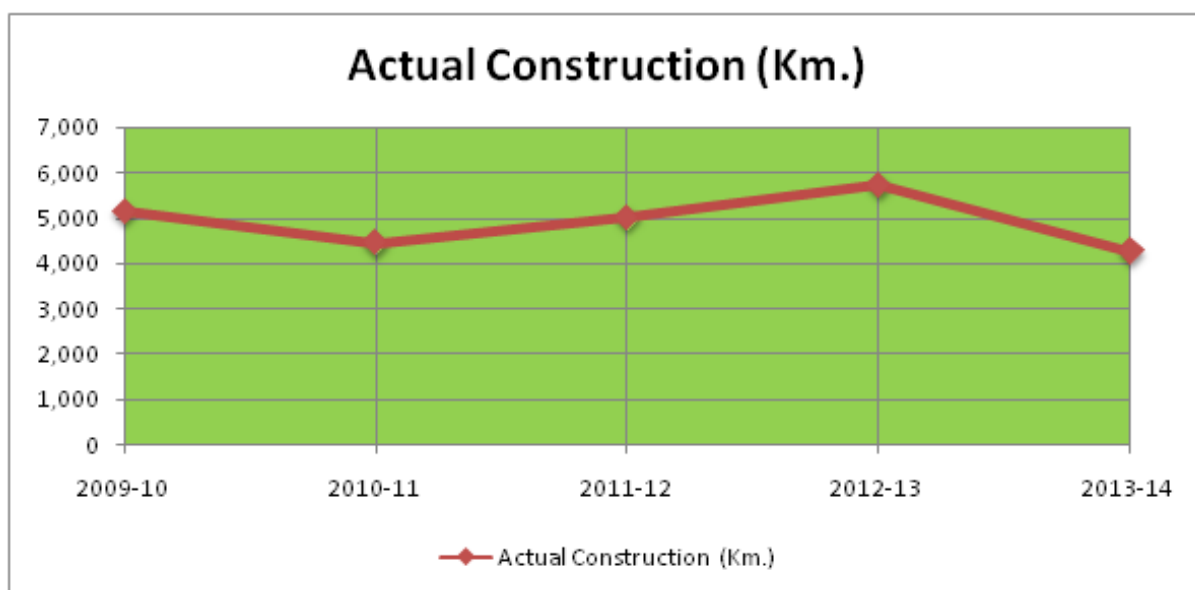


36th Transport Development Council Meeting

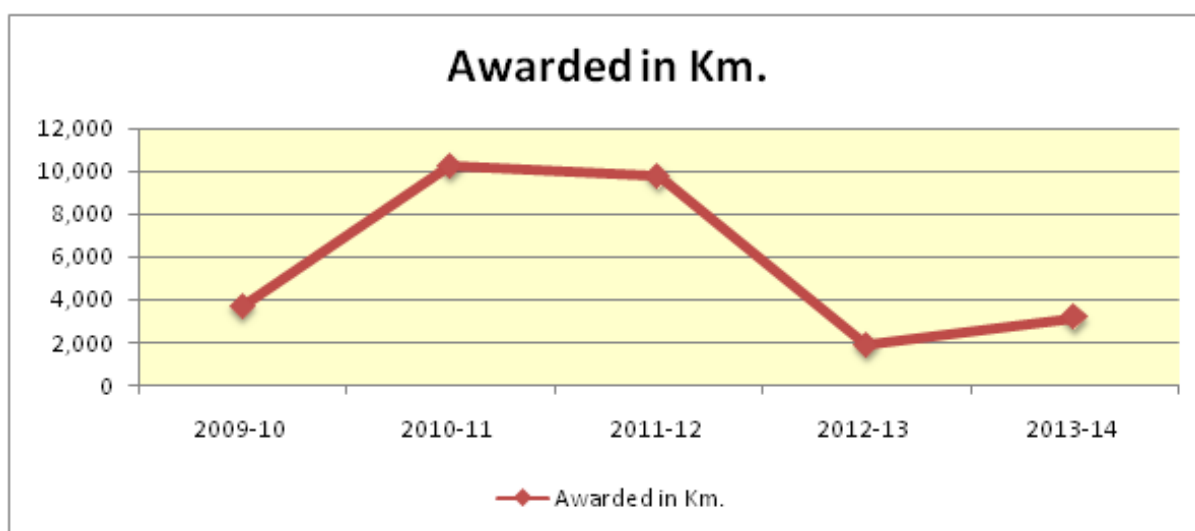


Workshop on ETC

3.1 The Ministry has been entrusted with the responsibility of development of Road Transport and Highways in general and construction & maintenance of National Highways (NHs) in particular. All roads other than National Highways in the states fall within the jurisdiction of respective State Governments. In order to assist the State Governments in the development of state roads, Central Government also provides financial assistance out of the Central Road Fund (CRF) and Inter State Connectivity and Economic Importance (ISC & EI) scheme. Besides National Highways development Project (NHDP) & National Highway Interconnectivity Improvement programme (NHIIP) b, Ministry is implementing SARDP-NE & LWE schemes which includes National Highways and state roads. 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.



Actual road construction during last five years



Road projects awarded during last five years

3.2 The length of National Highways, for which the Government of India is constitutionally responsible, is 96214 km. A list of State-wise National Highways is at **Appendix 3**.

3.3 The National Highways system has various deficiencies such as capacity constraints, inadequate pavement crust, poor geometrics and lack of safety features. Improvement of National Highways is undertaken by way of widening and strengthening of existing highways, reconstruction / widening of bridges and construction of bypasses after prioritizing the works within available resources. While the Government is providing increasing budgetary allocation for highway sector, it has not been possible to allocate sufficient funds for maintenance of National Highways. The road development programme needs concerted efforts in the form of mobilization of funds from other sources along with increasing budgetary allocation as private sector involvement is depleting in recent years.

DEVELOPMENT AND MAINTENANCE OF NATIONAL HIGHWAYS

3.4 The Government is implementing National Highways Development Project (NHDP), the largest highways project ever undertaken in the country since 2000. The NHDP is mainly being implemented by National Highways Authority of India (NHAI).

NATIONAL HIGHWAYS AUTHORITY OF INDIA (NHAI)

Organization Structure

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

3.6 Presently, NHAI is headed by a Chairman with six full time Members and four Part-time (ex-officio) Members. 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 its greatly expanded flagship programme, i.e. National Highways Development Project (NHDP) spread over seven phases with an estimated expenditure of about 6,00,000 crore. Major initiatives taken

3.8 STATE SUPPORT AGREEMENT

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

3.9 Project Monitoring Group

With a view to putting in place an institutional mechanism to track stalled investment project, a cell in the nature of Project Monitoring Group (PMG) has been set up in the Cabinet Secretariat for proactively pursuing the stalled projects, both in the public and private sectors, so that the projects are commissioned on time. The objective of the PMG is to create and evolve an institutional mechanism and put in place structures and processes to address and resolve issues adversely affecting commissioning of projects of ₹ 1,000 crore or more. CCI had nominated Joint Secretary (Highways) as nodal officer for PMG.

The nodal officers are required to upload details of the pending projects on the portal. The uploaded information will provide the requisite information for facilitating discussions in the meeting of the Sub-Group. Decisions of the Sub-Groups are uploaded by the sponsoring Ministry after clearance by the PMG. Follow up/implementation of decisions of the Sub-Group is closely monitored and continued till the sponsoring Ministry concerned decides to treat the matter as resolved/implemented.

In this connection PMG is organizing meetings of Sub-Groups of various Ministries in the Cabinet Secretariat, New Delhi frequently. Meetings are also organized in other States with regard to fact-tracking of approvals/clearances in respect of large projects in infrastructure and manufacturing sectors in respective State. These meeting are attended by Higher Officers of Highways Division and representatives of NHAI.



Picturesque view of National Highways

FINANCING OF NHDP PROJECTS

3.10 During 2014-15, NHAI projects an expenditure of ₹57,794.73 Crore (RE ₹51,526.81 crore) out of which ₹32,074.88 Crore (RE ₹32,621.90) {(including ₹8,384.93 Crore (RE ₹ 9,522.94 crore) for Annuity payment, Repayment of market/GOI/ADB(Direct) borrowings & interest, Maintenance of Highways)} would be spent out of NHAI Budget and a sum of ₹25,719.85 Crore (RE ₹18904.91) is likely to be spent by the Private Sector. Upto December, 2014 NHAI and Private Sector combined have incurred an expenditure of ₹25,187.64 Crores (43.58% of the BE 2014-15 including ₹4,051.63 Crore for Annuity payment, Repayment of market/GOI/ADB (Direct) borrowings & interest, Maintenance of Highways) out of which ₹15,468.86 Crore has been incurred out of Government funds and a sum of ₹9,718.78 Crore has been spent by the Private Sector.

3.11 For the financial year 2014-15, NHAI has made budgetary provisions for a cess of ₹9565.81 Crore (RE ₹9565.81) and ₹5,448.00 Crore (RE ₹6508.88 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 ₹500.00 Crore (RE ₹784.84 crore) to be spent on Special Projects in Maharashtra, Madhya Pradesh, Tamil Nadu, Uttar Pradesh & West Bengal, an additional budgetary support of ₹639.82 Crore (RE ₹733.38 crore) for SARDP-NE & J&K projects, ₹163.00 crore (RE ₹497.54 crore) for Eastern Peripheral Expressway and ₹515.67 Crore (RE ₹1058.25 crore) for Maintenance of Highways

3.12 As per 2014-15 BE, NHAI was to raise a sum of ₹9,000 Crore (RE ₹7617.11 crore) through 54EC Bonds & Tax Free Bonds. Upto December 2014, a sum of ₹1,854.40 Crore has been raised by NHAI through 54EC Bonds.



Udaipur-Kesariaji Section of NH-8

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

3.13 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

3.14 NHDP Phase I which was approved by CCEA in December 2000 at an estimated cost of ₹ 30,300 crore (1999 prices) comprises 5,846 km of Golden Quadrilateral, 981 km of NS-EW Corridor, 356 km of Port Connectivity and 315 km of other National Highways, a total of 7,522 km. During the year 3 km was completed upto Dec 2014.

3.15 NHDP Phase II which was approved in December 2003 at an estimated cost of ₹ 34,339 crore (2002 prices) comprises mostly NS-EW Corridor (6,161 km) and other National Highways of 486 km length, the total length being 6,647 km. During the year 67 km was completed upto December 2014.

NHDP PHASE-III:

3.16 The Government has approved 4-laning of 4000 kms of National Highways on BOT basis under NHDP Phase IIIA at an estimated cost of ₹ 22,000 crores in March 2005. Subsequently Government approved additional stretches on 27.10.2006 and 12.04.2007 for implementation for upgrading total length becoming 12109 km for which a length 12230 km have been identified. 4-laning of 12,109 kms on BOT basis under NHDP Phase III is to be done at an estimated cost of ₹ 80,626 crore. Under this programme the stretches have been identified as per the following criteria:-

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

Against 12,109 km, a length of 6352 km has already been four laned up to December 2014 and a length of 4414 km is under implementation. During the year 254 km has been completed up till December 2014.

NHDP PHASE-IV:

3.17 This NHDP Phase envisage up gradation of about 20,000 km of National Highways to 2-lane paved shoulder. This phase has been approved in the month of July 2008. Out of this about 14799 km is entrusted to NHAI and balanced is being developed by Ministry through State PWD. A total length of 1458 km has already been four/two laned up to 31st December, 2014 and length of 6928 km is under implementation. During the year 757 km has been completed up till 31st December, 2014.

NHDP PHASE-V:

3.18 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 ₹41210 cr (at 2006 prices). Six laning of 6,500 km includes 5,700 km of GQ and 800 km of other stretches. Against 6,500 km, a length of 1973 km has already been six laned up to 31.03.2014 and a length of 2108 km is under implementation. During the year, 154 km has been completed up till December 2014.

NHDP PHASE VI:

3.19 NHDP Phase VI envisages development of 1,000 km of fully access controlled expressways under Public Private Partnership (PPP) model following Design – Build – Finance – Operate (DBFO) approach. The Phase VI of NHDP has been approved at an estimated cost of ₹ 16,680 crore in November 2006 at 2006 prices. The total fund required for this phase is ₹ 16,680 crore, out of which ₹ 9,000 crore will come from private sector and the balance ₹ 7,680 crore will be Government funding for bridging the viability gap as well as meeting the cost of land acquisition, utility shifting, consultancy, etc. The entire projects targeted to be completed by December 2015.

NHDP PHASE VII:

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

- i. Proposal for 4-lane elevated road from Chennai Port to Maduravoyal in Tamil Nadu costing ₹1485 crore approved by PPPAC on 04.08.2008. RFQ proposals received on 17.10.2008. Project was awarded on 06.01.2009.
- ii. Proposal of upgradation of NH-7 from Hebbal Flyover to New Airport (22 km) in Bangalore costing ₹680 crore. Project is under implementation.

The tentative list of stretches identified under NHDP Phase-VII is at **Appendix 4**

AWARD OF NHDP PROJECTS:

3.21 NHDP Projects awarded during 01-04-2014 to 31.12.2014 are given at **Appendix 4A**

State PWD and Border Road Organization (BRO)

3.22 Apart from the National Highways (NHs) under the NHDP, there are about 64016 km of National Highways whose development and maintenance is presently being carried out by the respective PWDs and the BRO including the NH length yet to be entrusted. During the year 2014-15, in respect of the stretches not included under NHDP, as on 31st December, 2014, 160 proposals aggregating to ₹ 3745 crore have been sanctioned by the Ministry of Road Transport & Highways for the development of National Highways.

3.23 An amount of ₹ 5207.56 crore has been allocated during current year 2014-15, for the NH entrusted to State PWDs and ₹ 400 crore for NHs entrusted to BRO. In addition to ₹ 5207.56 crore an amount of ₹ 150.00 crore from Permanent Bridge Fee Fund (PBFF) has been allocated for NHs entrusted to State PWD.

3.24 An amount of ₹ 2459.18 crore and ₹ 140.75 crore have been allocated during 2014-15 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 2014-15 is at **Appendix 5**

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:

It consists of improvement of 4099 km of roads consisting of 2041 km of National Highways and 2058 km of State Roads at an estimated cost of ₹ 21,769 crore. Out of 4099 km, BRO & State PWDs have been assigned with the development of 3213 km of roads at an estimated cost of ₹ 12,821 crore. Out of the remaining length of 886 km, 394 km is to be implemented by National Highways Authority of India (NHAI) on BOT (annuity) basis, 250 km by the Ministry / Assam / Arunachal Pradesh PWD for providing 4-lane connectivity to Itanagar and 242 km length for alternate Highway to Gangtok and improvement of NH-31A will be implemented by BRO. Out of 3213 km as above, 2703 km at a cost of ₹ 15,763 crore has been sanctioned till



December, 2014. In addition, out of 886 km, approved in-principle, implementation approval has been accorded by the Government for projects aggregating to 132 km at a cost of ₹ 1,237 crore. The works are in various stages of progress. The likely date of completion for Phase-A is March, 2017.

PHASE B:

It involves 2 laning of 1285 km of National Highways and 2-laning / improvements of 2438 km State roads. Phase-B is approved only for DPR preparation.

Arunachal Pradesh Package for Roads and Highways

The Arunachal Pradesh Package of Roads and Highways covering 2319 km of road stretch was approved by the Government as part of SARDP-NE on 09/01/2009. Out of this, 776 km has been approved by the Government for execution under BOT (Annuity) basis and for the remaining 1543 km approval for tendering under EPC basis has been given. Till December, 2014, works in a length of 1360 km at a cost of ₹ 11,397 crore have been awarded and works in a length of 263 km are under process of award. The estimates are under examination / DPRs are under preparation for the balance 536 km (revised length).

Widening of 812 km roads at an approximate cost of ₹ 3600 crore under Arunachal Pradesh Package of Roads & Highways with PDC 2016 is in progress.

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

The Government on 26-02-2009 has approved the Road Requirement Plan (RRP) for development of 1126 km NHs and 4351 km State Roads (total 5477 km) to 2-lane at a cost of ₹ 7300 crore in LWE affected 34 districts affected by LWE in the States of Andhra Pradesh, Bihar, Chhattisgarh, Jharkhand, Madhya Pradesh, Maharashtra, Odisha and Uttar Pradesh for all inclusive growth of these areas. MoRT&H has been entrusted with the responsibility of developing roads in LWE affected areas of the country.

MoRT&H has set up LWE Division under the Chief Engineer for sanctioning and implementing the above programme through respective State Public Works Departments (PWDs). Up-to-date, the detailed estimates for 5469 km length have been sanctioned at an estimated cost of ₹ 8415 crore, out of which, works on 4908 km length costing ₹ 6599 crore have been awarded. Development in 3299 km length has been completed up to December, 2014 and cumulative expenditure incurred so far is ₹ 4374 crore. The development of roads under the programme is scheduled to be completed by March, 2015 Except for the works which are yet to be awarded.

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

DEVELOPMENT OF VIJAYAWADA RANCHI ROUTE:

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

So far, the detailed estimates for all the 9 packages in an aggregate length of 594 km have been sanctioned at an estimated cost of ₹ 1126 crore and have been awarded. The development on 172 km has been completed. The cumulative expenditure up to December, 2014 of ₹ 363 crore has been incurred

NATIONAL HIGHWAYS INTERCONNECTIVITY IMPROVEMENT PROJECTS (NHIIP)

3.28 Rehabilitation and Upgrading to 2-lanes/2-lane with paved shoulders configuration from single/intermediate lane and strengthening of stretches of various National Highways in the states of Bihar, Karnataka, Odisha, Rajasthan and West Bengal to be taken up with loan assistance of World Bank under Phase-I of National Highways Interconnectivity Improvement Projects (NHIIP). 11 stretches involving 15 civil works contracts comprising total length of 1120 km amounting to ₹ 5193 crore (World Bank share-US\$ 500 millions) is envisaged in the programme. Cabinet approved the project on 18.04.2013. Loan negotiations held on 26.09.2013, World Bank Board approved the project and loan signing likely in January/February 2014. Project is targeted to be completed by March, 2022

Project Components:

Component A: Road Improvement and Maintenance

- Widening and upgradation of 1120 km length of NH sections to 2 lanes/2 lane with paved shoulders configuration
- Performance based maintenance of the assets for a period of 5 years post construction

Component B: Institutional Development Component

- Roll-out of Enterprise Resource Planning
- Development of standard operating manual(s)
- Updating of various standard reference material including 'costs-database' (for NH works) and 'Data Book' for rate analysis
- IT-based Road Information System
- Comprehensive Asset Management System (AMS)-covering all non-NHDP National Highways in three of the project states etc.

Component C: Road Safety

- Review and updating road safety standards and codes of practices
- Implement the Road Accident Database Management System (RADMS) in the project states
- Strengthening road safety capacity at the central level

Project Costing as approved by Cabinet - ₹ 5193 crores (Civil Works- ₹ 3686.14 crore, LA and R&R- ₹ 451.98 crore, Environmental Mitigation- ₹ 50.84 crore, Utility Shifting- ₹ 83.47 crore, Performance based Maintenance- ₹ 350.18 crore, Physical Contingencies- ₹ 103.21 crore, Agency Charges to PWD- ₹ 121.09 crore, Supervision & Project Management Consultancy Services- ₹ 121.09 crore, Institutional Development & Road Safety- ₹ 225 crore)

Loan particulars

- Component A: Road Improvement and Maintenance Component-US\$ 468.05M
- Component B: Institutional Development Component-US\$ 16.7M
- Component C: Road Safety-US\$ 14M
- Front End Fee-US\$ 1.25M
- Loan to be amortized in 18 years including 5 years grace period

Implementation arrangement

- EAP Zone to have the overall responsibility for all aspects of the project including fiduciary, procurement, contract monitoring, environment & social safeguards and institutional strengthening
- Project Coordination Unit (PCU) headed by a SE under respective state CE NH with overall responsibility of project implementation
- Project Implementation Unit (PIU) headed by EE for each sub-project road to oversee day-to-day implementation of the contracts
- Allocation 2014-15: ₹ 250 crore
- Cumulative Expenditure up to December 2014: ₹ 262.65 crore
- Gross expenditure eligible for disbursement December 2014: ₹ 106.53 crore
- Reimbursement by World Bank: ₹ 25.46 crore

CENTRAL ROAD FUND

3.29 An allocation of ₹ 17002.07 crore has been made under the CRF for 2014-15 with the following break-up:

Allocation from the Central Road Fund (₹ in Cr.)

Grant to State Governments and UTs for State roads	2642.63
Grant to States & UTs for Roads of Inter-State Connectivity and Economic Importance	293.63
National Highways*	14065.81
Total	17002.07

* Include additional allocation of 3,088 crore from balance under CRF

3.30 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.

3.31 The summary of the allocation and release in respect of states/UT roads since the year 2000-01 to 2013-14 is as **Appendix 6**

Approvals under CRF for State Roads

3.31 During the year 2014-15 (up to December, 2014), 59 proposals involving a cost of ₹ 510 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

3.32 The schemes of Inter State Connectivity and Economic Importance had been in existence prior to the enactment of CRF Act 2000 where only modest programmes of work were sanctioned with Central loan assistance. The scheme has now been regulated in accordance with the provisions in the Central Road Fund Act, 2000.

Sanction under ISC & EI Schemes

3.33 During the year 2014-15 a sum of ₹ 299.63 crore has been earmarked for the state roads under Inter State Connectivity and Economic Importance (ISC&EI).

Indian Academy of Highway Engineers (IAHE)

Broad Activities

3.34 Indian Academy of Highway Engineers (IAHE) is a registered Society under the administrative control of the Ministry. It is a collaborative body of both Central and State Governments and was set up in the year 1983 with the objective of fulfilling the long felt need for training of Highway Engineers in the country, both at the entry level and during the service period.

3.35 The Institute has been functioning for over 31 years and it started functioning from its own campus at A-5, Institutional Area, Sector 62, NOIDA (U.P.) w.e.f. 01.10.2001

3.36 The broad activities of IAHE consist of the following:

- a) Training of freshly recruited Highway Engineers.
- b) Conducting Refresher Courses for Senior and Middle level Engineers.
- c) Short duration technical and management development courses for Senior Level Engineers and Administrators involved in road development.
- d) Training in specialized areas and new trends in highway sector.
- e) Development of training materials, training modules for domestic and foreign participants.
- f) To conduct short term courses/management development programme on PPP and EPC etc., develop expertise in different areas like road safety and conduct collaborative research in planning/designing/ construction and management of roads and highways in the country

3.37 Since its inception, IAHE has trained 25611 Highway Engineers and Administrators involved in road development from India and abroad through 1100 training programmes (up to 31st December, 2014). Participants are drawn from Ministry of Road Transport & Highways, NNRDA, various state PWDs, Public Sector, Private Sector.

TRAINING PROGRAMME CONDUCTED DURING THE YEAR:

3.38 During the year 2013-14 (up to 31st December, 2014), the Academy has organized 24 training programmes in which, 581 Engineers and Professionals have participated.

MECHANISATION IN ROAD AND BRIDGE WORKS & USE OF MODERN EQUIPMENTS

3.39 The Mechanization in road and bridge works results in increased quality, saving of natural resources, higher productivity, lower costs, reducing labour, minimal traffic disturbance etc. It has speeded up the execution of works in comparison with manual methods, reduces labour consumption, increase production capacity, improves work safety, achieves better quality and reduces work costs. Mechanization also results in saving of natural resources. The following measures have been taken in respect of Mechanization in Road and Bridge works:

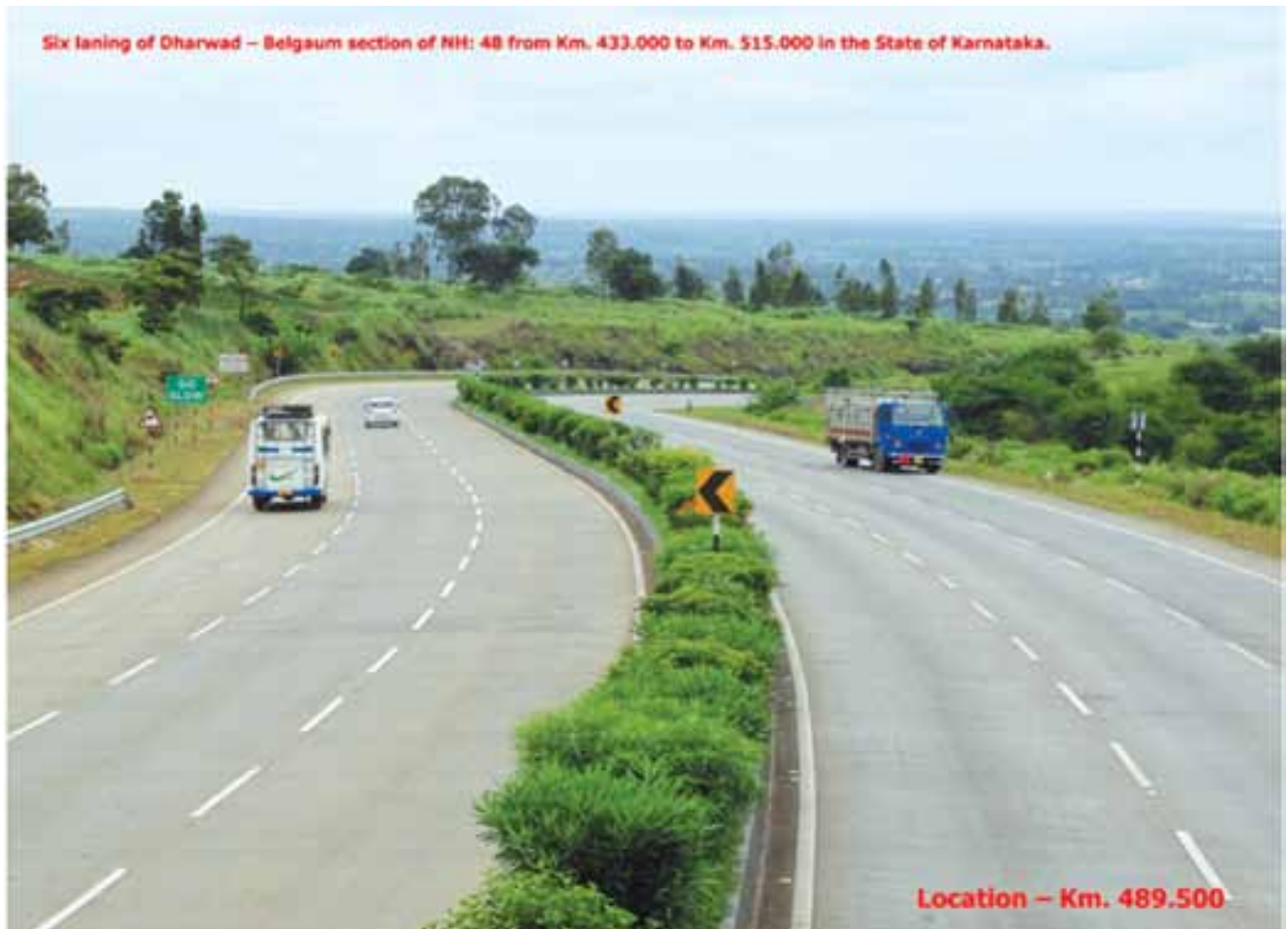
- (i) Guidelines for Landslide Management and Mitigation in Landslide prone Areas: The technical inputs and equipment inventory required for the creation of the institutional mechanism for disaster management was identified.
- (ii) Up-gradation of Standards on Wet Mix Macadam: The substantial part of the IRC standards including requirements for WMM plant, laying equipment, compaction equipment etc. were prepared in- house and incorporated in the final document.

- (iii) Automatic Overload detection and Traffic Survey: Weigh-in- Motion-cum-Automatic Traffic Counters-cum- Classifiers (WIM-cum-ATCC) system, enables preventing overloading and collecting traffic data. Two systems have been installed and commissioned at Hassan and Koppal sites in the State of Karnataka on a pilot basis. The testing and calibration is in progress. Installation of one system at Barmer in the State of Rajasthan is in progress.
- (iv) Monitoring of Equipment Quality: As per policy, the standards & performance of highway equipment was monitored through a system of assessment by Technical Committee comprising of officers of the Ministry and the State PWD, for all works in the State of West Bengal and works in the States of Maharashtra, Assam, Mizoram ,Manipur, Himachal Pradesh and Rajasthan.
- (v) Mechanized Condition Survey of Bridges: A template for carrying out Mechanised condition survey of Bridge works was made available to the States of Himachal Pradesh and Assam which included Bridge Inspection Schedule along with detailed Route Survey and Route Plan for the inspection of Bridges within their State with the help of Mobile Bridge Inspection Unit.
- (vi) In the State of Madhya Pradesh Condition Survey of 29 bridges was carried out.





Hon'ble MoS Visit to Shillong



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 4.8% in India's Gross Domestic Product (GDP) in 2011-12. Although National Highways constitute 1.58 percent of the total road network as on 31st March, 2012, they carry 40 per cent of the total road traffic. Easy availability, adaptability to individual needs and cost savings are some of the factors which go in favour of road transport. Road transport also acts as a feeder service to railway, shipping and air traffic. The total number of registered motor vehicles has been growing at 10.5 per cent per annum during the period 2002 to 2012. The share of road traffic in total traffic movement by roads and railways has grown from 13.8 per cent of freight traffic and 15.4 per cent of passenger traffic in 1950-51 to an estimated 64.5 per cent of freight and 85.9 per cent of passenger traffic in 2011-12.

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

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

- Motor Vehicles Act, 1988
- Central Motor Vehicles Rules, 1989
- Road Transport Corporations Act, 1950
- Carriage by Road Act, 2007 repealed to Carriers Act, 1865
- Carriage by Road Rules, 2011

4.4 The Ministry sanctioned a project for creation of National Register and State Registers of Driving Licenses and Registration Certificates of Motor Vehicles at an estimated cost of ₹ 148 crore. NIC is executing the project. The project involves computerization of Regional Transport Offices/ State Transport Authorities and subsequently links them to National and State Registers of Driving Licence and Registration Certificates. There are 1006 RTOs for implementation of smart card based issuance of Driving License and Registration Certificates, out of which 1001 have been computerised. Customization of standard software as per requirements of the State is complete for all 35 States/UTs and the software is running at least at pilot site in each State/UT. 100% connectivity has been achieved in 32 States/UTs and 994 RTOs are connected. Vehicles on the Vahan register crossed the 100 million mark on the 5th November, 2012. State Transport Departments officials as well as enforcement authorities have been provided access

to the data on the National Register to facilitate instant verification of all Driving Licenses (DLs)/Registration Certificates (RCs) which have been digitized by sending SMS from their registered mobile number. As on 25.02.2014, data of RCs and DLs digitized are 13,11,10,646 and 5,08,64,084 respectively. The 'Vahan' vehicle registration and permit system was awarded the "Platinum Icon Web Ratna Award" for the best citizen centric service.

4.5 With a view to streamline the process of transportation trade by road to meet the modern day requirements, Carriage by Road Act, 2007 has been enacted which came into effect on 01.03.2011. For smooth compliance of the provisions of the Carriage by Road Act, 2011 Carriage by Road Rules, 2011 were notified vide G.S.R. 176 (E), dated 28.02.2011. The Act/Rules are also available on this Ministry's website at <http://morth.nic.in>. All the States/UTs have been requested by this Ministry to ensure compliance of the Carriage by Road Act, 2007 as well as Carriage by Road Rules, 2011. The Ministry is also making effort for online registration of common carriers under Carriage by Road Act through software developed by NIC and payment gateway of State Bank of India. 24 States have already opened dedicated account with SBI in this regard.

4.6 The Motor Vehicles (Amendment) Bill, 2012 was passed by Rajya Sabha on 08.05.2012. The Bill, as passed by Rajya Sabha, was introduced for consideration and passing in Lok Sabha on 15th May, 2012. The Bill was taken up for discussion in Lok Sabha on 16th May, 2012, but the discussion remained inconclusive. Thereafter, the Bill was listed for discussion in subsequent Parliament Sessions but was not taken up. The Bill is thus presently pending in Lok Sabha

4.7 In order to facilitate inter-State movement of goods carriages, a new national permit system has been implemented in all States/Union Territories with effect from 08.05.2010. As per the new arrangement, national permit can be granted by the home State on payment of ₹1000/- as home State authorization fee and ₹16,500/- per annum per truck towards consolidated fee authorizing the permit holder to operate throughout the country. The new system is also being implemented electronically through a web portal developed by National Informatics Centre (NIC) w.e.f. 15.09.2010. The consolidated fee collected by the Central Government through State Bank of India is distributed among the States/UTs on a pro rata basis based on an agreed formula.

4.8 During 2014-15, fifty workshop-cum-training programmes were organised by this Ministry for officers of the State Transport/Traffic Departments and Municipal Corporations through leading automobile institutes / research association and academic institutes namely, Central Institute of Road Transport (CIRT), Pune, Automotive Research Association of India (ARAI), Pune, Engineering Staff College of India (ESCI), Hyderabad, Indian Institute of Petroleum (IIP), Dehradun, Institute of Road Traffic Education (IRTE), Faridabad, Indian Institute of Technology (IIT) Delhi and Petroleum Conservation and Research Association (PCRA), Delhi. The training programmes are designed in such a manner to give the participants exposure in all sphere of governance in road transport sector and to face the emerging challenges.

4.9 Section 59 of Central Motor Vehicles Act, 1988 empowers the Central Government to fix the age of vehicles. The life of transport vehicles and tourist vehicle has been fixed under CMVRs. The life of personal vehicles has not been fixed. Policy decision in this regard has to be taken keeping in view of the socio economic conditions of our country. Generally, the vehicle should be allowed to ply on road as long as it meets safety and emission norms. The safety and emission requirements can be achieved if the vehicles go through a fitness test at regular intervals. Therefore, a model of automated Inspection & Certification (I&C) Centre was designed and a scheme was launched for setting up of such Centres in the country.

ROAD SAFETY

4.10 The National Road Safety Policy envisages greater emphasis on awareness on road safety issues, establishment of road safety information database, strengthening of driving licence system and training, better enforcement of road safety laws etc. The policy also envisages setting up of a dedicated agency namely National Road Safety & Traffic Management Board to oversee the road safety activities in the country. These recommendations are under consideration in the Ministry in consultation with States/UTs.



Road Safety Meet

4.11 The Government has approved a National Road Safety Policy so as to minimise road accidents. This Policy outlines various policy measures such as promoting awareness, establishing



road safety information data base, encouraging safer road infrastructure including application of intelligent transport, enforcement of safety laws etc. The policy also envisages setting up of a dedicated agency namely National road Safety & Traffic Management Board to oversee the road safety activities in the country. The Ministry in process of setting up a National Road Safety and Traffic Management Board through an Act of Parliament, with an independent finance mechanism so as to function as a dedicated, impartial and statutory institution. The important schemes on road safety operated by the Ministry include publicity measures and awareness campaign on Road Safety, Scheme for setting up institutes for driving training, Refresher training of drivers in unorganized sector and Human Resource Development, National Highways Accident Relief Service Scheme (NHARSS), Setting up of inspection and certification centres and Road Safety & Pollution Testing Equipments and Programme Implementation.

4.12 Setting up of Inspection & Certification (I&C) Centres:

MoRTH sanctioned 10 model automated I&C Centre one each in the States of Andhra Pradesh, Karnataka, Gujarat, Maharashtra, Rajasthan, Himachal Pradesh, Haryana, Madhya Pradesh, U.P and Delhi on a pilot basis. Under the scheme, the land is made available by the concerned States. The total cost for setting up one such centre is around ₹ 1440 lakh. The civil construction of six centres is nearly completion. It is expected that out of 10 centres, 6 Centres will be operational during 2014 – 15.

During 12th five year plan, the Ministry has also decided to sanction 10 more such centres in the country. Priority will be given to those States where no Centre could be sanctioned during 11th Five Year Plan.

4.13 Institutes of Driving & Research (IDTR)

The scheme for setting up Institutes of Driving & Research (IDTR) is being implemented with the concurrence of the Planning Commission. The objectives of the scheme for setting up of IDTR are as follows:-

- a) To set up a model driving training institute in all states
- b) To conduct training course for trainers.
- c) To conduct induction training course in driving of Heavy Motor Vehicles.
- d) To conduct induction training course in driving of Light Motor Vehicles.
- e) To conduct refresher and orientation training courses for the drivers who are in service.
- f) To conduct training course for the drivers who carry dangerous /hazardous goods including random periodic evaluation.
- g) To carry out research on behavioural/attitudinal changes required to be brought out in the drivers.

- h) To organized road safety campaigns for schools children and other vulnerable groups
- i) To carry out periodic audit and accreditation of RDTCs in the allocated regions.

During the 10th Five Year Plan, 13 Model Driver Training Schools was sanctioned and all are complete and functional. During 11th Plan, the Ministry of Road Transport & Highways accorded sanction for setting up IDTRs at Sarkaghat (Himachal Pradesh), Chhindwara (Madhya Pradesh), Rajsamand (Rajasthan), Pune (Maharashtra), Bhiwani (Haryana), Aurangabad, (Bihar) and Agartala (Tripura) and Uttar Pradesh (Rae Bareilly). The construction of three IDTRs i.e. Chhindwara, Pune and Rajsamand has been completed and functional. The civil construction of rest of the IDTR is in progress and likely to be completed during next year.

During 12th Five Year Plan, the Ministry has also decided to set up 10 more IDTR and 25 Regional Driving Training Centre (RTDC) centres in the country. Priority will be given to those States where no IDTR could be sanctioned during 10th and 11th Five Year Plan.

4.14 National Highway Accident Relief Service Scheme (NHARSS)

The scheme entails providing cranes and ambulances to States/ UTs/NGOs for relief and rescue measures in the aftermath of accidents by way of evacuating road accident victims to nearest medical aid centre and for clearing the accident site. So far, 347 ten ton cranes and 106 small/medium size cranes have been provided under the scheme. 509 ambulances have been provided to States/UTs/NGOs under the scheme.

Further, Ministry of Road Transport & Highways has also provided 140 advanced life support ambulances to 140 identified hospitals upgraded under the Ministry of Health and Family Welfare's Scheme 'establishment of an integrated network of Trauma Centres' along the Golden Quadrilateral, North-South and East-West Corridors of the National Highways by upgrading the trauma care facilities in 140 identified State Government hospitals.

4.15 Publicity Measures and Awareness Campaign on Road Safety:

With a view to spread road safety awareness among the general public, the Government has been undertaking various publicity measures in the form of telecasting/broadcasting of T.V. spots/Radio jingles, display of cinema slides, hoardings, organizing Road Safety Week, seminars, exhibitions, all India essay competition on road safety, printing of handbills/ stickers, posters, etc., containing road safety messages for various segments of road users viz. Pedestrians, cyclists, school children, heavy vehicle drivers, etc. , painting on road railings on themes of road safety, road safety games, calendars depicting road safety messages, etc. The Publicity campaign is carried out through DAVP, Doordarshan, All India Radio and newspapers. It is the ministry's effort to make road safety a social movement.

4.16 Ministry of Road Transport & Highways undertaken following activities during the year:-

- (a) The Cyclothon was organized by the Ministry of Road Transport & Highways on 20th April, 2014 in New Delhi to highlight the importance of reflective tapes for road users especially cyclist involving school student, College student, Delhi Police, IRF & maximum participation of the citizens.



Nukad natak on Road Safety

- (b) Under the Refresher training to heavy vehicle drivers in the un-organized sector scheme sanctioned has been given to the following IDTR / DTI for refresher training of nearly 30,000 number of drivers during the financial year 2014-2015 :
- IDTR being managed by Krishna Distt. Lorry Owner Association, Vijayawada
 - IDTR managed by Maruti Suzuki. These IDTR are in different states such Gujarat, Delhi, Haryana, etc.
 - M/s State Institute of Automotive and Driving Skills (Set up by Punjab Govt.)
 - DTI managed by Ashok Leyland. These IDTR are in different states such Odhisa, Delhi, Haryana, Karnataka, Chhathishgarh etc.

- (c) 15th Meeting of the National Road Safety Council (NRSC) was held on 28th October 2014 in NASC Complex, Indian Council of Agricultural Research (ICAR), New Delhi.
- (d) Finalization of minimum standards for reflectors/reflective tapes complying with BIS standards for pasting it cycles in consultation with Department of Consumer Affairs.
- (e) Inclusion of Road Safety as a work of CSR in relevant Act of Company Affairs
- (f) States were provided a template to formulate an Action Plan to reduce the road accidents. Based on Action Plan of states, a National Action Plan on Road Safety will be prepared.
- (g) The Ministry has identified the top 25 black spots in 13 States which account for 90% of road accidents in India. The short term remedial measures have been completed for most of the black spots identified. The effect of instituting the short term remedial measures would be monitored in association with the local administration of the area.



Workshop on Road Safety



5.1 The Ministry has been paying special attention to the development of NHs in the North-Eastern region and 10 per cent of the total allocation is earmarked for NE region. The total length of National Highways in North-East is 12581 km and these are being developed and maintained by three Agencies - the state PWDs, BRO and NHAI. Of the total length of 12581 km, about 11628 km is with the BRO and 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 2013-14 in the North-East region are given below:

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

5.3 A length of 110 km of National Highway No 44 in the State of Meghalaya (Jowai – Meghalaya / Assam border {Ratachhera} stretch) falls under NHDP Phase-III.

5.4 Under the ISC & EI scheme, 35 projects amounting to ₹ 565.47 crore are under progress.

5.5 Under the CRF, 307 works amounting to ₹ 1336.98 crore have been taken up for the improvement of state roads.

5.6 Sixty Eight works costing ₹ 1239.77 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 ₹ 11919 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 (Pangsung Pass) covering 32 km at a cost of ₹94.82 crore under Phase-A of SARDP-NE

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

5.11 Under the EI & ISC schemes, 6 works costing ₹ 120.01 crore are in progress.

ASSAM

5.12 As on 31st December, 2014, thirteen improvement works costing ₹ 496.79 crore, are in progress under NH(O).

5.13 A length of 678 km connecting Silchar to Srirampur via Lumding-Daboka-Nagaon-Guwahati in Assam has been entrusted to NHAI as part of East West corridor under NHDP Phase-II. East-West corridor portion in Assam has been awarded except for 31 km between Udarband and Harangajo and four laning works are in different stages of progress. 18 km of Guwahati bypass has been completed.

5.14 Under the CRF, 99 works amounting to ₹ 429.64 crore have been taken up so far for the improvement of state roads. In addition another 8 Nos. of estimates amounting to about ₹ 90.00 Crore is being sanctioned during 2014-15.

5.15 Under the EI & ISC schemes, two works were in-principle approved during 2013-14. The estimate for these works amounting to about ₹ 60.00 crore has been processed for sanction during 2014-15.

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 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. The work has been awarded in three packages from Numaligarh-Demow & balance one is under award. As regard to Numaligarh-Gohpur bridge, consultant is being engaged for preparation of DPR.

5.17 Government has approved implementation of Arunachal Pradesh Package of Roads & Highways covering 2319 km of roads at an estimated cost of ₹ 11919 crore. Out of 2319 km, 139 km falls in the State of Assam.

MANIPUR

5.18 As on 31st December, 2014, two improvements works costing ₹ 194.27 crore, including work on two bridge costing ₹ 23.02 crore are in progress.

5.19 Under CRF, 30 works amounting to ₹ 95.41 crore are in progress/completed.

5.20 Under EI & ISC, 4 works amounting to ₹ 71.80 crore have been taken up so far.

5.21 Under NH(O), three works amounting to ₹ 27.33 crore have been sanctioned during the year 2014-15 till 31/12/14.

MEGHALAYA

5.22 As on 31st December, 2014, twenty one improvement works amounting to ₹ 131.33 crore are in progress.

5.23 Thirty works amounting to ₹ 117.83 crore have been taken up so far under CRF. In addition, two works at an estimated cost of ₹ 24.93 crore is in progress under the centrally sponsored scheme of inter-state connectivity (ISC).

MIZORAM

5.24 As on 31st December 2014, sixteen improvement works of the value of ₹ 204.84 crore are in progress. In addition, four works for improvement of about 100 km have been sanction at a cost of ₹ 72.14 crore.

5.25 Under the CRF, 26 improvement works amounting to ₹ 98.23 crore are in progress/ completed.

5.26 Under EI & ISC, 8 works of the value of ₹ 76 crore are in progress.

NAGALAND

5.27 As on 31st December, 2014, sixteen improvement works covering 120 km at a cost of ₹ 189.52 crore are in progress.

5.28 Under CRF, 18 improvement works amounting to ₹ 119.30 crore have been taken up.

SIKKIM

5.29 Thirty works of the value of ₹ 48.41 crore have been taken up for the improvement of state roads under the CRF. In addition, 12 works costing ₹ 191.51 crore are in progress under EI & ISC scheme.

TRIPURA

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



International Container Trashingment Terminal Vallarpadam Stretch of NH-47C in the state of Kerala



Tree plantation by Hon'ble Minister RTH&S

ROAD DEVELOPMENT

6.1 The role of Research and Development (R&D) in the roads sector is to update the specifications for road and bridge works, for effective quality control in projects, to introduce emerging construction materials in projects and to recommend new techniques for highway construction and maintenance. The research schemes being dealt by the Ministry are generally 'applied' in nature, which, once completed, are adopted by user agencies in their work in the field. The areas covered are roads, road transport, bridges, traffic and transportation engineering etc. The research work is undertaken through various research and academic institutions of repute. The dissemination of research findings is done through Indian Roads Congress (IRC) by the publication of Research Digest in Indian Highways and by incorporation of these findings in their guidelines, codes of practice, compilation of State-of-Art reports and instructions / circulars issued by this Ministry. Improvements in road safety, safety of vulnerable users and physically challenged persons are also being undertaken in the Ministry. Thus, the research work is assisting in the development of road network in the country. An outlay of ₹ 500.00 lakhs has been provided for R&D in 2014-15.

6.2 R&D Schemes completed

- Testing of Pavement using seismic waves.
- Performance evaluation of Rigid Pavements on High Density traffic corridors using instrumentation supported by laboratory test.
- Investigation on field performance of Bituminous mixes with modified binders.
- Preparation of State of Art Reports resulting in Guidelines on facilities for pedestrians/physically challenged persons/passengers & road safety with emphasis on non-motorised traffic

6.3 R&D Schemes under consideration

Roads

- Investigations on Modern Technologies for the Stabilization of Expansive Soils for Pavement Construction
- Evaluation of Rutting and Moisture Damage Potential of Warm Mix Asphalt (WMA) Mixes
- Development of Rut and Fatigue Resistant Bituminous Mixes
- Investigation of Cement Grouted Bituminous Mixes
- Evaluation of Bituminous Pavements with Cementations Bases
- Revision of 'Manual for Safety in Road Design'
- Utilization of Locally Available Marginal Materials for Road Construction in North East

- Large Scale precision investigation, monitoring and remediation for long term stability of a chronic and strategic landslide on NH-58, Uttarakhand
- Study on performance of Modified Design Templates for reduced thickness of flexible pavements
- Performance Study of Geogrid and Geocell reinforced Pavements
- Field Performance study of Continuously Reinforced Cement Pavement (CRCP)
- Development of capacity estimation model and calibration of developed model for Indian roadway conditions
- Determination of road user cost model for Multi-lane Highways and Expressways in India
- Development of predictive models for road accidents on Highways in India

Bridges

- Creation of complete Range of Independent Testing Facilities at CRRI, New Delhi for Expansion Joints.
- Development of an expert system for distress diagnostics of concrete bridges.(Fuzzy based).
- Development of Standard Drawing for Composite Bridges(with Steel Girders).
- Development of Explanatory Commentary on Standard Specifications and code of Practice for Road Bridges Section VI Composite Construction Limit State design.
- Revision of Ministry's Specifications for Road and Bridge Works-2001 fourth Revision
- Explanatory Commentary on Standard Specification and Code of Practice for Concrete Road bridges (Limit State Method) (First revision).
- Development R&D Proposal entitled "Hydraulic Modal Investigation for Design of Raft Foundations for Bridges".
- State and Dynamic Load Test for Piles.
- Study of Corrosion susceptibility of steel reinforcement protected with anti Corrosive coatings/special treatment concrete.
- Geogrid reinforced granular bed in approaches for bridge abutments

6.4 Documents finalized and printed by IRC during 2014-15 (up to January, 2015)

- IRC:6-2014 - "Standard Specifications and Code of Practice for Road Bridges, Section-II Loads and Stresses" (Revised Edition)
- IRC:78-2014 - "Standard Specifications and Code of Practice for Road Bridges, Section VII- Foundations and Substructures (Revised Edition)

- IRC:115-2014 - “Guidelines for Structural Evaluation and Strengthening of Flexible Road Pavements Using Falling Weight Deflectometer (FWD) Technique”
- IRC:SP:55-2014 - “Guidelines on Traffic Management in Work Zones”(First Revision)
- IRC:SP:62-2014 - “Guidelines for Design and Construction of Cement Concrete Pavements for Low Volume Roads” (First Revision)
- IRC:SP:100-2014 - “Use of Cold Mix Technology in Construction and Maintenance of Roads Using Bitumen Emulsion”
- HRB SR No.23-2014 – State-of-the-Art Report: Design and Construction of Rockfall Mitigation System
- IRC:SP:102-2014 - “Guidelines for Design and Construction of Reinforced Soil Walls”
- IRC:83-2014(Part IV) “Standard Specification and Code of Practice for Road Bridges Section: IX- Spherical and Cylindrical Bearings”
- IRC:SP:84-2014 - “Manual for Specifications and Standards for Four Laning of Highways through Public Private Partnership”(First Revision)
- IRC:SP:101-2014 - “Interim Guidelines for Warm Mix Asphalt”
- IRC:SP:42-2014 - “Guidelines of Road Drainage” (First Revision)
- IRC:SP:49-2014 - “Guidelines for the Use of Dry Lean Concrete as Sub-Base for Rigid Pavement”(First Revision)
- IRC:116-2014 – “Specifications for Readymade Bituminous Pothole Patching Mix Using Cut-Back Bitumen”
- IRC:SP:103-2014 “Guidelines on Tree Plantation along Rural Roads”
- Standard Data Book for Analysis of Rates for Rural Roads, 2014 (First Revision)

6.5 Documents approved by the IRC council during the year 2014 (January- December) and January, 2015:

- IRC:83-2014(Part IV) - “Standard Specification and Code of Practice for Road Bridges Section: IX- Spherical and Cylindrical Bearings”
- IRC:116-2014 – “Specifications for Readymade Bituminous Pothole Patching Mix Using Cut-Back Bitumen”
- IRC:SP:42-2014 - “Guidelines of Road Drainage” (First Revision)
- IRC:SP:49-2014 - “Guidelines for the Use of Dry Lean Concrete as Sub-Base for Rigid Pavement” (First Revision)
- IRC:SP:84-2014 - “Manual for Specifications and Standards for Four Laning of Highways through Public Private Partnership”(First Revision)

- IRC:SP:101-2014 - “Interim Guidelines for Warm Mix Asphalt”
- IRC:SP:102-2014 - “Guidelines for Design and Construction of Reinforced Soil Walls”
- Material Testing Facilities for Highway Sector in India”
- IRC:11-2015 “Recommended Practice for the Design and Layout of Cycle Tracks” (First Revision)
- IRC:22-2015 “Standard Specifications and Code of Practice for Road Bridges Section VI Composite Construction (Limit States Design)” (Third Revision)
- IRC:35-2015 “Code of Practice for Road Markings” (Second Revision)
- IRC:83-2015 (Part-I) “Standard Specifications and Code of Practice for Road Bridges, Section IX: Roller & Rocker Bearings” (First Revision)
- IRC:85-2015 “Recommended Practice for Accelerated Strength Testing and Evaluation of Concrete” (First Revision)
- IRC:108-2015 “Guidelines for Traffic Forecast on Highways” (First Revision)
- IRC:109-2015 “Guidelines for Wet Mix Macadam” (First Revision)
- IRC:117-2015 “Guidelines for the Structural Evaluation of Rigid Pavement by Falling Weight Deflectometer”
- IRC:118-2015 “Guidelines for Design and Construction of Continuously Reinforced Concrete Pavement” (CRCP)
- IRC:119-2015 “Guidelines for Traffic Safety Barriers”
- IRC:SP:51-2015 “Guidelines for Load Testing of Bridges” (First Revision)
- IRC:SP:103-2014 “Guidelines on Tree Plantation along Rural Roads”
- IRC:SP:104-2015 “Guidelines for Fabrication and Erection of Steel Bridges”
- IRC:SP:105-2015 “Explanatory Handbook to IRC:112 “Code of Practice for Concrete Road Bridges”
- IRC:SP:106-2015 “Engineering Guidelines on Landslide Mitigation Measures for Indian Roads”

6.6 S&R Bridges

- Ministry of Road Transport & Highways has signed a MOU (Memorandum of Understanding) with Railways wherein an effort has been made to remove all the bottlenecks which were present in the approval process of GAD as well as during construction. The MOU will smoothen the approval of GAD of ROBs, also it will help smoothen the decisions during the execution of ROBs.
- MORTH has decided to replace all level crossing on National Highways with ROB/RUB in a time bound manner. For this purpose consultants have been appointed for

preparation of Project Reports for ROB/RUB. After receipt of their reports tender will be floated for construction within a time bound manner subject to availability of funds.

- Ministry has developed and inaugurated a web portal on 6th Jan 2015 for giving permission for movement of Hydraulic Trailers upto HT-3 category. This web portal will facilitate real time basis permission for movement of Hydraulic Trailers on NHs. This will facilitate smooth and timely movement of heavy equipments leading to economic growth of the country.
- State-wise Authority Engineer has been appointed who will be responsible for supervising civil works funded by Ministry as per EPC documents. It is to mention that as per EPC documents the Authority has to appoint Authority Engineer within 15 days after award of the civil work to be executed under EPC. The appointment of State-wise Authority Engineer will facilitate immediate deployment of technical personnel from Authority Engineer side once the civil works is award.
- Ministry is in process of appointing of Consultant for completing inventarisation and condition survey for the bridges on National Highways. These Consultants will be doing condition survey periodically as per IRC:SP:35. The data collected by these Consultants shall be utilized by the Bridge Management Centre being established at IAHE, Noida, who will suggest Ministry regarding future planning and prioritization of bridge assets out of available funds for the purpose.
- Sanction of Major Bridge works of approximately ₹700 crores has been made in current financial years. Out of which proposals amounting to ₹6.40 crores have been processed.



Picturesque view of National Highway in Ranchi



Picturesque view of National Highways

7.1 The Border Roads Organisation (BRO) is a road construction executive force, integral to and in support of the Army. It started operations in May 1960 with just two Projects (i.e.) Project Tusker (renamed Project Vartak) in the East and Project Bacon in the West. It has now grown in to 18 Project executive force.

7.2 The BRO has not only linked the Border Areas of the North and North East with the rest of the country, but has also developed the road infrastructure in Bihar, Maharashtra, Karnataka, Rajasthan, Andhra Pradesh, the Andaman and Nicobar Islands, Uttarakhand and Chhattisgarh. It has constructed approximately 50000 km of roads, 430 major permanent bridges of over 40000 m length and 19 airfields in difficult and remote areas of the country. Apart from this, the Organisation has been entrusted with construction of roads and airfields in foreign countries e.g. in Tajikistan, Afghanistan, Bhutan and Myanmar despite many odds and the prevailing insurgency.

7.3 FUNCTIONS OF THE BRO

7.3.1 The BRO is mainly entrusted with the task of construction and maintenance of roads in the border areas, classified as General Staff (GS) roads, in keeping with defence requirements. GS roads are developed and maintained through funds provided by the Border Roads Development Board (BRDB) under GS head, through the Ministry of Road Transport and Highways.

7.3.2 Besides GS roads, the BRO also executes Agency and MEA Works, which are entrusted to it by other Central Government Ministries and Departments in India and abroad. Works entrusted by Public Sector Undertakings, State Governments and other Semi Government organizations are also executed as Deposit Works.

7.4 IMPORTANT MILESTONES

- BRO has made a vital contribution during relief and rescue efforts in the aftermath of cloud burst on 16/17th Jun, 2013 in Uttarakhand State. On BRO stretches, approximately 49.00 km road was washed away, 14 bridges were damaged and approximately 490 landslides totaling about 13 km length, rendered road throughout the state unusable. Thousands of pilgrims were stranded. To evacuate these pilgrims, BRO worked round the clock on a war footing and ensured connectivity by clearing landslides, making foot bridges foot track, mule track and new roads along fresh alignment . By a herculean effort, bulk of the state was connected within two weeks of the disaster. By mid October, 2013 all major town and cities has been reconnected.
- Infrastructure development⁶ along China Border was formalized by Government of India as Indo China Border Roads (ICBR) within which 61 roads out of 73 roads were assigned to BRO. Of 3412 km total length, 17 roads have already been completed. Construction

of these roads is a challenging task due to extreme tough hilly terrain and remote and snow bound area.

- The construction of 8.80 km long Rohtang tunnel, related access roads to it Portals and a 292 km long alternate route to Leh, at a cost of ₹1458.06 crore has opened a new chapter in the recognition of the diverse capabilities of the organization. The construction works have progressed as per target. Length of approach road to South Portal of Rohtang tunnel is 11.750 km and to the North Portal is 0.975 km. Work on the tunnel has commenced on 5th November, 2009 and present progress is approximately 34%. Probable date of completion (PDC) of the tunnel work is Aug 2017.
- BRO is upgrading and maintaining 21 National Highways totaling 4803 km spread across the North, North Eastern and Central parts of India. This up-gradation includes the double laning of various stretches of these National Highways. Due to operational commitment in ICBR roads, BRO has now planned to hand over National Highway back to State PWD in a phased manner.
- Under Special Accelerated Road Development Programme (SARDP), all district Head Quarters of North Eastern states are to be connected with double lane roads with the State Capital. Of these 33 roads having length of 2989 km were entrusted to BRO. Construction/widening of 1106.35 km (13 Nos) roads at an approximate cost of ₹3870 crore under Phase “a” and 1883 km (20 Nos) roads with approximate cost of ₹ 8500 crore under Phase “B” have been planned under this package. The works commenced in the year 2006-07. Progress of SARDP-NE Phase-A is 70%.
- Under Arunachal Pradesh Package of Roads & Highways, widening of 812 km road has been entrusted to BRO at an approximate cost of ₹3600 crore with PDC 2016. Progress of Arunachal Pradesh Packages is 50%.
- Under the construction plan for Jammu & Kashmir announced by the Prime Minister, the upgradation of 94 Km long road, Srinagar –Uri (NH-1A), up gradation of 17.50 km long Unri- LoC road, double laning of 265 km long Batote-Kishtwar-Anantnag road (NH-1B), double laning of 422 km long Srinagar-Leh road via Kargil (NH-1D), construction of 288.60 km long Nimu-Padam-Darcha, widening of 14. 14 km long Domel – Katra road (NH-1C) and upgradation of 22.76 km Ramban-Gul road for Phase I have been entrusted to BRO. The approximate cost of these works is ₹2856.95 Crore. Initially, these works were scheduled to be completed by 2012 which has been rescheduled to 2015, with the exception of Nimu-Padam-Darcha for which PDC is 2021. Overall progress of PMRP in J&K is 80%.

- The feasibility study of Zozila (km 94.00 to km 118.00) and Z More (km 77.50 to km 80.20) tunnel of length 12 km and 3.10 km respectively on NH-1D in J&K has been completed. Contract action for construction of these tunnels is under finalization.
- In view of need for training of highway Engineer in BRO temporarily at training institute has been started at CME Pune and it is decided to create a pool of trained 40-50 experts of Offrs. For each of the areas of Tunneling, Bridge construction and Road construction through training of officers at the best institutions in the world.



National Highway Strech of Western India



Prize distribution for essay compition on “Swachh Bharat Abhiyan”

(A) ADMINISTRATION

8.1 Administration Wing of the Ministry of Road Transport and Highways consists of Establishment Section, General Administration Section, O&M Section and Cash Sections. The Administrative Wing is entrusted with the service and administrative matters of 997 employees (Group A, B, C & D) of this Ministry, Housekeeping jobs and the drawing and disbursing of salaries and other expenditure. Efforts are made to manage the various Cadres as per the instructions and guidelines issued by Department of Personnel & Training, Union Public Service Commission, Ministry of Finance and Department of Administrative Reforms and Public Grievances, etc.

8.2 Special efforts have been made by the Ministry to ensure compliance of the orders issued from time to time regarding reservation for SC/ST/OBCs to fill up vacant posts of this Ministry. Information with regard to the total number of Government Servants, separately for Technical and Non-Technical side (Group wise) and representation of SC/ST employees in the Ministry is given in **Appendix 7**

8.3 Pension Papers of the retirees submitted to the Pay & Accounts Officer well in time and the retirement benefits paid on the last working day of the retiring officers/officials.

8.4 A Welfare Cell also exists in the Ministry of Road Transport and Highways which looks after all the welfare measures activity of the officers/officials in the Ministry. Farewell parties are organized by the Welfare Cell of the Ministry to bid farewell to retirees and a Memento as well as a gift is also presented. In the Ministry of Road Transport and Highways various welfare measures in respect of welfare of women employees of the Ministry were undertaken.

8.5 Important Days of national Importance viz. Anti-Terrorism Day, Communal Harmony Day, Sadbhavana Diwas, Vigilance Awareness Week, Red Cross Day, Red Cross Raffle Draw, Swach Bharat Abhiyan, Good Governance Day etc. were observed and “Pledge” taken by the employees of the Ministry of Road Transport and Highways. Contributions were also raised and collected towards “Flag Day”. The essays competitions both in Hindi and English were conducted during Harmony Communal Week /Vigilance Awareness Week. The participants are rewarded for their participating in these events.



Swach Bharat Abhiyan in the Transport Bhawan



Launch of e book of the Ministry

Setting up of Information & Facilitation Counter

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

FORMATION OF CITIZEN'S CHARTER

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

Departmental Record Room

8.8 Due attention is being paid by the Ministry to records management. During the year upto 31st December, 2014, 4760 files were recorded and 5718 files were reviewed / weeded out in the Ministry as per the provision of Record Retention schedule.

The grievance redressal & CPGRAMS

8.9 The Public Grievance Redressal Machinery in the Ministry is headed by the Joint Secretary (Administration). He is designated as Director of Public Grievances. Public grievances received are referred to the concerned administrative units for early redressal. The Public Grievances Redressal and Monitoring System (PGRAMS), a web based grievance redressal mechanism, also operational in the Ministry. A total number of 2136 cases of public grievances were received during the year and 1614 grievances were brought forward, all of which have already been forwarded online to the concerned offices/ agencies for prompt disposal. It includes BRDB, BRO, NHAI, IAHE, Roads Wing, Transport Wing, Toll Wing, Establishment Wing and Regional Offices. The bulk of pendency pertains to NHAI. Out of the total 3750 grievances, 1904 have been disposed off during the year.

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

e-office

8.10 E-Office is functional in the Ministry. File tracking, e-diarising, knowledge management, e-leave features of the system are being fully utilised. The processing and submission of receipts and files electronically through e-office is slated for implementation in phases. It is may be mentioned that Digital Signature Certificates (which are the pre-requisite for working in e-Office mode) earlier provided by NIC are no longer valid/functional. Accordingly, necessary steps are

being taken to provide Digital Signatures to all the officers and officials of the Ministry through other agencies in line with the circular issued by DeitY.

The existing physical files are being digitised in phases for their integration in e-Office through outsourcing. Around 3200 files/records have been scanned for integration into e-office online system.

A Mission Mode Project title 'Roads and Highways Information System' (RAHI) has been included in the list of ten MMPs in the concept note of DeitY title e-Kranti. RAHI would be an integrated citizen-centric service on roads and highways. DeitY had requested this Ministry for initiation of action for formulating DPRs which is under way in consultation with National e-Governance Division of DeitY.

An e-Book titled 'The Pathway to Prosperity' has been released by the Hon'ble Minister (RTH&S) highlighting the achievements of the Ministry in the last six months from June, 2014, to mark the Good Governance Day on 25th December, 2014.

The activities pertaining to inviting suggestions from the general public through 'My-Gov' platform on the logo and Brand Name for wayside amenities along national highways, were facilitated and coordinated by IT Cell.

GRIEVANCE & CITIZEN'S CHARTER CELL

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

MEMORANDUM FOR AIDS CONTROL

8.12 Ministry has signed MoU with National Aids Control Organisation to issue advisory to the various stake holders and provided necessary training and material for preventing AIDS and helping persons suffering from AIDS.



MoU between Department of Aids Control, Ministry Of Health & Family Welfare and MoRT&H

B. FINANCE

8.12 Accounts and Budget

8.12.1 Ministry of Road Transport & Highways is headed by Secretary to the Government of India and he functions as the Chief Accounting Authority for the Ministry. He discharges his responsibilities through the Special Secretary and Financial Advisor (SS & FA) and Pr. Chief Controller of Accounts. The Accounts & Budget Wings of the Ministry of Road Transport & Highways function 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 & accounting matters, cash management and coordination with the Controller General of Accounts, Comptroller & Auditor General of India, Finance Ministry and other related agencies.

8.12.2 The Pr. Chief Controller of Accounts organization comprises of Pr. Chief Controller of Accounts, one Comptroller of Accounts and Two Deputy Controller of Accounts /Assistant Comptroller of Accounts. The Budget section consists of one Under Secretary (Budget). There is one Principal Accounts Officer for the Ministry, One Sr. Accounts Officer for Administration and Establishment and one Sr. Accounts Officer for Internal Audit Wing headed by DCA/ACA. There are 11 PAO's/RPAO's under the administrative control of Pr CCA located at New Delhi, Mumbai, Kolkata, Bangalore, Chandigarh, Jaipur, Lucknow, Guwahati, Bhopal and Hyderabad. A proposal to shift RPAO Jaipur to Raipur is under consideration from the next financial year.

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

PAYMENTS

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

RECEIPTS

- Accepting, budgeting and accounting the receipts of the Ministry.

- Monitoring the repayment of loans and interest thereon received from State Governments and Public Sector Undertakings.
- Receipt & Payment under New Pension Scheme.

SUBMISSION OF ACCOUNTS & REPORTS

- Preparation of monthly accounts of the ministry of roads 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, Department of Expenditure and the Director General of Audit.
- Preparation of annual budget including the performance budget and coordination with the ministry of finance in the budget process during the financial year.
- Monitoring of internal extra budgetary resources (IEBR) and its submission to the office of CGA.
- Monitoring and submission of mandatory information as per Fiscal responsibility and Budget Management (FRBM) act and rules.
- Preparation of management information reports based on accounting, budget & audit data for submission to various authorities.
- Preparation of financial statistics on monthly basis regarding receipts and expenditure for uploading on ministry's website.
- Preparation of monthly expenditure/Weekly expenditure based on Budget and submission to various authorities viz SS&FA Secretary etc for monitoring the expenditure.
- Preparation of material for annual reports for submission to Ministry, Accounts at a Glance and flash figure of expenditure and to submit to CGA and preparation of provisional accounts and to submit to the Ministry.
- Preparation of monthly DO on the basis of MIS received from the PAO/RPAO's and submission to CGA.

8.13 Budget

- Preparation and submission of Annual Budget Estimates and Revised Estimates re-appropriation of funds of the Ministry of Road Transport & Highways and Coordination with the Ministry of Finance and other Departments in all budget matters.
- Vetting of Demands for Grants yearly after incorporating actual expenditure.
- Monitoring/Disposal of all Audit paras and Observations made by the C&AG of India (Civil and Commercial) and coordination with Monitoring Cell of the Department of

Expenditure, M/o Finance for the 'Action Taken Note'/Explanatory Notes on saving and review and ATN notes on selected Grants of Public Accounts Committee (PAC) reports also.

- Preparation of Annual Estimates of Review Receipts, Interest Receipt & Public Accounts.

INTERNAL AUDIT

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

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

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

During the year 79 units of pertaining to NH Divisions and 21 pertaining to PAO/RPAOs ministry have been audited.

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

COMPUTERIZATION OF ACCOUNTS

8.15.1 In discharge of these functions, several new initiative have been taken which have contributed immensely to the overall effectiveness and efficiency of the functioning of various

Departments of the Ministry as a whole. With a view to eliminate the delay in compilation of Accounts and to provide the information on expenditure accounts at present is implementing various software packages like COMPACT, CONTACT, E-Lekha etc.

8.15.2 Computerised Accounting (COMPACT): is a comprehensive software package for Expenditure Accounts covering major accounting functions i.e. pre-check, GPF, Budget, Pension, Compliance and New Pension Scheme and was successfully implemented in all PAO's/RPAO's. This brought about not only very efficient payment system and timeliness into preparation of accounts but also resulted in a greater transparency in the whole process.

8.15.3 Contact: Used in Principal Accounts office for compilation of Monthly Accounts. Every month a detailed review of the Receipts and Expenditure for different Grant is prepared and submitted to CGA office and expenditure statements to the US (Budget), AS&FA and Secretary of the Ministry. This includes Major Head wise, Object Head wise and Scheme wise pattern of expenditure. Head wise estimates and Receipts of various non- tax revenue items, comparison with the previous year's figure and position of the outstanding UC's etc.

8.15.4 E-Lekha: A web based application for generating daily/monthly MIS/Expenditure of Accounting information. All the PAO'S/RPAO's have been fully integrated with the based accounting portal E-Lekha. They 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 & receipt which is crucial for effective monitoring of expenditure/ receipts & budgetary controls. The reports generated from the management information system of this portal are important managerial tools are being by various Departments of the ministry. Implementation of E-Payment in the Ministry of Road Transport & Highways.

As a major initiative for e-governance in Pay & Accounts office Government of India, e-payment system was implemented successfully.

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

As a major initiative for e-governance in Pay & Accounts Office Government of India, e-payment System was planned to be implemented in all the Pay & Accounts Offices of the Civil Ministries of India by 31.03.2014. In the new era of e-payment, instead of issuing the cheque / draft to the client / bank, the PAO will advise the bank online to make the payment to the concerned client through Government E- Payment Gateway (GEGP) by using virtual private network. On receiving the advice for payment online, the bank will process the payment and directly credit the relevant payment to the account of the client online. Under the new System, it will also be ensured that the payment confirmation to the account of the client is confirmed /communicated to the client via SMS or e-mail along with the detail of the transactions for the benefit of the client. For proper reconciliation, a mechanism has been developed whereby the bank will upload the e-scroll on daily basis and the PAO, in turn, will download and do the necessary reconciliation online in the system itself. The e-payment system has now been

implemented in all PAOs/RPAOs of Ministry of Road Transport & Highways from June 2012.

C- REVISION OF PENSION/ FAMILY PENSION

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

The Pr. CCA office is the nodal office in the Ministry for this revision and all the Pay & Accounts Office located at various part of the country are revising the Pension of these pensioners. Out of 1073 requiring revision of pension of pre 1990 and pre 2006 pensioner, maximum cases has since been settled and revised authority issued.

Plan Funds Monitoring System:

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

8.16.2 Objectives of PFMS

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

IMPLEMENTATION STRATEGY

8.16.3 The scheme is being implemented through a web based application developed and deployed by the O/o Controller General of Accounts which leverages its well established accounting and financial reporting application viz. COMPACT & e-Lekha and the interfaces

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

ACHIEVEMENTS

8.16.4 All the first level recipient agencies of Central Government plan funds are registered in the system along with their bank account details. Consequently reports on geographical distribution of Scheme-wise, Agency-wise, Sector-wise funds are available on a real time basis. Over 9,70,000 implementing agencies have already been registered on PFMS portal. These agencies are using the PFMS application for transactions covering both transfer of funds and e-payment to beneficiaries who have account in bank branches or Post offices. PFMS has been fully implemented at the Central Government level and Plan Scheme releases from Civil Ministries/ Departments of the Central Government are mandatorily routed through PFMS with a unique Sanction ID. Principal users of PFMS include Planning Commission, Ministry of Finance, all Central Ministries, State Governments, Program Managers, banks & NGOs which receive funds from the Central Government. E-Payment through PFMS.

8.17 Action Taken Notes in respect of PAC Paras/Reports and Audit Reports/Paras of C&AG

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

During the period from 1.4.2014 to 31.12.2014 the meeting of the Standing Audit Committee has taken place on 13.6.2014*. The Standing Audit Committee reviewed the progress of furnishing

of ATNs in respect of pending Audit Paras (Commercial) pertaining to National Highways Authority of India. Subsequently, fresh PAC Reports, Audit Reports(Civil) and (Commercial) have been received/downloaded from the website of C&AG for necessary action. The details are given in the **Appendix 8**.

In addition to the above , meetings of the Ad hoc Committee chaired by Special Secretary & Financial Adviser were also held from time to time to expedite replies on the part of the Ministry in respect of Inspection Reports/Paras and Draft Audit Paras of Audit on various matters and for the settlement of Inspection Paras/DAPs with Audit.

*Another meeting of the SAC has taken place on 27.1.2015.

8.18 Grant No. 83— Ministry of Road Transport and Highways.

The actual expenditure for the year 2014-15 (upto 31st December, 2014) has been reflected in **Appendix 9**. The Head-wise Details of Revenue Receipts for last three years (upto Dec. 2014) have been reflected in **Appendix 10** and Source of funds as per the Statement of Centrae Transections (SCT) during last three years (upto Dec. 2014) in respect of Revenue and Capital Receipts have been reflected in **Appendix 11**. Highlights of accounts are at **Appendix 12**.

D. VIGILANCE

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

During the year, besides dealing with the complaints received (in consultation with the Central Vigilance Commission where required), special emphasis was laid on preventive vigilance. Special emphasis was given to enforce proper implementation of the instructions and procedures laid down for processing requests for issue of NOC for retail outlets of auto fuels and access to private properties on “first come first serve basis” and the 30 days time limit for processing NOC cases and settling of bills and payment under Direct Payment Procedure “on first come first serve basis.” Online tracking of the applications for access permission to retail outlets, private properties etc on National Highways has been initiated, Project Zones are regularly reminded to ensure effective implementation of such instructions in a proactive manner.

A Vigilance Awareness Week was observed in the Ministry during 27th October – 1st November, 2014. The Pledge was administered by the Secretary(Shipping) jointly to the staff of the Ministry of Road Transport & Highways and Ministry of Shipping. During the Vigilance Awareness Week, an essay competition on the subject “Role of Information Technology and social

media to fight corruption”(in English) and “Effectiveness of public movement in eradicating corruption” (in Hindi) was also organized.

E. RIGHT TO INFORMATION ACT-IMPLEMENTATION

8.20 The main objectives of the RTI Act are to promote transparency and accountability in the working of every public authority and to set up a practical regime for giving citizens access to information that is under the control of public authorities. Central Information Commission (CIC) and State Information Commission (SIC) have been set up to promote transparency and accountability in the working of public authority. As per the RTI Act, Nodal Officer, RTI Section, PIOs, Appellate Authorities are fully functional in this Ministry. Section 4(1) (b) of RTI Act, 2005 envisages disclosure of suo moto information to the public through various means of communication. The website of this Ministry under various headings gives a host of information on various matters concerning this Ministry. A counter has been opened in the ground floor of Transport Bhawan for receiving RTI applications along with prescribed fee as per RTI Act, 2005. A web portal enabling citizens to apply for information under the RTI Act online and also the Appeals before the First Appellate Authority has been introduced by Department of Personnel & Training and fully functional in this Ministry w.e.f. 03.06.2013. The online system also includes the facility of scanning and sending physical applications to different PIOs online for further processing and sending physical replies. Information to the applicant / public is being provided keeping in view and subject to the various provisions of the RTI Act, 2005 including the time limits and exemption clauses. The two organizations namely: National Highways Authority of India (NHAI) an autonomous body set up under an Act of Parliament and Indian Academy of Highway Engineers (IAHE) (formerly known as NITHE), a society under the administrative control of Ministry have also appointed their separate PIOs/APIOs/Appellate Authorities for providing information to public/applicants as directed in RTI Act. This Ministry has been receiving RTI applications relating to various subjects viz. Motor Vehicles Act, Road Transport, National Highways, Flyovers, Bridges, Toll Plaza, collection of users' fee, installation of petrol pumps, tenders etc. All efforts are made by the concerned PIOs to send timely and accurate replies to the applicants. Till 31st December, 2014 around 3904 applications have been received which include both physical as well as online applications any of which if intended for more than one PIO were forwarded under system generated separate registration numbers. Likewise, till 31st December, 2014, the total number of 264 appeals has been received and forwarded to concerned FAAs. The system also has the facility of system generated reminders / alerts to concerned PIOs/ FAAs through their email. By using the facility available in the online system, monitoring of the disposal of RTI Applications/Appeals was also done from time to time.

F. RESULT FRAMEWORK DOCUMENTS

8.21 The Result Framework Document 2013-14 of the Ministry is at **Appendix 17**.



Surat-Dahisar



WB Panagarh-Palsit NH-2



Launch of e-book of the Ministry

MACHINERY FOR IMPLEMENTATION

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

OFFICIAL LANGUAGE IMPLEMENTATION COMMITTEE:

9.2 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 27th June, 2014, 29 September, 2014 and 16 December, 2014. Quarterly Progress Reports regarding progressive use of Hindi in official work, received from sections/divisions of the Ministry and the offices under its control, were reviewed in these meetings and remedial measures were suggested to improve and enhance use of Hindi in official work.

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

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

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

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

SPECIFIC MEASURES TAKEN FOR PROMOTING USE OF HINDI TRAINING IN HINDI TEACHING, HINDI TYPEWRITING AND HINDI STENOGRAPHY:

9.6 Out of a total of 14 typists (clerks), 5 are trained in Hindi typing and out of a total of 16 Stenographers, 6 are trained in Hindi stenography.

CASH AWARDS AND INCENTIVE SCHEMES:

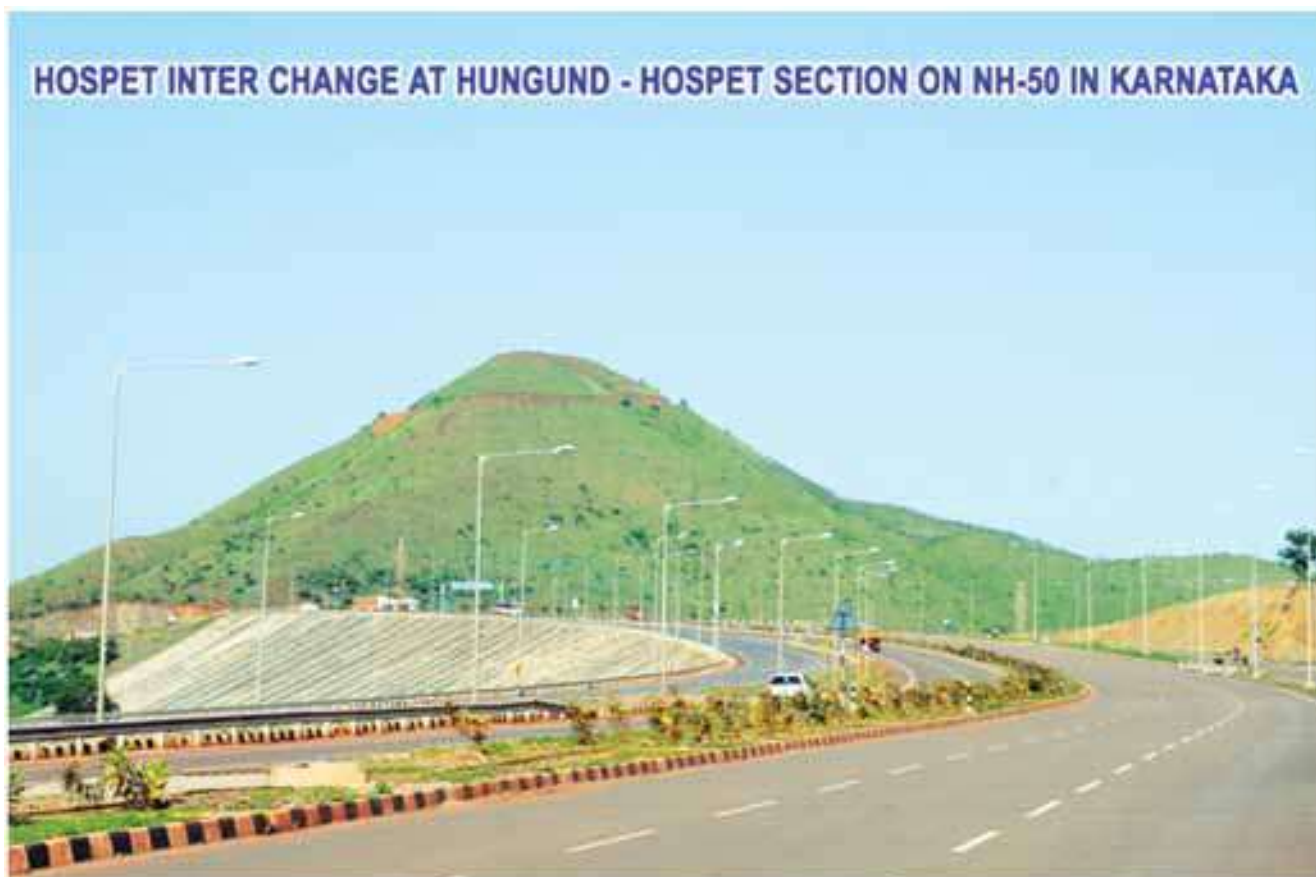
9.7 An incentive scheme to encourage officers and employees to do their official work in Hindi is in vogue in the Ministry. Under this scheme, cash awards are given for doing noting and drafting in Hindi.

CELEBRATION OF HINDI DIVAS AND HINDI PAKHWARA:

9.8 On the occasion of Hindi Divas on 14th September, 2014 the message of the Hon'ble Minister of Home Affairs was circulated for the perusal of officers and staff of the Ministry to encourage them to increase use of Hindi in their official work. Hindi Pakhwara was observed in the Ministry from 08th September, 2014 to 22th September, 2014. Competitions were held in Essay writing in Hindi, Departmental Vocabulary, Noting & Drafting in Hindi, General Letter Writing, Hindi Typing, Hindi Poetry Recitation, Extempore Speech and Hindi Handwriting. Some of the competitions were held separately for Hindi speaking and non-Hindi speaking staff of the Ministry. Two Hindi workshops were also organized by this Ministry on 18th September, 2013 and 19th September, 2014 in respect of "problems of spellings in Hindi" and "How to work on computer in Hindi" respectively. Joint Secretary, of Road Transport & Highways gave away awards to the winners of the competitions in a prize distribution function held in the Ministry on 29 September, 2014. During Hindi Pakhwara held this year, a total of 178 officers/employees participated in the competitions.

PROPAGATION OF INFORMATION TECHNOLOGY:

9.10 The entire Hindi typewriting work in the Ministry is carried out on computers. Latest Hindi software has been installed on the computers for efficient and fast completion of tasks. List of routine office notes in Hindi and library books has been uploaded on e-office.



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



TamilNadu Periyampatti[dharmapuri] NH-7



Picturesque view of Bridge and Tunnel Section on National Highway

11.1 Transport Research Wing (TRW) is the nodal agency which provides research inputs, analysis, technical comments and data support to the various Divisions of the Ministry of Road Transport and Highways. Besides, it assists in policy planning, coordination and evaluation of the performance of the road transport sector.

11.2 TRW collects, compiles, analyses and disseminates data relating to roads, road transport and road safety which essentially involves the collection of data from various sources viz. Central Government Ministries and Departments, State Governments, Union Territory Administrations and public and private sector agencies. The information received from these sources is scrutinised, validated for consistency and reliability, and then compiled and analysed in annual publications covering important aspects of the transport sector. Transport Research Wing is consistently making an effort to strengthen the database of roads, road transport and road safety, by taking measures to bridge data gaps and lags in the dissemination of data through its four annual publications namely 'Road Accidents in India', 'Road Transport Year Book', 'Review of the Performance of State Road Transport Undertakings', and 'Basic Road Statistics of India'. Information published in these four publications is also disseminated through Data Portal India.

11.3 Road accident related information for all the States and Union Territories and 50 Million Plus Cities of the country is collected, compiled and collated in a specially devised 19-item Asia Pacific Road Accident Database/Indian Road Accident Database (APRAD/IRAD) format. An in-depth analysis and overview of road accidents in India, based on data collected in the 19 item format is carried out by Transport Research Wing of the Ministry of Road Transport & Highways. The latest issue of 'Road Accidents in India: 2013' was released in August, 2014.

11.4 TRW is also actively involved in the collection of data on black spots, assessing and monitoring the progress of remedial measures taken in terms of reduction in road accident fatalities at the identified black spots. Black spots are locations with an abnormally high number of road crashes.¹³ States which accounted for about 85% of road accidents were asked to identify and provide details of the top 25 black spots in their respective States. These states are (i) Andhra Pradesh, (ii) Bihar, (iii) Chhattisgarh, (iv) Gujarat, (v) Haryana, (vi) Karnataka, (vii) Kerala, (viii) Madhya Pradesh, (ix) Maharashtra, (x) Rajasthan, (xi) Tamil Nadu, (xii) Uttar Pradesh and (xiii) West Bengal.

11.5 The publication, 'Review of the Performance of State Road Transport Undertakings', presents both physical and financial performance of individual SRTUs. It gives physical and financial performance of the State Road Transport Undertakings in terms of various identified parameters. Of the 54 existing SRTUs 38 SRTUs provided data in the requisite format for the financial year, 2012-13. The latest 'Review of the Performance of State Road Transport Undertakings – Passenger Services (April 2012- March 2013)' was released in January, 2014. The next issue of 'Review of the Performance of State Road Transport Undertakings', containing information up to 31st March, 2014 is also ready for publication.

11.6 In pursuance of the recommendations of the 35th TDC, on 5th February 2014, the Government of India set up an Empowered Committee on the issue of National Permit System of tourist buses and motor vehicle taxation of goods vehicles up to 7.5 tonnes GVW. The Committee held several discussions under the chairmanship of Transport Commissioner (Bihar). These discussions were held with all the stakeholders, including representatives of various States and transporters' associations. Adviser (TR) is the Convenor of the Empowered Committee. The recommendations made by the committee on motor vehicle taxation of goods vehicles up to 7.5 tonnes GVW have been submitted.

11.7 Transport Research Wing (TRW) has been actively involved in providing inputs on the roads and road transport sector for the India Transport Report "Moving India to 2032" prepared by the National Transport Development Policy Committee (NTDPC). The report was submitted by the chairman of NTDPC to PMO on 31st January, 2014.

11.8 The publication 'Basic Road Statistics (BRS) of India' provides comprehensive information on road network including National Highways, State Highways, urban roads, rural roads and project roads. Data is collected from about 280 source agencies spread across the Centre, States/ Union Territories (UTs) and local bodies. The next issue of BRS is under compilation.

11.9 Major highlights of the Road and Road Transport sector in India, as evident from the data compiled and published by TRW, are indicated below:

- As on 31st March, 2013, there were 172,916 thousand* registered motor vehicles in India
Appendix 14
- For the first time in two consecutive years, i.e. 2012 and 2013, there was a decline in the number of road accidents, the number of persons killed and the number of persons injured in road accidents.
- The total number of road accidents declined from 4,90,383 in 2012 to 4,86,476 in 2013
Appendix 15
- There was a decline in the number of accidents per lakh population from 39.9 in 2012 to 38.9 in 2013.
- The number of persons killed in road accidents too declined to 1,37,572 in 2013, in comparison to 1,38,258 in 2012.
- In terms of total number of persons killed in road accidents per lakh population, there was a reduction from 11.2 in 2012 to 11.0 in 2013.
- The number of persons injured in road accidents reduced both in absolute as well as relative terms. In 2012, as many as 5,09,667 had got injured in road accidents whereas in 2013, there were 4,94,893 persons injured.
- The number of persons injured in road accidents per lakh of population declined from 41.4 in 2012 to 39.6 in 2013.

- Two-wheelers accounted for the largest share of 72.7% * of the total registered motor vehicles for the period up to 31st March 2013.
- The total road length of the country as on 31st March, 2013 was 52.63 lakh kms*.
- Category-wise break up of total road length during the years 1951 to 2013 **Appendix 16**

* - Provisional





Vijayawada-Chilikaluripet NH Section

12.1 “As a continued endeavour towards enhanced cooperation with other countries in the field of Roads/Highways, Transportation and Connectivity on the basis of reciprocity, equality and mutual benefits, the International Cooperation Division of the Ministry engaged in various bilateral and regional level activities during 2014-15.



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

- a) Framework of co-operation between Ministry of Road Transport and Highways and Ministry of Land, Infrastructure, Transport, and Tourism of Japan was signed on 1st September 2014 in the roads and road transportation sector.
- b) Bilateral Agreement for the Regulation of passenger traffic between Government of Republic of India and Government of Nepal was signed on 25 November 2014 on the sidelines of the SAARC Summit in Kathmandu.
- c) A draft agreement and Protocol for starting a bus service from Imphal, Manipur to Mandalay in Myanmar was initialed by the representatives of delegations from India and Myanmar in June, 2014.

12.3 Strengthening of bilateral cooperation with other countries:

- a) The Kathmandu-Delhi Bus service was inaugurated by Prime Ministers of both the countries from Kathmandu and simultaneously Delhi-Kathmandu service was flagged off by Minister (RTH&S) from New Delhi on one of the agreed routes i.e. Kathmandu – Bhairahawa – Sunauli – Gorakhpur – Lucknow- New Delhi route on daily basis. The service from Indian side is being operated by Delhi Transport Corporation.



Inaguration of Delhi-Katmandu bus service.

- b) To strengthen relations with countries in the South and South East Asian region, Ministry of Road Transport and Highways is pursuing discussions and negotiations for finalizing bus service agreements on Guwahati-Shillong-Dhaka route and Imphal-Mandalay route for improving trade and people to people contact with Bangladesh and Myanmar respectively. The Joint survey for the bus service on Guwahati-Dhaka route via Shillong was conducted by the delegations of India and Bangladesh in December 2014 and the joint delegations have recommended that regular bus service may be started on the route. Similarly, after detailed deliberations, India and Myanmar have agreed to start a bus service between Imphal and Mandalay. A Joint technical inspection of the route has been held by the representatives of both the countries on 11-15 January 2015.
- c) The Minister (RTH&S) led a delegation to United Kingdom and Netherlands in November, 2014 for purpose of cooperation with UK for IT based transport system and collaboration with Netherlands for development and modernization of Inland Waterways and Ports.
- d) An Indian delegation led by Secretary (Road transport and Highways) to Kathmandu, Nepal from 29-30 October 2014 to resolve the various pending issues between both

countries and to build confidence of Nepal on starting the bus service, which facilitated signing of the agreement with Nepal for starting the Delhi-Kathmandu bus service during the SAARC summit in November 2014.

- e) Delegations led by Hon'ble Minister (RTH&S) and Japanese Minister of Land, Infrastructure, Transport, and Tourism held a bilateral meeting in New Delhi on 24th September, 2014 to advance cooperation in the field of road infrastructure and Transport under the Frame Work of Co-operation signed with Japan. The first meeting of the Joint Working Group set up under the Frame Work of Co-operation with Japan was also hosted by the Ministry in New Delhi in October 2014.
- f) The Varanasi-Kathmandu Bus service on one of the agreed routes i.e. Varanasi-Azamgarh-Sunauli-Bhairahawa-Kathmandu route has been flagged off from Varanasi on 4th March, 2015 and simultaneously Kathmandu-Varanasi service from Kathmandu on 5th March, 2015. The service from Indian side is being operated by Uttar Pradesh State Road Transport Corporation (UPSRTC).

12.4 Regional Level Cooperation:

- (a) The third meeting of Expert Group to finalize Draft Regional Agreement on Motor Vehicles among SAARC countries was held on 7-8 September 2014 at Neemrana (Rajasthan). All member countries except Maldives participated in the meeting. The Group considered the text of the draft Agreement clause by clause and proposed certain amendments which were agreed to the consensus. The finalized draft of the agreement along with comments of member states was placed by SAARC Secretariat before the Inter Governmental Group on Transport on 30th September 2014 which endorsed the finalized version of the draft agreement. The Agreement provides for the Member States to allow the vehicles of other Member States to ply in their territory for transportation of Cargo and Passengers subject to various terms and conditions in the Agreement and obtaining permits for such transport from the Member States as per procedure and protocols prescribed in the Agreement. The Agreement was proposed to be signed during the SAARC summit in November 2014 but could not be signed due to reservations of Pakistan.
- (b) A Transport Secretaries meeting of Bangladesh, Bhutan, India and Nepal (BBIN) for BBIN Motor Vehicle Agreement at sub-regional level was held on 2-3 February 2015 at Raichak, Kolkata to reach consensus on a draft framework agreement titled "Motor Vehicle Agreement for the regulation of Passenger, Personal and Cargo vehicular Traffic between four countries". This agreement will help transform transport corridors linking the 4 countries into economic corridors and enhance people to people contact. The text of BBIN Motor Vehicle Agreement has been finalised and it has been decided that respective countries will take internal approval before this agreement could be signed during the proposed meeting of Transport Ministers in April 2015.



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

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

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

II. IN RESPECT OF THE UNION TERRITORIES:

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

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

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

IV. AUTONOMOUS BODIES:

14. National Highways Authority of India.

V. SOCIETIES/ASSOCIATIONS:

15. Indian Academy of Highway Engineers.

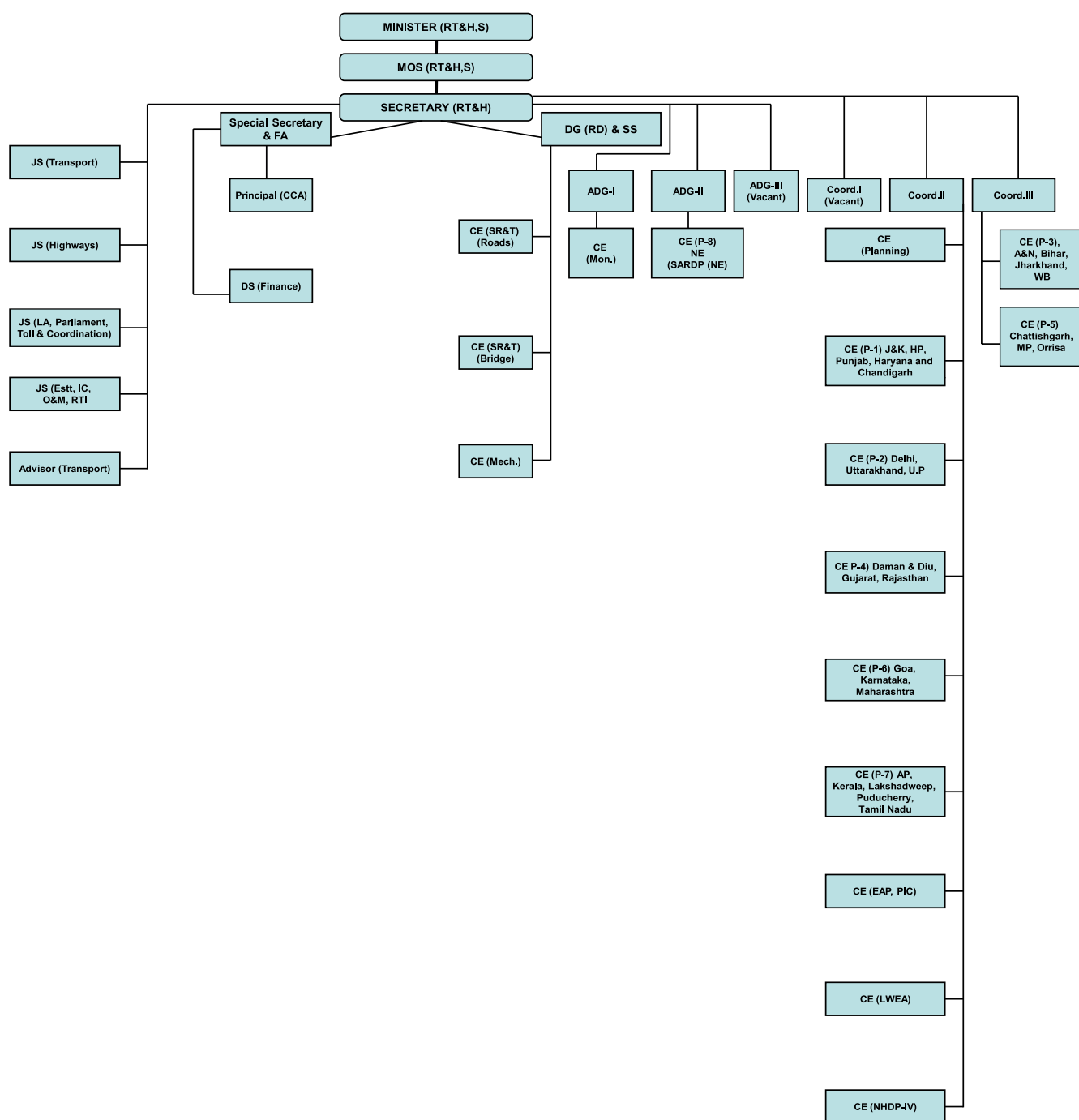
VI. PUBLIC SECTOR UNDERTAKINGS:

16. Indian Road Construction Corporation.

VII. ACTS:

17. The Road Transport Corporations Act, 1950 (64 of 1950).
18. The National Highway Act, 1956 (48 of 1956).
19. The Motor Vehicles Act, 1988 (59 of 1988).
20. The National Highways Authority of India Act, 1988 (68 of 1988).

Organisation Chart Of The Ministry Of Road Transport And Highways



List of State wise National Highways in the Country

Sl. No.	Name of State	National Highway No.	Total Length (in km)
1	Andhra Pradesh (Seemandhra)	4, 5, 7, 9, 16, 18, 18A, 42 New, 43, 63, 67Ext. New, 150 New, 167 New, 202, 205, 214, 214A, 216, 219, 221, 222, 234, 326, 67 New, 71 New, 161 New, 340 New, 363 New, 365 New, 565 New, 765 New	4669.74
2	Arunachal Pradesh	52, 52A, 153, 229, 52B Ext, 37 Ext., 315A, 713 New, 513 New, 313 New, 113 New & 713A New	2513.05
3	Assam	6 New, 31, 31B, 31C, 36, 37, 37A, 38, 39, 44, 51, 52, 52A, 52B, 53, 54, 61, 62, 117A New, 127B New, 127E New, 151, 152, 153, 154, 315A New, 127C New & 127D New, 329 New, 427 New, 627 New, 702 New, 702B New, 702C New & 715A New	3783.23
4	Bihar	2, 2C, 19, 28, 28A, 28B, 30, 30A, 31, 57, 57A, 77, 80, 81, 82, 83, 84, 85, 98, 99, 101, 102, 103, 104, 105, 106, 107, 110, 122A New, 131A New, 133 New, 133B New, 219 New, 327A New, 327 Ext. New, 333 New, 333A New, 333B New, 527A New, 527C New & 766C	4572.48
5	Chandigarh	21	15.28
6	Chhattisgarh	6, 12A, 16, 43, 78, 111, 130A New, 130B New, 130C New, 130D New, 149B New, 163A New, 200, 202, 216, 217, 221, 343 New, 930 New	3078.40
7	Delhi	1, 2, 8, 10, 24 & 236	80.00
8	Goa	4A, 17, 17A & 17B	262.00
9	Gujarat	NE-I, 6, 8, 8A, 8B, 8C, 8D, 8E, 14, 15, 56, 58 New, 59, 113, 228, 251 New, 753B New, 848 & 848A New, 848B New, 341 New, 68Ext. New, 147A New, 168 New, 168A New, 351 New, 927D New & 953 New	5015.29

Sl. No.	Name of State	National Highway No.	Total Length (in km)
10	Haryana	1, 2, 8, 10, 11 New, 21A, 22, 54 New, 64, 65, 71, 71A, 72, 73, 73A, 71B, 236, 248 A New, 334B New, 703 New, 709 Ext New. & NE-II	2057.48
11	Himachal Pradesh	1A, 3 New, 20, 20A, 21, 21A, 22, 70, 72, 72B, 88, 73A, 154A New, 305 New, 503 New, 503 Ext. New & 505 New	2396.48
12	J & K	1A, 1B, 1C, 1D, 3 New, 144 New, 144A New, 301 New, 444 New, 501 New & 701 New	2319.00
13	Jharkhand	2, 6, 23, 31, 32, 33, 43 New, 75, 78, 80, 98, 99, 100, 114A New, 133 New, 133A New, 143 New, 143A New, 220 New, 333 New, 333A New, 343 New & 419 New	2631.64
14	Karnataka	4, 4A, 7, 9, 13, 17, 48, 50 New, 63, 67, 67New, 150, 150 Ext. New, 150A New, 167 New, 169A New, 173 New, 206, 207, 209, 212, 218, 234, 275 New & 367 New	6432.29
15	Kerala	17, 47, 47A, 47C, 49, 183A New, 185 New, 208, 212, 213, & 220	1811.52
16	Madhya Pradesh	3, 7, 12, 12A, 25, 26, 26A, 26B, 27, 43 New, 56 New, 59, 59A, 69, 69A, 75, 76, 78, 86, 92 & 927A New	5184.57
17	Maharashtra	3, 4, 4C, 6, 7, 8, 9, 13, 16, 17, 26B, 50, 69, 150 Ext. New, 161 New, 204, 211, 222, 348 New, 848 New, 160 New, 166 New, 166A New, 348 New, 348A New, 353C New, 353D New, 353E New, 361 New, 363 New, 547E New, 548 New, 753 New, 753A New, 753B New, 848A & 930 New	7047.79
18	Manipur	39, 53, 102 New, 102A New, 102B New, 129A new, 108A New, 129 New, 137 New, 150, 155, 702A New	1699.74
19	Meghalaya	40, 44, 51, 62 & 127B New	1204.36
20	Mizoram	6 New, 44A, 54, 54A, 54B, 150, 154, 302 New & 502A New	1381.00
21	Nagaland	36, 39, 61, 129 New, 129A, 150, 155, 702 New, 702A New & 702B New	1080.09

Sl. No.	Name of State	National Highway No.	Total Length (in km)
22	Odisha	5, 5A, 6, 23, 42, 43, 60, 75, 130C New, 153B New, 157 New, 200, 201, 203, 203A, 215, 217, 220 New, 224, 326 New & 326 A New	4644.52
23	Puducherry	45A & 66	64.03
24	Punjab	1, 1A, 10, 15, 20, 21, 22, 64, 70, 71, 72, 95, 103 A New, 154A, 344A New, 503 Ext. New , 703 New 703A New & 754 New	2239.15
25	Rajasthan	3, 3A New, 8, 11, 11A, 11B, 11C, 12, 14, 15, 25 Ext. New, 54 New, 65, 65A New, 71B, 76, 76A New, 76B New, 79, 79A New, 89, 90, 113, 112, 114 , 116, 116A New, 158 New, 162A New, 162 Ext. New, 168 New, 168A New, 248A New, 325 New, 709 Ext. New & 927A New	7886.20
26	Sikkim	31A, 310, 310A New, 510 New, 710 New	309.00
27	Tamil Nadu	4, 5, 7, 7A, 45, 45A, 45B, 45C, 46, 47, 47B, 49, 66, 67, 68, 205, 207, 208, 209, 210, 219, 220, 226, 226Ext., 227, 230, 234, 381 New, & 532 New	5006.14
28	Tripura	44 , 44A & 208 New	577.00
29	Telangana	7, 9, 16 202 ,221,222,326 New, 167 New, 150 New, 363 New, 365 New, 565 New, 161, 765 New, 50 New, 563 New & 365A New	2686.84
29	Uttarakhand	58, 72, 72A, 72B,73, 74, 87, 87 Ext., 94, 107 New, 108, 109, 123, 119, 121 , 125& 309A New	2409.92
30	Uttar Pradesh	2, 2A, 3, 3A New, 7, 11, 12A, 19, 24, 24A, 24B, 25, 25A, 26, 27, 28, 28B, 28C, 29, 56, 56A, 56B, 58, 72A, 73, 74, 75, 76, 86, 87, 91, 91A, 92, 93 ,96, 97 , 119, 219 New, 231, 232, 232A, 233, 235, 330, 330A New, 334B New, 730 New, 730A New, 931 New, 931A New & NE-II	7863.00
31	West Bengal	2, 2B, 6, 10, 31, 31A, 31C, 31D, 32, 34, 35, 41, 55, 60, 60A, 80, 81, 114A New, 116B New, 117, 131A, 133A New, 317A, 327B, 512 New & 717.	2909.80
32	A & N Island	223	330.70
33	Dadra Nagar Haveli	848A New	31.00
34	Daman & Diu	848B New & 251 New	22.00
		Total	96214.72

The tentative list of stretches identified under NHDP Phase-VII

Sl. No.	Name of City Project
1	Ring road/bypass for Hyderabad
2	Ring road/bypass for Tirunelveli
3	Ring road/bypass for Kanpur
4	Grade Separated Intersection/ Flyover at Ranchi on NH-75
5	Ring road/bypass for Tiruchchirapalli
6	Ring road/bypass for Nasik
7	Grade Separated Intersection/Flyover at Solapur at Junction of NH-9 and NH-211
8	Ring road/bypass for Chennai
9	Ring road/bypass for Jaipur
10	Ring road/bypass for Amritsar
11	Grade Separated Intersection/flyover at Padalsingi and at Gandhi at Junction of NH-211 and 222
12	Ring road/bypass for Madurai
13	Ring road/bypass for Patna
14	Ring road/bypass for Thiruvanthapuram
15	Ring road/bypass for Surat
16	Ring road/bypass for Aligarh
17	Ring road/bypass for Bangalore
18	Grade Separated Intersection/Flyover at Alephata at Junction of NH-50 and 222
19	Ring road/bypass for Ahmadabad.
20	Ring road/bypass for Vishakhapatnam.
21	Ring roads/bypasses for Jammu & Srinagar cities
22	Ring road/bypass for Kolkata
23	Elevated link road to Chennai Port
24	Ring Road/bypass for Meerut
25	Ring Road/bypass for Coimbatore
26	Ring road/bypass for Bhopal
27	Ring road/bypass for Salem
28	Ring road/bypass for Nagpur
29	Ring road/bypass for Indore
30	Ring road/bypass for Lucknow
31	Ring road/bypass for Imphal
32	Ring road/bypass for Pune
33	Ring road/bypass for Varanasi
34	Ring road/bypass for Dhanbad
35	Ring road /bypass for Ranchi
36	Grade Separated Intersection/flyover near Ratangiri at Junction of NH 17 and 204

Details of Projects Awarded during 2014-15 (till 31st December, 2014)

S.N.	Project Name	NH No	Length	TPC (₹ in crs)	Funded By	Category	Awarded Date	State
1	Four laning of Patna - Gaya - Dhobi section of NH-83	83	127.2	1027	NHAI	NHDP Phase III	Oct-14	Bihar
2	2 Laning with paved shoulder of Chhapra - Rewaghat - Muzaffarpur section of NH-102	102	73.08	415.71	NHAI	NHDP Phase IV	Jun-14	Bihar
3	Construction of Flyover at Bahalgarh ch.41.210 and construction of additional 2-lane bridge near Rasoi Ch.32.28 on NH-1 in the state of Haryana	1	0	77.97	NHAI	Others	May-14	Haryana
4	Four Laning of Aurangabad - Yedishi	211	190.2	1871.34	BOT	NHDP Phase IV	Apr-14	Maharashtra
5	2/4 Laning of Talchar -Cdubari-Chandikhole section of NH-200 from Km 301.89 to Km 427.85 including km 8.5 to Km 14.86 of NH-23	23&200	132.35	996.37	NHAI	NHDP Phase III	Oct-14	Odisha
6	Phalodi -Jaisalmer section of NH-15 to two/four lane with PS from km.163.40 to km.323.85	15	160.45	567.51	NHAI	NHDP Phase IV	Oct-14	Rajasthan
7	Bikaner – Phalodi section to four lane from km.4.200 to km.55.250 and two-lane with paved shoulder from km.55.250 to km.163.500 of NH-15 in the state of Rajathasthan	15	160.3	822.9	BOT	NHDP Phase IV	Aug-14	Rajasthan
8	Four laning of Kaithal - Rajasthan border	65	166.25	1393	BOT	NHDP Phase IV	May-14	Rajasthan
9	Jaisalmer - Barmer	15	131.41	482.27	NHAI	NHDP Phase IV	Apr-14	Rajasthan
10	Jodhpur - Barmer section of Package -I	112	85.61	264.72	NHAI	NHDP Phase IV	Apr-14	Rajasthan
11	Jodhpur - Barmer section of Package -II	112	74.1	206.12	NHAI	NHDP Phase IV	Apr-14	Rajasthan
12	2 laning with paved shoulder of Karaikudi - Ramanathapuram section of NH-210	210	80	451.58	NHAI	NHDP Phase III	Oct-14	Tamilnadu
13	Tanjore - Pudukottai	226	55.28	283.87	NHAI	NHDP Phase IV	Sep-14	Tamilnadu
14	T h i r u m a y a m Manamadurai section	226	77.72	401.11	NHAI	NHDP Phase IV	Apr-14	Tamilnadu

S.N.	Project Name	NH No	Length	TPC (₹ in crs)	Funded By	Category	Awarded Date	State
15	2 laning with paved shoulder of Sitarganj - Tanakur section of NH-125	125	52	243.11	NHAI	NHDP Phase IV	Oct-14	Uttarkhand
16	Jodhpur - Pokkarran	114	139.32	455.6	NHAI	NHDP Phase IV	Dec-14	Rajasthan
17	Chas- Ramgarh	23	78.19	341.61	NHAI	NHDP Phase IV	Dec-14	Jharkhand
18	Ludhiana - Talwandi	95	6.02	46.57	NHAI	NHDP Phase III	Nov-14	Punjab
19	Jarwal-Bahraich	28C	50.49	261	NHAI	NHDP Phase IV	Apr-14	UP
20	Chitradurga-Shimoga (2L+PS)	13	111	334	NHAI	N H D P Phase IV	May-14	Karnataka
21	Nagarjun Sagar Dam to Davulapalli (Km 86.057 to Km 133.922)	565	47	196	NHAI	N H D P Phase IV	Apr-14	A n d h r a Pradesh
22	Davulapalli to Markapur (Km 154.900 to 198.694)	565	43	170	NHAI	N H D P Phase IV	Apr-14	A n d h r a Pradesh
23.	Kerala Border-Kollegal (2L+PS)	212	132	419	NHAI	N H D P Phase IV	May-14	Karnataka
24	Gorakhpur-Ferenda-Sonouli	29E	81.41	441	NHAI	N H D P Phase IV	May-14.	UP
25	Markapuram to Veggam Palle (km 198.694 to 294.000)	565	95	405	NHAI	N H D P Phase IV	May-14	A n d h r a Pradesh
26	Veggam Palle to Dornala T Junction (Km 294.000 to 361.327)	565	67	251	NHAI	N H D P Phase IV	May-14	A n d h r a Pradesh
27	Palhara to Pitri section of NH-149	149	68	342	NHAI	N H D P Phase IV	Sep-14	Odisha
28	Indo-Nepal Border to Rudhali	233	66	355	NHAI	N H D P Phase IV	Oct-14	UP
29	Sangrur- Dogal Kalan (4-L) section of NH71 from km 181.850-211.390	71	29.54	463	NHAI	N H D P Phase IV	Nov-14	Punjab
30	Rudhali to Ghagra bridge	233	56.00	391	NHAI	N H D P Phase IV	Nov-14	UP
31	Dogal Kalan- Punjab/Haryana Border (4-L) section of NH71 from km 211.390-238.698	71	27.00	574	NHAI	N H D P Phase IV	Nov-14	Punjab
32	Mydukur to Nellore section of NH-67 from km 695-742/600	67	44.50	297.78	NHAI	N H D P Phase IV	Nov-14	A n d h r a Pradesh
33	AP/Telangana border to Rudrampur section of NH-221 from km 71/200 to 121/00	221	49.42	244.3	NHAI	N H D P Phase IV	Nov-14	Telangana

S.N.	Project Name	NH No	Length	TPC (₹ in crs)	Funded By	Category	Awarded Date	State
34	End of Nagaur bypass to Netra village (2L+PS) section of NH-65 from km 180.500 to 267.500	65	87.00	350	NHAI	NHO	Dec-14	Rajasthan
35	Netra village to Mandore Section of (4-lane) section of NH-65 from km 180.500 to 267.500	65	28.00	269	NHAI	NHO	Dec-14	Rajasthan
36	Dhamtari to Kanker Section of NH-43 from km 81.500 to 130.00	43	48.41	213.47	NHAI	N H D P Phase IV	Dec-14	Chattisgarh
37	Dahikonda to Jagdalpur Section of NH-43 from km 241.00 to 298.000	43	56.90	262.54	NHAI	N H D P Phase IV	Dec-14	Chattisgarh
38	Sangarur & Dhanoula bypass in Patiala-Bathinda (4L) Section of NH-64	64	18.00	315	NHAI	N H D P Phase IV	Dec-14	Punjab
39	Rewa-Sidhi (2L+PS) Section of NH-75 from km 2/800 to 33/200 & km 55/400 to 83/400 including Gurh & Sidhi bypass	75	57.80	382.73	NHAI	NHO	Dec-14	M a d h y a Pradesh
40	Chandragudem to AP/ Telangana border section of NH-221 from km 32/735 to 71/200	221	38.00	144.3	NHAI	N H D P Phase IV	Dec-14	A n d h r a Pradesh
	TOTAL		3090	17429				

State-wise Tentative Allocation Under Different Schemes on the Development and Maintenance of National Highways During 2014-15.

(₹ in crore)

Sl. No.	Name of States/Union Territories	Development*	Maintenance*
1.	Andhra Pradesh	162.00	113.28
2.	Arunachal Pradesh	2.00	15.66
3.	Assam	137.27	91.19
4.	Bihar	387.81	169.79
5.	Chandigarh	5.00	12.01
6.	Chhattisgarh	65.26	61.66
7.	Delhi	5.00	0.61
8.	Goa	16.00	29.00
9.	Gujarat	206.21	83.41
10.	Haryana	43.00	10.54
11.	Himachal Pradesh	152.00	44.81
12.	Jammu & Kashmir	25.00	1.82
13.	Jharkhand	119.00	60.01
14.	Karnataka	220.00	87.84
15.	Kerala	224.00	73.97
16.	Madhya Pradesh	175.02	35.18
17.	Maharashtra	128.40	104.10
18.	Manipur	30.00	20.51
19.	Meghalaya	35.00	20.61
20.	Mizoram	32.00	19.86
21.	Nagaland	48.00	14.89
22.	Odisha	300.72	67.35
23.	Puducherry	12.00	1.60
24.	Punjab	109.00	64.39
25.	Rajasthan	150.00	125.76
26.	Tamil Nadu	211.78	71.54
27.	Telangana	195.00	82.51
28.	Tripura	2.00	5.85
29.	Uttar Pradesh	305.01	221.62
30.	Uttarakhand	146.44	52.96
31.	West Bengal	542.00	70.76
32.	Andaman & Nicobar Islands	15.00	3.54

*Allocation as on December, 2014

Allocation and Release under CRF

Year	2000-01		2001-02		2002-03	
	Allocation	Release	Allocation	Release	Allocation	Release
₹ Cr.	985.00	332.01	962.03	300.00	980.00	950.28
Year	2003-04		2004-05		2005-06	
	Allocation	Release	Allocation	Release	Allocation	Release
₹ Cr.	910.76	778.94	868.00	607.40	1535.36	1299.27
Year	2006-07		2007-08		2008-09	
	Allocation	Release	Allocation	Release	Allocation	Release
₹ Cr.	1535.46	1462.29	1565.32	1322.19	2171.64	2122.00
Year	2009-10		2010-11		2011-12	
	Allocation	Release	Allocation	Release	Allocation	Release
₹ Cr	1786.56	1344.98	2714.87	2460.29	2288.65	1927.39
Year	2013-14		2014-15			
	Allocation	Release	Allocation	Release		
₹ Cr.	2359.91	2226.60	2642.63	1382.47*		

* Up to December, 2014

Number of Government Servants (Technical and Non-Technical side) including SC/ST employee

Groups	Sanctioned Strength	Total No. of employees in position	SCs	STs	% of SCs to total employees in position	% of STs to total employees in position
TECHNICAL						
A	227	183	28	11	15.30	6.01
B	81	39	9	4	23.07	10.25
C	7	3	1	0	33.33	0.00
TOTAL	315	225	38	15	16.89	6.67
NONTECHNICAL						
A	65	62	4	7	6.45	11.29
B	249	173	22	14	12.72	8.09
C	196	135	32	9	23.70	6.67
C[MTS]	172	149	57	9	38.26	6.04
TOTAL	682	519	115	39	22.16	7.51

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

S.No.	Number and heading of the PAC/Audit Report	Action Taken
1	Ninth Report (16th Lok Sabha) of PAC(presented to Parliament on on the Action Taken by the Government on the 64th Report of the PAC(15th Lok Sabha)-Excesses Over Voted Grants and Charged Appropriations(2010-11)	The progress of furnishing of ATNs is under Review of the Standing Audit Committee. Periodical meetings of the Committee are held for the purpose.
3	Report No. 25 of 2014- Union Government (Civil)- Report of the Comptroller & Audit General of India on Compliance Audit Observations . The Audit Paras pertaining to non-laying of audited accounts before Parliament by CABs and unfruitful expenditure pertaining to procurement of Weight-in Motion cum Automatic Traffic Counter cum Classifiers machines pertain to this Ministry to the extent indicated in the Report.	-do
3	Report No. 13 of 2014 of Comptroller & Auditor General of India (Compliance Audit Observations)- Chapter XIV covered Specific Audit Paras pertaining to NHAI covering (i) loss of revenue due to inordinate delay in commencement of toll operation; (ii) weak contract management resulting in short recovery of liquidated damages; (iii) undue favour to contractor. Chapter XIX- Covered Follow up on Audit Report (Commercial) pertaining to PSUs under various Ministries.	-do-
4	Report No.36 of 2014- Union Government(Ministry of Road Transport & Highways) –Report of the Comptroller & Auditor General of India on Performance Audit of implementation of Public Private Partnership Projects in National Highways Authority of India. (With reference to Deptt. of Expenditure OM No.12(1)/E(Coord)/2015 dated 22.1.2015 requesting for inclusion of important audit observation in the Annual Report, the gist of paras in respect of this Report is at Appendix-8A).	-do-

Ministry of Road Transport & Highways
Important audit observations of Performance Audit Report on
Implementation of Public Private Partnership Projects in
NATIONAL HIGHWAYS AUTHORITY OF INDIA
(CAG's Report No. 36 of 2014)

The role of developing, maintaining and managing National Highways in India has been entrusted to the National Highways authority of India (NHAI) which was established in 1988 by an Act of Parliament namely NHAI Act, 1988, as a body corporate to discharge its functions on business principles. However, NHAI began its operations only in 1995.

Performance Audit on 'Implementation of PPP projects in NHAI' covered 94 projects under Phases II, III, IV and V of National Highways Development Programme (NHDP) constituting 45.41 percent of total 207 BOT projects awarded as on 31.3.2012. The draft Performance Audit Report was issued on 18 July 2014 to Ministry of Road Transport and Highways (MORTH) and NHAI for confirmation of facts and figures contained therein and also to seek their reply on the Report. MORTH submitted its reply in September 2014. The views expressed by Ministry/ NHAI have been incorporated in the Report under respective audit observations. The summary of the major observations is as follows:

- Audit could not obtain assurance that an objective criteria was adopted by the Ministry to select Highway stretches for upgradation. 42 road stretches once approved by Cabinet Committee on Infrastructure (CCI) under NHDP were substituted without justification with 26 new road stretches while taking approval of CCI subsequently. Ministry neither clarified to C&AG how the priority of stretches decided earlier was changed later nor were the reasons for such substitution were found on record.

(Para 2.1 & 2.1.2)

- NHAI failed to achieve the target of 20 km per day for widening and upgradation of National Highways (NH) during 2009-10 to 2012-13. NHAI's best achievement was 17.81 km per day during 2011-12 which dropped to a mere 3.06 km per day during 2012 despite availability of sufficient funds.

(Para 2.3)

- NHAI parked ₹9,928.31 crore in fixed deposits with banks as on 31 March 2012 and ₹5,933.59 crore as on 31 March 2013. C&AG observed that Government lost opportunity to earn tax revenue to the extent of ₹135.87 crore considering Corporate Tax rate of 32.45 per cent on surplus money invested in fixed deposits at the rate of 9.85 per cent per annum out of funds borrowed through tax free bonds.

(Para 3.2)

- NHAI did not adhere to basic accounting principles and Accounting Standards issued by the Institute of Chartered Accountants of India. Resultantly, Financial Statements did not depict overall correct profitability of NHAI.

(Para 3.3)

- The projects considered unviable on Build Operate and Transfer either by DPR consultants/ Authority/ Public Private Partnership Appraisal Committee or during bidding process were re-structured after making major changes in the initial project parameters to make them viable, but fresh RFQ were not invited in such cases, which showed lack of transparency and competitive bidding.

(Para 4.1.2)

- Two projects namely Nagpur-Betul and Lucknow-Raibareilly were approved for 4-laning despite the fact that the minimum threshold traffic was not expected to be achieved in the next five to 12 years. Unwarranted 4-laning would result in extra cost of construction ₹1724.10 crore which was avoidable apart from increased user fee to be paid by road users which is higher by 66.67 per cent for 4-lane as compared to 2-lane.

(Para 4.2.1.1 and Para 4.2.1.2)

- Varanasi-Aurangabad project which would achieve minimum threshold limit for six laning only in 2034, was prematurely taken up for upgradation to six lane on BPT mode which resulted in extra burden of ₹565 crore on NHAI by way of VGF as well as foregoing of toll revenue by the Government for 24 years.

Para 4.2.2.1)

- Instead of adopting the total traffic on the stretch of highway for determining the concession period, NHAI, while fixing the concession period, considered only tollable traffic resulting in fixing higher concession period which would result in unwarranted burden of ₹28,095.54 crore (NPV: ₹3,233.71 crore) on road users by way of toll for the extended period apart from leading to traffic congestion towards the end of the concession period.

(Para 4.3)

- The total Project Cost worked out by the concessionaires was higher as compared to TPC worked out by the Authority. In 85 out of 94 projects, the excess TPC worked out by concessionaire ranged from 0.32 per cent to 223 per cent, which benefited the concessionaire with lesser residuary risks.

(Para 5.4)

- NHAI's decision to allow tolling on four partially completed stretches resulted in extra burden on the road users amounting to ₹161.67 crore.

(Para 5.7)

- Toll amount of ₹902.89 crore collected by the concessionaires in three 6-laning projects was not transferred to 'withheld amount account' through project milestones were not achieved by the concessionaires. In case of Delhi-Agra project in which the successful bidder was M/s Reliance Infrastructure Ltd., clause 31.3.1A, available in other 6-laning Concession Agreements for withholding the toll collection in case of failure to achieve milestones, was missing from the Concession Agreement.

(Para 5.8)

- NHAI incurred ₹856.80 crore on account of change of scope in 23 projects, out of which ₹662.53 crore was due to faulty, Detailed Project Report/Feasibility Report.

(Para 5.9)

- NHAI could not start toll collection in six completed annuity projects due to non-achieving of commercial operation date (COD) in time resulting in non-realization of estimated toll revenue of ₹259.47 crore. Further toll of ₹171.37 crore could not be collected due to delay in issue of toll notification (₹157.65 crore) and failure to commence toll collection after issue of toll notification (₹13.72 crore) for these projects.

(Para 6.1)

- Toll revenue of ₹303.62 crore was diverted by Concessionaries in Delhi-Agra and Pune Satara projects as investment in Reliance Mutual Funds rather than being spent on construction work.

(Para 6.3)

- NHAI is managing its staff strength mostly with officials on deputation from other government departments and by appointing consultants. Department of Personnel & Training (DOPT), Ministry of Personnel, Public Grievances & Pensions, Government of India directed MORTH in November 2009, to ensure within two years that the structure of NHAI be reformed to provide for its own independent cadre through direct recruitment and absorption of deputationists. However, as at the end of 31 March 2013, the ratio of persons on deputation to regular employees was 83:17.

(Para 7.2)

- In four projects, NHAI prematurely released grant amounting to ₹769.53 crore by considering amount of advance as expenditure and by incorrectly working out the pro rata amount of loan remaining to be released while calculating the amount of grant.

(Para 7.6)

Major Head wise Expenditure in respect of Ministry of Road Transport and Highways
(Fig. ₹ in crores)

Heads of Account	BE.	Expdr. Upto 12.2014	% of BE
Plan Heads			
M.H. 2552 North Eastern Area			
MH 3054 Roads & Bridges	12904.14	12885.07	99.85
MH 3055-Road Transport	200.00	48.05	24.03
MH3601-Grant in aid to State Govts	2949.69	1460.80	49.52
MH3602-Grant in aid to UT Govts	27.43	4.23	15.42
Total Revenue Section	16081.26	14398.16	89.53
MH 4552 Capital Outlay on North Eastern Areas***	0.00	0	0.00
MH5054 Capital Outlay on Roads and Bridges***	35450.18	27214.98	76.77
MH 7075- Loans for other Transport Services	0.00	0.00	0.00
Total Capital Section	35450.18	27214.98	76.77
Total Plan Heads (Gross)	51531.44	41613.14	80.75
Deduct Recoveries (Plan)	-22650.44	-16420.77	72.50
Total Plan (NET)	28881.00	25192.37	87.23
MH - 3451-Secretariat- Economic Services	475.84	341.04	71.67
MH 3054 Roads & Bridges	3046.27	2139.87	70.25
MH3601-Grant in aid to State Govts (*)	0.00	0.00	0.00
Total Revenue Section	3522.11	2480.91	70.44
MH5054 Capital Outlay on Roads and Bridges (*)	2042.09	1337.33	65.49
Total Capital Section	2042.09	1337.33	65.49
Total Non Plan (Gross)	5564.20	3818.23	68.62
Deduct Recoveries (Non Plan)	-100.00	-26.21	26.21
(Fig. in crores)			
Heads of Account	BE.	Expdr. Upto 12.2014	% of BE
Total Non Plan (Net)	5464.20	3792.03	69.40
Total (Plan+Non Plan)	57095.64	45431.37	79.57
Deduct Recovery (Plan+Non Plan)	-22750.44	-16446.98	72.29
Total (Plan+Non Plan) Net	34345.20	28984.39	84.39
(*) Pertains to BRDB expdr.for 12.2014			
*** Note: The B.E/R.E Under MH 4552 is Re-appropriated to MH 5054			

Headwise Details of Revenue Receipts for Last Three Years

(₹ in crores)

	MAJOR HEAD	2011-12	2012-13	Upto Dec. 2014
1	0021-Taxes on Income other than Corporation Tax	126.53	121.80	146.15
2	0045-Other Taxes and Duties on Commodities and Services	0.00	0.00	
3	0049- Interest Receipts	136.55	141.40	82.69
4	0050-Dividends and Profits		0.00	
5	0070-Other Administrative Services	0.0025	0.0019	0.00
6	0071-Contribution and Recoveries towards Pension and Other Retirements Benefits	0.66	0.55	0.49
7	0075 Miscellaneous General Services	14.42	1.65	1.68
8	0210-Medical and Public Health	0.25	0.24	0.23
9	0216-Housing	0.16	0.14	0.14
10	0852-Transport Equipment Services	0.00	0.00	0.00
11	1054 – Roads and Bridges	3047.15	4006.78	5297.63
12	1055 – Road Transport	0.06	0.00	0.00
13	1475 – Other General Economic Services	0.07	0.11	0.016
	TOTAL	3325.85	4272.67	5530.55

Source : Statement of Central Transactions

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

REVENUE RECEIPTS

(₹ in crores)

ITEMS/YEAR	2011-12	2012-13	Upto Dec. 2014
TAX REVENUE	126.53	121.80	146.15
NON TAX REVENUE	3199.32	4150.87	5384.40
GROSS REVENUE RECEIPTS	3325.85	4272.67	5530.55

Highlights of Accounts

(₹ in thousand)

Receipts Receipts			Disbursements	
Amount			Amount	
A.	Revenue		Revenue Expenditure	
1	Tax Revenue	1461536	General Service	95241
2	Non Tax Revenue		Social Service	13548
	Interest Receipts	826931	Economic Service	123754247
	Other Non-Tax Revenue	53017039	Grants in Aid & Cont.	
	Total Revenue Receipts	55305516	Total Revenue	123863036
B.	Capital Receipts		Capital Expenditure	
	Loans for other Transport Service	3394025	Economic Service	122713517
	Loans and Advances to State Governments		Loans and Advances	1949
	Loans to Government Servants			
	Total Capital Receipts	3394025	Total Capital	122715466
Expenditure				
Total Consolidated Fund of India		58699541	Total Consolidated Fund of India	246578502
	Public Account		Public Account	
	Small Savings Provident Fund A/c	156552	Small Savings	108333
Provident Fund A/c				
	Provident Fund	156552	Provident Fund	106517
	Other Accounts		Other Accounts	1816
	Reserve Funds	173342800	Reserve Funds	175225341
	Reserve Funds not bearing interest	173342800	Reserve Funds not	175225341
	Deposit and Advances	19513955	Deposit and Advances	17494961
	Deposit bearing interest	-10	Deposit bearing	0
	Deposit not bearing interest	19513957	Deposit not bearing	17494945
	Advances	8	Advances	16
	Suspense and Miscellaneous	261165397	Suspense and	73471108
	Suspense		Suspense	1850307
	Other Accounts		Other Accounts	71620801
	Total Public Accounts	454178704	Total Public Accounts	266299743
	Total Receipts	512878245	Total Expenditure	512878245

Source:- Statement of Central Transactions

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

Group	Sanctioned Strength	No. of persons with disabilities appointed
TECHNICAL		
A	227	0
B	81	2
C	7	0
TOTAL	315	2
NONTECHNICAL		
A	65	0
B	249	3
C	196	2
C[MTS]	172	2
TOTAL	682	7

Total Number of Registered Motor Vehicles in India - 2003-2013

(in thousands)

Year (As on 31st March)	All Vehicles	Two Wheelers	Cars, Jeeps and Taxis	Buses@	Goods Vehicles	Others*
2003	67,007	47,519	8,599	721	3,492	6,676
2004	72,718	51,922	9,451	768	3,749	6,828
2005	81,499	58,799	10,320	892	4,031	7,457
2006	89,618	64,743	11,526	992	4,436	7,921
2007	96,707	69,129	12,649	1,350	5,119	8,460
2008	105,353	75,336	13,950	1,427	5,601	9,039
2009	114,951	82,402	15,313	1,486	6,041	9,710
2010	127,746	91,598	17,109	1,527	6,432	11,080
2011	141,866	101,865	19,231	1,604	7,064	12,102
2012	159,491	115,419	21,568	1,677	7,658	13,169
2013(P)	172,916	125,694	23,515	1,736	8,146	13,825

Source: Offices of State Transport Commissioners/UT Administrations

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

@ Includes omni buses.

P -Provisional

Number of Road Accidents and Persons Involved: 2003 to 2013

Year	Number of Accidents		Number of Persons		Accident
	Total	Fatal	Killed	Injured	
2003	406,726	73,589 (18.1)	85,998	435,122	21.1
2004	429,910	79,357 (18.5)	92,618	464,521	21.5
2005	439,255	83,491(19.0)	94,968	465,282	21.6
2006	460,920	93,917(20.4)	105,749	496,481	22.9
2007	479,216	101,161(21.1)	114,444	513,340	23.9
2008	484,704	106,591(22.0)	119,860	523,193	24.7
2009	486,384	110,993 (22.8)	125,660	515,458	25.8
2010	499,628	119,558 (23.9)	134,513	527,512	26.9
2011	497,686	121,618(24.4)	142,485	511,394	28.6
2012	4,90,383	1,23,093(25.1)	138,258	509,667	28.2
2013	4,86,476	1,22,589(25.2)	1,37,572	4,94,893	28.3

Figures within parentheses indicate share of fatal accidents to total accidents.

* Accident Severity : No. of Persons Killed per 100 Accidents

Source: Police Department of States/UTs.

Road Network by Categories: 1951 to 2013

(in kilometres)

Road Category	1951	1961	1971	1981	1991	2001	2011	2012	2013(P)
National Highways	19,811 (4.95)	23,798 (4.54)	23,838 (2.61)	31,671 (2.13)	33,650 (1.45)	57,737 (1.71)	70,934 (1.52)	76,818 (1.58)	79,116 (1.50)
State Highways	^	^	56,765 (6.20)	94,359 (6.35)	1,27,311 (5.47)	1,32,100 (3.92)	1,63,898 (3.50)	1,64,360 (3.38)	1,68,324 (3.20)
Other PWD Roads	1,73,723 (43.44)	257,125 (49.02)	2,76,833 (30.26)	4,21,895 (28.40)	5,09,435 (21.89)	7,36,001 (21.82)	9,98,895 (21.36)	10,22,287 (21.01)	10,99,943 (20.90)
Rural Roads	2,06,408 (51.61)	197,194 (37.60)	3,54,530 (38.75)	6,28,865 (42.34)	12,60,430 (54.15)	19,72,016 (58.46)	27,49,804 (58.80)	28,38,220 (58.33)	31,59,739 (60.04)
Urban Roads	0 (0.00)	46,361 (8.84)	72,120 (7.88)	123,120 (8.29)	1,86,799 (8.03)	2,52,001 (7.47)	4,11,679 (8.80)	4,64,294 (9.54)	4,44,961 (8.45)
Project Roads	0 (0.00)	0 (0.00)	1,30,893 (14.31)	1,85,511 (12.49)	2,09,737 (9.01)	2,23,665 (6.63)	2,81,628 (6.02)	2,99,415 (6.15)	3,10,918 (5.91)
Total	3,99,942	5,24,478	9,14,979	14,85,421	23,27,362	46,90,342	46,76,838	48,65,394	52,63,001

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

^ Included in Other Public Works Department roads

Source: 280 source agencies dealing with roads

P - Provisional



Picturesque view of National Highway



Government of India

R F D

(Results-Framework Document)
for

Ministry of Road Transport and Highways

(2013-2014)

Results-Framework Document (RFD) for Ministry of Road Transport and Highways-(2013-2014)

Section 1: Vision, Mission, Objectives and Functions

Vision

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

Mission

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

Objectives

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

Functions

- 1 Formulation of policy relating to National Highways (NHs)

Results-Framework Document (RFD) for Ministry of Road Transport and Highways-(2013-2014)

Section 1: Vision, Mission, Objectives and Functions

- 2 Development, maintenance and maintenance of National Highways (NHs).
- 3 Administration of Central Road Fund (CRF) Act.
- 4 Matters concerning National Highway Authority of India (NHAI) & Indian Academy of Highway Engineers (IAHE)
- 5 Formulation of standards and specifications for Roads and Bridges.
- 6 R&D in Highway Sector.
- 7 Formulation of policies relating to regulation of road transport in the country.
- 8 Administration of : National Highways Act, 1956, Motor Vehicles Act, 1988, Central Motor Vehicle Rules, 1989, Road Transport Corporations Act, 1950, Carriage by Road Act, 2007, Control of National Highway (Land & Traffic) Act, 2002
- 9 Arrangement of movement of traffic with the neighboring countries
- 10 Improving the Road Safety scenario in the country.

Section 2: Inter se Priorities among Key Objectives, Success indicators and Targets

Objective	Weight	Action	Success Indicator	Unit	Weight	Target / Criteria Value				
						Excellent 100%	Very Good 90%	Good 80%	Fair 70%	Poor 60%
[1] Planning, development and maintenance of National Highways (NHs) infrastructure by creating State-of-the-Art additional capacity.	31.50	[1.1] Development of NHs infrastructure under National Highways Development Project (NHDP).	[1.1.1] Completion of construction.	Km	8.00	2750	2500	2200	2100	2000
		[1.2] Award of works under NHDP.	[1.2.1] Length to be awarded.	Kms	4.00	6500	5960	5400	4800	4500
		[1.3] Feasibility studies (FS) for implementation of projects under NHDP.	[1.3.1] Length of FS to be completed.	Kms	2.00	6000	5400	5000	4500	4000
		[1.4] Land acquisition / Environmental Clearance for implementation of NHDP.	[1.4.1] Taking possession of land (area in hectare).	Ha	1.00	10000	9000	8100	7300	6600
			[1.4.2] Handing over of land for all projects awarded during 2012-13	%	0.50	100	95	90	85	80
			[1.4.3] Obtaining Environmental Clearance for all projects awarded during 2012-13	%	0.50	100	95	90	85	80
		[1.5] Raising of funds for NHDP by National Highways Authority of India (NHAI).	[1.5.1] IEBC (Internal & External Budgetary Resources) under 54EC and tax-free bonds.	Rs crores	1.00	14000	12600	11000	9900	8900
		[1.6] Development of non-NHDP NHs (including widening to 2 lane, strengthening, improvement of riding	[1.6.1] Completion of length.	Kms	5.00	3200	2925	2625	2365	2130

Section 2: Inter se Priorities among Key Objectives, Success indicators and Targets

Objective	Weight	Action	Success Indicator	Unit	Weight	Target / Criteria Value				
						Excellent 100%	Very Good 90%	Good 80%	Fair 70%	Poor 60%
		quality (IRQP) etc) by State PWDs / BRO.								
		[1.7] Sanction of works for NHs (non-NHDP) to be executed by State PWDs / BRO.	[1.7.1] Cost of works to be sanctioned.	Rs crores	1.00	3300	3000	2700	2500	2200
		[1.8] Maintenance of NHs with NHAI / State PWDs / BRO.	[1.8.1] Periodical and ordinary repairs (filling pot holes, patches, levelling berms, repair of culverts, etc).	Rs crores	4.00	2000	1800	1500	1200	1000
			[1.8.2] Independent audit of quality of maintenance and road safety on NHs on sample basis.	Kms	1.00	2500	2250	2025	1825	1645
			[1.8.3] Corrective measures for maintenance and Road Safety	Kms	0.50	2500	2250	2025	1825	1645
		[1.9] Collection of Toll Revenue	[1.9.1] Collection of Toll Revenue by NHAI	Rs crore	1.00	5000	4770	4500	4000	3700
		[1.10] Index for Road Quality	[1.10.1] Initiation of action towards evolving an index for Road Quality	Date	1.00	30/11/2013	31/12/2013	31/01/2014	28/02/2014	31/03/2014
		[1.11] Connectivity of Ports / DMIC	[1.11.1] Take up the issue with Planning Commission / MoF to arrange requisite funds to initiate works with	Date	1.00	30/11/2013	31/12/2013	31/01/2014	28/02/2014	31/03/2014

Section 2: Inter se Priorities among Key Objectives, Success indicators and Targets

Objective	Weight	Action	Success Indicator	Unit	Weight	Target / Criteria Value				
						Excellent 100%	Very Good 90%	Good 80%	Fair 70%	Poor 60%
[2] Skill development amongst stakeholders compatible with the international standards.	3.00	[2.1] Skill Development for newly recruited engineers / existing practicing engineers / non - engineers (IAHE)	regard to Port Connectivity / DMIC							
			[2.1.1] Number of newly inducted engineers to be trained	Nos	1.00	45	40	35	30	25
			[2.1.2] Number of existing practicing engineers to be trained	Nos	1.00	900	800	700	600	500
			[2.1.3] Number of non-engineers to be trained	Nos	0.50	500	450	400	350	300
[3] Special Accelerated Road Development Programme for North-East region (SARDP-NE) including Arunachal Pradesh package for enhancing State capitals, district headquarters connectivity, strategic roads in border States and connectivity to neighbouring countries.	15.00	[2.2] Paper/study to for the assessment of skill requirements for 12th plan in comparison with the existing facilities currently available in the public and private sector	[2.2.1] Completion of paper/study	Date	0.50	20/03/2014	25/03/2014	31/03/2014	--	--
			[3.1.1] Length to be completed.	Kms	6.00	600	550	500	450	400
			[3.2.1] Length to be awarded.	Kms	6.00	2200	2000	1800	1600	1400
			[3.2] Award of works under SARDP-NE.							

Section 2: Inter se Priorities among Key Objectives, Success indicators and Targets

Objective	Weight	Action	Success Indicator	Unit	Weight	Target / Criteria Value				
						Excellent 100%	Very Good 90%	Good 80%	Fair 70%	Poor 60%
		[3.3] Construction of 2 lane 25.8 km missing link of NH-37 Extn including 9.3 km long bridge across river Brahmaputra connecting Assam at Dhola Sadia Ghat with Roing in Arunachal Pradesh on BOT (Annuity) at TPC Rs 876 cr.	[3.3.1] Overall Progress in %	%	1.50	60	55	50	45	40
		[3.4] Construction of two lane Kaladan State road in 100 km length in Mizoram (up to Mynamar border) under MTT (Multi-Model Transit Transport) in extension of NH-54 for connectivity to Sitway Port in Mynamar on EPC mode at a cost of Rs 576 cr.	[3.4.1] Overall Progress in %	%	1.50	60	55	50	45	40
		[4.1] Development of road connectivity in LWE.	[4.1.1] Length to be completed.	Kms	12.00	1100	1000	900	800	700
	14.00	[4.2] Award of works under LWE.	[4.2.1] Length to be awarded.	Kms	2.00	424	424	400	350	300
		[5.1] Release of funds under Central Road Fund (CRF).	[5.1.1] Funds to be released.	Rs crores	0.50	2200	2000	1800	1600	1500

Section 2: Inter se Priorities among Key Objectives, Success indicators and Targets

Objective	Weight	Action	Success Indicator	Unit	Weight	Target / Criteria Value				
						Excellent 100%	Very Good 90%	Good 80%	Fair 70%	Poor 60%
Connectivity and Economic Importance.			[5.1.2] Release of funds within 1 month of the receipt of Utilization Certificate	%	0.50	100	95	90	85	80
[6] Effective policy measures to sustainably improve road safety scenario in the country.	8.50	[6.1] Implementation of remedial measures on NHs for 100 black spots in 13 most accident-prone States under dedicated 10% of Plan outlay earmarked for road safety.	[6.1.1] Identification and rectification of 100 black spots on NHs through short term measures.	Nos	2.00	110	100	90	80	70
			[6.1.2] Preparing plans for permanent measures	Date	1.00	30/11/2013	31/12/2013	31/01/2014	28/02/2014	31/03/2014
		[6.2] To improve the road safety scenario in the country by various measures such as, generating mass awareness through print and electronic media including vernacular and dedicated NGOs.	[6.2.1] To initiate action for finalization of Action Plan (as per UN commitment)	Date	1.00	30/11/2013	31/12/2013	31/01/2014	28/02/2014	31/03/2014
			[6.2.2] Conducting Mass awareness programmes.	Nos of audio / video spots	1.00	30000	25000	20000	15000	10000
			[6.2.3] Initiate action for Bill / Government Order for creation of Road Safety	Date	1.00	30/11/2013	31/12/2013	31/01/2014	28/02/2014	31/03/2014

Section 2: Inter se Priorities among Key Objectives, Success indicators and Targets

Objective	Weight	Action	Success Indicator	Unit	Weight	Target / Criteria Value				
						Excellent 100%	Very Good 90%	Good 80%	Fair 70%	Poor 60%
[7] Efficient and safe transportation through the road network.	7.00	[6.3] Developing communication strategy for road safety and monitoring implementation.	Board							
		[6.3.1] Giving wide publicity to single toll-free number for emergency care, designated trauma centers and ambulance code etc.	Nos		0.50	1000	900	800	700	600
		[6.3.2] Implementation of RADMS software on pilot basis for collection of data on road accidents.	No. of States		0.50	2	1	0	0	0
		[6.4] Setting up Road Safety Fund (RSF).		Nos	0.50	2	1	0	0	0
		[6.5] Extension of pilot project of Delhi - Chandigarh on ETC (electronic toll collection) basis for ensuring uninterrupted flow of traffic.		Kms	1.00	1100	1000	900	800	700
[7] Efficient and safe transportation through the road network.	7.00	[7.1] To impart refresher training to HMV drivers including first-aid and trauma care training.		Date	2.50	20000	18000	15000	12000	10000
		[7.2] To impart training to State Transport personnel.		Nos	1.00	25	20	18	16	14

Section 2: Inter se Priorities among Key Objectives, Success indicators and Targets

Objective	Weight	Action	Success Indicator	Unit	Weight	Target / Criteria Value				
						Excellent	Very Good	Good	Fair	Poor
						100%	90%	80%	70%	60%
			be conducted.							
		[7.3] To set up Model Driving Training Institutes.	[7.3.1] Number of Driving Training Institutes to be sanctioned.	Nos	0.50	2	1	0	0	0
		[7.4] Sanctioning of road safety equipments.	[7.4.1] Number of ambulances and cranes.	Nos	1.00	25	20	15	10	5
			[7.4.2] Number of breath analyser equipments.	Nos	0.50	50	45	40	35	30
			[7.4.3] Other equipments.	Nos	0.50	500	400	300	250	200
[8] To set up Model Inspection and Certification Centres.	2.00	[7.5] Study of short comings of present transport system.	[7.5.1] To initiate action for a study of shortcomings of present transport system leading to heavy overloading and reason for lagging behind of growth vis-a-vis public demand.	Date	1.00	30/11/2013	31/12/2013	31/01/2014	28/02/2014	31/03/2014
			[8.1] To set up Model Inspection & Certification Centres.	Nos	1.00	2	2	1	1	0
			[8.1.2] Number of centers to be completed within RFD year	Nos	1.00	5	4	3	2	1
[9] To take up effective policy initiatives for strengthening integrated public transport	2.00	[9.1] To provide Central assistance to States / STUs for	[9.1.1] Number of STUs to be sanctioned.	Date	2.00	5	3	2	1	0

Section 2: Inter se Priorities among Key Objectives, Success indicators and Targets

Objective	Weight	Action	Success Indicator	Unit	Weight	Target / Criteria Value				
						Excellent	Very Good	Good	Fair	Poor
						100%	90%	80%	70%	60%
system.		implementation of IT projects / Mobility Plan.								
[10] To set up Independent Regulatory Authority.	1.00	[10.1] Setting of Highway Regulatory Authority.	[10.1.1] Introduction of Bill / Government Order for setting up of Regulatory Authority	Date	1.00	30/11/2013	31/12/2013	31/01/2014	28/02/2014	31/03/2014
* Efficient Functioning of the RFD System	3.00	Timely submission of Draft RFD 2014-15 for Approval	On-time submission	Date	2.0	05/03/2014	06/03/2014	07/03/2014	08/03/2014	11/03/2014
* Transparency/Service delivery Ministry/Department	3.00	Timely submission of Results for 2012-13	On-time submission	Date	1.0	01/05/2013	02/05/2013	03/05/2013	06/05/2013	07/05/2013
		Independent Audit of implementation of Citizens' Charter (CCC)	% of implementation	%	2.0	100	95	90	85	80
* Administrative Reforms	6.00	Independent Audit of implementation of Public Grievance Redressal System	% of implementation	%	1.0	100	95	90	85	80
		Implement mitigating strategies for reducing potential risk of corruption	% of implementation	%	1.0	100	95	90	85	80
		Implement ISO 9001 as per the approved action plan	% of implementation	%	2.0	100	95	90	85	80
		Implement Innovation Action Plan (IAP)	% of milestones achieved	%	2.0	100	95	90	85	80
* Improving Internal Efficiency/Responsiveness.	2.00	Identification of core and non-core activities of the Ministry/Department as per 2nd ARC recommendations	Timely submission	Date	1.0	27/01/2014	28/01/2014	29/01/2014	30/01/2014	31/01/2014
		Update departmental strategy to align with 12th Plan priorities	Timely updation of the strategy	Date	2.0	10/09/2013	17/09/2013	24/09/2013	01/10/2013	08/10/2013

* Mandatory Objective(s)

Section 2: Inter se Priorities among Key Objectives, Success indicators and Targets

Objective	Weight	Action	Success Indicator	Unit	Weight	Target / Criteria Value				
						Excellent	Very Good	Good	Fair	Poor
						100%	90%	80%	70%	60%
* Ensuring compliance to the Financial Accountability Framework	1.00	Timely submission of ATNs on Audit paras of C&AG	Percentage of ATNs submitted within due date (4 months) from date of presentation of Report to Parliament by CAG .during the year.	%	0.25	100	90	80	70	60
		Timely submission of ATRs to the PAC Sectt. on PAC Reports.	Percentage of ATRS submitted within due date (6 months) from date of presentation of Report to Parliament by PAC .during the year.	%	0.25	100	90	80	70	60
		Early disposal of pending ATNs on Audit Paras of C&AG Reports presented to Parliament before 31.3.2012.	Percentage of outstanding ATNs disposed off during the year.	%	0.25	100	90	80	70	60
		Early disposal of pending ATRs on PAC Reports presented to Parliament before 31.3.2012	Percentage of outstanding ATRS disposed off during the year.	%	0.25	100	90	80	70	60

* Mandatory Objective(s)

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Section 3: Trend Values of the Success Indicators

Objective	Action	Success Indicator	Unit	Actual Value for FY 11/12	Actual Value for FY 12/13	Target Value for FY 13/14	Projected Value for FY 14/15	Projected Value for FY 15/16
[1] Planning, development and maintenance of National Highways (NHs) infrastructure by creating State-of-the-Art additional capacity.	[1.1] Development of NHs infrastructure under National Highways Development Project (NHDP).	[1.1.1] Completion of construction.	Km	2250	2845	2500	5000	5000
	[1.2] Award of works under NHDP.	[1.2.1] Length to be awarded.	Kms	7957	1321	5960	4000	2000
	[1.3] Feasibility studies (FS) for implementation of projects under NHDP.	[1.3.1] Length of FS to be completed.	Kms	7500	6000	5400	2000	0
	[1.4] Land acquisition / Environmental Clearance for implementation of NHDP.	[1.4.1] Taking possession of land (area in hectare).	Ha	10000	7000	9000	6000	3000
		[1.4.2] Handing over of land for all projects awarded during 2012-13	%	--	--	95	--	--
		[1.4.3] Obtaining Environmental Clearance for all projects awarded during 2012-13	%	--	--	95	--	--
	[1.5] Raising of funds for NHDP by National Highways Authority of India (NHA).	[1.5.1] IEBC (Internal & External Budgetary Resources) under 54EC and tax-free bonds.	Rs crores	12500	2890	12600	15000	13000
	[1.6] Development of non-NHDP NHs (including widening to 2 lane,	[1.6.1] Completion of length.	Kms	4069	3103	2925	3000	3000

Section 3: Trend Values of the Success Indicators

Objective	Action	Success Indicator	Unit	Actual Value for FY 11/12	Actual Value for FY 12/13	Target Value for FY 13/14	Projected Value for FY 14/15	Projected Value for FY 15/16
	strengthening, improvement of riding quality (IRQP) etc) by State PWDs / BRO.							
	[1.7] Sanction of works for NHs (non-NHDP) to be executed by State PWDs / BRO.	[1.7.1] Cost of works to be sanctioned.	Rs crores	3400	3074	3000	3000	3000
	[1.8] Maintenance of NHs with NHAI / State PWDs / BRO.	[1.8.1] Periodical and ordinary repairs (filling pot holes, patches, levelling berms, repair of culverts, etc).	Rs crores	1272	1500	1800	3000	3000
		[1.8.2] Independent audit of quality of maintenance and road safety on NHs on sample basis.	Kms	0	0	2250	3000	5000
		[1.8.3] Corrective measures for maintenance and Road Safety	Kms	--	--	2250	--	--
	[1.9] Collection of Toll Revenue	[1.9.1] Collection of Toll Revenue by NHAI	Rs crore	--	--	4770	--	--
	[1.10] Index for Road Quality	[1.10.1] Initiation of action towards evolving an index for Road Quality	Date	--	--	31/12/2013	--	--
	[1.11] Connectivity of Ports / DMIC	[1.11.1] Take up the issue with Planning Commission / MoF	Date	--	--	31/12/2013	--	--

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Section 3: Trend Values of the Success Indicators

Objective	Action	Success Indicator	Unit	Actual Value for FY 11/12	Actual Value for FY 12/13	Target Value for FY 13/14	Projected Value for FY 14/15	Projected Value for FY 15/16
[2] Skill development amongst stakeholders compatible with the international standards.	[2.1] Skill Development for newly recruited engineers / existing practicing engineers / non - engineers (IAHE)	to arrange requisite funds to initiate works with regard to Port Connectivity / DMIC						
		[2.1.1] Number of newly inducted engineers to be trained	Nos	--	--	40	--	--
		[2.1.2] Number of existing practicing engineers to be trained	Nos	--	--	800	--	--
		[2.1.3] Number of non-engineers to be trained	Nos	--	--	450	--	--
[3] Special Accelerated Road Development Programme for North-East region (SARDP-NE) including Arunachal Pradesh package for enhancing State capitals, district headquarters connectivity, strategic roads in border States and connectivity to neighbouring	[2.2] Paper/study to for the assessment of skill requirements for 12th plan in comparison with the existing facilities currently available in the public and private sector	[2.2.1] Completion of paper/study	Date	--	--	25/03/2014	--	--
	[3.1] Development of roads in NE region.	[3.1.1] Length to be completed.	Kms	150	260	550	600	700

Section 3: Trend Values of the Success Indicators

Objective	Action	Success Indicator	Unit	Actual Value for FY 11/12	Actual Value for FY 12/13	Target Value for FY 13/14	Projected Value for FY 14/15	Projected Value for FY 15/16
countries.	[3.2] Award of works under SARDP-NE.	[3.2.1] Length to be awarded.	Kms	3714	51	2000	600	0
	[3.3] Construction of 2 lane 25.8 km missing link of NH-37 Extn including 9.3 km long bridge across river Brahmaputra connecting Assam at Dholia Sadia Ghat with Roing in Arunachal Pradesh on BOT (Annuity) at TPC Rs 876 cr.	[3.3.1] Overall Progress in %	%	5	0	55	10	25
	[3.4] Construction of two lane Kalandan State road in 100 km length in Mizoram (up to Mynamar border) under MITT (Multi-Model Transit Transport) in extension of NH-54 for connectivity to Sitway Port in Mynamar on EPC mode at a cost of Rs 576 cr.	[3.4.1] Overall Progress in %	%	10	0	55	40	20
	[4.1] Special Programme for development of road connectivity of two-lane standards in the Left Wing Extremism (LWE) affected areas including Tribal Sub-Plan (TSP).	[4.1.1] Length to be completed.	Kms	1078	1049	1000	1200	800

Section 3: Trend Values of the Success Indicators

Objective	Action	Success Indicator	Unit	Actual Value for FY 11/12	Actual Value for FY 12/13	Target Value for FY 13/14	Projected Value for FY 14/15	Projected Value for FY 15/16
[5] Technical and financial support to State Governments for development of State roads and the roads of the Inter-State Connectivity and Economic Importance.	[4.2] Award of works under LWE.	[4.2.1] Length to be awarded.	Kms	854	543	424	--	--
	[5.1] Release of funds under Central Road Fund (CRF).	[5.1.1] Funds to be released.	Rs crores	1925	1925	2000	2300	2400
		[5.1.2] Release of funds within 1 month of the receipt of Utilization Certificate	%	--	--	95	--	--
[6] Effective policy measures to sustainably improve road safety scenario in the country.	[6.1] Implementation of remedial measures on NHs for 100 black spots in 13 most accident-prone States under dedicated 10% of Plan outlay earmarked for road safety.	[6.1.1] Identification and rectification of 100 black spots on NHs through short term measures.	Nos	--	--	100	--	--
		[6.1.2] Preparing plans for permanent measures	Date	--	--	31/12/2013	--	--
	[6.2] To improve the road safety scenario in the country by various measures such as, generating mass awareness through	[6.2.1] To initiate action for finalization of Action Plan (as per UN commitment)	Date	--	--	31/12/2013	--	--

Section 3: Trend Values of the Success Indicators

Objective	Action	Success Indicator	Unit	Actual Value for FY 11/12	Actual Value for FY 12/13	Target Value for FY 13/14	Projected Value for FY 14/15	Projected Value for FY 15/16
	print and electronic media including vernacular and dedicated NGOs.	[6.2.2] Conducting Mass awareness programmes.	Nos of audio / video spots	--	--	25000	--	--
		[6.2.3] Initiate action for Bill / Government Order for creation of Road Safety Board	Date	--	--	31/12/2013	--	--
		[6.3.1] Giving wide publicity to single toll-free number for emergency care, designated trauma centers and ambulance code etc.	Nos	--	--	900	--	--
	[6.3] Developing communication strategy for road safety and monitoring implementation.	[6.3.2] Implementation of RADMS software on pilot basis for collection of data on road accidents.	No. of States	--	--	1	--	--
		[6.4.1] Grant of assistance by way of seed money for setting up of Road Safety Fund	Nos	--	--	1	--	--
	[6.4] Setting up Road Safety Fund (RSF).	[6.5.1] Extension of ETC system.	Kms	--	--	1000	--	--
	[6.5] Extension of pilot project of Delhi - Chandigarh on ETC							

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Section 3: Trend Values of the Success Indicators

Objective	Action	Success Indicator	Unit	Actual Value for FY 11/12	Actual Value for FY 12/13	Target Value for FY 13/14	Projected Value for FY 14/15	Projected Value for FY 15/16
[7] Efficient and safe transportation through the road network.	(electronic toll collection) basis for ensuring uninterrupted flow of traffic.							
	[7.1] To impart refresher training to HMV drivers including first-aid and trauma care training.	[7.1.1] Number of HMV drivers to be trained.	Date	--	--	18000	--	--
	[7.2] To impart training to State Transport personnel.	[7.2.1] Number of training programmes to be conducted.	Nos	10	10	20	30	40
	[7.3] To set up Model Driving Training Institutes.	[7.3.1] Number of Driving Training Institutes to be sanctioned.	Nos	2	2	1	4	4
	[7.4] Sanctioning of road safety equipments.	[7.4.1] Number of ambulances and cranes.	Nos	476	476	20	100	100
		[7.4.2] Number of breath analyser equipments.	Nos	--	--	45	--	--
		[7.4.3] Other equipments.	Nos	--	--	400	--	--
	[7.5] Study of short comings of present transport system.	[7.5.1] To initiate action for a study of shortcomings of present transport system leading to heavy overloading and reason for lagging behind of growth vis-a-vis	Date	--	--	31/12/2013	--	--

Section 3: Trend Values of the Success Indicators

Objective	Action	Success Indicator	Unit	Actual Value for FY 11/12	Actual Value for FY 12/13	Target Value for FY 13/14	Projected Value for FY 14/15	Projected Value for FY 15/16
[8] To set up Model Inspection and Certification Centres.	[8.1] To set up Model Inspection & Certification Centres.	public demand.						
		[8.1.1] Number of centers to be sanctioned.	Nos	8	8	2	4	4
		[8.1.2] Number of centers to be completed within RFD year	Nos	--	--	4	--	--
[9] To take up effective policy initiatives for strengthening integrated public transport system.	[9.1] To provide Central assistance to States / STUs for implementation of IT projects / Mobility Plan.	[9.1.1] Number of STUs to be sanctioned.	Date	--	--	3	--	--
[10] To set up Independent Regulatory Authority.	[10.1] Setting of Highway Regulatory Authority.	[10.1.1] Introduction of Bill / Government Order for setting up of Regulatory Authority	Date	--	--	31/12/2013	--	--
* Efficient Functioning of the RFD System	Timely submission of Draft RFD 2014-15 for Approval	On-time submission	Date	15/04/2011	15/04/2011	06/03/2014	05/03/2013	05/03/2014
	Timely submission of Results for 2012-13	On-time submission	Date	30/04/2011	30/04/2012	02/05/2013	10/05/2014	10/05/2015
* Transparency/Service delivery Ministry/Department	Independent Audit of implementation of Citizens' Charter	% of implementation	%	80	90	95	100	100
	Independent Audit of implementation of Public Grievance Redressal System	% of implementation	%	80	90	95	100	100

* Mandatory Objective(s)

Section 3: Trend Values of the Success Indicators

Objective	Action	Success Indicator	Unit	Actual Value for FY 11/12	Actual Value for FY 12/13	Target Value for FY 13/14	Projected Value for FY 14/15	Projected Value for FY 15/16
* Administrative Reforms	Implement mitigating strategies for reducing potential risk of corruption	% of implementation	%	80	80	95	100	100
	Implement ISO 9001 as per the approved action plan	% of implementation	%	80	80	95	100	100
	Implement Innovation Action Plan (IAP)	% of milestones achieved	%	0	80	95	100	100
	Identification of core and non-core activities of the Ministry/Department as per 2nd ARC recommendations	Timely submission	Date	--	--	15/10/2013	--	--
* Ensuring compliance to the Financial Accountability Framework	Timely submission of ATNs on Audit paras of C&AG	Percentage of ATNs submitted within due date (4 months) from date of presentation of Report to Parliament by CAG .during the year.	%	--	--	90	--	--
	Timely submission of ATRs to the PAC Sectt. on PAC Reports.	Percentage of ATRs submitted within due date (6 months) from date of presentation of Report to Parliament by PAC .during the year.	%	--	--	90	--	--
	Early disposal of pending ATNs on Audit Paras of C&AG Reports presented to Parliament before 31.3.2012.	Percentage of outstanding ATNs disposed off during the year.	%	--	--	90	--	--

* Mandatory Objective(s)

Section 3: Trend Values of the Success Indicators

Objective	Action	Success Indicator	Unit	Actual Value for FY 11/12	Actual Value for FY 12/13	Target Value for FY 13/14	Projected Value for FY 14/15	Projected Value for FY 15/16
	Early disposal of pending ATRs on PAC Reports presented to Parliament before 31.3.2012	Percentage of outstanding ATRs disposed off during the year.	%	--	--	90	--	--

* Mandatory Objective(s)

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Section 4:
Acronym

Sl.No	Acronym	Description
1	NHDP	National Highways Development Project
2	Non-NHDP	Non-National Highways Development Projects

Section 4: Description and Definition of Success Indicators and Proposed Measurement Methodology

Sl.No	Success indicator	Description	Definition	Measurement	General Comments
1	[1.1.1] Completion of construction.	null	The measurable target for completion of construction is 2500 kms has been indicated in view of the past trend / availability of quantum of work under implementation.	km	null
2	[1.2.1] Length to be awarded.	null	A measurable target for award of works under NHDP for 5960 km is indicated in view of the difficulty faced by the concessionnaire / contractors in financial closures and debt from banks.	km	null
3	[1.3.1] Length of FS to be completed.	null	The target for completion of feasibility studies for 5400 kms of road length has been indicated as measurable target.	Km	null
4	[1.4.1] Taking possession of land (area in hectare).	null	Land acquisition for 9000 Ha has been indicated as measurable target.	Ha	null

Section 4: Description and Definition of Success Indicators and Proposed Measurement Methodology

SI.No	Success indicator	Description	Definition	Measurement	General Comments
5	[1.4.2] Handing over of land for all projects awarded during 2012-13	Null	Land upto 95% of requirement for all the projects awarded during 2012-13.	%	Null
6	[1.4.3] Obtaining Environmental Clearance for all projects awarded during 2012-13	Null	Land up to 95% of requirement for all projects awarded during 2012-13	%	Null
7	[1.5.1] IEBC (Internal & External Budgetary Resources) under 54EC and tax-free bonds.	null	As per requirement of Internal and Extra Budgetary Resources of Rs 12,600 cr through 54 EC bonds and tax free bonds has been indicated.	Rs crore	null
8	[1.6.1] Completion of length.	null	Under NH(O), the measurable target of 2925 km indicated for improvement by way of strengthening, widening to two lane, improvement to riding quality to keep road in traffic-worthy condition.	km	null

Section 4: Description and Definition of Success Indicators and Proposed Measurement Methodology

Sl.No	Success indicator	Description	Definition	Measurement	General Comments
9	[1.7.1] Cost of works to be sanctioned.	null	The sanction ceiling of Rs 3000 cr is indicated as a measurable target.	Rs crore	null
10	[1.8.1] Periodical and ordinary repairs (filling pot holes, patches, levelling berms, repair of culverts, etc).	null	Under M&R, the measurable target for periodical and ordinary repairs to keep the road traffic-worthy has been indicated for Rs 1800 cr.	Rs crore	null
11	[1.8.2] Independent audit of quality of maintenance and road safety on NHs on sample basis.	null	A measurable target for independent audit of quality for maintenance and road safety for 2250 km has been indicated as a pilot project.	Km	null
12	[1.8.3] Corrective measures for maintenance and Road Safety	Null	Measurable target of 2250 km are envisaged for necessary corrective measures based on safety audit.	kms	Null
13	[1.10.1] Collection of Toll Revenue by NHAI	Null	Measurable target for collection of Toll Revenue by NHAI is envisaged as Rs 4770 crores.	Rs crores.	Null

Section 4: Description and Definition of Success Indicators and Proposed Measurement Methodology

Sl.No	Success indicator	Description	Definition	Measurement	General Comments
14	[1.1.1.1] Initiation of action towards evolving an index for Road Quality	Null	Measurable target towards initiation of action towards evolving an index of Road Quality is indicated as 31/12/2013	Date	Null
15	[1.12.1] Take up the issue with Planning Commission / MoF to arrange requisite funds to initiate works with regard to Port Connectivity / DMIC	Null	Measurable target is envisaged as 31/12/2013	Date	Null
16	[2.1.1] Number of newly inducted engineers to be trained	Null	Measurable target is 40 nos of newly inducted engineers	Nos	Null
17	[2.1.2] Number of existing practicing engineers to be trained	Null	Measurable target is 800 nos of existing practicing engineers	Nos	Null
18	[2.1.3] Number of non-engineers to be trained	Null	Measurable target is 450 nos of non-engineers	Nos	Null

Section 4: Description and Definition of Success Indicators and Proposed Measurement Methodology

Sl.No	Success indicator	Description	Definition	Measurement	General Comments
19	[3.1.1] Length to be completed.	null	A target of 550 km of road length completion has been indicated as a measurable target under Special Accelerated Road Development Programme for North East region (SARDP-NE) including Arunachal Pradesh package. The target is based on quantum of work available for completion.	km	null
20	[3.2.1] Length to be awarded.	null	A measurable target for award of 2000 km length of road under SARDP-NE Programme has been indicated based on the balance length available for award.	km	null
21	[3.3.1] Overall Progress in %	null	Overall Progress in Percentage of bridge across river Brahmaputra under Arunachal Pradesh Package has been indicated .	%	null

Section 4: Description and Definition of Success Indicators and Proposed Measurement Methodology

Sl.No	Success indicator	Description	Definition	Measurement	General Comments
22	[3.4.1] Overall Progress in %	null	Overall Progress in percentage of kalandan State Road under stand alone mega project in Mizoram has been indicated .	%	null
23	[4.1.1] Length to be completed.	null	A measurable target of 1000 km has been kept for completion of roads as no substantial balance length is available for award.	Km	null
24	[4.2.1] Length to be awarded.	Null	Measurable target of 424 kms is envisaged to be awarded under LWE Works.	Kms	Null
25	[5.1.1] Funds to be released.	null	The measurable target to release the fund under CRF Rs 2,000 crores.	Rs crore	null
26	[5.1.2] Release of funds within 1 month of the receipt of Utilization Certificate	Null	A suitable mechanism is under examination to ensure release of Central Road Fund (CRF) within a month of receipt of the utilization certificate. The target is 95%.	%	Null

Section 4: Description and Definition of Success Indicators and Proposed Measurement Methodology

Sl.No	Success indicator	Description	Definition	Measurement	General Comments
27	[7.2.1] Number of training programmes to be conducted.	null	It is proposed to conduct 20 training programmes under the financial year 2013-14 to impart training to State Transport Personnel.	Nos.	null
28	[7.3.1] Number of Driving Training Institutes to be sanctioned.	null	It is proposed to sanction 1 number of Driving Training Institutes as a Model Driving Training Institute.	Nos.	null
29	[7.4.1] Number of ambulances and cranes.	null	It is proposed to sanction 20 numbers of pollution testing equipments, ambulances, cranes, breath analysers, portable road accident recorders.	Nos.	null
30	[7.4.2] Number of breath analyser equipments.	Null	Measurable target for sanctioning of breath analyser equipment is indicated as 45.	Nos	Null
31	[7.4.3] Other equipments.	Null	Measurable target for sanctioning of is indicated as 400.	Nos	Null

Section 4: Description and Definition of Success Indicators and Proposed Measurement Methodology

Sl.No	Success indicator	Description	Definition	Measurement	General Comments
32	[7.5.1] To initiate action for a study of shortcomings of present transport system leading to heavy overloading and reason for lagging behind of growth vis-a-vis public demand.	Null	The action for the study is envisaged to be initiated by 31-12-2013	Date	Null
33	[8.1.1] Number of centers to be sanctioned.	null	It is proposed to sanction 2 number of I&C Centres to set up Model Inspection & Certification Centres.	Nos.	null
34	[8.1.2] Number of centers to be completed within RFD year	Null	Measurable target for no of model inspection & certification centers is indicated as 4.	Nos	Null
35	[10.1.1] Introduction of Bill / Government Order for setting up of Regulatory Authority	Null	Measurable target for introduction of Bill / Government Order for setting up of regulatory authority is indicated as 31/12/2013	Date	Null

Section 5 : Specific Performance Requirements from other Departments

Location Type	State	Organisation Type	Organisation Name	Relevant Success Indicator	What is your requirement from this organisation	Justification for this requirement	Please quantify your requirement from this Organisation	What happens if your requirement is not met.
Central Government		Ministry	Ministry of Planning	[1.1.1] Completion of construction. [1.2.1] Length to be awarded. [1.12.1] Take up the issue with Planning Commission / MoF to arrange requisite funds to initiate works with regard to Port Connectivity / DMIC	Timely approval of Proposals send for appraisal.	Bids may be invited only after appraisal / approval.		Delay in award and ultimately completion of work etc.
			Ministry of Finance	[1.1.1] Completion of construction. [1.2.1] Length to be awarded. [1.7.1] Cost of works to be sanctioned. [1.8.1] Periodical and ordinary repairs (filling pot holes, patches, levelling berms, repair of culverts, etc).	Adequate budgetary support.	Projects not viable on PPP mode would be considered on EPC Mode.		Maintenance and award of work would be affected.
			Ministry of Environment and Forests	[1.1.1] Completion of construction. [1.2.1] Length to be awarded.	Speedy approval.	Clearance required before taking up Highway Project.		Highway Projects would be affected.

Section 5 : Specific Performance Requirements from other Departments

Location Type	State	Organisation Type	Organisation Name	Relevant Success Indicator	What is your requirement from this organisation	Justification for this requirement	Please quantify your requirement from this Organisation	What happens if your requirement is not met.
Central Government		Ministry	Ministry of Planning	[1.1.1] Completion of construction. [1.2.1] Length to be awarded. [1.12.1] Take up the issue with Planning Commission / MoF to arrange requisite funds to initiate works with regard to Port Connectivity / DMIC	Timely approval of Proposals send for appraisal.	Bids may be invited only after appraisal / approval.		Delay in award and ultimately completion of work etc.
			Ministry of Finance	[1.1.1] Completion of construction. [1.2.1] Length to be awarded. [1.7.1] Cost of works to be sanctioned. [1.8.1] Periodical and ordinary repairs (filling pot holes, patches, levelling berms, repair of culverts, etc).	Adequate budgetary support.	Projects not viable on PPP mode would be considered on EPC Mode.		Maintenance and award of work would be affected.
			Ministry of Environment and Forests	[1.1.1] Completion of construction. [1.2.1] Length to be awarded.	Speedy approval.	Clearance required before taking up Highway Project.		Highway Projects would be affected.

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Section 5 : Specific Performance Requirements from other Departments

Location Type	State	Organisation Type	Organisation Name	Relevant Success Indicator	What is your requirement from this organisation	Justification for this requirement	Please quantify your requirement from this Organisation	What happens if your requirement is not met.
				[1.4.3] Obtaining Environmental Clearance for all projects awarded during 2012-13				
			Ministry of Railways	[1.1.1] Completion of construction.	GAD Approvals.	Approval required before taking up ROB.		Construction of highways would be affected.
			Ministry of Information and Broadcasting	Conducting Mass awareness programmes. Giving wide publicity to single toll-free number for emergency care, designated trauma centers and ambulance code etc.	Facilitating publicity campaign on Road Safety by DAVP	Publicity is to be carried out through media / print		Mass campaign for road safety would be affected.
State Government	All States	Departments	State Departments	[1.4.1] Taking possession of land (area in hectare).	Dedicated staff for LA, shifting of utilities and other clearances.	Clearances are required for taking up Highway Projects.		Projects would be affected.
				[1.4.2] Handing over of land for all projects awarded during 2012-13				

Section 6: Outcome/Impact of Department/Ministry

Outcome/Impact of Department/Ministry	Jointly responsible for influencing this outcome / impact with the following department (s) / ministry(ies)	Success Indicator	Unit	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16
1 Increase in the length of National Highways having 4 or more lane divided carriageway. This also augments the road capacity and higher GDP growth rate, reduction in total road transportation cost, saving of foreign exchange due to fuel saving, improved level of service (LoS) of road infrastructure, improvement of environment and reduction in emission of carbon gasses, large scale reduction in road accidents due to segregation of fast moving and slow moving traffic.	NHAI, State PWD & BRO.	Creation of safe and efficient road network supplementing the existing road capacity and upgrading the road transport system.	Km	2248	2845			
2 Enhanced connectivity in far-flung and remote areas of NER.	NHAI, State PWDs & BRO.	-do-	Km	150	260			
3 Enhanced connectivity in LWE affected areas.	State PWDs.	-do-	Km	1084	1049			
4 Formulation, implementation of policies relating to road transportation.	All States / UTs, Ministry of Health & Family Welfare, DAVP.	Reduction in number of accidents, injuries and fatalities.	No in lakhs	-	-			



Dedication to Nation "FASTag"



भारत सरकार
सड़क परिवहन एवं राजमार्ग मंत्रालय

Government of India
Ministry of Road Transport & Highways



राष्ट्रीय सड़क सुरक्षा परिषद् – 15 वीं बैठक परिवहन विकास परिषद् – 36 वीं बैठक

28 अक्टूबर, 2014, नई दिल्ली

15th Meeting of the National Road Safety Council 36th Meeting of the Transport Development Council

28th October
New Delhi

VIJAY CHIBBER



NITIN GADKARI



KRISH



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