



सत्यमेव जयते

**Government of India**

**MINISTRY OF ROAD TRANSPORT  
AND HIGHWAYS**

**OUTCOME BUDGET 2010-11**

## **TABLE OF CONTENTS**

<b>S. No.</b>	<b>Description</b>	<b>Page No.</b>
1	Executive Summary	<b>i – ii</b>
2	Chapter I – Introduction	<b>1 – 3</b>
3	Chapter II - DETAILS OF FINANCIAL OUTLAYS, PROJECTED PHYSICAL OUTPUTS AND PROJECTED BUDGET OUTCOMES	<b>4 – 17</b>
4	Chapter III - IMPACT OF REFORM MEASURES AND POLICY INITIATIVES TAKEN BY THE MINISTRY	<b>18 – 21</b>
5	Chapter IV - REVIEW OF PERFORMANCES DURING 2008-09 AND 2009-10	<b>22 – 47</b>
6	Chapter V - FINANCIAL REVIEW	<b>48 – 50</b>
7	Chapter VI - REVIEW OF PERFORMANCE OF STATUTORY AND AUTONOMOUS BODIES UNDER THE ADMINISTRATIVE CONTROL OF THE MINISTRY	<b>51 – 90</b>

## **EXECUTIVE SUMMARY**

### **Ministry of Road Transport & Highways**

The Central Government is primarily responsible for the development and maintenance of National Highways. The National Highways are very important as even though these comprise only 2% of the road network but are carrying about 40% of the total road traffic. The Ministry primarily follows the agency system to develop and maintain the National Highways. Besides the State Governments, the Border Road Organization and National Highways Authority of India, an autonomous organization under this Ministry, act as agencies of the Central Government. The Ministry has undertaken the National Highways Development Project which is being implemented in phases and envisages the improvement of more than 54,639 kms. of arterial routes of National Highways network to international standards. The prime focus on developing roads of international standards is on creating facilities for uninterrupted flow of traffic with enhanced safety features including better riding surface, better road geometry, better traffic management and noticeable signage, divided carriageways, service roads, grade separators, over bridges and underpasses, by passes and wayside amenities.

During the financial year 2010-11, about 7,305 kms. of the National Highways are to be improved along with construction/rehabilitation of 80 nos. of bridges and 19 nos. of bypasses at an estimated cost of Rs.25,050.50 crores. Besides budgetary support, Internal Extra Budgetary Resources (IEBR) through external borrowings will also be utilized.

The Ministry has taken up the Special Accelerated Road Development Programme in the North Eastern Region (SARDP-NE) involving widening of 9,760 km of National Highways and other roads in three phases ensuring connectivity of 58 district headquarters in the North Eastern Region to the National Highways. An outlay of Rs.2,815.00 crores has been proposed for SARDP-NE for the year 2010-11.

The Government approved in February, 2009 a special programme for development of roads in Left Wing Extremism (LWE) affected areas in the country spread over 33 districts in 8 States of Andhra Pradesh, Bihar, Jharkhand, Chhattisgarh, Madhya Pradesh, Maharashtra, Orissa and Uttar Pradesh. The approved programme includes projects over a total length of 1,202 km of NHs covering five States and 4,363 km length of State Roads covering eight States for development / upgradation at a total tentative estimated cost of Rs.7,300.00 crore. This Ministry is also providing funds from the Central Road Fund (CRF) to the State Governments and Union Territories for the development of State roads other than rural roads and also for other roads under the Schemes of Inter-State Connectivity & Economic Importance.

Regular monitoring of financial and physical progress of works is carried out with a view to removing bottlenecks. Senior officers of the State Governments/Railway Ministry have been appointed as nodal officers for resolving problems associated with the implementation of the National Highway Development Project such as land acquisition, removal of utilities, forest/pollution/environment clearances and construction of ROB's etc.

As far as attracting private investment in the road sector is concerned, the Government has taken up the policy initiative of providing capital grant of 40% of the project cost to enhance viability, 100% tax exemption in any consecutive 10 years out of 20 years. Build, Operate & Transfer (BOT) project entrepreneurs are also allowed to collect and retain the amounts from tolls on selected stretches.

All public information pertaining to the Ministry is available on the website and all applications under the RTI Act are disposed off expeditiously. The schemes and the progress on ongoing National Highway works as also all the tenders for the major works are listed on the website. However, a comprehensive system for providing real time information to the public about the status of the National Highways is being prepared.

## **ROAD TRANSPORT**

Road Transport Division of the Ministry is concerned with the formulation of broad policies relating to regulation of road transport in the country, besides making arrangements for movement of vehicular traffic with the neighbouring countries. Improving the road safety scenario in the country is one of the most important and challenging activities of the Road Transport Division. The following Acts/Rules, which embody the policy relating to motor vehicles and State Road Transport Corporations (SRTCs), are being administered by the Road Transport Division of the Ministry:

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

Besides formulating policies for the Road Transport Sector, the Division is also responsible for administering certain central sector schemes. These schemes relate to Human Resources Development involving training programmes for the State Transport Department personnel, refresher training to drivers of heavy commercial vehicles in the unorganized sector, publicity measures and awareness campaigns on road safety, providing road safety and pollution testing equipments to the States/Union Territories, National Highway Accident Relief Service Scheme, National Database/Computerisation in road transport sector, strengthening of public transport system, Setting up of Inspection & Certification centres and Model Driving Training schools, creation of National Road Safety and Traffic Management Board.

This Ministry has been running various publicity/awareness campaigns on Road Safety through electronic/print media including observance of Road Safety Week, Grant-in-aid to Non Government Organisations (NGOs) for administering road safety activities etc. The Ministry has also been providing road safety equipments, pollution testing equipments, cranes and ambulances for rescue & relief operation in case of accidents to States/Union Territories. Implementation of Information Technology in the Transport Department and promotion of public transport system are the other areas of concern to the Ministry. Presently, the Ministry is actively pursuing the proposal for creation of a dedicated agency namely National Road Safety and Traffic Management Board to oversee road safety activities in the country.

## **CHAPTER-I**

### **INTRODUCTION**

#### **MINISTRY OF ROAD TRANSPORT & HIGHWAYS:**

An apex organisation under the Central Government, is entrusted with the task of formulating and administering, in consultation with other Central Ministries/Departments, State Governments/UT Administrations, organisations and individuals, policies for Road Transport, National Highways and Transport Research with a view to increasing the mobility and efficiency of the road transport system in the country.

The Ministry is headed by a Hon'ble Minister of Cabinet rank. The Ministry also has two Hon'ble Ministers of State.

Secretary (RT&H) is assisted by Director General (Road Development) & Special Secretary, Joint Secretary (Transport & Administration), Joint Secretary (Highways) and a number of Chief Engineers, officers at the level of Directors, Deputy Secretaries and other Secretariat and technical officers.

The Finance Wing of the Ministry is headed by Additional Secretary & Financial Adviser (AS&FA), who assists in formulating and processing of all policies and other proposals having financial implications. AS&FA is assisted by one Director (Finance), one Assistant Financial Adviser and one Under Secretary (Budget) and other Secretariat Officers and staff.

The Accounts side of the Ministry is headed by a Principal Chief Controller of Accounts who is, inter-alia, responsible for accounting, payment, budget, internal audit and cash management.

Adviser (Transport Research) renders necessary data support to various Wings of the Ministry for policy planning, transport co-ordination, economic & statistical analysis on various modes of transport with which the Ministry of Road Transport & Highways is concerned.

Apart from the above, the Ministry has two wings: Roads wing and Transport wing.

#### **ROADS WING**

The Central Government is responsible for the development and maintenance of National Highways. The development and maintenance of National Highways are being implemented on agency basis. Out of the total length of 70,934 km of National Highways, 42,598 km is with the State Public Works Departments (State PWDs), 20,666 km with the National Highways Authority of India (NHAI) and 3,892 km with the Border Roads Organisation (BRO), balance length of 3,778 km is yet to be entrusted to the executing agencies.

DG(RD) & SS, who is heading the Roads Wing, is concerned mainly with matters related to (i) advising the Government on all general policy matters relating to National

Highways (ii) development and maintenance of roads declared as National Highways (iii) development and maintenance of roads other than National Highways in Union Territories (iv) administration of Central Road Fund (CRF) pertaining to State roads other than rural roads (v) evaluation and specification of standards for roads and bridges and (vi) Research and Development in the Road Sector.

Roads Wing is also administering the following Acts:

- i. The National Highways Act, 1956
- ii. The National Highways Authority of India Act, 1988
- iii. The Central Road Fund Act, 2000, and
- iv. The Control of National Highways (Land & Traffic) Act, 2002

The Central Government has undertaken National Highways Development Project (NHDP) for development of National Highways in addition to the widening of single lane to two lane, two lane to four lane, construction/rehabilitation of bridges, construction of bypasses and improvement of riding quality under the Annual Plan Programmes. Government has decided to implement highways project under NHDP in seven phases. Phase III and onwards will be implemented in the Public-Private-Partnership mode.

The funds are also provided for the maintenance of National Highways under different schemes of Maintenance and Repair such as ordinary repairs, periodic renewals, special repairs, flood damage repairs etc.

Besides this, the Central Road Fund created under the CRF Act, 2000, for the accelerated and integrated development of National Highways, State Highways, Major Districts Roads and Rural roads. The corpus of Central Road Fund has been created and is being maintained.

## **Research and Development**

The main thrust of Research and Development (R&D) in the road sector is to build a sustainable road infrastructure comparable to the best in the world. The various components of this strategy are: (i) improvement in road design, (ii) modernization of construction techniques, (iii) introduction of improved material conforming to latest trends, (iv) evolving better and appropriate specifications encouraging development and use of new technologies etc. These components of the strategy are disseminated through publication of new guidelines, codes of practices, instructions/circulars, compilation of state-of-the-art reports and seminars/presentations etc. The research schemes sponsored by the Department are generally 'applied' in nature, which, once completed, would enable them to be adopted by user agencies/departments in their field work. The areas covered are roads, road transport, bridges, traffic and transportation techniques etc. The Ministry takes the help of various research and academic institutions and universities to implement the R&D schemes.

## **ROAD TRANSPORT**

Road transport is considered to be one of the cost effective and preferred modes of transport for both freight and passengers. It is estimated that the share of passenger traffic by road is more than 85 per cent whereas freight traffic accounts for around 60 per cent of

the total freight transport. Easy availability, adaptability to individual needs and cost savings are some of the factors working in favour of road transport. Road transport also acts as a feeder service to railway, shipping and air traffic.

The Ministry is concerned with the formulation of broad policies relating to regulation of road transport in the country, besides making arrangements for movement of vehicular traffic with the neighbouring countries.

The Ministry frames policies and undertakes activities for improving road safety so as to minimise road accidents. The important schemes formulated and managed by the Road Safety Cell of the Ministry include publicity programmes, grants-in-aid to Non Government Organisations (NGOs) for organising road safety awareness programmes, National Highways Accident Relief Service Scheme (NHARSS), refresher training to heavy vehicle drivers in unorganized sector etc.

With a view to introducing information technology in the road transport sector, the rules for issuing smart card based driving licences and registration certificates etc. have already been notified. The State Governments are in the process of implementing the same.

## CHAPTER-II

### DETAILS OF FINANCIAL OUTLAYS, PROJECTED PHYSICAL OUTPUTS AND PROJECTED BUDGET OUTCOMES

#### ROAD SECTOR

Keeping in view the need for large-scale investments in the road sector, Planning Commission provides outlays for roads. In the Eleventh Plan, Planning Commission has provided an outlay of Rs 1,06,659.00 crores, out of which gross budgetary support (GBS) is Rs.71,830.00 crores and IEBR is Rs 34,829.00 crores.

Planning Commission provided an annual outlay of Rs 25,155.00 crore for 2010-2011 for development in road sector. The break-up is as follows:

Item	Amount (Rs. in crores)
a) Gross budgetary support (of which EAP is Rs 500.00 crore)	17,700.00
b) Internal and extra budgetary resources (IEBR)	7,455.00
c) Total outlay (a+b)	25,155.00

The major constituents of Road Sector are as under:

		(Rs in crores)
S.No	Item	2010-2011
1.	NHAI – ‘Investment’	7,848.98
2.	EAP (Grant) - NHAI	320.00
3.	Loans - NHAI	80.00
4.	EAP ( Road Wing)	80.00
5.	EAP (Counterpart )	20.00
6.	National Highways (Original) works (including NHO, Domestic Travel and Machinery	3,850.10
7.	Dandi Heritage Route (NH-228)	125.00
8.	Rail-cum-Road Bridge at Ganga Munger, Bihar	100.00
9.	Works under BRDB – National Highways	700.00
10.	Strategic roads under BRDB	100.00
11.	Strategic roads under Road Wing	5.00
12.	Special Accelerated Road Development Programme (includes Rs 10.00 crores for Kaladan multi-modal transport project)	1,500.00
13.	Other Charges and Development of IT, R&D Planning Studies and Training including Professional Services, Charged Expenditure	17.50
14.	Centrally sponsored schemes – E&I for States/UTs from CRF	210.42
15.	Special programme for development of Road Connectivity (NH & State Roads in Naxalite affected areas	1,000.00
16.	Special programme for Vijayawada – Ranchi Road	100.00
17.	Pasco Project in Orissa – Harichandanpur-Naranpur State Road	20.00
18.	Remittance of Toll Receipts by NHAI	1623.00
	<b>TOTAL</b>	<b>17,700.00</b>

#### ROADS WING

The development and maintenance of National Highways are being done on agency basis. The National Highways Authority of India (NHAI), State Public Works Departments (PWDs) and the Border Roads Organization (BRO) are the main agencies of the Central Government for this purpose. The details of financial outlays including complimentary extra budgetary resources (share of private sector in respect of BOT projects) and projected physical outputs for the year 2010.-2011 in respect of State PWDs, NHAI and BRO are enclosed as **Annexure-I, II & III** respectively.



## Projected Outcomes:

Industrialization of the country has induced a traffic growth of 8 to 10% per year on many sections of National Highways and this growth trend is expected to continue for years to come. Many stretches of the National Highways are in need of capacity augmentation by way of widening, grade separation, construction of bypasses, bridges and expressways etc. The traffic movement on National Highways is also hindered due to large number of rail / road level crossings where road traffic is forced to stop due to frequent gate closures. To overcome this problem, a portion of CRF is earmarked especially for construction of railway over bridges (ROBs). The improvement of National Highways under the various schemes will provide better connectivity to all parts of the country besides faster movement of cargo, reduction in vehicle operating cost and reduction in fuel consumption.

## Processes / time lines:

To avoid the undue delay in the award of contracts for National Highways projects and the period of completion of the projects in tune with the advancement of technology and international best practices, this Ministry has formulated the following time schedule for award of contracts and completion of works.

a	<b>Award of Contracts for works</b>	
	i) Projects costing less than Rs 1.00 crore	Maximum within six months from date of sanction
	ii) Projects costing Rs 1.00 crore and more	Maximum of one year from the date of sanction
b	<b>Completion of work:</b>	
	i) Projects costing less than Rs 1.00 crore	A maximum of two and half a years from date of award of work
	ii) Projects costing between Rs 1.00 crore to Rs 10.00 crore	A maximum of two and half a years from date of award of work
	iii) Projects costing more than Rs 10.00 crore	A maximum of 3 years from the date of award of work. Wherever sophisticated construction machineries are likely to be available, the period of construction for this category of the projects is further reduced suitably in the sanction letter.

## 1. ROAD SAFETY

(Rs. in lakhs)

<u>Budget Estimates</u> <u>2009-2010</u>	<u>Revised Estimates</u> <u>2009-2010</u>	<u>Budget Estimates</u> <u>2010-2011</u>
<u>7900.00</u>	<u>7399.00</u>	<u>18000.00</u>

Details of activities under the scheme are as under:

### 1.1 Publicity Measures and Awareness Campaigns

**1.1.1** Publicity campaign is one of the best means of raising awareness about road safety among citizens. These campaigns aim at prevention of road accidents and

fatalities. These are being carried out by this Ministry through electronic/print media in the following manner:-

- (i) Printing of calendars depicting road safety messages.
- (ii) Broadcasting of radio jingles
- (iii) Telecasting of video spots on road safety on National Network of Doordarshan and other channels.
- (iv) Supply of publicity material on road safety like pamphlets, posters, stickers, games, etc. to Non Government Organisations/Transport Commissioners/Secretaries, Director General/Inspector General of Police (Traffic) of all States/Union Territories for distribution to all road users.
- (v) Holding All India Essay Competitions for school children, and
- (vi) Observance of Road Safety Week

## **1.2 Refresher Training of Drivers in Unorganised Sector and Human Resource Development**

**1.2.1 Refresher Training to Drivers :** Under this scheme, financial assistance is given to the organizations for imparting two days refresher training course to the Heavy Motor Vehicle drivers in the unorganised sector. During the year 2009-2010, 30,000 drivers are expected to be trained through eminent organizations like SIAM and AIMTC involving an amount of Rs. 2.13 crore on this account.

**1.2.2 Human Resources Development:** Under this scheme, training is imparted to the officers of State Governments to keep them abreast of developments in the road transport sector.

Training programmes on (1) Road Transport Regulation and Administration and (2) Road Safety Management are being conducted at Central Institute of Road Transport (CIRT), Pune. During 2008-2009, 12 training programmes were conducted at CIRT, Pune on Road Transport Regulation and Administration and Road Safety Management. Automotive Research Association of India (ARAI) conducted 4 training programmes, one each on vehicular pollution, vehicular safety, vehicular evaluation and alternative fuel and Indian Institute of Petroleum (IIP), Dehradun conducted 2 training programmes on vehicular pollution. 4 training programmes on Road Safety Management were conducted at Engineering Staff College of India (ESCI), Hyderabad whereas 2 training programmes on Road Transport Planning were conducted at Indian Institute of Technology (IIT), Madras. For this purpose, an amount of Rs. 80.62 lakh was released to these institutions during the year 2008-2009. During the year 2009-2010, funds for conducting 10 training programmes have been sanctioned to CIRT & ARAI. These training programmes would cover the areas of vehicular pollution, vehicular evaluation, alternate fuel, road safety management and road transport regulation & administration etc.

**1.2.3** The budget provision under this head includes provision for meeting the outstanding liabilities only arising out of the Model Driving Training Schools sanctioned during the Xth Five Year Plan. During the year 2009-2010, out of this fund, an amount of Rs.2.63 crore was released towards the instalments in respect of earlier sanctioned schools. A revised scheme of “Setting up of Training Institutes for Driving and Research in India” has been referred to the Planning Commission for approval before the scheme can be implemented. The funds would therefore be required for sanctioning new schools as per the new scheme. Budgetary provision has been proposed for this purpose under HRD head for the year 2010-2011.

### **1.3 National Highways Accident Relief Service Scheme**

**1.3.1** With a view to providing immediate medical assistance to the victims of road accidents and removing damaged vehicles from the National Highways, a National Highways Patrolling Scheme was introduced in 1993-1994. Under this scheme, State Governments/NGOs were provided financial assistance for the purchase of cranes and ambulances for removal of vehicles involved in the accidents from the National Highways and providing immediate medical assistance to the road accident victims.

**1.3.2** However, keeping in view the delays in the purchase of equipments in some cases and non-furnishing of utilization certificates thereof, the scope of the scheme was amended in 2000-2001 to provide equipment instead of cash grant. Non Government Organisations were also included in the ambit of the scheme. During the year 2009-2010, 30 cranes and 30 small/medium sized cranes are expected to be provided to States/Union Territories/Non Government Organisations. 70 ambulances are expected to be provided during 2009-2010 for hospitals/trauma centres along National Highways identified by the Ministry of Health and Family Welfare under the scheme of upgradation of trauma centres.

### **1.4 Road Safety & Pollution Testing and Control Equipments**

**1.4.1 Road Safety Equipment:** Under this head, assistance is provided to States in the form of road safety equipments, like Breath Analysers, multipurpose traffic regulation vehicles etc.

**1.4.2 Pollution Testing Equipment:** Vehicular emission has become one of the major sources of environmental pollution. The Motor Vehicles Act/Rules contain some innovative provisions for checking this menace. The provisions governing the standards for vehicular emission were brought into force from 1.7.1992 and progressively tightened over the years. Bharat Stage-IV emission norms for four wheeled vehicles have been notified to be effective from 1.4.2010 in 11 mega cities namely National Capital Region, Mumbai, Kolkata, Chennai, Ahmedabad, Bangalore, Hyderabad/Secunderabad, Kanpur, Pune, Surat and Agra. Bharat Stage III emission norms to be effective in rest of country from 1.1.2010 have also been notified. The PUC norms have been tightened w.e.f. 1.10.2004.

**1.4.3** From the year 2006-2007, the Ministry decided to provide pollution testing equipments to the States/UTs for enforcement of PUC norms. During the year 2008-09, 121 smoke meters and 116 gas analysers have been procured for supply to 17 States/Union Territories. In the year 2009-10, it is expected to procure pollution testing equipments for supply to the States/UTs at a total cost of around Rs. 2.00 crore.

## **2. NATIONAL DATA BASE NETWORK**

(Rs.in lakhs)

	<b>BE 2009-2010</b>	<b>RE 2009-2010</b>	<b>BE 2010-2011</b>
Computer System & National Database	5000.00	1500.00	2500.00
Data Collection, Research & Development	600.00	200.00	500.00

### **2.1 Computer System and National Database**

With a view to computerizing all the Regional Transport Offices (RTOs) in the country and bringing about uniformity in the Driving License and Vehicle Registration documents issued by the Regional Transport Offices, a project was conceived and has been under implementation since 2001. The objective of the scheme is to introduce information technology in the road transport sector. The Back-end computerization envisages incorporation of details of existing driving licenses, registration certificates and Permit details on a standardised common software at Regional Transport Office level and with essential linkage at State level and later at national level. The Front-end operation involves issue of smart card based driving licenses and registration certificates of motor vehicles based on common Smart Card Operating System for Transport Application specifications.

**2.1.1** The symmetric key infrastructure for both Smart Card based driving license and registration certificate has been established at the Central level at National Informatics Centre (NIC) on 31.08.2004. 33 States/UTs have already implemented pilot projects in Vahan (Registration Certificate) and Sarathi(Driving Licence). Out of these, 14 States/UTs namely Delhi, West Bengal, Jharkhand, Orissa, Maharashtra, Assam, Tripura, Chandigarh, Andhra Pradesh, J&K, Manipur and Madhya Pradesh have started issuing of Smart Cards based Driving Licence and Registration Certificates. The Government, in the year 2008, approved a project for creation of National and State Registers of Driving Licences & Registration Certificates at an estimated cost of Rs. 148.00 crores. 100% computerization had been achieved in 21 States/UTs and about 88% of the RTOs, i.e., about 872 RTOs were computerized. Further, 100% connectivity has been achieved in 23 States/UTs. Network connectivity has been established in 822 RTOs (about 83%).

### **2.2 Data Collection, Research and Development**

**2.2.1** The Transport Research Wing (TRW) renders assistance in terms of data inputs and economic analysis to various Wings of the Ministry of Road Transport and Highways for policy planning, implementation and monitoring purposes. TRW is the nodal agency for collection, compilation and dissemination of data and information on Roads, Road Transport, Ports (maritime cargo volume & composition, efficiency indicators of cargo handling operations, port finances etc.), Shipping, Ship-building and Ship Repairing and

Inland Water Transport (IWT) at the national level. Apart from collection, compilation and publication of transport data pertaining to roads, ports, shipping and inland waterways, it also scrutinizes and validates data received from various primary/secondary sources for consistency and comparability.

**2.2.2.** No plan or non-plan scheme is being implemented by TRW for the road and road transport sectors. The major publications brought out by TRW covering the road and road transport sectors are:

(i) **Basic Road Statistics (BRS)** containing data/information on road network including National Highways, State Highways, urban roads, rural roads and project roads. About 280 source agencies provide data utilized for the BRS. The latest issue of BRS was brought out in July 2008 containing data upto the end of March 2004.

(ii) **Road Transport Year Book** containing the details regarding total registered motor vehicles across states/UTs in terms of vehicle classification; public and private ownership of buses; road accidents; motor vehicle taxation and fare structure; revenue realized from vehicle taxes, fees etc. The latest publication (Road Transport Year Book 2006-07) contains data for the year ending March 2006 and for certain aspects up to March 2007.

(iii) **Review of Performance of State Road Transport Undertakings (SRTUs):** This publication presents both physical and financial performance of individual SRTUs in terms of broad organizational classification (State Road Transport Corporations, Companies [incorporated under Companies Act], municipal undertakings and departmental undertakings). Besides, it gives physical and financial performance of the State Road Transport Undertakings in terms of various identified parameters. Of the 47 existing SRTUs, about 33 to 35 SRTUs are reporting data in the requisite format on a regular basis. During the current year, three quarterly reviews covering the periods (a) April-June 2008; (b) July- September 2008 (c) October- December 2008 were brought out by TRW in addition to one annual review for the year 2007-08. The latest available data published is for the quarter ending December 2008.

(iv) **Road Accidents in India** covers various facets/parameters on road accidents, including causes of accidents, based on the data received from States/Union Territories. The latest issue of “Road Accidents in India: 2007” analysing the Road Accident data pertaining to the year 2007 was brought out by TRW in March 2009. The next issue “Road Accidents in India: 2008” covering data for the calendar year 2008 is under preparation. The data is collected in a 19-item format as per a UNESCAP sponsored project on “Asia Pacific Road Accident Database (APRAD) – Indian Road Accident Database (IRAD)”.

### 3. NEW SCHEMES OF XI<sup>TH</sup> PLAN:

#### 3.1 Setting up of Inspection and Maintenance Centre

(Rs. in lakhs)

Budget Estimates 2009-2010	Revised Estimates 2009-2010	Budget Estimates 2010-2011
1000.00	1600.00	5400.00

**3.1.1** Under Section 59 of the Motor Vehicles Act, 1988, Central Government have powers to fix the age of motor vehicles of different categories. However, as yet this Section has not been invoked so far. The 'age' of certain categories of vehicles for the purpose of tourist permit and national permit only has been fixed, under rules 82 and 88 of Central Motor Vehicle Rules, 1989. This Ministry's stand has been that a well maintained older vehicle can be less polluting than an ill maintained newer vehicle. A vehicle can ply on the road as long as it meets the requirements of the Motor Vehicles Act, 1988 and Central Motor Vehicles Rules, 1989 with regard to safety, emission and fitness norms. Fixation of age of vehicle would also be not advisable, keeping in view the socio-economic condition of the country.

**3.1.2** A transport vehicle has to undergo fitness test every year after two years of the date of initial registration. There is no such requirement for non-transport vehicle for 15 years once they are registered. Hence, this Department is of the considered view that proper inspection and maintenance system must be put in place to identify the vehicles which do not meet the emission and safety norms. Such inspection and maintenance centres would need to be set up in various states with Public Private Partnership. A scheme to set up model Inspection and Certification Centres has been approved by Planning Commission and the Expenditure Finance Committee. The scheme is being sent to Ministry of Finance shortly for seeking approval of Hon'ble Finance Minister. During the year 2010-2011, allocation of Rs. 54.00 crore has been proposed under the scheme.

**3.2 Strengthening of public transport system including introduction of Information Technology like Automatic Fare Collection based on Global Positioning System:**

(Rs. in lakhs)

<b>Budget Estimates 2009-2010</b>	<b>Revised Estimates 2009-2010</b>	<b>Budget Estimates 2010-2011</b>
3500.00	2500.00	3500.00

**3.2.1** Decline of public transport has been one of the failures of our transport planning over the years. The percentage of buses in the total fleet of vehicles has come down from more than 11% in 1951 to 1.1% in 2004. This leads to increase in the personalized transport which in turn has a number of adverse consequences such as congestion, pollution, and accidents apart from being inequalitarian as the poor get excluded from transport services. This needs to be reversed. It is proposed that in the 11<sup>th</sup> Five Year Plan, the provisions may be made at the central level to extend financial assistance to help the States to strengthen their public transport system including application of Information Technology like automatic fare collection system based on Global Positioning System. However, such financial assistance shall be restricted to those States who undertake to take measures for reforms in the public transport system. The following suggestions are included in this scheme:-

- The Central Government and the State Governments may agree on an Memorandum Of Understanding (MOU) embodying a number of reform requirements such as rationalization of taxes in favour of public transport, level playing field between the private and public operators, freedom in the matter of fare fixation, improvement in the basic infrastructure, professional management of State Transport Undertakings etc.
- The Central Government could provide outright grant to such States by linking the achievement in the reform agenda measurable by verifiable indices of increased provision and usage of public transport. It could also provide guarantee to resource mobilisation by the States for investment in public transport including renewal and augmentation of bus fleet. The Expenditure Finance Committee and Planning Commission have approved the scheme. The scheme has been sent to Ministry of Finance for seeking approval of Hon'ble Finance Minister. During the year 2010-2011, Rs. 35.00 crore has been allocated for this purpose.

### 3.3 Creation of National Road Safety Board.

(Rs. in lakhs)

Budget Estimates 2009-2010	Revised Estimates 2009-2010	Budget Estimates 2010-2011
7200.00	1.00	100.00*

\* The funds could be made available from Central Road Fund by way of 1% of the total proceeds of cess on diesel and petrol.

**3.3.1** The Committee on Road Safety and Traffic Management constituted under the Chairmanship of Shri S. Sundar, Former Secretary of erstwhile Ministry of Surface Transport and Distinguished fellow, The Energy and Resources Institute (TERI) submitted its report to Hon'ble Minister, Shipping, Road Transport & Highways on 20.2.2007. The Committee recommended creation of a National Road Safety Board under a separate Act of Parliament. The draft Cabinet Note in this regard has been circulated to the concerned Ministries/Departments on 11.2.09. The draft National Road Safety and Traffic Management Board Bill has been finalized in consultation with other concerned Ministries/Departments including Ministry of Law. The Cabinet Note is expected to be sent to Cabinet Secretariat very shortly. Allocation of Rs. 1.00 crore has been made for this purpose for the year 2010-2011. The targeted outlay/outcome budget for 2010-2011 is at **Annexure-IV**.

### Monitoring Mechanism

There is in-built mechanism for monitoring the schemes in Road Transport Sector. The payment in respect of Road Safety Scheme is released after obtaining final action taken reports. Central Institute of Road Transport has been engaged as an expert agency to monitor, supervise and extend technical assistance in setting up of Model Drivers Training Schools. On the basis of its report, IInd and subsequent instalments are released to the concerned States/Union Territories/Organisations.

**ANNEXURE-I****STATEMENT INDICATING THE OUTCOME BUDGET 2010-2011**

(Physical and Financial Targets of 2010-2011)

**STATE PWDs.**

<b>Head</b>	<b>Sl. No.</b>	<b>Category</b>	<b>Phy. Target</b>	<b>Fin. Target (Rs. in crore)</b>
Plan works	1	Construction of missing links (Km)	18.00	33.00
	2	Widening from Single/Intermediate lane to 2 lane (Km)	870.00	1,110.00
	3.	Strengthening of weak 2 lane pavement (Raising( (Km)	1,008.00	905.00
	4.	Improvement of Riding Quality (Km)	1,771.98	970.00
	5	Construction of By-bass (Nos.)	4	86.00
	6.	Construction rehabilitation of bridges including construction of ROBs (Nos)	50	148.00
	7.	Widening to 4 lane and above (Km)	49.00	205.00
	8.	Others		43.00
		<b>Total</b>		<b>3,500.00</b>



## ANNEXURE-II

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**  
**Statement of Financial Outlays and Outcomes/Targets : 2010-11 (Quarterly and Monthly)**

Sl. No.	Name of Scheme/ Programme	Targets / Actual	Outlay (Estimated Expenditure) - 2009-10 (Rs. in Cr.)												Targets/ Actual	Quantifiable Deliverables (in Kms.)					
			Q1			Q2			Q3			Q4				Total	Q1	Q2	Q3	Q4	Total
			April	May	June	July	Aug.	Sep	Oct.	Nov.	Dec.	Jan.	Feb.	March							
1	NHDP Phase-I (Widening to 4/6 lane including strengthening)	Targets	189.38			163.41			146.17			122.04			621.00	Targets for widening to 4 lane & above					
47.35			66.28	75.75	65.36	49.02	49.02	51.16	51.16	43.85	36.61	36.61	48.82	621.00							
Actual		0.00			0.00			0.00						0.00	Actual for completion						
2	NHDP Phase-II (Widening to 4/6 lane including strengthening)	Targets	2112.50			1751.77			1834.93			1841.80			7541.00	Targets for widening to 4 lane & above					
			528.13	739.38	845.00	700.71	525.53	525.53	642.23	642.23	550.48	552.54	552.54	736.72	7541.00		Actual for completion				
		Actual	0.00			0.00			0.00						0.00	Targets for award					
															0.00		Actual for award				
3	NHDP Phase-III (Widening to 4/6 lane including strengthening)	Targets	3657.74			3387.20			3688.47			4363.59			15097.00	Targets for widening to 4 lane & above					
			914.44	1280.21	1463.10	1354.88	1016.16	1016.16	1290.96	1290.96	1106.54	1309.08	1309.08	1745.44	15097.00		Actual for completion				
		Actual	0.00			0.00			0.00			0.00			0.00	Targets for award					
															0.00		Actual for award				
4	NHDP Phase-IV (Widening and strengthening of 2-lane with Paved Shoulder)	Targets	136.00			254.00			402.00			531.00			1323.00	Targets for award					
			34.00	47.60	54.40	101.60	76.20	76.20	140.70	140.70	120.60	159.30	159.30	212.40	1323.00		Actual for award				
		Actual													0.00						
5	NHDP Phase-V (6-lanning of selected stretches on GQ and Others)	Targets	1795.80			1795.06			2244.85			2596.29			8432.00	Targets for widening to 6 lane & above					
			448.95	628.53	718.32	718.02	538.52	538.52	785.70	785.70	673.46	778.89	778.89	1038.52	8432.00		Actual for completion				
		Actual	0.00			0.00			0.00			0.00			0.00	Targets for award					
															0.00		Actual for award				

## ANNEXURE-II

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**  
**Statement of Financial Outlays and Outcomes/Targets : 2010-11 (Quarterly and Monthly)**

Sl. No.	Name of Scheme/ Programme	Targets / Actual	Outlay (Estimated Expenditure) - 2009-10 (Rs. in Cr.)												Targets/ Actual	Quantifiable Deliverables						
			Q1			Q2			Q3			Q4				Total	(in Kms.)					
			April	May	June	July	Aug.	Sep	Oct.	Nov.	Dec.	Jan.	Feb.	March			Q1	Q2	Q3	Q4	Total	
6	NHDP Phase-VI (Development of Expressways)	Targets	168.00			233.00			272.00			299.00			972.00	Targets for award						
			42.00	58.80	67.20	93.20	69.90	69.90	95.20	95.20	81.60	89.70	89.70	119.60	972.00							
		Actual														Actual for award						
7	NHDP Phase-VII (Ring Roads, Bypasses, Grade Separators, Service Roads etc.)	Targets	18.75			24.75			33.50			38.00			115.00	Targets for award						
			4.69	6.56	7.50	9.90	7.43	7.43	11.73	11.73	10.05	11.40	11.40	15.20	115.00							
		Actual														Actual for award						
8	Liabilities on account of interest and repayment of loans/ borrowings and payment of annuities	Targets	605.76			605.76			605.76			605.76			2423.05	Targets						
			201.92	201.92	201.92	201.92	201.92	201.92	201.92	201.92	201.92	201.92	201.92	201.93	2423.05							
		Actual	0.00			0.00			0.00			0.00										
																Actual						
TOTAL		Targets	8683.93			8214.95			9227.68			10397.48			36524.05	Target (for completion)						
		Actual														Actual						

**ANNEXURE-III****STATEMENT INDICATING THE OUTCOME BUDGET 2010-2011**

(Physical and Financial Targets of 2010-2011)

**BRDB**

<b>Head</b>	<b>Sl. No.</b>	<b>Category</b>	<b>Phy. Target</b>	<b>Fin. Target (Rs. in crores)</b>
Plan works	1	Construction of missing links (Km)	0.50	1.00
	2	Widening from Single/Intermediate lane to 2 lane (Km)	310.00	503.00
	3.	Strengthening of weak 2 lane pavement (Raising) (Km)	12.00	15.00
	4.	Widening to 4 lane and above (Km)	1.30	4.00
	5	Construction of By-bass (Nos.)	2.00	20.00
	6.	Construction/Rehabilitation of bridges including Construction of ROBs (Nos.)	18	27.00
	7.	Improvement of Riding Quality (Km)	99.64	85.00
	8.	Others	0.00	45.00
		<b>Total</b>		<b>700.00</b>

**ANNEXURE - IV**

**ROAD TRANSPORT – STATEMENT INDICATING THE OUTCOME BUDGET 2009-10  
(PHYSICAL & FINANCIAL TARGETS 2009-10)**

S. No	Name of Scheme/Programme	Objective/outcome	Outlay 2010-11 (Rs. in crores)	Quantifiable deliverables/physical outputs	Projected outcomes	Processes/ time lines	Remarks/ risk factors
<b>1.</b>	<b>Road Safety</b>						
	i) Refresher Training to Drivers in Unorganized Sector and Human Resource Development.	To provide training to the drivers of heavy motor vehicles of unorganized sector through NGOs/Institutes and to impart training to the State Transport Department Personnel.	111.00	Number of drivers to be trained and number of training programmes for officers of State Transport Department/ Ministry to be conducted.	20 training programmes to be conducted.	Annual	It depends on the receipt of proposal from the Organisations in time.
	(ii) Publicity measures and awareness campaigns.	To generate public awareness through publicity campaigns through Radio, T.V. and print media.	30.00	Number of video spots and radio spots to be telecast/broadcast.	400 video spots and 250 radio spots to be telecast/broadcast. Further, news paper advertisements on road safety to be undertaken.	Annual	It is dependent on DAVP's response.
	(iii) Road Safety Equipments and Pollution Testing and Control.	To provide road safety equipment such as interceptors and pollution testing equipments to the States/UTs.	7.00	The scheme of providing multi purpose traffic vehicles (MTVs) has been discontinued and in its place various traffic enforcement equipments such as speed detection radar and breath analyzer etc are proposed to be provided to States/ UTs.	225 road safety equipments and 100 Smoke meters and 100 Gas analysers pollution testing equipment to be sanctioned.	Annual	Procurement to be made based on the outcome of the review.
	(iv) National Highways Accident Relief Service Scheme.	To provide cranes and ambulances to the State Governments/ NGOs. The prime objective is to provide medical care to the road accident victim within reasonable time so as to save time and also to clear the accident site to ensure smooth flow of traffic.	32.00	Number of cranes and ambulance to be provided to the States/UTs/NGOs.	25 cranes, 25 small/medium sized cranes and 100 ambulances to be provided.	Annual	Proposal from the States/UTs/ NGOs are to be received.

**ANNEXURE - IV**

**ROAD TRANSPORT – STATEMENT INDICATING THE OUTCOME BUDGET 2009-10  
(PHYSICAL & FINANCIAL TARGETS 2009-10)**

S. No	Name of Scheme/Programme	Objective/outcome	Outlay 2010-11 (Rs. in crores)	Quantifiable deliverables/physical outputs	Projected outcomes	Processes/ time lines	Remarks/ risk factors
<b>2.</b>	<b>National Data Base Network</b>						
	(i) Computer System and National Data Base.	To evolve standardized upto-date information on motor vehicle registration, driving licenses etc. and networking of all RTOs/STAs.	25.00	Quantitative targets cannot be indicated.	National and State Registers of Driving Licences/Registration Certificates to be in place.	-	State Government s' readiness has to be there.
	(ii) Data Collection, Research and Development and transportation studies including Total Engineering Solution.	To undertake/entrust studies/R&D projects concerning Road Transport Sector.	5.00	Number of Studies/R&D Projects to be undertaken.	3 No of Studies/R&D Projects to be undertaken	Annual	Response from Bidders.
<b>3.</b>	<b>New Schemes of XI Plan</b>						
	Setting up of Inspection and Maintenance Centres.	To set up Inspection and Maintenance centres through public private participation	54.00	Schemes to be finalized	7 to 8 centres to be sanctioned	Annual	The response of the States to submit their proposals in time.
	Strengthening of public transport system including introduction of IT like Automatic Fare Collection based on GPS.	To strengthen public transport system	35.00	Cannot be quantified in terms of physical output		Annual	MOU to be signed between State/Central Govt. States are to take up reforms
	Creation of National Road Safety Board.	To set up National Road Safety Board	1.00	Cannot be quantified at this stage.			Approval of the Cabinet is required.
			<b>300.00</b>				

## **CHAPTER-III**

### **IMPACT OF REFORM MEASURES AND POLICY INITIATIVES TAKEN BY THE MINISTRY**

#### **ROADS WING**

A comprehensive review of 10<sup>th</sup> Plan performance reveals that there has been shortfall in the achievement of the targets due to delay in land acquisition, environmental clearances, road over bridge clearances, law and order problems, rehabilitation and settlement issues and in some cases due to poor performance of the contractors. The Government has taken several steps for speedy implementation of highway projects.

#### **LAND ACQUISITION**

Nodal officers have been appointed who coordinate various issues which required effective coordination with the State Governments periodically. Further, they also ensure that the progress of works should be expedited due to faster shifting of utilities and mitigating the law and order problems. This Department has also been empowered to issue notifications for acquisition of land for National Highways without consulting the Ministry of Law.

#### **ENVIRONMENTAL AND FOREST CLEARANCE**

Issues pertaining to environmental clearance have been taken up with the Ministry of Environment and Forests wherein it has been proposed that in case of land acquisition for National Highways upto a width of 60 meters to be used as Right of Way (ROW), environmental clearances should not be required. Further, uniform policy guidelines on environmental clearances have been suggested to the Ministry of Environment and Forests.

#### **ROB CLEARANCE**

- In order to expedite the clearances of ROB/RUBs from Railways, Nodal Officers have been nominated by the NHAI and the concerned Zonal Railways.
- Periodic meetings are held at the zonal level to review the various pending clearances.
- Meetings are also held from time to time at senior level at the Railway Board level to review the progress of clearances for construction of ROB.
- On the suggestion of the Railway Board for expediting the construction of ROB, NHAI have signed a MoU with IRCON to construct the ROB on cost plus basis.
- IRCON has been delegated powers by the Railway Board to approve the designs at various stages of construction except General Arrangement Drawing (GAD).

#### **POOR PERFORMANCE OF THE CONTRACTORS**

- NHAI has taken action against the non-performing contractors by terminating some of the contracts on the Golden Quadrilateral (GQ) and NS-EW corridors.

## **RECENT STEPS TAKEN BY THE GOVERNMENT TO EXPEDITE THE PROGRESS OF NHDP:**

1. In order to make visible impact of National Highway Projects, the Ministry has targeted the procedural issues, acting as roadblocks and major bottlenecks in achieving the desired progress of the Infrastructure.
2. A Committee under Shri B.K. Chaturvedi, Member, Planning Commission was constituted. The recommendations of the committee for expeditious implementation of the National Highways Development Project (NHDP) have been approved by the Government. Many procedural issues relating to Model Concession Agreement (MCA), Request for Qualification (RFQ) and Request for Proposal(RFP) have been resolved and there is a much better response of the bidders to the projects.
3. Issuance of the RFQ and RFP for the road sector projects after incorporating the recommendations made by the Committee in the Model RFQ and RFP documents issued by the Ministry of Finance, as referred to at clause 2 (i) above.
4. Further amendments to RFQ and RFP provisions, where necessary, will be carried out by the Ministry of Road Transport and Highways (MORTH) on the basis of recommendations of the NHAI Board.
5. Carrying out implementation of road projects on all the three modes of delivery viz. Build-Operate-Transfer (BOT) (Toll), Build-Operate-Transfer (BOT) (Annuity) and EPC (Item Rate Contract) concurrently rather than sequentially. Any road not found prima facie suitable for BOT (Toll) can be implemented directly on BOT (Annuity) subject to the overall cap as envisaged in the Work Plan. The decision of shifting a project from BOT (Toll) to BOT (Annuity) would be taken by the IMG chaired by Secretary, MORTH and approved by Minister, Road Transport & Highways.
6. Before implementing a project on Engineering Procurement Contract (EPC) basis, it will be compulsorily tested for BOT (Annuity) and the project will be awarded on EPC basis only if unacceptable bids are received.
7. In case of projects under NHDP Phase IV, if the traffic is less than 5,000 Per Car Units (PCUs), the project will be directly taken up on EPC. For the specific EPC km lengths recommended in the Work Plan, specific EPC packages will be presented before the existing EFC in the MORTH for approval.
8. Based on the feasibility report, the projects would be tried first on BOT (Toll) and in case of non-viability/poor response, the same would be shifted to BOT (Annuity) failing which on EPC. For the projects where NHAI is not able to get bids, the process of preparation of detailed project report may be initiated immediately to save time in case such projects are required to be taken up on EPC.
9. Empowering the Board of NHAI has been done to accept single bids after examining the reasonableness of the same.
10. Raising of overall VGF cap of 5% to 10% for the entire six-laning programme, and consideration of individual projects in low traffic Golden Quadrilateral (GQ) stretches with VGF up to 20% within an overall cap of 500 Km out of the 5,080 Km of the Phase-V programme yet to be awarded.

11. 'In Principle' approval of the Government Support has been provided to the NHAI for :-
  - a. Issuance of Tax exempted bonds
  - b. Guarantee cover to Borrowing Plan of NHAI.
  - c. Out of borrowing approval of Rs. 30,000.00 crores earlier provided to Indian Infrastructure Finance Company Limited (IIFCL), Rs.10,000 crores under the fiscal stimulus package will be transferred to NHAI, as per its borrowing requirement.
  - d. Assistance in negotiating non-sovereign multilateral loans from World Bank, Asian Development Bank (ADB), Japan Bank for International Cooperation (JBIC) etc. by providing back to back support, if necessary.
  - e. Providing a Letter of Comfort from Ministry of Finance confirming the availability of Cess at least till 2030-31.
12. Funding of the NHDP Projects under Special Accelerated Road Development Programme in the North Eastern Region (SARDP-NE) and in Jammu & Kashmir with Additional Budgetary Support (ABS) over and above the cess that the Government provides to National Highways Authority of India (NHAI) on yearly basis, which has since been approved by Empowered Group of Ministers.
13. Work Plan –I for 2009-10 was approved by the Cabinet Committee on Infrastructure (CCI) for 122 projects covering 11,618 Kms.
14. During the current financial year so far, 21 projects have been awarded covering 1,838 Kms, by the end of December 2009.
15. Bids have also been received for 17 projects covering 1,639 Kms.
16. Further, bids have also been invited for 16 projects covering 1,352 Kms.
17. In addition, for 25 projects covering a length of 2,729 Kms, which have been approved by the Public Private Partnership Appraisal Committee (PPPAC), bids are being invited by the NHAI.
18. Proposals for 43 projects covering length of 4,049 Kms have been submitted for approval of PPPAC / Standing Finance Committee (SFC), as the case may be.
19. "In-principle" approval for Work Plan –II for the year 2010-11 has also been granted by the Empowered Group of Ministers (EGoM) covering 11,092 Kms.
20. In order to further address the dispute redressal mechanism of NHAI, restructuring and strengthening of NHAI and other tax related issues, Chaturvedi Committee has been further requested to look into these issues and suggest measures in its second report.
21. A Joint Task Force of Confederation of Indian Industry (CII) and the Ministry of Road Transport and Highways has been constituted to serve as an institutionalized framework for a constant Industry – Government dialogue and interaction on the issues related to the development of National Highways under the Chairmanship of the Secretary (RT&H).



## **ROAD TRANSPORT**

### **Carriage by Road Rules, 2009**

The Carriage by Road Act, 2007 was notified on 1.10.2007 with a view to regulate the middle-men involved in the transportation business by road and also to provide a framework for apportionment of liability between the common carrier and the consignor/consignee. The Rules under this Act are now being finalized. The Act will be brought into force with effect from April, 2010. A Working Group constituted under the Chairmanship of Joint Secretary (Transport) has submitted its report inter-alia recommending draft Carriage by Road Rules. The Rules are being finalized in consultation with Legislative Department, Ministry of Law. Once these Rules are notified, the Act will be implemented by the State Transport Departments which would streamline regulation of the persons involved in the transportation business by road and would also safeguard the interest of consignor/consignee.

### **Creation of National Road Safety and Traffic Management Board**

The Government is actively considering creation of National Road Safety and Traffic Management Board through an Act of Parliament to oversee road safety activities in the country. A Bill in this regard would be introduced in the Parliament soon. The Board would have powers to recommend standards for design, construction and maintenance of National Highways as well as safety standards for motor vehicles besides having power to issue guidelines on a number of aspects concerning road safety. The Board would also have financial autonomy to carry out its activities independently and impartially. The Board would be accountable for overseeing road safety activities in the country.

## CHAPTER - IV

### REVIEW OF PERFORMANCES DURING 2008-09 AND 2009-10

#### ROADS WING

##### Scheme-wise Physical Performance

##### National Highways:

				(Rs in crores)
2008-09 (Plan)		2009-10 (Plan)		2010-11 (Plan)
BE	RE	BE	RE	
*17,370.00	*17,470.00	*20,198.00	*19,512.75	

\*This includes IEBR amount also

The total length of the National Highways system stands at present at 70,548 kms. This constitutes only 2 percent of the Indian road network, but carries 40 percent of the total traffic. The budget provision for the development of National Highways system covering both the on going as well as new works during 2009-10 amounted to Rs 20,838.00 crore at RE stage. It also includes the investment provided to NHAI.

##### National Highways entrusted to State Public Works Department (PWDs) and Border Roads Organization (BRO):

Apart from the development of National Highways included under the various phases of NHDP, there are about 50,952 kms of National Highways which are being developed/ maintained with the funds available from the budgeted amount. Various development works like improvement of riding quality, widening to four and six lanes, strengthening, construction of bypasses and rehabilitation/construction of bridges, etc. have been undertaken on the National Highways. During 2009-10, fresh proposals involving a total cost of Rs 4,579.00 crores have been sanctioned. A total of 1,153 km of single lane roads have been widened to two lanes, 1009 km have been strengthened and work on rehabilitation/ construction of 77 bridges has been completed. The details of the major projects are given below:

##### A. Major on-going projects costing more than Rs 20.00 crores under implementation by the State PWDs as on 31.12.2009:-

There are a total of 37 number of projects (non-NHDP) aggregating to Rs.2,086.62 crores, each costing Rs 20.00 crores or more under implementation by the Ministry through State PWDs / NHAI during the year 2008-09 and 2009-10. The details of the cost of projects, results achieved, present stage of progress and the future plans and the targets are given in **Annexure-A**.

##### B. Maintenance and repairs

(Rs in crores)								
2008-09				2009-10				2010-2011
BE		RE		BE		RE		BE
Plan	Non -Plan	Plan	Non- Plan	Plan	Non- Plan	Plan	Non- Plan	Non- Plan
-	792.03	-	947.97	-	1036.44	-	1035.10	1032.86

Under this head, funds are provided for the preservation and proper upkeep of National Highways all over the country. Over the past six decades, the volume of traffic on Indian roads has increased exponentially; between 1950-51 and 2002-03, the freight traffic increased 101 times and passenger traffic 132 times. During this period, the share of the road sector in total freight traffic increased from 12% - 65% and passenger traffic from 25% - 85%. However, notwithstanding the vast network of roads and of National Highways, there are serious concerns about their quality and capacity. The rise in labour wages and steep increase in prices of materials, particularly, of petroleum products in recent years are reflected in the high cost of maintenance and repair of National Highways. Despite the constraints, the availability of funds has been about 40% of the requirement.

### **C. Public Private Partnership (PPP)**

The Government has already announced several incentives such as tax exemptions, duty-free import of road building equipments and machinery in order to encourage private sector participation in road development. There are two types of models currently being followed under PPP model (i) BOT (toll based) and (ii) BOT (annuity based).

- **BOT (Toll based) projects:** So far, 112 number of projects valued about Rs 49,780.97 crore on BOT (toll based) have been awarded. Out of these, 55 numbers of projects have been completed and 57 projects were under progress (Upto 31<sup>st</sup> December, 2009).
- **BOT (annuity based) projects:** 28 number of projects valued about Rs 11,186.00 crores were awarded BOT (annuity basis) and out of this, 13 numbers of projects have been completed (Upto 31<sup>st</sup> December, 2009).

### **3. Central Road Fund (CRF)**

This fund was given a statutory status by Central Road Fund Act enacted in December, 2000. The amount of cess collected on sales of diesel and petrol is distributed to various implementing agencies as per following norms:

#### **Distribution of Cess [Rs 1.50 on petrol and high speed diesel (HSD)]**

- (i) 50% of the cess collected on diesel (HSD) is earmarked for the development of rural roads by the Department of Rural Development.
- (ii) The balance 50% of cess on HSD and the entire cess collected on petrol is earmarked for the following purposes:
  - An amount equal to 57.5% of such sum for the development and maintenance of National Highways;
  - An amount equal to 12.5% for construction of road under or over bridges and safety works at unmanned railway crossings; and
  - An amount equal to 30% on development and maintenance of State Roads. Out of this amount, 10% shall be kept as reserve by the Central Government for allocation to States for implementation of State Road Schemes of Inter-State Connectivity and Economic Importance.

iii) Additional cess of Re 0.50 paisa levied on petrol and high speed diesel from 1.4.2005 onwards is to be exclusively earmarked for National Highways.

- 168 number of works for improvement of State roads involving expenditure of Rs.1865.58 crore have been sanctioned from the CRF for 2009-10. From the commencement of the CRF scheme in 2000, a total of 6161 number of works amounting to Rs.16,811.22 crores have been sanctioned till December, 2009. The details of these are given at **Annexure-B**.

### **Roads of Inter-State Connectivity and Economic Importance:**

The Government of India enacted the Central Road Fund Act 2000 on 27<sup>th</sup> December, 2000 by levying cess on diesel and petrol, and decided that 10% of the share of CRF for State roads be earmarked for development of roads under Ministry's Scheme for improvement of State roads of Inter-State Connectivity and Economic Importance. With the revamped Central Road Fund coming into force, it has been decided that the road / bridge projects of Inter-State Connectivity will be fully funded and projects of Economic Importance will be funded to the extent of 50% by the Government of India. Broadly, the following categories of road / bridge projects are eligible for grant of assistance under the scheme:

- Inter-State roads / bridges necessary for ensuring through communication.
- Roads / bridges connecting National Highways.
- Roads / bridges required for opening up new areas for economic growth where railway facilities cannot be provided in the near future.
- Roads / bridges which would contribute materially to the rapid development, for instance, in hilly areas and significantly rich areas.

The year-wise details of projects approved 'in principle' for improvement of State roads under these schemes are given below:

Year	(Rs in crores)			
	Economic Importance (EI)		Inter-State Connectivity (ISC)	
	No. of projects approved	Central share (50%)	No. of projects approved	Full funded by Central Govt.
2001-02	23	53.92	52	220.98
2003-04	28	46.26	18	67.31
2004-05	30	101.13	46	232.94
2005-06	16	60.99	29	187.06
2006-07	14	51.66	41	239.87
2007 - 08	20	74.22	31	342.78
2008-09	20	81.19	27	303.20
2009-10	1	6.28	10	207.15
<b>Total</b>	<b>152</b>	<b>475.65</b>	<b>254</b>	<b>1801.29</b>

The State-wise details of proposals approved "in principle" under Economic Importance and Inter state Connectivity schemes so far are given at **Annexure-C**.

An outlay of about Rs 230.42 crore has been proposed during the year 2010-11, which includes Rs 20.00 crore for the Duburi-Brahmanipal-Naranpur-Keonjhar Road project in Orissa.

**ANNEXURE-A**

**NATIONAL HIGHWAY ONGOING PROJECTS COSTING RS. 20 CRORE & ABOVE AS ON 31 DECEMBER 2009**

Sl. No.	State	Name of project/State	Sanctioned cost of project (Rs. in Cr.)	Date of Start of Project	Date of Completion of project as per contract	Target Date of Completion	Cumulative Physical Progress achieved as on 31 December 2009	Expenditure as on 31 Dec. 2009 (Rs. in Cr.)	Remarks
1	2	3	4	5	6	7	8	9	10
1	Andhra Pradesh	CONSTRUCTION OF MAJOR BRIDGE WITH APPROACHES ACROSS VYNATHEYA BRANCH OF RIVER GODAVARI AT KM. 105/500 OF NH-214	49.63 (O) 70.43 (R )	April-07	2/Apr/2010	2/Apr/2010	41%	23.68	THE WORK IS IN PROGRESS
2	Andhra Pradesh	CONSTRUCTION OF MAJOR BRIDGE ACROSS RIVER GODAVARI AT KM. 135/200 OF NH - 16	48.96 (O)		March 2010 (T)	AT TENDER STAGE			
3	Andhra Pradesh	WIDENING TO FOUR LANE FROM INCLUDING IMPROVEMENT OF RIDING QUALITY Km. 124/000 TO 130/600 OF NH - 202	24.39 (O)		1/Dec/2011	AT TENDER STAGE			
4	Assam	STRENGTHENING AND WIDENING TO 2 LANE FROM Km. 244/000 TO 275/000 (DITOCERRA - BALACHERRA) INCLUDING CONSTRUCTION OF CROSS DRAINAGE WORKS ETC. OF NH - 54E	43.79 (O) 51.70 ( R )	23-Nov-2009	March 2011 (T)		0%	0.00	THE WORK IS IN PROGRESS
5	Assam	STRENGTHENING FROM Km. 39/800 TO 55/760 INCLUDING PAVED SHOULDER AND CONSTRUCTION OF HUME PIPE CULVERTS (Km. 16.151) OF NH - 36	21.79 (O)	29-Sep-2009	March 2011 (T)		20%	4.30	THE WORK IS IN PROGRESS
6	Assam	STRENGTHENING FROM Km. 62/000 TO 64/260 AND 69/760 TO 90/760 INCLUDING PAVED SHOULDER (Km. 24.107) OF NH - 36	26.76 (O)	29-Sep-2009	March 2011 (T)		22%	5.80	THE WORK IS IN PROGRESS

**ANNEXURE-A**

**NATIONAL HIGHWAY ONGOING PROJECTS COSTING RS. 20 CRORE & ABOVE AS ON 31 DECEMBER 2009**

Sl. No.	State	Name of project/State	Sanctioned cost of project (Rs. in Cr.)	Date of Start of Project	Date of Completion of project as per contract	Target Date of Completion	Cumulative Physical Progress achieved as on 31 December 2009	Expenditure as on 31 Dec. 2009 (Rs. in Cr.)	Remarks
1	2	3	4	5	6	7	8	9	10
7	Assam	STRENGTHENING FROM Km. 115/000 TO 134/000 INCLUDING IMPROVEMENT OF JUNCTION AT ROAD LEADING TO PALASHBARI AT Km. 125/000 OF NH - 37	20.01 (O)	12-Jun-2009	March 2011 (T)		22%	4.40	THE WORK IS IN PROGRESS
8	Assam	4 LANNING FROM Km. 134/000 TO 140/000 INCLUDING CONSTRUCTION OF FLYOVER AT LGBI AIR PORT JUNCTION OF NH - 37	46.16 (O)	10-Jun-2009	March 2011 (T)		20%	9.20	THE WORK IS IN PROGRESS
9	Assam	STRENGTHENING FROM Km. 316/000 TO 338/924 INCLUDING CONSTRUCTION OF PAVED SHOULDER AND SPOT RAISING OF 5 LOCATION OF NH - 52	36.92 (O)	RECENTLY SANCTIONED					AT TENDER STAGE
10	Assam	CONSTRUCTION OF 4 LANE GOWAHATI UNIVERSITY BYPASS FROM Km. 140/000 TO 146/300 OF NH - 37	47.38 (O)	RECENTLY SANCTIONED					AT TENDER STAGE
11	Assam	STRENGTHENING FROM Km. 61/000 TO 69/000 AND 96/000 TO 103/000 INCLUDING CONSTRUCTION OF 1.5 mt. FULL DEPTH SHOULDER OF NH - 39	23.60 (O)	RECENTLY SANCTIONED					AT TENDER STAGE
12	Assam	STRENGTHENING FROM Km. 100/000 TO 115/000 INCLUDING CONSTRUCTION OF PAVED SHOULDER INCLUDING IMPROVEMENT OF CONNECTING ROADS OF NH - 37	23.38 (O)	RECENTLY SANCTIONED					AT TENDER STAGE

**ANNEXURE-A**

**NATIONAL HIGHWAY ONGOING PROJECTS COSTING RS. 20 CRORE & ABOVE AS ON 31 DECEMBER 2009**

Sl. No.	State	Name of project/State	Sanctioned cost of project (Rs. in Cr.)	Date of Start of Project	Date of Completion of project as per contract	Target Date of Completion	Cumulative Physical Progress achieved as on 31 December 2009	Expenditure as on 31 Dec. 2009 (Rs. in Cr.)	Remarks	
1	2	3	4	5	6	7	8	9	10	
13	Assam	STRENGTHENING FROM Km. 100/000 TO 115/000 INCLUDING CONSTRUCTION OF PAVED SHOULDER AND IMPROVEMENT OF CONNECTING ROADS MEETING NH - 31	20.71 (O)	RECENTLY SANCTIONED						AT TENDER STAGE
14	BIHAR	WIDENING TO TWO LANE FROM Km. 0/000 TO 14/500 OF NH - 101	20.99 (O)	2/Mar/2009	2/Mar/2011	2/Mar/2011	11%	2.67	THE WORK IS IN PROGRESS	
15	BIHAR	CONSTRUCTION OF 15 X 24 BHUTAHIBALAN BRIDGE OF NH - 104	24.66 (O)	STATE GOVERNMENT HAS SOUGHT PERMISSION FROM MINISTRY TO AWARD WORK TO STATE P.S.U. ON DEPOSIT BASIS.						
16	GUJARAT	CONSTRUCTION OF FLY-OVER AT ISCON JUNCTION OF NH - 8C	25.27 (O)	31-Aug-2009	30-Jan-2011	30-Jan-2011	20%	6.00	THE WORK IS IN PROGRESS	
17	Haryana	CONSTRUCTION OF RAIL OVER BRIDGE OVER RAILWAY CROSSING No. 4/43 ON REWARI - BHATINDA RAILWAY LINE AT Km. 255/850 OF NH - 10	34.22 (O)	7-Nov-2008	28-Jun-2010	28-Jun-2010	3%	5.36	THE WORK IS IN PROGRESS	
18	Himachal Pradesh	RECONSTRUCTION OF 540 mt. SPAN MAJOR BRIDGES IN Km. 12/000 ON P.C.M. ROAD INCLUDING APPROACHES OVER CHAKKI KHAD OF NH-20	20.76 (O) 34.10 ( R )	4-Jan-2008	31-Mar-2010	31-Mar-2010	75%	24.49	THE WORK IS IN PROGRESS	
19	Himachal Pradesh	CONSTRUCTION OF HAMIR PUR BYPASS FROM Km. 140/800 TO 145/800 OF NH - 88	27.51 (O)	AT TENDER STAGE						

**ANNEXURE-A**

**NATIONAL HIGHWAY ONGOING PROJECTS COSTING RS. 20 CRORE & ABOVE AS ON 31 DECEMBER 2009**

Sl. No.	State	Name of project/State	Sanctioned cost of project (Rs. in Cr.)	Date of Start of Project	Date of Completion of project as per contract	Target Date of Completion	Cumulative Physical Progress achieved as on 31 December 2009	Expenditure as on 31 Dec. 2009 (Rs. in Cr.)	Remarks
1	2	3	4	5	6	7	8	9	10
20	Himachal Pradesh	WIDENING, STRENGTHENING INCLUDING IMPROVEMENT OF PINJORE - BADDI - NAFAGARH - SWARGHAT ROAD FROM Km. 49/000 TO 66/275 OF NH - 21A	22.73 (O)	AT TENDER STAGE					
21	Jharkhand	CONSTRUCTION OF ROAD OVER BRIDGE CUM FLY OVER AND CONSTRUCTION OF HIGH LEVEL BRIDGE WITH APPROACHES OVER RIVER SUBARNAREKHA AT NAMKUM OF NH - 33	26.30 (O) 45.22 (R) (Ministry's Share Rs. 18.69)	16-Oct-2008	15-Oct-2010	15-Oct-2010	18%	5.53	THE WORK IS IN PROGRESS
22	Jharkhand	WIDENING AND STRENGTHENING FROM Km. 177/000 TO 189/000 OF NH - 75E	27.81 (O)	28-Aug-2009	27-Sep-2010	27-Sep-2010	2%	3.66	THE WORK IS IN PROGRESS
23	Jharkhand	WIDENING AND STRENGTHENING FROM Km. 190/000 TO 202/000 OF NH - 75E	31.48 (O)	10-Sep-2009	9-Oct-2010	9-Oct-2010	2%	4.22	THE WORK IS IN PROGRESS
24	Karnataka	WIDENING FROM Km. 92/000 TO 118/000 OF NH - 218	23.15 (O) 27.39 (R)	5/May/2009	22/Jan/2012	22/Jan/2012	20%	5.60	3 Km. GSB, WMM, BM & 4 Km. GSB, WMM ON LEFT SIDE COMPLETED.
25	Karnataka	IMPROVEMENT OF RIDING QUALITY FROM Km. 30/000 TO 57/300 OF NH - 207	21.13 (O)				0%	0.00	FINANCIAL BIDS APPROVED.



**ANNEXURE-A**

**NATIONAL HIGHWAY ONGOING PROJECTS COSTING RS. 20 CRORE & ABOVE AS ON 31 DECEMBER 2009**

Sl. No.	State	Name of project/State	Sanctioned cost of project (Rs. in Cr.)	Date of Start of Project	Date of Completion of project as per contract	Target Date of Completion	Cumulative Physical Progress achieved as on 31 December 2009	Expenditure as on 31 Dec. 2009 (Rs. in Cr.)	Remarks
1	2	3	4	5	6	7	8	9	10
26	Karnataka	WIDENING TO TWO LANE FROM Km. 91/000 TO 103/000 AND 106/000 TO 118/000 OF NH - 206	22.22 (O)				0%	0.09	TECHNICAL BIDS IN PROGRESS.
27	Karnataka	WIDENING TO TWO LANE FROM Km. 212/000 TO 227/000 OF NH - 206	22.33 (O)				0%	0.00	WORK ORDER ISSUED ON 1.12.2009
28	Karnataka	CONSTRUCTION OF MAJOR BRIDGE ACROSS RIVER KABINI IN Km. 240/500 OF NH - 212	36.56 (O)				0%	0.00	TECHNICAL EVALUATION IS IN PROGRESS.
29	Kerala	CONSTRUCTION OF CALICUT BYPASS PHASE - II FROM 5100 mt. TO 11960 mt. OF NH - 17	32.62 (O) 35.64 ( R )	30-Mar-2009	29-Sep-2011	29-Sep-2011	18%	5.45	THE WORK IS IN PROGRESS
30	Kerala	REALIGNMENT FROM Km. 434/000 TO 438/827 AND CONSTRUCTION OF IMMEDIATE APPROACHES TO ROAD OVER BRIDGE AT EDAPPALLY AT Km. 437/375 BETWEEN Km. 436/380 (ch.. 1875) INCLUDING 280.80 mt. LONG VIADUCT ON EIGHTER SIDE OF NH - 17	14.25 (O) 17.29 (1st R) 24.16 (2nd R)	25-Aug-2005	1/Sep/2007	1/Sep/2007	45%	11.37	WORK TERMINATED. BALANCE WORK TO BE RETENDERED.
31	Kerala	CONSTRUCTION OF APPROACHES TO PADANAKKAD ROAD OVER BRIDGE AT Km. 93/600 OF NH - 17	14.68 (O) 29.94 ( R )	17-Jan-2009	16-Jan-2011	16-Jan-2011	35%	9.93	THE WORK IS IN PROGRESS
32	Maharastra	CONSTRUCTION OF BYPASS OUTSIDE AKOLA CITY OF NH-6	44.75 (O) 67.50 ( R )	21-Mar-2007	27-Mar-2009	1-Mar-2010	81%	62.40	THE WORK IS IN PROGRESS

**ANNEXURE-A**

**NATIONAL HIGHWAY ONGOING PROJECTS COSTING RS. 20 CRORE & ABOVE AS ON 31 DECEMBER 2009**

Sl. No.	State	Name of project/State	Sanctioned cost of project (Rs. in Cr.)	Date of Start of Project	Date of Completion of project as per contract	Target Date of Completion	Cumulative Physical Progress achieved as on 31 December 2009	Expenditure as on 31 Dec. 2009 (Rs. in Cr.)	Remarks
1	2	3	4	5	6	7	8	9	10
33	Maharashtra	CONSTRUCTION OF MISSING LINK FROM ZARAP TO PATRADEVI OF PANVEL - MAHAD - PANJI ROAD FROM Km. 0/000 TO 21/508 (Km. 21.508) (4 LANEING) OF NH - 17	99.85 (O) 183.43 ( R )	26-Oct-2007	25-Oct-2010	25-Oct-2010	58%	94.30	THE WORK IS IN PROGRESS
34	Madhya Pradesh	WIDENING TO TWO LANE AND STRENGTHENING FROM Km. 88/000 TO 92/000 AND 111/000 TO 130/000 (SAGAR - KANPUR ROAD) OF NH - 86	21.02 (O)	SANCTIONED ON 30-11-2009					
35	Meghalaya	IMPROVEMENT OF GEOMETRIC INCLUDING WIDENING OF SINGLE LANE TO 2 LANE FROM Km. 55/000 TO 64/000 OF NH - 51	22.65 (O)	WORK AWARDED RECENTLY					
36	Meghalaya	RECONSTRUCTION AND STRENGTHENING OF PAVEMENT FROM Km. 20/000 TO 91/000 OF NH - 62	39.86 (O)	REVISED ESTIMATES SUBMITTED FOR Rs. 46.24 Cr.					
37	Meghalaya	WIDENING OF SINGLE LANE TO 2 LANE WITH OF GEOMETRIC IMPROVEMENT FROM Km. 131/000 TO 154/000 OF NH - 40	36.75 (O)	REVISED ESTIMATES SUBMITTED FOR Rs. 42.33 Cr.					
38	Meghalaya	CONSTRUCTION OF DAWKI BRIDGE AT Km. 161/000 OF NH - 40	23.12 (O)	AT TENDER STAGE.					
39	Nagaland	WIDENING TO 2 LANE WITH GEOMETRICS IMPROVEMENT FROM Km. 220/000 TO 240/000 OF NH - 61.	29.63 (O)	AT TENDER STAGE.					

**ANNEXURE-A**

**NATIONAL HIGHWAY ONGOING PROJECTS COSTING RS. 20 CRORE & ABOVE AS ON 31 DECEMBER 2009**

Sl. No.	State	Name of project/State	Sanctioned cost of project (Rs. in Cr.)	Date of Start of Project	Date of Completion of project as per contract	Target Date of Completion	Cumulative Physical Progress achieved as on 31 December 2009	Expenditure as on 31 Dec. 2009 (Rs. in Cr.)	Remarks
1	2	3	4	5	6	7	8	9	10
40	ORISSA	CONSTRUCTION OF APPROACHES TO ROAD OVER BRIDGE AT Km. 5/287 NEAR CHAINPAL IN LIEU OF EXISTING LEVEL CROSSING AT CH. 490/600 BETWEEN BUDHAPARK AND TALCHER RAILWAY STATION OF NH - 23	23.10 (O) (Ministry's Share Rs. 11.55 Cr.)	ON SECOND CALL OF THE TENDER, ONE BID RECEIVED WHICH IS ABOUT 31.29% EXTRA OVER THE SANCTION COST. STATE PWD REQUESTED FOR REBIDING THE WORK.					
41	Tamil Nadu	IMPROVEMENT OF EXISTING TWO LANE AND CONSTRUCTION OF PAVED SHOULDER ON EITHER SIDE FROM KARUR (Km. 218/200) TO COIMBATORE (Km. 332/600) OF NH - 67	178.00 (O)	21-Aug-2006	20-Aug-2008	August - 2009 March - 2010	85%	192.87	DELAY DUE TO LAND ACQUISITION AND SHIFTING OF UTILITIES.
42	Tamil Nadu	IMPROVEMENT OF ACCESS TO GOLDEN QUADRILATERAL (G.Q.) CORRIDOR BY CONSTRUCTION OF FREE FLOW FACILITIES ALONG NH - 4, 45 AND 205 WITHIN CHENNAI CITY	196.00 (O) 489.34 ( R )	7-Apr-2005	6-Apr-2007 (O) 30- Mar-2008 (R )	March - 2008 Dec. - 2010	86%	576.60	DELAY DUE TO LAND ACQUISITION AND SHIFTING OF UTILITIES.
43	Uttar Pradesh	STRENGTHENING OF EXISTING TWO / FOUR LANE CARRIAGEWAY INCLUDING CONSTRUCTION OF PAVED SHOULDER FROM Km. 0/410 TO 34/000 OF NH – 235	47.56 (O)	AT TENDER STAGE					
44	Uttar Pradesh	CONSTRUCTION OF ROAD OVER BRIDGE IN Km. 428/000 AT RAILWAY CROSSING No. 79D IN KANPUR OF NH - 91	34.41 (O)	AT TENDER STAGE					
45	Uttar Pradesh	STRENGTHENING FROM Km. 150/000 TO 180/000 OF NH - 232	48.30 (O)	AT TENDER STAGE					
46	Uttar Pradesh	STRENGTHENING FROM Km. 11/000 TO 25/000 OF NH - 231	25.63 (O)	AT TENDER STAGE					

**ANNEXURE-A**

**NATIONAL HIGHWAY ONGOING PROJECTS COSTING RS. 20 CRORE & ABOVE AS ON 31 DECEMBER 2009**

Sl. No.	State	Name of project/State	Sanctioned cost of project (Rs. in Cr.)	Date of Start of Project	Date of Completion of project as per contract	Target Date of Completion	Cumulative Physical Progress achieved as on 31 December 2009	Expenditure as on 31 Dec. 2009 (Rs. in Cr.)	Remarks
1	2	3	4	5	6	7	8	9	10
47	Uttara-khand	CONSTRUCTION OF 4 Nos. OF BRIDGES AT Km. 112/000, 123/000, 136/000 AND 143/000 OF NH - 72	19.75 (O) 25.32 (R )	October-07	October-09	February-10	94%	16.00	THE WORK IS IN PROGRESS
48	Uttara-khand	CONSTRUCTION OF ROAD OVER BRIDGE AT LACHHIWALA AND DOIWALA BYPASS (EXISTING CHAINAGE 174.200 TO 180.160) OF NH-72	38.34 (O)	22-Jan-2009	21-Jan-2010	31-Mar-2010	50%	15.93	THE WORK IS IN PROGRESS
49	West Bengal	CONSTRUCTION OF 5.50 Km. DALKHOLA BYPASS INCLUDING ROAD OVER BRIDGE OF NH - 34	74.78 (O)	Sept.-06	August-08	31- Dec - 2010	36%	26.56	DELAY DUE TO NON-HANDING OVER OF COMPLETE LAND BY NHAI, ELECTRICAL UTILITY SHIFTING AND POOR RESOURCE MOBILIZATION BY THE CONTRACTOR.
50	West Bengal	STRENGTHENING OF EXISTING PAVEMENT FROM Km. 566/000 TO 594/000 AND WIDENING 1.5mt. WIDE PAVED SHOULDER ON BOTH SIDE FROM Km. 566/000 TO 577/500 OF NH - 31	26.26 (O)	WORK IS YET TO BE AWARDED.					
			21.02						

## ANNEXURE-B

STATE / UT-WISE DETAILS OF PROPOSALS SANCTIONED UNDER  
CENTRAL ROAD FUND UPTO DECEMBER 2009

Sl.No.	STATES/UTs	Total	
		Nos	Cost (Rs. in Crores)
1	Andhra Pradesh	724	1,892.33
2	Arunachal Pradesh	44	164.43
3	Assam	89	348.24
4	Bihar	65	264.45
5	Chhattisgarh	50	299.01
6	Goa	15	52.48
7	Gujarat	752	1,153.65
8	Haryana	97	823.68
9	Himachal Pradesh	58	192.39
10	Jammu & Kashmir	69	456.94
11	Jharkhand	24	270.19
12	Karnataka	1,296	1,292.88
13	Kerala	64	440.53
14	Madhya Pradesh	195	1,294.88
15	Maharashtra	615	1,978.88
16	Manipur	12	33.57
17	Meghalaya	27	74.57
18	Mizoram	27	48.47
19	Nagaland	15	46.15
20	Orissa	162	540.27
21	Punjab	129	530.65
22	Rajasthan	631	1,366.48
23	Sikkim	20	17.77
24	Tamil Nadu	688	973.23
25	Tripura	7	28.36
26	Uttarakhand	55	162.98
27	Uttar Pradesh	105	1,063.45
28	West Bengal	40	646.50
<b>Total</b>		<b>6,075</b>	<b>16,457.51</b>
29	A&N Island	2	7.58
30	Chandigarh	7	12.68
31	Dadra & Nagar Haveli	8	2.52
32	Daman & Diu	0	0.00
33	Delhi	66	323.18
34	Lakshdweep	0	0.00
35	Puducherry	3	7.75
<b>Total</b>		<b>86</b>	<b>353.71</b>

# ANNEXURE-C

State / UT-wise details of proposals accorded in-principle approval under Economic Importance (EI) & Inter State Connectivity (ISC) Scheme from 2001-02 to 2009-10 (up to 31-12-2009)

(Amount Rs. in crore)

Sl. No.	State / UT	EI			ISC		
		No.	Cost	Central share	No.	Cost	Central share
1	Andhra Pradesh	10	77.50	38.75	13	100.37	100.37
2	Arunachal Pradesh	2	17.78	8.89	6	102.32	102.32
3	Assam	8	17.94	8.97	12	37.07	37.07
4	Bihar	2	27.81	13.91	3	17.43	17.43
5	Chhattisgarh	2	17.17	8.59	5	45.70	45.70
6	Goa	2	6.72	3.36	1	0.33	0.33
7	Gujarat	26	57.92	28.96	23	80.37	80.37
8	Haryana	5	45.51	22.75	9	61.41	61.41
9	Himachal Pradesh	1	8.91	4.46	11	51.46	51.46
10	Jammu & Kashmir	7	15.98	7.99	1	67.55	67.55
11	Jharkhand	2	42.18	21.09	2	19.00	19.00
12	Karnataka	13	80.83	40.42	19	220.66	220.66
13	Kerala	0	0.00	0.00	4	31.56	31.56
14	Madhya Pradesh	10	19.46	9.73	9	67.19	67.19
15	Maharashtra	7	21.87	10.94	27	82.67	82.67
16	Manipur	1	30.00	15.00	4	37.48	37.48
17	Meghalaya	1	7.00	3.50	2	9.00	9.00
18	Mizoram	7	64.02	32.01	3	44.03	44.03
19	Nagaland	5	88.83	44.41	4	46.00	46.00
20	Orissa	13	52.09	26.04	7	58.74	58.74
21	Punjab	0	0.00	0.00	7	45.87	45.87
22	Rajasthan	0	0.00	0.00	30	107.68	107.68
23	Sikkim	7	64.99	32.49	10	110.24	110.24
24	Tamil Nadu	9	88.41	44.21	8	39.74	39.74
25	Tripura	6	43.40	21.70	0	0.00	0.00
26	Uttarakhand	2	20.86	10.43	9	63.80	63.80
27	Uttar Pradesh	1	13.44	6.72	9	93.46	93.46
28	West Bengal		17.08		5	121.27	121.27
29	A&N Island	0	0.00	0.00	0	0.00	0.00
30	Chandigarh	2	3.57	1.79	1	4.98	4.98
31	Dadra & Nagar Haveli	0	0.00	0.00	8	25.25	25.25
32	Daman & Diu	0	0.00	0.00	2	8.66	8.66
33	Delhi	0	0.00	0.00	0	0.00	0.00
34	Lakshadweep	0	0.00	0.00	0	0.00	0.00
35	Puducherry	0	0.00	0.00	0	0.00	0.00
<b>Total</b>		<b>152</b>	<b>951.27</b>	<b>475.65</b>	<b>254</b>	<b>1,801.29</b>	<b>1,801.29</b>

## **SARDP-NE Outcome Budget for the year 2010-11**

An amount of Rs 1,200 crore was allocated for SARDP-NE during 2009-10. Out of this, expenditure of Rs 424 crore has been incurred. Total 270 km roads of 2-lane equivalent standards were constructed. Together with the roads completed upto the previous year, total 508 km roads have been completed so far under SARDP-NE Phase 'A' against 1,710 km approved for execution on EPC basis. The notable roads/highways on which the work was executed during 2009-10 and their importance are given below:

### **National Highways (NH)**

#### **NH 52**

The work of 2-lane of this highway was partly done during 2009-10. The highway connects North Lakhimpur and Dhemaji district headquarter of Assam and runs parallel to the border of Assam and Arunachal Pradesh. This highway is also an important link to Arunachal Pradesh. It also connects Passighat, an important district headquarter of Arunachal Pradesh.

#### **NH 53**

Raising and widening to 2-lane of NH 53 nearabout Silchar was executed during 2009-10. The National Highway prior to raising and widening was grossly sub-standard and used to be sub-merged under water during floods, cutting of the traffic line for Barak Valley, Mizoram and Manipur. Raising and widening of this highway provides a great relief to the people of these areas.

#### **NH 54**

Raising and widening to 2-lane of NH 53 nearabout Silchar was executed during 2009-10. The National Highway prior to raising and widening was grossly sub-standard and used to be sub-merged under water during floods, cutting of the traffic line for Barak Valley, Mizoram and Manipur. Raising and widening of this highway provides a great relief to the people of these areas.

#### **NH\_152**

The work on the entire length of 38 kms of this Highway is in progress during 2009-10. It connects Bhutan with East-West corridor at Pathsala in Assam.

#### **NH 153**

NH 153 is a part of famous stilwell road. The total length of this stilwell road is 57 km in India. Out of this, 24 km length is in Assam and balance 33km length is in Arunachal Pradesh. The widening to 2-lane with paved shoulders of entire length of 57 km is in progress during 2009-10.

#### **NH 154**

This highway connects the remote areas of Barak Valley, including Hailakandi district headquarter town of Assam and Mizoram. The total length of the highway is about 147 km, out of which 89 km is in Assam and balance 58 km is in Mizoram. About 80 km length of this highway passing through Assam gets submerged in the water during rainy season, cutting of the traffic line to the areas of Hailakandi districts and also large parts of Mizoram. Work on about 111 km length of this highway is in progress during 2009-10.

## Non-National Highway Roads

### Gangtok – Nathula Road

Work on 43 km length, out of total 67 km of this road was in progress during 2008-09. This road connects China. Nathula is a trading point on India-China border. This road is improved to 2-lane standards. The existing road is grossly deficient and exists in the form of a track, highly unsafe for the traffic.

### Maram-Peren Road

The work on this 116 km length from Maram-Peren was in progress. Maram is an important destination of Manipur on NH 39. Peren is a district headquarter of Nagaland. The road connects these 2 important destinations and also the several places enroute. The brief of SARDP-NE is given below:

Special Accelerated Road Development Programme in North East (SARDP-NE) covering construction/improvement/DPR preparation of 9,740 km road stretches has been approved by Cabinet Committee on Economic Affairs (CCEA) /Cabinet from time to time under 3 phases, as under:-

- (i) Phase 'A' of SARDP-NE covering implementation/ 'in-principle' approval of 2596 km roads (Annexure D-1);
- (ii) Phase 'B' of SARDP-NE covering preparation of Detailed Project Reports for 4825 km roads (Annexure D-2); and
- (iii) Arunachal Pradesh Package of Roads & Highways covering implementation/'in-principle' approval of 2,319 km roads (Annexure-D-3).

#### 1.1 Objective of the programme

- Upgrade National Highways connecting State Capitals to 2/ 4 lane
- To provide connectivity to all 85 District Headquarter towns of NER by at least 2-lane road;
- Provide road connectivity to backward and remote areas of NE region to boost socio - economic development
- Improve roads of strategic importance in border area.
- Improve connectivity to neighbouring countries

#### 1.2 Summarized details of approvals under SARDP-NE are as under:-

(Rs. in crore)

Phase	Length(km) approved							
	Approved for execution		Approved 'in-principle'		Approved for DPR preparation		Total approved	
	Length (km)	Estimated Cost	Length (km)	Estimated Cost	Length (km)	Estimated Cost	Length (km)	Estimated Cost
Phase 'A'	1,710	5,955	886	8,948*	-	-	2,596	14,903
Arunachal Package	2,261	10,150	58	2,115**	-	-	2,319	12,265
Phase 'B'	-	-	-	-	4,825	64	4,825	64
<b>Total</b>	<b>3,971</b>	<b>16,105</b>	<b>944</b>	<b>11,063</b>	<b>4,825</b>	<b>64</b>	<b>9,740</b>	<b>27,232</b>

\* Only Rs 974 crore has been approved for pre-construction activities and approval for the construction cost is yet to be accorded by Cabinet Committee on Infrastructure.

\*\* Investment yet to be approved by Cabinet Committee on Infrastructure.



## 2. Phase 'A' of SARDP-NE

2.1 Under Phase 'A' of SARDP-NE, 1,710 km road stretches have been approved for execution on EPC basis. The original target vis-à-vis achievements for these stretches during the 11<sup>th</sup> Five Year Plan is as indicated below:

Sl. No.	Date of CCEA approval	(KM)		Completion as per Cabinet Approval	Length approved Achievements/targets (cumulative)						
					By 3/08	By 3/09	By 3/10	By 3/11	By 3/12	By 3/13	By 3/14
1	22.9.2005	NH	507	31.3.2009	130	341	391	441	491	507	507
		State/ GS road	200		20	79	120	160	190	200	200
		Total	707		150	420	511	601	681	707	707
2	1.10.2007	NH/State/GS road	503	31.3.2013	0	10	100	250	400	503	503
		Inter basin roads	176		0	10	36	82	128	176	176
		Total	679		0	20	136	332	528	679	679
3	21.11.2008	NH	14		0	0	0	5	10	14	14
4	30.7.2009	NH	80	31.3.2012	0	0	0	35	70	80	80
		State road	100	31.3.2014	0	0	0	20	40	60	100
		Total	180		0	0	0	55	110	140	180
5	16.12.2009	NH	130	31.3.2013	0	0	0	20	80	130	130
		<b>TOTAL</b>	<b>1,710</b>		<b>150</b>	<b>440</b>	<b>647</b>	<b>993</b>	<b>1,329</b>	<b>1,670</b>	<b>1710</b>

2.2 886 km road stretches for Phase 'A' of SARDP-NE were approved 'in-principle'. The original targets vis-à-vis achievements for these stretches during the 11<sup>th</sup> Five Year Plan are as indicated below:

Sl. No.	Date of CCEA approval	Length approved (km)	Completion as per Cabinet Approval	Likely target of completion (cumulative)								
				By 3/09	By 3/10	By 3/11	By 3/12	By 3/13	By 3/14	By 3/15	By 3/16	By 3/17
1	22.9.2005	394	31.3.2009	0	0	9	89	189	289	394	394	394
2	1.10.2007	0*	31.3.2013	0	0	0	0	0	0	0	0	0
3	24.7.2008	190	31.3.2014	0	0	10	50	110	190	190	190	190
4	20.11.2008	302		0	0	10	65	130	195	260	302	302
	<b>TOTAL</b>	<b>886</b>		<b>0</b>	<b>0</b>	<b>29</b>	<b>204</b>	<b>429</b>	<b>674</b>	<b>844</b>	<b>886</b>	<b>886</b>

\* 4-laning of NH-44 having a length of 330 km in Tripura deferred due to approval by CCI on 16.12.2009 to improve NH-44 in Tripura to 4-lane in stages

## 3. Phase 'B' of SARDP-NE

Details are given below:

- Approved for DPR preparation
- Length approved : 4,825 km
- DPR completed : 1,200 km

#### 4. Arunachal Pradesh Package of Roads & Highways

4.1 Under this package 776 km road stretches were approved on BOT (Annuity) basis. Tenders for 2 stretches of 718 km length were received by the Ministry on 10.8.2009. The annuity amounts quoted by the bidders were 4-5 times higher than the estimated annuity at 16% return. The bids were therefore rejected and it was decided to go in for rebidding for which RFP has been re-invited with bid due date on 19.02.2010. Target of completion of these stretches are given below:

Date of Cabinet approval	Length approved (km)	Completion as per Cabinet Approval	By 3/10	By 3/11	By 3/12	By 3/13	By 3/14	By 3/15
9.1.2009	776	31.3.2015	80	230	380	530	680	776

4.2 Road stretches aggregating to 1,543 km length have been approved for execution on EPC basis. DPR in respect of these roads are under preparation. These stretches are targeted to be completed by March, 2015.

#### 5. Physical and Financial progress.

5.1 Sub projects covering length of 1,345 km at an amount of Rs 4,754 crore been approved till date under Phase 'A' by High Powered Inter- Ministerial Committee (HPC) set up for SARDP-NE works. The details of approval as well as the performance in the previous years since the implementation of the programme are as given below.

Year	Allocation (Rs. in crore)	Length approved (km)	Approved cost (Rs. in crore)	Expenditure (Rs. in crore)	Length completed (in km)
2006-2007	550	501	1,256	449	Preliminary
2007-2008	700	299	779	651	150
2008-2009	1,000	254	1,194	637	290
2009-2010	1,200	291	1,525	424*	68
<b>Total</b>		<b>1,345</b>	<b>4,754</b>	<b>2,161</b>	<b>508</b>

\* Till 31.01.2010.

5.2 Sub projects for roads to be executed under EPC covering length of 126 km and for roads to be executed under BOT (Annuity) covering a length of 776 km have been approved till date by High Powered Inter- Ministerial Committee set up for SARDP-NE at an amount of Rs 733 crore and Rs.4,124 crore respectively under Arunachal Pradesh Package of Roads and Highways. All the works approved by HPC under Arunachal Pradesh Package of Roads and Highways of SARDP-NE are under tendering.

# ANNEXURE-D-1

## Details of Roads under Phase 'A' of SARDP-NE

	State	Scope of work	Category of road	Road Length (in Km)
1	Assam	Improvement of existing 2-lane NH-37 from Nagaon-Dibrugarh to 4-lane (BOT(Annuity)).	NH	301
2	Meghalaya	Construction of new Shillong By-pass connecting NH-40 & NH-44 (2-lane) (BOT(Annuity)).	NH	50
3	Meghalaya	Four laning of existing 2-lane road stretch from Jorabat to Barapani on NH-40(BOT(Annuity)).	NH	62
4	Nagaland	Four laning of Dimapur to Kohima Road including Dimapur/Kohima Bypass on NH-39 (BOT(Annuity)).	NH	81
5	Assam	Improvement of existing single lane road stretches on NH-36, 51, 52, 53, 54, 61,152, 153 & 154 to double lane with paved shoulders, including Silchar bypass	NH	576
6	Manipur, Meghalaya, Mizoram & Assam	2- laning of NH- 44, 53, 54 & 154, including Jowai bypass in Meghalaya	NH	180
7	Meghalaya	Improvement of existing 2 lane Barapani - Shillong section of NH-40 and flyovers in Shillong city	NH	54
8	Assam & Arunachal Pradesh	Re-alignment and improvement to 2-lane with paved shoulders of NH-37 from Dibrugarh to Rupai and improvement of Stilwell road and NH-38 to 2-lane with paved shoulders	NH	161
9	Tripura	2 laning of NH-44 from Agartala to Sabroom .	NH	130
10	Assam & Arunachal Pradesh	4 - lane connectivity to Itanagar	NH 37A, 52 & 52A	150
11	Assam	2-lane Dibrugarh bypass on NH-37 (on EPC basis)	NH	14
12	Sikkim/West Bengal	Alternative Highway to Gangtok		242
13	Manipur/ Nagaland	Two laning of State road from Maram to Paren to provide connectivity of Manipur State with Nagaland State	State road	116
13	Arunachal Pradesh	Improvement of road from Lumla to Tashigong via Dudunghar ( Indo- Bhutan road)	State road	36
15	Sikkim	Double laning of existing single lane Border Road from Gangtok to Nathula	GS road	87
16	Arunachal Pradesh	Improvement / 2-laning of Taliha- Tato and Migging-Bile inter basin roads	State road	176
17	Mizoram	Construction of a new 2-lane highway from Lawngtalai to Myanmar border in Mizoram to support Kaladan Multi Model Transit Transport Project	State road	100
18	Sikkim/West Bengal	Improvement of NH-31A from Sevoke to Ranipul to 2-lane standards	NH	80
		<b>Grand Total</b>		<b>2596</b>

## ANNEXURE D-2

### LIST OF THE ROADS UNDER PHASE 'B' OF SARDP-NE

Sl. No.	Category of road	Scope/ Section of road	State	Tentative Length (km)
<b>I. National Highways</b>				
1	NH- 150	2 laning of Ukhrul to Yaingangpokpi section of NH-150	Manipur	92
2	NH- 44E	2 laning of Nongstoin- Shillong section of NH-44E	Meghalaya	83
3	NH- 62	2 laning from Assam/Meghalaya border to Dalu via. Baghmara	Meghalaya	161
4	NH- 54	2 laning of NH-54 from Aizawl to Tuipang section	Mizoram	380
5	NH- 44A	2 laning/ realignment of NH-44A from Km 11.500 to 130	Mizoram	119
6	NH- 54A	2 laning of NH-54A from Lunglei- Theriat section	Mizoram	9
7	NH- 54B	2 laning of NH-54B from Zero point to Saiha section	Mizoram	27
8	NH- 61	2 laning of Assam/ Nagaland border to Kohima section	Nagaland	200
9	NH- 150	2 laning from Kohima to Nagaland/Manipur border	Nagaland	132
10	NH- 155	2 laning of Mokokchung to Jessami section	Nagaland	340
11	NH- 44A	2 laning/ realignment of NH-44A from Manu to Tripura/Mizoram Border.	Tripura	130
		<b>Total (I)</b>		<b>1,673</b>
<b>II. State roads</b>				
12	State road	2 laning of Golaghat- Rangajan road	Assam	7
13	State road	2 laning of of Lumding - Diphu- Manja road	Assam	56
14	State road	2 laning of Haflong- Jatinga road	Assam	8
15	State road	2 laning of Dhubri- Gauripur road	Assam	8.5
16	State road	2 laning of Baska- Bamara road	Assam	25
17	State road	2 laning of Morigaon- Jagi road	Assam	23
18	State road	2 laning of Barpeta- Howly road	Assam	12
19	State road	2 laning of Goalpara- Solmari road	Assam	6.5
20	State road	2 laning of Kokrajhar- Karigaon road	Assam	18
21	State road	2 laning of Udalguri - Rowta road	Assam	13
22	State road	2-laning of Alternative route between Barak Valley (Silchar) - Guwahati road via Harangajao- Turuk	Assam	285
23	State road	2 laning of Tamenglong- Khonsang road	Manipur	40
24	State road	2 laning of Pallel Chandel road	Manipur	18

## ANNEXURE D-2

### LIST OF THE ROADS UNDER PHASE 'B' OF SARDP-NE

Sl. No.	Category of road	Scope/ Section of road	State	Tentative Length (km)
25	State road	2 laning of Nongstoin- Rongjeng-Tura road	Meghalaya	201
26	State road	2 laning of William nagar to Nengkhra road & other road (2 side connectivity with respective length of 14 & 8 km)	Meghalaya	22
27	State road	2 laning/ Repair/ Upgradation of road between Domiasiat & Nongstoin	Meghalaya	54
28	State road	Construction of alternate 2 lane road from Boko (bypassing Guwahati) to Nongstoin	Meghalaya	125
29	State road	2 laning of Lunglei- Demagiri road	Mizoram	92
30	State road	2 laning of Champai - Thau road	Mizoram	30
31	State road	2 laning from Pfutsero- Zhamai road	Nagaland	18
32	State road	2 laning from Athibung- Khelma	Nagaland	55
33	State road	2 laning of Phek- Pfutzero road	Nagaland	79
34	State road	2 laning of Longleng- Changtongya road	Nagaland	35
35	State road	2 laning of Tamlu- Merangkong road	Nagaland	50
36	State road	2 laning of Peren- Kohima road	Nagaland	96
37	State road	2 laning of Tarku- Namchi road	Sikkim	32
38	State road	2 laning of Gyalshing- Singtam road	Sikkim	80
39	State road	2 laning of Kailasahar- Kumarghat road	Tripura	26
40	State road	Improvement of road from Kukital to Sabroom	Tripura	310
		<b>Total (II)</b>		<b>1,825</b>
<b>III. GS roads</b>				
41	GS road	2 laning of Champai- Seling road	Mizoram	150
42	GS road	2 laning of Zunheboto- Chakabama road	Nagaland	128
43	GS road	2 laning of Mon-Tamlu road	Nagaland	50
44	GS road	2 laning of Gangtok- Mangam road	Sikkim	68
		<b>Total (III)</b>		<b>396</b>
<b>IV. Strategic roads</b>				
45	Indo-Myanmar road	Improvement / 2 laning from Vijaynagar-Miao road	Arunachal Pradesh	157
46	Indo-Myanmar road	Improvement / 2 laning from Miao-Namchik road	Arunachal Pradesh	17

## ANNEXURE D-2

### LIST OF THE ROADS UNDER PHASE 'B' OF SARDP-NE

Sl. No.	Category of road	Scope/ Section of road	State	Tentative Length (km)
47	Indo-Myanmar road	Improvement / 2 laning from Changlang to Khimiyang road	Arunachal Pradesh	35
48	Indo-Myanmar road	Improvement / 2 laning from Khimiyang - Sangkuhavi road	Arunachal Pradesh	33
49	Indo-Myanmar road	Improvement / 2 laning from Sangkuhavi-Lazu road	Arunachal Pradesh	40
50	Indo-Myanmar road	Improvement / 2 laning from Lazu-Wakka road	Arunachal Pradesh	75
51	Indo-Myanmar road	Improvement / 2 laning from Wakka- Khanu road	Arunachal Pradesh	21
52	Indo-Myanmar road	Improvement / 2 laning from Khanu - Konsa road	Arunachal Pradesh	30
53	Indo-Myanmar road	Improvement / 2 laning from Konsa-Panchao road	Arunachal Pradesh	29
54	Indo-Myanmar road	Improvement / 2 laning from Panchao – Nagaland Border road	Arunachal Pradesh	25
55	State road	Improvement / 2 laning from Yingkiong to Bishing(Porgo via Gette-Pugging-Likor-Paling-Jido) road	Arunachal Pradesh	160
56	State road	Improvement / 2 laning from Zido-Singha road	Arunachal Pradesh	94
57	State road	Improvement / 2 laning from Pango-Jorging road	Arunachal Pradesh	90
58	State road	Improvement / 2 laning from Sarkam point-Singa via Eko-Domping road	Arunachal Pradesh	125
		<b>Total (IV)</b>		<b>931</b>
		<b>Total (I+II+III+IV)</b>		<b>4,825</b>

**ANNEXURE D-3****ARUNACHAL PRADESH PACKAGE OF ROADS & HIGHWAYS.****A. Roads forming Trans Arunachal Highway for improvement to 2-lane.**

Sl. No.	Section of road	Tentative length (km)
1	Nechipu - Seppa road NH 229	99
2	Seppa - Khodaso NH 229	110
3	Khodaso - Kheel - Hoj NH 229, via Sagalee	102
4	Hoj - Potin NH 229	20
5	Potin - Yazali - Ziro NH 229	71
6	Ziro - Daporijo NH 229	160
7	Daporijo - Bame NH 229	108
8	Bame - Aalo NH 229	42
9	Aalo - Pangin NH 229	26
10	Pangin - Pasighat NH 229	84
11	Pasighat - Mahadevpur NH 52	
	(i) Major bridge of Debang valley, connecting roads with option of realignment from Digaru to Chowkham involving major bridge at Alubarighat	30
	(ii) 2-laning with paved shoulders of remaining stretches after exclusion of length under (i) above.	140
12	Mahadevpur - Bordumsa - Namchik - Jairampur - Mammaso NH 52B	97
13	Mammaso - Changlang	42
14	Changlang - Khonsa NH 52B	67
15	Khonsa - Tissa NH 52B	48
16	Tissa - Longding - Kanubari NH 52B	80
17	Kanubari - Bimlapur NH 52B	16
18	Bimlapur to NH-37 link in Assam NH 52B	70
	<b>Total (A)</b>	<b>1,412</b>

**B. Missing link of NH 37 and NH 52**

Sl. No.	Section of road	Tentative length (km)
1	Missing bridge and its approach between Dhola and Sadia ghats on NH 37	28
2	2-laning with paved shoulders from Islampur Tinali to Roing, via Sadia and Santipur	32
	<b>Total (B)</b>	<b>60</b>

**C. Improvement of State Roads to 2-lane standards for providing 2-lane connectivity to 5 district headquarters towns of Arunachal Pradesh**

Sl. No.	Section of road	Tentative length (km)
1	Koloriang - Joram road	158
2	Yingkiong - Mariyung - Pasighat road	140
3	Anini - Meka road	235
4	Hawai - Hawa Camp road	165
5	Hoj - Yupia - Pappu road	35
6	Bame - Iekabali - Akajan road	114
	<b>Total (C)</b>	<b>847</b>
	<b>Grand Total (A + B + C)</b>	<b>2,319</b>

## **NATIONAL HIGHWAYS AUTHORITY OF INDIA:**

Details of major development works on National Highways being implemented by NHA are given in Chapter-VI under the name and style of National Highway Development Project (NHDP).

### **TOOLS & PLANTS:**

#### **Machinery:**

The task of road construction and maintenance is being undertaken at a rapid pace in the country to meet the national requirement. The quality construction and maintenance of Roads as per specifications is possible only with the help of sophisticated machines capable of achieving quality standards.

One number each of Mobile Bridge Inspection Unit allotted by the Ministry to the States of Tamil Nadu, West Bengal and Assam have been utilized to ensure proper maintenance and upkeep of bridges and also help in repair of distressed bridges.

There has been a renewed thrust to prevent the overloading of vehicles which ultimately results in damage of roads. This also results in avoidable problem of accidents on highways. With a view to control overloading and for automatic generation of traffic data, work in the Ministry is under different stages of progress in respect of installation of 13 numbers weigh-in-motion-cum-automatic traffic counter-cum-classifiers.

Ministry is in the process of finalizing the policies of inducting new technology machines in the Highways Sector. A provision of Rs.15.00 crore has been made in Budget 2009-10 for procurement of "Machinery and Equipment".

Estimates for annual repair and maintenance of central machines amounting to Rs.1.88 crore have been sanctioned for the year 2008-09. A provision of Rs. 2.00 crore made at BE stage for annual repair and maintenance of central machines has been reduced to Rs. 0.50 crore.

### **ROAD TRANSPORT**

#### **PERFORMANCE ON OUTCOME BUDGET TARGETS 2008-2009 & 2009-2010**

<b>S. No.</b>	<b>Name of the Scheme</b>	<b>Target 2008-2009</b>	<b>Performance in the year 2008-2009</b>	<b>Target 2009-2010</b>	<b>Performance in the year 2009-2010</b>
<b>1</b>	<b>Road Safety</b>				
	Refresher Training to Drivers in Unorganized Sector and Human Resource Development including training	75000 drivers to be trained. 20 training programmes to be conducted.	24 training programmes organized at ARAI, CIRT, IIP, IIT Madras, ESCI for State Transport Department Personnel.	70000 drivers to be trained. 20 training programmes to be conducted.	It has been decided to change the methodology and procedure of the scheme of 'Grant of financial assistance for administering two days Refresher Training to heavy motor vehicles



S. No.	Name of the Scheme	Target 2008-2009	Performance in the year 2008-2009	Target 2009-2010	Performance in the year 2009-2010
			<p>Refresher training imparted to 70700 driver through 77 NGOs.</p> <p>Funds could not be utilized in r/o Model drivers training school due to lack of progress in the sanctioned projects.</p>		<p>drivers in un-organised sector' in the current financial year. All India Motor Transport Congress AIMTC &amp; Society of Indian Automobile Manufacturers (SIAM) have been requested to submit their action plan for conducting refresher training to drivers. SIAM &amp; AIMTC have submitted their proposal for 2-day refresher training , which are under process.</p> <p>This Ministry is in the process of finalizing the details/specifics of the scheme of 'Setting up of Training Institutes for driving and research in India'. The matter has been referred to the Planning Commission for final approval before the scheme can be implemented.</p> <p>5 training programmes each at CIRT, Pune &amp; ARAI, Pune have been sanctioned. 30% of the total amount has been released.</p>
	Publicity Measures and awareness campaigns	250 video spots and 800 radio spots to be telecast/broadcast. Further, news paper advertisements on road safety to be undertaken.	The targeted telecast/broadcast of T.V. spot/radio spot was achieved.	360 video spots and 1230 radio spots to be telecast/broadcast. Further news paper advertisement on road safety to be undertaken.	Tenders have been invited for publicity campaigns on road safety through print media and electronic media. The bids have been opened on 11.11.09. Work order has been placed in respect of print media.

S. No.	Name of the Scheme	Target 2008-2009	Performance in the year 2008-2009	Target 2009-2010	Performance in the year 2009-2010
	Road Safety Equipments and Pollution Testing and Control.	15 interceptors to be sanctioned	121 smoke meters and 116 gas analysers were supplied to the States/UTs.  Initially, it was proposed to procure multi purpose traffic regulation vehicles for the States/UTs. However, it was subsequently felt that it would be preferable to provide road safety enforcement equipments separately instead of providing a wholesome vehicle to the States/UTs. A Committee has been constituted to identify the road safety enforcement equipments for supply to States.	15 interceptor to be sanctioned	Specifications of road safety equipments are being finalized. Tenders for pollution testing equipments have been invited. The price bids have been opened on 18.1.10. Evaluation of price bids will be held shortly.
	National Highways Accident Relief Service Scheme.	50 cranes and 100 ambulances to be provided.	25 Ten ton cranes and 21 small/medium sized cranes were supplied to States/UTs.	30 cranes, 73 ambulances and 25 small/medium sized cranes to be provided.	Tenders have been invited for 10 ton crane and small/medium size cranes. Bids have been opened on 12.11.09. Specifications of ambulance have been finalized and tender is being invited shortly.
2.	National Data Base & Computer System, Data Collection, Research & Development and Transportation Studies including Total	3 number of Studies/R&D Projects to be undertaken	Rs. 70.00 crore was released to NIC towards the work relating to creation of National Register/State Registers of DLs & RCs. Funds could not be released for	N.A  3 number of Studies/R&D Projects to be undertaken	The progress of the project of creation of National Register/ State Registers of DL/RCs is being monitored. 100% computerization had been achieved in 21 States/UTs and about 88% of the

S. No.	Name of the Scheme	Target 2008-2009	Performance in the year 2008-2009	Target 2009-2010	Performance in the year 2009-2010
	Engineering Solution		new studies due to non finalization of RFPs.		RTOs, i.e., about 872 RTOs has been computerized. Further, 100% connectivity has been achieved in 23 States/UTs. Network connectivity has been established in 822 RTOs (about 83%)..
3	Setting up of Inspection and Maintenance Centre	1 or 2 Centres to be sanctioned	The study report for a model Inspection and Maintenance Centre was submitted by NATRIP is under finalization.	3 or 4 Centres to be sanctioned	Planning Commission and Expenditure Finance Committee have approved the scheme. The scheme is being sent to Ministry of Finance shortly for seeking approval of Hon'ble Finance Minister.
4	Strengthening of Public Transport System including introduction of IT like Automatic Fare Collection based on GPS		The Scheme was approved by Planning Commission in February, 2009. EFC note Is under finalization.		The scheme has been approved by EFC and Hon'ble Minister (RT&H). Approval of Hon'ble Finance Minister has been sought before circulating it inviting proposals from the States
5	Creation of National Road Safety Board		Draft Cabinet Note was circulated on 11.2.09 to all concerned Ministries /Deppartments for Comments.		Draft Cabinet Note has been finalized in consultation with all concerned Ministries/Departments including M/o Law. The Cabinet Note is under submission to Hon'ble Minister (RT&H)

## CHAPTER-V

### FINANCIAL REVIEW

The Annual Plan 2010-11 proposed gross outlay of Rs. 25,455.00 crore in respect of Central and Centrally Sponsored Schemes in the Transport Sector as under:

(Rs. in crores)

Sector	Budgetary support (proposed)	IEBR (Proposed)	Total
1	2	3	4
Roads	17,700.00	7,455.00	25,155.00
Road Transport	300.00	-	300.00
<b>Total</b>	<b>18,000.00</b>	<b>7455.00</b>	<b>25,455.00</b>

The actual expenditure incurred during the years 2008-09 and the expenditure incurred during 2009-10 till 31.12.2009 is indicated in the statement given below:-

(Rs in crores)

Sl. No	Item	Actual Expenditure		2009-10		2010-11
		2008-09	2009-10 (upto31.12.09)	BE	RE	BE
<b>ROADS</b>						
1	GBS	11,455.39	7,973.24	14,858.00	14,172.75	17,200.00
	Other than GBS	1,894.00	170.00	340.00	340.00	500.00
	Total=	13,349.39	8,143.24	15,198.00	14,512.75	17,700.00
2	Provision for NE and Sikkim Pool being 10% of GBS	849.72	592.38	1,511.00	1,563.00	1,750.00

#### Road Development

At present, the length of National Highways (NH) stood at 70,934 km. Schemes/projects for improvement of National Highways include widening and strengthening of existing National Highways, reconstruction/ widening of bridges, and construction of bypasses. While the government is providing increasing budgetary allocation for projects in the highway sector and has undertaken major initiatives for upgrading high density corridors, it has not been possible to allocate sufficient funds matching the needs because of competing demands from other sectors. Inflow of private sector funds is expected to bridge the resource gap to some extent.

#### Development and maintenance of National Highways by State PWDs, NHAI and BRO

The development and maintenance of National Highways has been entrusted to the State Governments (PWDs of the States are the executing agencies), National Highways Authority of India (NHAI) and Border Roads Organization (BRO). The overall trends in expenditure viz-a-viz budget estimates, revised estimates for the

development and maintenance of National Highways with the State PWDs and the BRO is as under:-

(Rs. in crores)

Item	2008-09			2009-10			BE 2010-11
	BE	RE	EXP.	BE	RE	EXP. (upto Dec, 09)	
PLAN							
National Highways (Original) works	2,142.79	2853.74	2852.70	3342.55	4342.55	2692.40	3850.10
Works under BRO	650.00	650.00	645.80	600.00	756.00	471.56	700.00
Permanent bridge fee fund	90.00	90.00	68.71	90.00	90.00	72.79	90.00
SARDP-NE	1200.00	1000.00*	849.72	1200.00	1200.00	414.36	1500.00
Total	4082.79	4593.74	4210.93	4032.55	5158.55	3651.11	6140.10
Non-Plan							
NHs with State PWDs	792.03	947.97	807.12	1036.44	1035.10	418.61	1032.86
NHs with BRO	26.35	26.00	21.68	24.00	24.00	16.40	24.00
Total	818.38	973.97	828.8	1060.44	1059.10	435.01	1056.86

### Budget Provisions made for National Highways Authority of India (NHAI)

The fund for development of National Highways by the NHAI is provided from cess levied on petrol and High Speed Diesel (HSD). NHAI is allowed to leverage cess fund for market borrowing. The present rate of cess on petrol and HSD is Rs.2.00 per litre. Funds are also provided to the NHAI from the budget for Externally Aided Projects. The provision made for the NHAI in the budget of the Ministry of Road Transport & Highways during the years 2008-09, 2009-10 and expenditure made upto December, 2009 and proposed in 2010-11 is as under:

(Rs. in crores)

Item	2008-09			2009-10			2010-2011
	BE	RE	Exp.	BE	RE	Exp.	
Investment	6972.47	6972.47	6972.47	8578.45	7404.70	4289.22	7848.98
EAPs	1894.00	1894.00	1894.00	340.00	340.00	170.00	400.00
<b>Total</b>	<b>8866.47</b>	<b>8866.47</b>	<b>8866.47</b>	<b>8918.45</b>	<b>7744.70</b>	<b>4459.22</b>	<b>8248.98</b>
IEBR	4100.00	4100.00	4100.00	5000.00	1000.00	695.78	7455.00
<b>Grand Total</b>	<b>12966.47</b>	<b>12966.47</b>	<b>12966.47</b>	<b>13918.45</b>	<b>8744.70</b>	<b>5155.00</b>	<b>15703.98</b>

### Central Road Fund (CRF) for the State Roads

The fund was given a statutory status by the Central Road Fund Act enacted in December, 2000. The fund consists of the cess collected on the sale of diesel and petrol. This Ministry provides funds for the development of State Roads from the CRF and also provides fund for the development of roads under the Schemes of Inter-state

Connectivity & Economic Importance. The allocation and expenditure from this fund is as under:

(Rs. in crores)

Item	2008-09			2009-10			2010-11
	BE	RE	Exp.	BE	RE	Exp.	
Grants to states and UTs for State Roads (CRF)	1,671.64	2,171.64*	2122.00	2070.06	1786.56	814.78	1893.75
Grants to States and UTs for Roads of ISC & EI	185.74	185.74	175.65	230.00	198.50	38.28	210.42

\* This includes Rs.500.00 crore from previous years' unspent balance.

## Research and Development

The main thrust of Research and Development (R&D) in the road sector is on building a sustainable road infrastructure comparable to the best in the world. An outlay of Rs. 5.50 crore was provided for R&D in 2009-10 which was reduced to Rs.4.50 crore at RE stage. Out of this expenditure of Rs. 0.47 crore was incurred upto 31-12-2009 during the year 2009-10.

## Machinery and Equipment

It is necessary that modern and sophisticated machines are used for high quality standards in road construction and maintenance. A provision of Rs.15.00 crore was made for procurement of machinery and equipment during the financial year 2009-10 out of which an expenditure of Rs. 0.53 crore has been made upto 31-12-2009.

## ROAD TRANSPORT

### Financial Performance 2008-2009 & 2009-2010

(Rs. in crores)

Name of the Scheme/Project/Programme		BE 2008-09	Expd. 2008-09	BE 2009-10	RE 2009-10	Expd. 2009-10 (as on 12.2.10)
1	<b>Road Safety</b>					
	(i) Refresher Training to Drivers in unorganised Sector Human Resource Development including Training.	20.00	5.53	20.00	10.00	2.79
	(ii) Publicity measures and awareness campaigns.	25.00	23.99	27.50	31.50	4.91
	(iii) National Highway Accident Relief Service Scheme.	22.20	21.93	25.00	29.49	0
	(iv) Road Safety Equipment & Pollution Testing Equipment.	5.80	3.44	6.50	3.00	0.48
2	National Database & Computer system, Data Collection, Research & Development & Transportation Studies including Total Engineering Solutions.	75.00	71.28	56.00	17.00	0
3	Setting up of Inspection and Maintenance Centre.	7.00	0	10.00	16.00	0
4	Strengthening of Public Transport System including introduction of IT like Automatic Fare Collection based on GPS.	24.99	0.20	35.00	25.00	0
5	Creation of National Road Safety Board.	0.01	0	72.00	0.01	0
	<b>Grand Total</b>	<b>180.00</b>	<b>126.28</b>	<b>252.00</b>	<b>132.00</b>	<b>8.18</b>

## **CHAPTER-VI**

### **REVIEW OF PERFORMANCE OF STATUTORY AND AUTONOMOUS BODIES UNDER THE ADMINISTRATIVE CONTROL OF THE MINISTRY**

#### **ROADS WING**

##### **NATIONAL INSTITUTE FOR TRAINING OF HIGHWAY ENGINEERS (NITHE)**

National Institute for Training of Highway Engineers (NITHE), is a registered Society under the administrative control of the Ministry of Road Transport & Highways. It is a collaborative body of the Central and State Governments which was set up in the year 1983 with the primary objective of fulfilling the long standing need for training of highway engineers in the country, both at the entry level and during their service period.

##### **Broad activities of NITHE comprise:-**

- (i) Training of freshly recruited Highway Engineers of the Ministry of Road Transport & Highways .
- (ii) Conducting Refresher Courses for Senior and Middle level Engineers.
- (iii) Short duration technical and management development courses for Senior Level Highway Engineers.
- (iv) Training in specialized areas and new trends in highway sector.
- (v) Development of training materials, training modules for domestic and foreign participants.

Since its inception, the NITHE has trained 18,450 Highway & Bridge Engineers and Administrators involved in road development from India and abroad through 788 training programmes (up to 16<sup>th</sup> February, 2010). Participants are drawn from Ministry of Road Transport & Highways, various State Public Works Department, Public Sector Undertakings and NGOs involved in the field of Highway Engineering. Engineers from foreign governments have participated in NITHE's International, SAARC and Technical Co-operation Scheme of Colombo Plan Programme. It has also compiled a number of manuals useful for engineers and their organizations.

During the year 2009-10 (up to 16<sup>th</sup> February, 2010), the Institute organized 71 training programmes in which 1,902 engineers participated. These programmes included inter-alia the following sponsored and international training programmes/workshops:

- (i) Various Training programmes for National Rural Roads Development Agency (NRRDA) on Pradhan Mantri Gram Sakshari Yojna (PMGSY) projects.
- (ii) Training programme for the Engineers of SAARC Countries.
- (iii) Workshop on Public Private Sector Participation in Highway Projects for Ministry of Road Transport & Highways.
- (iv) Various Training programmes for State RRDA's projects on PMGSY.
- (v) Foundation programmes for newly recruited Engineers of Chhattisgarh.
- (vi) Orientation Programme for General Managers, Deputy General Managers and Managers of National Highway Authority of India.
- (vii) Public Private Partnership in Highway Projects for Planning Commission.
- (viii) Refresher Course for Junior Engineers of Road Construction Department (RCD), Bihar.

## **NATIONAL HIGHWAYS AUTHORITY OF INDIA**

1.0 National Highways Authority of India (NHAI) was constituted by an Act of Parliament, namely, the National Highways Authority of India Act, 1988, to develop, maintain and manage the National Highways vested or entrusted to it by the Central Government. It became operational in February, 1995.

1.1 Government of India has launched major initiatives to upgrade and strengthen National Highways and has taken up National Highways Development Project (NHDP) which consists of following components -

1.2 The National Highways Development Project (NHDP) — the largest Highway Project ever undertaken by the country, which is being implemented by the NHAI, consists of the following components:

- NHDP Phase-I: Four laning of 7498 km. at an approved cost of Rs. 30,300.00 crore in December, 2000 and NHDP Phase-II: Four laning of 6,644 km. at an approved cost of Rs. 34,339.00 crore in December, 2003. These two phases comprise Golden Quadrilateral (GQ), North-South and East-West Corridors (NS-EW), Port Connectivity and other projects. The GQ (5,846 km) connects the four major cities of Delhi, Mumbai, Chennai and Kolkata. The NS-EW Corridors (7,300 km) connect Srinagar in the North to Kanyakumari in the South, including spur from Salem to Kochi and Silchar in the East to Porbandar in the West.
- Government has approved upgradation of 12,109 km under NHDP Phase III at an estimated cost of Rs. 76546.00 crore.
- Government on June 18, 2008 approved upgradation/strengthening of 5,000 kms of National Highways to two lane with paved shoulders on BOT (Toll/Annuity) basis under NHDP Phase –IVA at a cost of Rs. 6950.00 crore.
- Government on October 5, 2006 has approved six laning of 6,500 km of national highways comprising 5,700 km of GQ and balance 800 km of other sections under NHDP Phase-V at a cost of Rs 41,210.00 crore.
- Government on November 2, 2006 approved construction of 1000 km of expressways with full access control on new alignments at a cost of Rs.16,680.00 crore under NHDP-Phase-VI.
- Government has approved construction of ring roads, bypasses, grade separators, flyovers, elevated roads and tunnels at a cost of Rs.16,680.00 crore under NHDP Phase-VII. Of the total cost, Rs.6,302.00 crore will be provided by the government while Rs.10,378.00 crore will come from the private sector. The larger chunk of the total investments about Rs.10,500.00 crore will be spent on construction of 700 km of ring roads and by-passes. The remaining amount of Rs. 6,180.00 crore will be spent on stand alone grade separated intersections, road over bridges, elevated roads, tunnels, underpasses and service roads. The works of stand alone ring roads and bypasses are likely to be awarded by March 2011 and are likely to be completed by December 2014.



1.3.1 The Prime Minister had appointed a Committee under the chairmanship of Shri B.K. Chaturvedi, Member, Planning Commission, to suggest measures for faster development of NHDP projects with the objective to resolve procedural impediments in the implementation of the National Highways Development Projects as well as the need to take a holistic look at the financing need and arrive at a financing plan that balances the needs of the road sector and other priority areas of the Government. The Chaturvedi Committee submitted its report with recommendations on the Work Plan upto 2013-14 and Financing Plan of NHDP (upto 2030-31) and other issues relating to RFQ/RFP and Model Concession Agreement

1.3.2 The government has considered and approved the recommendations of the Chaturvedi Committee including Work Plan-I (for 2009-10) and the recommendations pertaining to the NHDP Financing Plan with the directions that a Financing Plan for 2010-11 onward would be considered by the Empowered Group of Ministers (EGoM) for further action including such changes to the work plan as may become necessary.

1.4 EGoM in its first two meetings held on 7th and 14th December, 2009 agreed inter alia to:

- (i) allow the Ministry of Road Transport and Highways to implement Work Plan I to the maximum extent and to continue the balance works during the next year;
- (ii) approve work plans 2010-11 onwards and to provide necessary financial support for those plans as recommended by the Chaturvedi Committee with the stipulation that for the total length of National Highways to be developed, broadly 60 % would be taken up on BOT (Toll) basis, 25 % on BOT (Annuity) basis and the remaining 15 % on EPC basis. Work plans may, accordingly, be modified for enabling the NHAI to achieve optimum efficiency; and
- (iii) provide the Additional Budgetary Support (ABS) for SARDP-NE and J&K as recommended by the Chaturvedi Committee.

2.0 The details of Financial Outlays including complimentary extra budgetary resources (share of private sector in respect of BOT projects), Quantifiable deliverables/ Projected Physical Output etc. for the year 2010-11 are given in **Annexure-I-A** and **Annexure I-B**.

## **Financing of NHDP**

2.1.0 NHAI is implementing National Highway Development Programme (NHDP) and some other projects in accordance with the mandate approved by the Government. The Government of India provides cess funds, funds for Externally Aided Projects and market borrowings, which are in the form of Internal and Extra Budgetary Resources (IEBR) through the Union Budget in addition to the budgetary support for special projects and for Maintenance & Repairs. The borrowing requirements of the Authority have been determined keeping in view the resource requirement and the resource availability. The development and maintenance of National Highways is financed by following modes:

- a) Gross Budgetary Support (GBS) and Additional Budgetary Support (ABS) provided by the Government.

- b) Dedicated accruals under the Central Road Fund (share in the levy of cess on fuel)
- c) Lending by International Institutions (World Bank; Asian Development bank; Japan Bank for International Cooperation)
- d) Private financing under PPP framework
  - (i) Build Operate and Transfer (BOT)-Toll/Design Build Finance Operate and Transfer (DBFOT)-Investment by private firm and return through levy and retention of user fee (toll);
  - (ii) BOT (Annuity)-Investment by private firms and return through semi-annual pre-determined payments from NHAI as per bid; and
  - (iii) Special Purpose Vehicle (SPV)-with equity participation by NHAI.
- e) Funding of the National Highways Development Projects under SARDP-NE and in J&K with Additional Budgetary Support (ABS) over and above cess; and
- f) Market borrowings (including funds raised through Capital Gains Tax Exemption Bonds under Section 54 EC of Income Tax Act).

2.1.1 For implementation of NHDP Phases I and II, the main source of finance of NHAI is the fuel cess (Table below). The present rate of cess is Rs. 2 per litre on both petrol and diesel. A part of this cess is allocated to NHAI to fund the NHDP. This cess is leveraged to borrow additional funds from the domestic market.

2.1.2 Besides, the Government of India has also negotiated various loans from World Bank (US\$1965 million), Asian Development Bank (US\$1,605 million-excluding direct loan negotiated by NHAI) and Japan Bank for International Cooperation (Jap. Yen 32,060 million) for financing various projects under NHDP. These loans from the multilateral institutions are passed on to NHAI by the Government partly in the form of grant and partly as loan. NHAI has earlier received loans directly from multilateral agencies (for instance, Asian Development Bank had sanctioned loan of US \$ 165 million to NHAI for the Surat-Manor Highway project).

2.1.3 The funds provided to NHAI, including its borrowings from the market, are utilized for meeting project expenditure as well as debt servicing.

**TABLE 2.1.3 : FINANCING OF NHDP**

Rs. crore						
Year	Cess Funds	External assistance (Grant)	External Assistance Loan	Borrowings	Budgetary Support	Estimated Private Sector Participation
1999-2000	1192	492	-			49.72
2000-01	1800	461	12	656.62		225.10
2001-02	2100	887	113	804.44		510.48
2002-03	2000	1202	301	5592.94		846.25
2003-04	1993	1159	290	-		1830.80
2004-05	1848	1239	361	-	50.00	1462.84
2005-06	3269.74	2350	600	1289.00	700.00	649.08
2006-07	6407.45	1582.5	395.5	1500.00	110.00	1578.28
2007-08	6541.06	1776	444	305.18	-	7062.40
2008-09	6972.47	1515.20	378.80	3700.00	-	8184.73
2009-10 *	8578.45	68.00	272.00	5000.00	-	16657.66

*\*the figures relating to financial year 2009-10 are as per the Budget estimates and have been reduced to Rs. 7,404.70 at RE stage.*

## **Reform Measures and Policy Initiatives**

3.0 Historically, investments in infrastructure, particularly, in the highways, were being made by the Government mainly because of the large volume of resources required, long gestation period, uncertain return and associated externalities. The galloping resource requirements and the concern for managerial efficiency and consumer responsiveness in recent times have led to an active involvement by the private sector also. To encourage participation of the private sector, the Ministry of Road Transport and Highways (MoRT&H) has laid down comprehensive policy guidelines for private sector participation in the highway sector. Government has also announced several incentives such as tax exemptions and duty- free import of road building equipments & machinery to encourage private sector participation.

Statements showing summary of Projects based on Public Private Partnership (PPP), i.e., BOT (toll) & BOT (Annuity) are placed at Annexure II & III respectively.

3.1 In keeping with the targets for implementation of the National Highways Development Project (NHDP), the Ministry of Road Transport and Highways has set a target for achieving construction of National Highways at the rate of 20 km per day, which translates into a target of about 7,000 km per year for a total of 36,000 km in the next five years. Moving ahead with these objectives, the B.K. Chaturvedi Committee in its Report has observed that in order to complete 20 kms per day, the NHAI is required to award at least 21,000 kms of National Highways over the next three years so as to achieve the objective of constructing 7,000 kms National Highways per year (20 kms per day). Accordingly, the Work Plan formulated by the NHAI envisages award of 12,652 kms in 2009-10, 11,092 kms in 2010-11, 9,192 kms in 2011-12, 2637 kms. in 2012-13 and 1477 kms. in 2013-14.

3.2 The summary of the recommendations pertaining to the Financing Plan considered in the BKC Committee Report and as approved by the Government are as under –

- (i) Raising the overall VGF cap of 5% to 10% for the entire six-laning programme, and consideration of individual projects in low traffic GQ stretches with VGF up to 20% within an overall cap of 500 Km out of the 5,080 km of the Phase-V project yet to be awarded.
- (ii) Funding of the National Highways Development Projects under SARDP-NE and in Jammu & Kashmir with Additional Budgetary Support (ABS) over and above the cess that Government provides to NHAI on yearly basis.
- (iii) 'In Principle' approval of the Government support to NHAI for:
  - Issuance of Tax exempted bonds
  - Guarantee cover to the Borrowing Plan of NHAI
  - Out of the borrowing approval of Rs 30,000.00 crores earlier provided to Indian Infrastructure Finance Company Limited (IIFCL), Rs 10,000 crores under the fiscal stimulus package will be transferred to NHAI, as per its borrowing requirement.
  - Assistance in negotiating non-sovereign multilateral loans from World Bank, ADB, JBIC etc. by providing back to back support, if necessary.
  - Providing a Letter of Comfort from the Ministry of finance confirming the availability of Cess at least till 2030-31.

3.3 Moving ahead with the objective for achieving construction of National Highways at the rate of 20 km per day, NHAI has taken initiatives to expedite the completion of NHDP.

- a) Projects being awarded only after 80% of land available with Government against 50% earlier;
- b) 166 dedicated special Land Acquisition units being set up and about 18,000 hectares of land has been notified/taken over (under sec 3 A/D) possession from September to December 2009 which is 3 times more than previous average annual average;
- c) Meetings have been held with the Chief Ministers of Bihar, Kerala and Chief Secretaries and Principal Secretaries of the other states in the last three months and State Governments have been asked to appoint Chief Secretary as Nodal officer to head Coordinating Committees;
- d) Action has been taken against defaulting civil contractors. 27 contracts have been terminated. Several contractors have been declared as non-performers and banned from further NHAI works till their performance improves.
- e) Steps have been taken to improve cash flow problems of contractors by granting interest bearing discretionary advance at the request of contractor, release of retention money against bank guarantee of equal amount, deferment of recovery of advances (on interest basis) and relaxation in minimum IPC amount;

3.4 A proposal for restructuring of NHAI has been approved by Government, the salient features of which are as under:-

- (i) Setting up of 12 Regional Offices, headed by Chief General Manager level officer for regular monitoring and effective coordination with State authorities;
- (ii) Adequate delegated powers to Regional Offices;
- (iii) Creation of 6 posts of Executive Directors created to coordinate in Land Acquisition matters;
- (iv) Creation of 26 posts of Chief General Managers over and above the existing 13 posts of Chief General Managers; and
- (v) Empowering the Authority to engage, where required, outside experts (with relaxation of age, if needed) specifically the posts of for Financial Analyst, Transport Economist, Contract Management Specialist and Legal Expert, on compensation to be determined by the Authority in line with the experience and availability of the appropriate personnel.

3.5 Besides higher allocation for improved maintenance of National Highways, Model Concession Agreement for Operation, Maintenance & Tolling (OMT), long term maintenance contracts will be introduced for obtaining best results. Others steps taken for better maintenance include the following:

- (i) Pavement Management System (PMS) based on the rational method of assessment of distress and decision support system for maintenance activities, needs to be introduced for productive use of limited resources.

The inventorization programme including the Road Information System may be used for the purpose of PMS.

- (ii) Encouraging the use of machinery for repair of distress in pavements to improve maintenance culture.
- (iii) Outsourcing of maintenance works to private sector to enhance efficiency. Concepts involving operation, maintenance and tolling contracts, to be extended to National Highways with State PWDs.
- (iv) Corridor Management which includes comprehensive management of road section including engineering and non-engineering experts, to be introduced for proper management and maintenance of National Highways section. This would include
  - Maintenance of roads and bridges to the desired standard
  - Tackling safety hazards and traffic bottlenecks
  - Traffic management
  - Collection of Users Fee (Toll)
  - Incidence management
  - Land management
- (v) Steps will be taken for enforcing the necessary provision of the Control of National Highways (Land and Traffic) Act, 2002, which has come into force from January 2005 for safe and speedy movement of traffic on National Highways. For enforcing the various provisions of this Act, the Highways Administration has already been established.

3.6 For incentivizing better recovery of tolls along with a higher quality of service, it would be useful to attract private participation through Public Private Partnership (PPP) in highway operation and maintenance. However, the prospects of private participation will depend on a comprehensive policy and regulatory framework necessary for addressing the complexities of PPP, and the balancing the interests of users and investors. For sustaining the interest of private entities in operation and maintenance of highways on Operation, Maintenance and Transfer (OMT) basis, a precise policy and regulatory framework is being spelt out in a Model Concession Agreement (MCA). This framework addresses the issues which are typically important for PPP, such as mitigation and unbundling of risks; allocation of risks and rewards; symmetry of obligations between the principal parties; precision and predictability of costs and obligations; reduction of transaction costs; force majeure and termination.

3.7 NHAI has already initiated action to appoint techno-financial consultants for finalization of bid documents and selection of Operation-Maintenance-Transfer (OMT) concessionaire. Eight stretches for OMT have also been identified and it is expected that OMT concessionaire will be appointed shortly. The Modified Financing Plan has also been prepared on the assumption that all the EPC stretches will be handed over to OMT concessionaire in a phased manner. In addition, even the BOT stretches will also be awarded to OMT concessionaire, after the BOT concession period is over.

3.8 Central Government is authorized to levy fee (toll) under Section 7 of the National Highways Act, 1956 for public funded projects and under section 8 A ibid, for private investment projects. Government has recently reviewed the policy for collection of toll on National Highways and a new toll policy/Rules 'National Highways Fee (Determination of Rates and Collection) Rules, 2008 has been notified in the Gazette on 5th Dec. 2008.

3.9 NHAI has put in place a comprehensive system of regular checks and review of all the toll collections made through the appointed agencies. The Commercial Operation Division carries out discreet studies of various toll plazas through reputed firms of Chartered Accountants and security agencies to determine the instances of leakage and pilferages. Departmental action is initiated against agencies found involved in such instances. In several cases, even the appointments of the toll collection agencies have been terminated, besides imposition of financial penalties.

## REVIEW OF PAST PERFORMANCE

### 4.1 PERFORMANCE DURING 2009-10

The physical and financial performance during the year 2009-10 against the targets set for the year along with the reasons for variation/shortfall is as per the Statement at **Annexure-IV**.

### 4.2 PERFORMANCE DURING 2009-10 (Upto 31st Dec., 2009)

- a) Since the inception of NHAI till December 31st, 2009, 12,806 km of National Highways pertaining to NHDP had been completed, the bulk of which 5,749 km lie on the GQ (Table below). Constraints faced in the timely completion of NHDP include delays in land acquisition, removal of structures and shifting of utilities, law and order problem in some States, and poor performance of some contractors.

**Table 4.2 : Progress of NHAI projects:  
Status as on December 31<sup>st</sup>, 2009 – Since Inception**

	NHDP							
	GQ	NS& EW Ph. I & II	NHDP Phase III	NHDP Phase V	NHDP Phase VII	Port Conn.	Others	NHDP Total
Total length (km)	5,846	7,142	12,109	6,500	700	380	965	33,642
Already four laned (km)	5,756	4,715	1,293	148	-	258	892	13,062
Under Implementation (km)	90	1,831	3,577	1083	19	116	53	6,769
No. of Contracts under implementation (nos.)	13	113	53	8	1	6	9	203
Balance Length for award (km.)	-	596	7,239	5,269	681	6	20	13,811

- b) A summary of the physical and financial progress of various phases of NHDP as on December 31, 2009 has been shown at **Annexure-VIII**.

- c) With the completion of more than 98.46 per cent of the GQ, a substantial impact upon the economy is already visible. The completed stretches of GQ are likely to be awarded to the concessionaires for its development for 6-laning under the NHDP Phase-V.

d) The substantial completion of NHDP Phase-II, i.e. NSEW, has called for a shift in emphasis to corridor management in respect of some stretches, i.e. the technique of managing the highways so as to deliver maximum throughput in terms of speed and traffic volume, while minimizing operational cost and enhancing road safety. The concept of corridor management is applied on the completed sections of NHDP through O&M contracts. The scope of work, inter-alia, includes road maintenance, road property management, incident management, traffic management and engineering improvements.

e) NHAI has already initiated action to appoint techno-financial consultants for finalization of bid documents and selection of Operation-Maintenance-Transfer (OMT) concessionaire. Eight stretches for OMT have also been identified and one OMT concession has already been signed on 23.10.2009 and LoA for one more stretch has also been issued, whereas RFQs for two projects are in the process of evaluation and remaining 4 stretches were bid out on OMT basis (bids scheduled to be submitted in the month of February, 2010). The financial projections have been made in the Financing Plan, considered in the BKC Committee Report with the assumption that all the EPC stretches will be handed over to OMT concessionaire in a phased manner. In addition, even the BOT stretches will also be awarded on OMT concession basis, after the BOT concession period is over.

#### 4.5 Status of Externally Aided Projects

NHAI is implementing several projects with foreign assistance in the form of loans from the World Bank (WB), Asian Development Bank (ADB) and the Japan Bank of International Cooperation (JBIC) to the tune of US\$ 1965 million, US\$ 1770 million and Yen 32060 million respectively. Status of projects which are currently under implementation is as under:–

**Table 4.5 : Status of On going Externally Aided Projects as on 31.12.2009**

S. No.	Name of the Project & States	Length (Km.)	Financing Agency	Amount of Loan (US \$ Million)	No. of Packages
1.	Third National Highway Project (TNHP-UP Bihar & Jharkhand) ( <i>Loan closed on 31.12.2007</i> )	477.00	WB	516	8
2.	Grand Trunk Road Improvement Project (GTRIP-UP, Bihar Jharkhand. ( <i>Loan closed on 30.06.2008</i> )	422.00	WB	589	7
3.	Allahabad bypass Project- UP ( <i>Loan closed on 30.6.2009</i> )	84.71	WB	240	3
4.	Lucknow – Muzzaffarpur National Highways Project (LMNHP)-UP; Bihar	511.00	WB	620	11
5.	Western Transport Corridor – Karnatka ( <i>Loan closed on 30.06.2008</i> )	259.00	WB	240	5
6.	East-West Corridor Project-Gujrat	504.60	ADB	320	6
7.	NH C (Sector-I) project EW Rajasthan, Madhya Pradesh, Uttar Pradesh	602	ADB	400	12
8.	NH C (Sector-I) project EW Rajasthan, Madhya Pradesh, Uttar Pradesh (Supplementary )			100	
9.	NH C (Sector-II) project Madhya Pradesh, Uttar Pradesh & Andhra Pradesh	566	ADB	400	13

A statement showing summary of EAP projects is placed at **Annexure VI & VII**.

## 5. Financial Review

5.0 The provision made for NHAI in the budget of the Ministry of Road Transport and Highways and actual funds received during 2008-09, 2009-10 and proposed in 2010-11 is as under –

**Table 5.0 : Details of Sources of funds [BE/RE & Actuals for the year 2008-09, 2009-10 (Actual upto January, 2010) & 2010-11 (BE)].**

(Rs. in Crore)

Particulars	2008-09			2009-10			2010-11
	BE	RE	Actual	BE	RE	Actual (upto Jan.'10)	BE
<b>Investments (Cess)</b>	6,972.47	6,972.47	6,972.47	8,578.45	7,404.70	6,433.83	7,848.98
<b>External Assistance</b>	1,894.00	1,894.00	1,894.00	340.00	340.00	255.00	400.00
<b>IEBRs</b>	4,100.00	3,700.00	1,604.56	5,000.00	1,000.00	695.78	7,455.00
<b>Sub-Total</b>	<b>12,966.47</b>	<b>12,566.47</b>	<b>10,471.03</b>	<b>13,918.45</b>	<b>8,744.70</b>	<b>7,384.61</b>	<b>15,703.98</b>
	6.00	6.00	5.40	10.00	10.00	7.21	1623.00
<b>Total</b>	<b>12,972.47</b>	<b>12,572.47</b>	<b>10,476.43</b>	<b>13,928.45</b>	<b>8,754.70</b>	<b>7,391.82</b>	<b>17,326.98</b>

5.1 The Expenditure on projects being implemented by NHAI and to be changed accordingly on servicing and re-payment of borrowings including payment of annuities during the year 2008-09, 2009-10 and the projected expenditure for the year 2010-11 are as under:-

**Table 5.1 : Details of Utilization of funds [BE/RE & Actuals for the year 2008-09, 2009-10 (Actual upto January, 2010) & 2010-11 (BE)].**

(Rs. in crore)

Particulars	2008-09			2009-10			2010-11
	BE	RE	Actual	BE	RE	Actual (upto Jan.'10)	(BE)
<b>A) NHAI funded projects</b>	7,025.00	3,952.82	3,900.12	4,805.65	3,708.68	2,964.44	2,176.69
<b>B) Externally Aided Projects</b>							
<b>ADB funded</b>	1,698.20	2,440.52	2,249.06	1,906.15	1,408.15	952.62	1,055.71
<b>WB funded</b>	1,623.17	1,323.44	1,247.21	1,601.07	1,295.10	936.89	861.00
<b>Sub Total (B)</b>	3,321.37	3,763.96	3,496.27	3,507.22	2,703.25	1889.51	1,916.71
<b>C) Annuity/BOT projects (including NHAI and private sector share)</b>	17,736.40	11,911.48	10,174.38	21,621.72	11,114.76	6,754.54	30,007.60
<b>Total (A+B+C)</b>	<b>28,082.77</b>	<b>19,628.26</b>	<b>17570.77</b>	<b>29,934.59</b>	<b>17,526.69</b>	<b>11,608.49</b>	<b>34,101.00</b>
<b>Add : Interest &amp; Repayment of Market Borrowings</b>	1,696.00	1696.00	1503.00	1,523.00	1664.65	1526.07	604.75
<b>Add : Payment of Annuities</b>	576.00	576.00	515.28	576.00	1313.10	300.56	1818.30
<b>Total</b>	<b>30,354.77</b>	<b>21,900.26</b>	<b>19589.05</b>	<b>32,033.59</b>	<b>20,504.44</b>	<b>13,435.12</b>	<b>36,524.05</b>
<b>Less : Share of Private Sector in case of Annuity/ BOT Projects</b>	13,938.00	8,962.09	8184.73	16,071.66	8,395.63	4827.03	21,256.00
<b>Total Exp. on projects to be financed out of NHAI Budget</b>	<b>16,416.77</b>	<b>12,938.17</b>	<b>11,404.32</b>	<b>15,961.93</b>	<b>12,108.81</b>	<b>8,608.09</b>	<b>15,268.05</b>



As may be seen from the above, the pace of expenditure during 2009-10 has not been in line with the targets fixed for expenditure. One of the prime reasons for shortfall in utilization of plan funds is the delay in award of projects for Phases II, III & V in addition to delay in achieving the financial close of the projects already awarded under the prevailing depressed economic condition resulting in the slow-mobilization of resources by the Private Sector. However, it is expected that pace and quantum of construction and expenditure will pick up significantly in the last quarter of the current financial year.

It may also be seen from the above that there has been a quantum jump in the estimated expenditure during the year 2009-10 and 2010-11. This is due to the fact that a large number of the projects are already under implementation and also many projects are scheduled for award.

## **5.2 Position of Outstanding Utilization Certificates**

Utilization Certificates against the Grant and Loan received by NHAI from the Government have been submitted upto 30.09.2009.

## **5.3 Status of Unspent Balances**

The amount of unspent balances with NHAI as on 31.01.2010 was Rs. 2,480.00 crore.

## **6.0 OUTLOOK FOR THE YEAR 2010-11 AND BEYOND**

Government has set an ambitious target to build 20 kms National Highways per day under various mode of deliveries i.e. BOT (Toll), BOT (Annuity) and EPC in the years to come. Following projects, in addition to the completion of the ongoing works included under NHDP Phase-I and Phase-II, will be taken up during 2010-11 & beyond:-

- 4-laning of 12,109 km (NHDP Phase-III)
- Special Accelerated Road development programme for the North Eastern region.
- 2-laning with paved shoulders of 20,000 km of National Highways (NHDP) Phase-IV
- 6-laning of GQ & some other selected stretches covering 6,500 km (NHDP Phase-V)
- Development of 1,000 km. of expressways (NHDP Phase-VI)
- Development of Ring roads, bypasses, grade separators, service roads etc. (NHDP Phase-VII)
- As a policy it has been decided that the NH work plans for 2010-11 and onwards and provisioning of necessary financial support for the said work plans recommended by the Chaturvedi Committee with the stipulation that of the total length of National Highways to be developed, broadly 60 % would be taken up on BOT (Toll) basis, 25 % on BOT (Annuity) basis and the remaining 15 % on EPC basis, would be considered / approved by the Empowered Group of Ministers (EGoM). Work plans would, accordingly, be modified for enabling the NHAI to achieve optimum efficiency.

**List of Annexures of National Highway Authority of India (NHAI)**

<b>Sl.No.</b>	<b>Description</b>	<b>Annexure No.</b>
1	Statement of Financial outlays and outcomes/targets 2010-11 and (Quarterly and Monthly).	I A
	Statement showing Outlay (Non-plan Budget, Plan Budget and Complementary Extra-Budgetary Resources) (Outcome Budget 2010-11).	I B
2	Statement showing summary of BOT (Toll) based projects as on 31.01.2010.	II
3	Statement showing summary of BOT (Annuity) based projects as on 31.01.2010.	III
4	Statement showing a Consolidated Physical & Financial Outlays and Outcomes/Targets: 2008-09.	IV
5	Status showing the GQ Contract Under Implementation as on 31-01-2010	V
6	Statement showing Completed/4 Laned Stretches in fully completed Projects of Golden Quadrilateral during the years 2008-09 and 2009-10	VI
7	Statement showing summary of EAP projects as on 31.01.2010.	VII
8	Statement showing the Quarterly Physical & Financial Targets during Annual Plan 2009-10(Status as on 31.01.2010).	VIII
9	Statement showing the status of North South- East West Contracts Under Implementation as on 31-01-2010	IX
10	Statement showing the completed / 4 Landed Stretches in fully completed stretches of North- South East- West Corridor as on 31-01-2010	X
11	Statement showing Balance Length for Award (North South - East West Corridor) as on 31-01-2010	XI
12	Statement showing Other Contracts Under Implementation as on 31-01-2010	XII
13	Statement showing Completed / 4 laned Stretches in fully completed projects of other projects as on 31.01.2010	XIII
14	Statement showing Port connectivity projects Under Implementation as on 31-01-2010.	XIV

## ANNEXURE-IA

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**  
**Statement of Financial Outlays and Outcomes/Targets : 2010-11 (Quarterly and Monthly)**

Sl. No.	Name of Scheme/ Programme	Targets / Actual	Outlay (Estimated Expenditure) - 2009-10 (Rs. in Cr.)													Targets/ Actual	Quantifiable Deliverables (in Kms.)					
			Q1			Q2			Q3			Q4			Total		Q1	Q2	Q3	Q4	Total	
			April	May	June	July	Aug.	Sep	Oct.	Nov.	Dec.	Jan.	Feb.	March								
1	NHDP Phase-I (Widening to 4/6 lane including strengthening)	Targets	189.38			163.41			146.17			122.04			621.00	Targets for widening to 4 lane & above						
47.35			66.28	75.75	65.36	49.02	49.02	51.16	51.16	43.85	36.61	36.61	48.82	621.00								
Actual		0.00			0.00			0.00						0.00	Actual for completion							
2	NHDP Phase-II (Widening to 4/6 lane including strengthening)	Targets	2112.50			1751.77			1834.93			1841.80			7541.00	Targets for widening to 4 lane & above						
528.13			739.38	845.00	700.71	525.53	525.53	642.23	642.23	550.48	552.54	552.54	736.72	7541.00	Actual for completion							
Actual		0.00			0.00			0.00						0.00	Targets for award							
														0.00		Actual for award						
3	NHDP Phase-III (Widening to 4/6 lane including strengthening)	Targets	3657.74			3387.20			3688.47			4363.59			15097.00	Targets for widening to 4 lane & above						
914.44			1280.21	1463.10	1354.88	1016.16	1016.16	1290.96	1290.96	1106.54	1309.08	1309.08	1745.44	15097.00	Actual for completion							
Actual		0.00			0.00			0.00			0.00			0.00	Targets for award							
														0.00		Actual for award						
4	NHDP Phase-IV (Widening and strengthening of 2-lane with Paved Shoulder)	Targets	136.00			254.00			402.00			531.00			1323.00	Targets for award						
34.00			47.60	54.40	101.60	76.20	76.20	140.70	140.70	120.60	159.30	159.30	212.40	1323.00	Actual for award							
Actual														0.00								
5	NHDP Phase-V (6-lanning of selected stretches on GQ and Others)	Targets	1795.80			1795.06			2244.85			2596.29			8432.00	Targets for widening to 6 lane & above						
448.95			628.53	718.32	718.02	538.52	538.52	785.70	785.70	673.46	778.89	778.89	1038.52	8432.00	Actual for completion							

## ANNEXURE-IA

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**  
**Statement of Financial Outlays and Outcomes/Targets : 2010-11 (Quarterly and Monthly)**

Sl. No.	Name of Scheme/ Programme	Targets / Actual	Outlay (Estimated Expenditure) - 2009-10 (Rs. in Cr.)												Targets/ Actual	Quantifiable Deliverable					
			Q1			Q2			Q3			Q4				Total	(in Kms.)				
			April	May	June	July	Aug.	Sep	Oct.	Nov.	Dec.	Jan.	Feb.	March			Q1	Q2	Q3	Q4	Total
		Actual	0.00			0.00			0.00			0.00			0.00	Targets for award					
															0.00	Actual for award					
6	NHDP Phase-VI (Development of Expressways)	Targets	168.00			233.00			272.00			299.00			972.00	Targets for award					
			42.00	58.80	67.20	93.20	69.90	69.90	95.20	95.20	81.60	89.70	89.70	119.60	972.00	Actual for award					
		Actual														Actual for award					
7	NHDP Phase-VII (Ring Roads, Bypasses, Grade Separators, Service Roads etc.)	Targets	18.75			24.75			33.50			38.00			115.00	Targets for award					
			4.69	6.56	7.50	9.90	7.43	7.43	11.73	11.73	10.05	11.40	11.40	15.20	115.00	Actual for award					
		Actual														Actual for award					
8	Liabilities on account of interest and repayment of loans/ borrowings and payment of annuities	Targets	605.76			605.76			605.76			605.76			2423.05	Targets					
			201.92	201.92	201.92	201.92	201.92	201.92	201.92	201.92	201.92	201.92	201.92	201.93	2423.05						
		Actual	0.00			0.00			0.00			0.00									
															Actual						
TOTAL		Targets	8683.93			8214.95			9227.68			10397.48			36524.05	Target (for completion)					
		Actual														Actual					

## ANNEXURE –IB

## NATIONAL HIGHWAYS AUTHORITY OF INDIA

Statement showing Outlay (Non-plan Budget, Plan Budget and Complementary Extra-Budgetary Resources)  
( OUTCOME BUDGET 2010-11)

(Rs. in crore)

Sr. No.	Name of Scheme/ Programme	Objective/ Outcome	Outlay 2010-11 (proposed)			Quantifiable Deliverables/ Physical Outputs	Projected Outcomes	Processes/ Timelines	Remarks/ Risk Factors
1	2	3	4			5	6	7	8
			4(i) Non-Plan Budget	4(ii) Plan Budget*	4(iii) Complementary Extra-Budgetary Resources**				
1	NHDP Phase-I	4-laning of NHs on GQ, NS&EW Corridor, road connectivity to major ports and some other projects	340.00 [for maintenance of National Highways entrusted to NHAI]	Investments (Cess) - Rs. 7800 cr.  External Assistance - Rs. 400.00 cr.  IEBRs (issue of 54 EC Bonds) - Rs. 7455.00 cr.	0.00				
2	NHDP Phase-II	4-laning of NHs on NS&EW Corridor and some other projects.			3625.00				
3	NHDP Phase-III	4/6-laning of NHs on BOT basis.			9742.00				
4	NHDP Phase-IV [not yet approved]	2-laning of NHs with Paved Shoulder			768.00				
5	NHDP Phase-V	6-laning of 6500 km. of existing 4-lane NH on DBFO basis.			6579.00				
6	NHDP Phase-VI	Construction of 1000 km. of Expressways on DBFO basis			458.00				
7	NHDP Phase-VII	Ring roads, By-passes, Grade Separators etc.			84.00				

\*the proposed Outlay shown under various heads is to be utilized for exp. on projects under different phases of NHDP and for servicing and repayment of borrowings.

\*\*the estimated amount of exp. to be incurred by Private Sector (concessionaires) in respect of BOT (Toll/Annuity) Projects under Public-Private-Partnership.

## ANNEXURE-II

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**  
**Summary of BOT Toll based Projects**

Status as on Dec. 31st, 2009

Category	Awarded		Total Project Cost (Rs. in crores)	Awarded Cost (Rs. in crores)	Completed	
	No. of Contracts	Length in km			No. of Contracts	Length in km
<b>NHDP Phase I</b>	<b>9</b>	<b>454.1</b>	<b>3598</b>	<b>718.99</b> <b>(19.98 %)</b>	<b>9</b>	<b>453.7</b>
GQ	6	373.4	2679.35	739.79 (27.62%)	6	373
Others	3	80.7	918.65	-20.80 (-2.26%)	3	80.7
<b>NHDP Phase II</b>	<b>19</b>	<b>994.24</b>	<b>8109.77</b>	<b>631.82</b> <b>(7.790%)</b>	<b>12</b>	<b>621.89</b>
NS - EW	16	787.45	6849.77	683.916 (9.98 %)	10	455.1
Others	3	206.79	1260	-52.1 (-4.13%)	2	166.79
<b>NHDP Phase III</b>	<b>56</b>	<b>4612.29</b>	<b>37363.85</b>	<b>6270.07 (16.78%)</b>	<b>8</b>	<b>400</b>
<b>NHDP Phase V</b>	<b>10</b>	<b>1230.71</b>	<b>10603.06</b>	<b>-497.84</b> <b>(-4.695%)</b>	<b>2</b>	<b>148.3</b>
<b>NHDP Phase VII</b>	<b>1</b>	<b>19</b>	<b>1655.00</b>	<b>499.3</b> <b>(30.17)</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>95</b>	<b>7310.343</b>	<b>61329.68</b>	<b>7622.34</b> <b>(12.42%)</b>	<b>31</b>	<b>1623.89</b>
<b>MoRTH</b>	<b>3</b>	<b>83.4</b>			<b>2</b>	<b>30</b>

## ANNEXURE-III

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**  
**Summary of BOT Toll based Projects**

Status as on Jan 31st, 2010

Category	Awarded		Total Project Cost (Rs in crores)	Annuity (Rs. in crores)	Completed	
	No. of Contracts	Length in km			No. of Contracts	Length in km
NHDP Phase I	8	476	2354	288 (12.23 %)	8	476
GQ	7	383	1979	246 (12.43%)	7	383
Others	1	93	375	42 (11.2%)	1	93
NHDP Phase II NS-EW	16	864	6852	602 (8.79%)	5	328
NHDP Phase III	4	213	1980	230 (11.63%)	-	-
<b>Total</b>	<b>28</b>	<b>1553</b>	<b>11186</b>	<b>1120 (10.01%)</b>	<b>13</b>	<b>804</b>

**ANNEXURE-IV**

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**

**Statement showing a Consolidated Physical & Financial Outlays and Outcomes/Targets : 2008-09**

Sl. No.	Name of Scheme/ Programme	Objective/ Outcome	Targets/ Actual	Outlay (Estimated Expenditure) - 2008-09 (Rs. in Crores)					Targets/ Actual	Quantifiable Deliverables (in Kms.)				
				Q1	Q2	Q3	Q4	Total		Q1	Q2	Q3	Q4	Total
1	NHDP Phase-I (Widening to 4/6 lane including strengthening)	Development of National Highways and related programmes	Targets	665.07	479.06	421.72	345.27	1911.12	Targets for completion	96.17	19.84	64.38	39.86	220.25
			Actual	334.30	272.58	204.10	446.74	1257.72	Actual for completion	64	36.48	8.56	22.61	131.65
2	NHDP Phase-II (Widening to 4/6 lane including strengthening)	Development of National Highways and related programmes	Targets	3386.48	3329.3 0	3723.22	3856.65	14295.65	Targets for completion	524.93	328.32	694.93	974.32	2522.5
									Actual for completion	547	297.15	300.67	389.18	1534
			Actual	2741.89	2737.9 7	2612.94	3529.14	11621.94	Targets for award	0	84	256	460.59	800.59
									Actual for award	0	0	0	30	30
3	NHDP Phase-III (Widening to 4/6 lane including strengthening)	Development of National Highways on BOT(toll) basis.	Targets	1149.04	1239.4 5	1635.13	2527.38	6551.00	Targets for completion	77.25	128.85	243	210	659.1
									Actual for completion	87	53	62	174.12	376.12
			Actual	777.50	780.67	1002.51	1400.91	3961.59	Targets for award	77.23	857.75	749.5	4361.98	6046.46
									Actual for award	0	0	0	589.65	589.65
4	NHDP Phase-IV (Widening and strengthening of 2-lane with Paved Shoulder)	Development of National Highways on BOT(toll) and BOT(annuity) basis.	Targets	32.50	32.50	32.50	32.50	130.00	Targets for award	0	0	0	0	-
			Actual	0.00	0.00	0.00	0.00	0.00	Actual for award	0	0	0	0	-



## ANNEXURE-IV

## NATIONAL HIGHWAYS AUTHORITY OF INDIA

## Statement showing a Consolidated Physical &amp; Financial Outlays and Outcomes/Targets : 2008-09

Sl. No.	Name of Scheme/ Programme	Objective/ Outcome	Targets/ Actual	Outlay (Estimated Expenditure) - 2008-09 (Rs. in Crores)					Targets/ Actual	Quantifiable Deliverables (in Kms.)				
				Q1	Q2	Q3	Q4	Total		Q1	Q2	Q3	Q4	Total
5	NHDP Phase-V (6-lanning of selected stretches on GQ and Others)	Development of National Highways on BOT(toll) basis.	Targets	460.21	518.32	1871.05	2031.42	4881.00	Targets for award	0	448	1408	1898	3754
			Actual	213.55	68.66	160.08	287.23	729.52	Actual for award	0	0	0	0	0
6	NHDP Phase-VI (Development of Expressways)	Development of National Highways on BOT(toll) basis.	Targets	5.00	5.00	5.00	5.00	20.00	Targets for award	0	0	0	0	-
			Actual	-	-	-	-	-	Actual for award	0	0	0	0	-
7	NHDP Phase-VII (Ring Roads, Bypasses, Grade Separators, Service Roads etc.)	Development of National Highways on BOT-Toll/BOT- Annuity/EPC basis.	Targets	73.50	73.50	73.50	73.50	294.00	Targets for award	0	0	40.42	0	40.42
			Actual	-	-	-	-	-	Actual for award	0	0	0	19	19
8	Liabilities on account of interest and repayment of loans/ borrowings and payment of annuities		Targets	144.00	144.00	144.00	1840.00	2272.00	Targets	Not Applicable				
			Actual	133.61	41.27	268.52	1574.88	2018.28	Actual					

**ANNEXURE - V**

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**  
**Statement showing GQ Contracts Under Implementation as on 31.01.10**

S. No.	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of Anticipated Completion	Cummulative Physical Progress (%) Target	Cummulative Physical Progress (%) Achived	Funded By	Total Project Cost (Rs. Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2009	exp during CFY	Cumm Expn.	Contractor
1	Fatehpur - Khaga (TNHP/II-C)	2	77	Mar-2001	Oct-2004	Mar-2010	100.00	95.40	WB	372.4	295.53	376.49	19.55	396.04	Centrodorstroy Russia
2	Tumkur Bypass (Balance Work Reawarded - Feb 09)	4	13	Jun-2009	Sep-2010	Sep-2010	59.58	14.50	NHAI	83	0	0.49	3.35	3.84	M/S NKC Projects(P) Ltd
3	Chitradurga Bypass(Balance Work Reawarded-Dec06)	4	18	Apr-2007	Sep-2008	May-2010	100.00	53.15	NHAI	104	103.93	128.85	14.53	143.38	Supreme - MBL (JV)
4	Harihar - Chitradurga (Balance Work Reawarded -Sep 08 )	4	77	Oct-2008	Jun-2010	Jun-2010	72.66	13.75	NHAI	207.56	207.56	23.67	23.67	47.34	M/S Gamman India Ltd
5	Haveri - Harihar (Balance Work Reawarded - Sep 08)	4	56	Nov-2008	Jul-2010	Jul-2010	55.49	15.69	NHAI	196.65	196.65	21.52	23.46	44.98	M/S Gamman India Ltd
6	Ganjam-Icchapuram(OR-VIII) (Balance Work Reawarded-Mar 06)	5	50.8	Jul-2006	Nov-2008	Jun-2010	100.00	48.93	NHAI	263.27	242.76	171.89	17.65	189.54	KMC - RK - SD (JV)
7	Sunakhala - Ganjam (OR-VII) (Balance Work Reawarded - Oct-09)	5	55.713	Oct-2009	Oct-2011	Oct-2011	4.13	0.71	NHAI	241.53	231.28		0		KNR Construction Pvt Ltd.
8	Bhubaneswar - Khurda (OR-I) (Being Terminated)	5	26.3	Jan-2001	Jan-2004	Mar-2010	100.00	98.79	NHAI	140.85	118.9	146.31	1.86	148.17	Gammon India Ltd. - Atlanta
9	Balasore - Bhadrak (OR-III) (Balance Work Reawarded - Nov-08)	5	62.64	Dec-2008	Dec-2010	Dec-2010	70.35	18.29	NHAI	228.7	241.3		0.41		Elsamex - TWS - Shanker Narayan Shetty (JV)
10	Gorhar - Barwa Adda (TNHP/V-C)	2	78.75	Sep-2001	Mar-2005	Mar-2010	100.00	96.04	WB	399.745	299.711	368.09	33.73	401.82	Progressive Construction Ltd.- Sunway Berhad (JV)
11	Agra-Shikohabad(GTRIP/I-A)	2	50.83	Mar-2002	Mar-2005	Mar-2010	100.00	99.00	WB	367.49	328.49	412.54	5.6	418.14	Oriental Structural Engineers Pvt. Ltd.- Gammon India Ltd. (JV)
12	Bridges section (WB-III) Dhankuni - Kharagpur	6	1.732	T E R M I N A T E D					NHAI	81	67	80.2	0	80.2	Bhageeratha Engg. Ltd.
13	Varanasi - Mohania (GTRIP/IV-A)	2	76	Mar-2002	Mar-2005	Mar-2010	100.00	96.40	WB	467.93	396.47	434.58	13.66	448.24	Progressive Construction Ltd.- Sunway Berhad (JV)

**ANNEXURE – VI**

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**  
**Statement showing Completed / 4 Laned Stretches in fully completed projects of**  
**Golden Quadrilateral during the years 2008-09 and 2009-10**

S.No.	Stretch	km from to	NH No	Length	Funded By	Date of Start	When Completed	State Name
1	Kanpur-Fatehpur (GTRIP/II-B)	km 470 - 483(0) km 0 - km 38	2	51.5	WB	Mar-2002	May-2008	Uttar Pradesh
2	Chitradurga - Sira	km 189 - km 122.3	4	66.7	ADB	Mar-2002	May-2008	Karnataka
3	Etawah - Rajpur (GTRIP/I-C)	km 321.1 - km 393	2	72.825	WB	Mar-2002	May-2008	Uttar Pradesh
4	Etawah Bypass	km 307.5 - km 321.1	2	13.6	NHAI	Feb-2006	May-2008	Uttar Pradesh
5	Shikohabad-Etawah (GTRIP/I-B)	km 250.5 - km 307.5	2	59.02	WB	Sep-2005	Sep-2008	Uttar Pradesh
6	Bridges section (OR-V)	km 199.141 - km 61	5	11.587	NHAI	Aug-2001	Apr-2008	Orissa
7	Handia - Varanasi (TNHP/III-C)	km 245 - km 317	2	72	WB	Mar-2001	Apr-2008	Uttar Pradesh
8	Allahabad Bypass Contract-III	km 198 km - km 242.708	2	44.708	WB	Nov-2004	Dec-2009	Uttar Pradesh
9	Allahabad Bypass Contract-II	km 158 km - km 198	2	38.987	WB	Jun-2004	Dec-2009	Uttar Pradesh
10	Allahabad Bypass Contract-I (Bridge)	km 158 km - km 159.02	2	1.02	WB	Sep-2003	Oct-2008	Uttar Pradesh
11	Sasaram - Dehri on-sona (GTRIP/IV-C)	km 110 - km 140	2	30	WB	Mar-2002	Jul-2008	Bihar

## ANNEXURE-VII

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**  
**Summary of EAP Projects**

Status as on Jan 31st, 2010

Status as on Jan 01st, 2019

Category	Awarded		Awarded Cost (Rs Crs)	Completed	
	No. of Contracts	Length in km		No. of Contracts	Length in km
World Bank Funded Projects					
NHDP Phase I	18	983	5538	14	699
GQ	18	983	5538	14	699
Others	-	-	-	-	-
NHDP Phase II (EW Corridors)	12	482	3208	-	-
Sub-Total (A)	30	1465	8746	14	699
ADB Funded Projects					
NHDP Phase I	13	766	2374	10	615
GQ	12	718	2315	9	567
Others	1	48	59	1	48
NHDP Phase II (NS & EW Corridors)	31	1636	7565	14	848
Sub –Total (B)	44	2402	9939	24	1463
JBIC Funded Projects					
NHDP Phase I	7	150	634	7	150
GQ	5	111	333	5	111
Others	2	39	301	2	39
Sub-Total (C)	7	150	634	7	150
Grand –Total (A+B+C)	81	4017	19319	45	2312

## ANNEXURE-VIII

## NATIONAL HIGHWAYS AUTHORITY OF INDIA

Statement showing the Quaterly Physical & Financial Targets during Annual Plan 2009-10  
(OUTCOME BUDGET 2009-10 : status as on Jan-2010)

S. No.	Name of Scheme/ Programme	Targets/ Actual	Financial Targets (in Rs. Cr.)					Projected Outcome	Targets/ Actual	Physical Targets (in Kms.)					
			Q1	Q2	Q3	Q4	Total			Q1	Q2	Q3	Q4	Total	
1	NHDP Phase - I (Widening to 4/6 lane including strengthening)	Targets	484.36	435.20	310.97	322.80	1553.33	Development of National Highways and programmes related	Targets for widening to 4 lane & above *	49.37	3.62	53	94.83	200.82	
		Actual	193.97	346.47	234.13	88.96	863.53		Actual for completion	36.44	8.91	29.28	21	95.63	
2	NHDP Phase - II (Widening to 4/6 lane including strengthening)	Targets	2775.60	2295.30	2492.14	2804.73	10367.77	Development of National Highways and related programmes	Targets for widening to 4 lane & above *	596.93	299.05	413.06	476.51	1785.55	
									Actual for completion	363.48	490.34	381.3	131.45	1366.57	
		Actual	2124.46	1843.56	2233.10	443.27	6644.39		Targets for award	60	0	235	27	322	
									Actual for award	59	95	0	55	209	
3	NHDP Phase - III (Widening to 4/6 lane including strengthening)	Targets	1654.75	2124.36	2622.00	2869.87	9270.98	Development of National Highways on BOT(toll) basis.	Targets for widening to 4 lane & above	255.26	152.1	284.96	409.44	1101.76	
									Actual for completion	103.5	91.81	208	102.21	505.52	
		Actual	1046.17	1311.48	784.11	452.90	3594.66		Targets for award	1030	2941	1510	910	6391	
									Actual for award	264	519	914	507	2204	
4	NHDP Phase - IV (Widening and strengthening of 2-lane with Paved Shoulder)	Targets	32.50	32.50	32.50	32.50	130.00	Development of National Highways on BOT(toll) and BOT(annuity) basis.	Targets for award	0	0	0	0	0	
		Actual	0.00	0.00	0.00	0.00	0.00		Actual for award	0	0	0	0	0	

## NATIONAL HIGHWAYS AUTHORITY OF INDIA

**Statement showing the Quaterly Physical & Financial Targets during Annual Plan 2009-10  
(OUTCOME BUDGET 2009-10 : status as on Jan-2010)**

S. No.	Name of Scheme/ Programme	Targets/ Actual	Financial Targets (in Rs. Cr.)					Projected Outcome	Targets/ Actual	Physical Targets (in Kms.)				
			Q1	Q2	Q3	Q4	Total			Q1	Q2	Q3	Q4	Total
5	NHDP Phase - V (6-lanning of selected stretches on GQ and Others)	Targets	1068.91	1629.36	2098.25	2214.03	7010.55	Development of National Highways on BOT(toll) basis.	Targets for widening to 4 lane & above *	30.5	7.72	15	23	76.22
		Actual	254.96	176.84	13.86	60.26	505.92		Actual for completion	23.6	17.61	0	0	41.21
									Targets for award	439.95	795	1121	702	3057.95
									Actual for award	0	0	0	196	196
6	NHDP Phase - VI (Development Expressways)	Targets	75.75	105.75	135.75	85.75	403.00	Development of National Highways on BOT(toll) basis.	Targets for award	0	0	0	0	0
		Actual	0.00	0.00	0.00	0.00	0.00		Actual for award	0	0	0	0	0
7	NHDP Phase-VII (Ring Roads, Bypasses, Grade Separators, Service Roads etc.)	Targets	152.00	207.00	443.00	397.00	1199.00	Development of National Highways on BOT-Toll/BOT- Annuity/EPC basis.	Targets for award	0	0	0	30	30
		Actual	0.00	0.00	0.00	0.00	0.00		Actual for award	0	0	0	0	0
8	Liabilities on account of interest and repayment of loans/ borrowings and payment of annuities	Targets	144.00	1667.00	144.00	144.00	2099.00		Targets	Not Applicable				
		Actual	144.89	1525.47	156.27	0.00	1826.63		Actual					

**ANNEXURE - IX**

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**  
**Statement showing NS-EW Contracts Under Implementation as on 31.01.10**

S. No.	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of Anticipated Completion	Cummulative Physical Progress (%) Target	Cummulative Physical Progress (%) Achived	Funded By	Total Project Cost (Rs. Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2009	exp during CFY	Cumm Expn.	Contractor
	<b>East West Corridor</b>														
1	Brahmputra Bridge (AS-28)	31	5	Oct-2006	Apr-2010	Dec-2010	71.43	23.40	NHAI	217.61	238.34	48.51	15.36	63.87	Gammon India Ltd.
2	Harangajo to Maibang (AS-22)	54	24	Jan-2007	Jul-2009	Dec-2010	100.00	0.10	NHAI	196	241.53	23.32	0	23.32	Continental Eng. Corporation
3	Daboka to Nagaon (AS-17)	36	30.5	Dec-2005	Jun-2008	Dec-2010	87.37	64.42	NHAI	225	202.18	86.47	0	86.47	Maytas Infrastructure Ltd.
4	Dharmatul to Sonapur (AS-19)	37	25	Dec-2005	Jun-2008	Dec-2010	90.16	44.80	NHAI	200	173.15	78.52	0	78.52	Maytas Infrastructure Ltd.
5	Dharmatul to Sonapur (AS-20)	37	22	Nov-2005	May-2008	Dec-2010	77.35	22.00	NHAI	160	137.75	45.8	8.25	54.05	KMC Construction Ltd.
6	Sonapur to Guwahati (AS-3)	37	19	Sep-2005	Jun-2009	Dec-2010	84.27	26.18	NHAI	245	166.71	163.09	63.91	227	Maheshwari Brothers Ltd.-Telecommunication Consultant India Ltd.
7	Nagaon bypass (AS-18)	37	23	Dec-2005	Jun-2008	Mar-2010	100.00	83.28	NHAI	230	238.72	137.07	0	137.1	Patel - KNR (JV)
8	Nagaon to Dharmatul (AS-2)	37	25	Dec-2005	Jun-2008	Dec-2010	100.00	43.00	NHAI	264.72	273.8	75.54	0	75.54	Madhucon Projects Ltd.
9	Ayodhya-Lucknow (LMNHP-2)	28	47	Oct-2005	Oct-2008	Jun-2010	100.00	94.56	WB	217	212.33	245.89	41.71	287.6	Hindustan Construction Company Ltd.
10	Ayodhya-Lucknow (LMNHP-1)	28	36	Oct-2005	Oct-2008	Jun-2010	100.00	83.65	WB	193	198.06	214.27	48.32	262.6	Hindustan Construction Company Ltd.
11	Maibang to Lumding (AS-24)	54	15	May-2006	Nov-2008	Dec-2010	30.50	1.28	NHAI	155.04	171.62	26.42	1.54	27.96	Gammon India Ltd.
12	Assam/WB Border to Gairkatta (WB-1)	31C	32	Jun-2006	Nov-2008	Jun-2010	100.00	48.13	NHAI	221.82	228.43	96.75	59.04	155.8	Italian Thai Dev. Projects Co. Ltd.
13	Maibang to Lumding (AS-25)	54	28	Oct-2006	Apr-2009	Dec-2010	100.00	1.79	NHAI	199.81	226.17	26.28	1.38	27.66	Valecha - TBL
14	Bijni to Assam/WB Border (AS-10)	31C	33	Nov-2005	Jun-2008	Dec-2010	70.96	23.53	NHAI	237.8	248.69	56.95	29.84	86.79	GPL-ECI (JV)

**ANNEXURE - IX**

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**  
**Statement showing NS-EW Contracts Under Implementation as on 31.01.10**

S. No.	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of Anticipated Completion	Cummulative Physical Progress (%) Target	Cummulative Physical Progress (%) Achived	Funded By	Total Project Cost (Rs. Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2009	exp during CFY	Cumm Expn.	Contractor
15	Bijni to Assam/WB Border (AS-11)	31C	30	Nov-2005	Jun-2008	Dec-2010	79.91	26.33	NHAI	195	199.41	52.5	33.35	85.85	GPL-ECI (JV)
16	Bijni to Assam/WB Border (AS-12)	31C	30	Nov-2005	Jun-2008	Dec-2010	89.36	24.46	NHAI	230	218.37	76.67	14.93	91.6	Progressive Construction Ltd.
17	Gorakhpur-Ayodhya (LMNHP-6)	28	43.7	Oct-2005	Oct-2008	Jun-2010	91.00	84.00	WB	239	262.6	221.47	104.54	326	B. Seenaiiah & Co. (Projects) Ltd.
18	Siliguri to Islampur (WB-7)	31	26	Jan-2006	Jul-2008	Jun-2010	100.00	49.49	NHAI	225	211.07	116.64	27.46	144.1	IRCON International Ltd.
19	Guwahati to Nalbari (AS-4)	31	28	Dec-2005	Apr-2008	Dec-2010	100.00	24.00	NHAI	175.96	173.62	39.49	14.03	53.52	Punj Lloyd Ltd.
20	Gorakhpur-Ayodhya (LMNHP-5)	28	44	Oct-2005	Oct-2008	Dec-2010	69.00	49.00	WB	227	266.06	143.73	61.99	205.7	Nagarjuna Construction Co. Ltd.
21	Ayodhya-Lucknow (LMNHP-3)	28	41.9	Nov-2005	Nov-2008	Jun-2010	100.00	86.35	WB	212	249.95	245.59	46.53	292.1	Hindustan Construction Company Ltd.
22	Silchar-Udarband (AS-1)	54	32	Sep-2004	Sep-2007	Jun-2010	89.10	48.10	NHAI	154.57	115.86	103.53	18.53	122.1	Punj Lloyd Ltd.
23	Harangajo to Maibang (AS-21)	54	26	Jan-2007	Jul-2009	Dec-2010	100.00	2.19	NHAI	212	253.08	32.39	1.72	34.11	Continental Eng. Corporation
24	Gorakhpur Bypass	28	32.6	Apr-2007	Oct-2009	Dec-2010	100.00	40.50	Annuity	600.24	48.6	315.44	88.88	404.3	Gammon india Ltd. - GIPL - ATSL Consortium
25	Darbanga to Muzzaffarpur (BR-9)	57	37.8	Jan-2006	Jun-2008	Jun-2010	100.00	81.52	NHAI	291.8	323	226.05	133.6	359.7	B. Seenaiiah & Co. (Projects) Ltd. - C & C (JV)
26	Ganga Bridge to Rama Devi Crossing (UP-6)	25	5.6	Dec-2005	Sep-2008	Jun-2011	100.00	23.07	NHAI	201.66	159.06	38.29	8.37	46.66	Gammon India Ltd.
27	Purnea - Gayakota (EW-12/BR)	31	28	Sep-2001	Sep-2004	Jun-2010	100.00	92.05	NHAI	205.73	176.11	240.89	0	240.9	Lanco Construction Ltd - Rani (JV)
28	Lucknow Bypass (EW-15/UP)	56A & B	22.9	Mar-2009	Aug-2010	Sep-2010	19.10	17.74	NHAI	111.78	111.78	0.59	0	0.59	NKG Infrastructure Ltd.
29	Forbesganj-Simrahi (BR-3)	57	34.9	Apr-2006	Sep-2008	Mar-2011	75.00	38.00	NHAI	332.94	356.51	124.4	10	134.4	Gammon India Ltd.



**ANNEXURE - IX**

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**  
**Statement showing NS-EW Contracts Under Implementation as on 31.01.10**

S. No.	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of Anticipated Completion	Cummulative Physical Progress (%) Target	Cummulative Physical Progress (%) Achived	Funded By	Total Project Cost (Rs. Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2009	exp during CFY	Cumm Expn.	Contractor
30	Kotwa to Dewapur (LMNHP-10)	28	38	Nov-2005	Nov-2008	Mar-2011	100.00	35.01	WB	240	263.97	91.1	62.08	153.2	Progressive Construction Ltd. - MVR (JV)
31	Deewapur to UP/Bihar Border (LMNHP-9)	28	41.1	T E R	M I N A	T E D			WB	300	357.14	133.5	0	133.5	Progressive Construction Ltd.
32	Simrahi to Ring bund (missing link) (BR-4)	57	15.2	Apr-2006	Apr-2008	Mar-2010	87.00	78.00	NHAI	100.5	115.56	128.29	32.68	161	Simplex Infrastructure Ltd.
33	Kosi Bridge including approaches and Guide Bond & Afflux Bond (BR-5)	57	10.6	Apr-2007	Apr-2010	Jun-2011	89.31	58.68	Annuity	418.04	31.9	179.82	43.18	223	Gammon india Ltd. - GIPL Consortium
34	Ring bunds to Jhanjharpur (BR-6)	57	38.6	Jan-2006	Jun-2008	Jun-2010	100.00	71.36	NHAI	340	383.42	250.12	141.72	391.8	BSCPL - C&C (JV)
35	Lumding to Daboka (AS-15)	54	18.5	Feb-2008	Aug-2010	Sep-2010	38.14	17.64	NHAI	130	143.97	23.87	21.69	45.56	Patel - KNR (JV)
36	Darbanga to Muzzaffarpur (BR-8)	57	32.1	Jan-2006	Jun-2008	Jun-2010	100.00	81.26	NHAI	305	335.29	206.24	135.76	342	B. Seenaiiah & Co. (Projects) Ltd. - C & C (JV)
37	Gorakhpur-Ayodhya (LMNHP-4)	28	29	Nov-2005	Nov-2008	Jun-2010	93.00	76.00	WB	205	255.21	191.73	46.88	238.6	Hindustan Construction Company Ltd.
38	Muzzaffarpur to Mehsi (LMNHP-12)	28	40	Sep-2005	Sep-2008	Mar-2011	100.00	45.27	WB	275	311.13	130.88	76.31	207.2	Progressive Construction Ltd. - MVR (JV)
39	Mehsi to Kotwa (LMNHP-11)	28	40	Sep-2005	Sep-2008	Mar-2011	100.00	38.67	WB	239	318.77	109.53	73.08	182.6	Madhucon Projects Ltd.
40	Nalbari to Bijni (AS-6)	31	25	Nov-2005	Jun-2009	Dec-2010	100.00	42.70	NHAI	225	182.48	71.62	41.51	113.1	Dinesh Chandra R. Agarwal - Infracon Pvt. Ltd. - Banowari Lal Agarwalla Pvt. Ltd. - Brahmaputra Constorium Ltd.
41	Nalbari to Bijni (AS-7)	31	27.3	Oct-2005	Apr-2008	Dec-2010	45.92	28.65	NHAI	208	207.17	37.58	68.58	106.2	KMC Construction Ltd.

**ANNEXURE - IX**

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**  
**Statement showing NS-EW Contracts Under Implementation as on 31.01.10**

S. No.	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of Anticipated Completion	Cummulative Physical Progress (%) Target	Cummulative Physical Progress (%) Achived	Funded By	Total Project Cost (Rs. Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2009	exp during CFY	Cumm Expn.	Contractor
42	Nalbari to Bijni (AS-8)	31	30	Dec-2005	Jun-2008	Jul-2010	100.00	67.80	NHAI	200	187.07	99.42	49.4	148.8	Punj Lloyd Ltd.
43	Nalbari to Bijni (AS-9)	31	21.5	Dec-2005	Jun-2008	Dec-2010	100.00	58.82	NHAI	142	131.22	79.16	34.35	113.5	Punj Lloyd Ltd.
44	Harangajo to Maibang (AS-23)	54	16	Aug-2006	Feb-2009	Dec-2010	100.00	28.75	NHAI	280	317.11	89.46	24.72	114.2	HCC Ltd.
45	Maibang to Lumding (AS-27)	54	21	Oct-2006	Apr-2009	Dec-2010	64.72	9.99	NHAI	200	198.68	28.55	26.85	55.4	Gayatri -ECI (JV)
46	Lanka to Daboka (AS-16)	54	24	Dec-2005	Jun-2008	Aug-2010	85.98	75.20	NHAI	225	198.65	99.85	0	99.85	Punj Lloyd Ltd.
47	Maibang to Lumding (AS-26)	54	23	May-2006	Nov-2008	Dec-2010	44.20	6.58	NHAI	167.64	179.25	38.35	1.14	39.49	Gammon India Ltd.
48	Jhanjhapur to Darbanga (BR-7)	57	37.6	Apr-2006	Sep-2008	Dec-2011	100.00	35.50	NHAI	340	388.23	127.5	97.04	224.5	Madhucon Projects Ltd.
49	Gagodhar to Garamore (Package-IV)	15, 8A	90.3	Feb-2005	Nov-2007	Jun-2010	100.00	92.60	ADB	479.54	339.02	380.53	26.13	406.7	Daelim Industrial Corp. Ltd.- Nagarjuna Construction Co. Ltd. (JV)
50	Kota Bypass (RJ-4)	76	25	May-2006	Nov-2008	Jun-2010	96.00	67.04	NHAI	250.39	205.51	102.68	86.45	189.1	ITD- CemIndia (JV)
51	Kasia to Gorakhpur (LMNHP-7)	28	40	Dec-2005	Dec-2008	Dec-2010	100.00	60.20	WB	242	253.12	206.52	79.74	286.3	NCC - VEE (JV)
52	Bara to Orai	2, 25	62.8	Oct-2006	Apr-2009	Mar-2010	100.00	85.00	Annuity	465	44.82	23.63	7.03	30.66	NCC - KMC Consortium
53	UP/Bihar Border to Kasia (LMNHP-8)	28	41.1	Dec-2005	Dec-2008	Dec-2010	100.00	63.50	WB	227	259.77	210.67	44.03	254.7	Simplex
54	Jhansi Bypass (UP-3)	25	15	Nov-2005	May-2008	Jun-2010	100.00	86.27	ADB	158.06	115.24	105.89	38.54	144.4	Oriental Structural Engineers Pvt. Ltd.
55	Orai to Jhansi (UP-5)	25	50	Sep-2005	Mar-2008	Dec-2010	100.00	52.44	ADB	340.68	302.97	133.21	80.12	213.3	IRCON International Ltd.
56	Purnea-Forbesganj (BR-2)	57	36.7	Nov-2005	Apr-2008	Mar-2010	100.00	92.00	NHAI	310	318.05	263.65	108	371.7	Progressive Construction Ltd.
57	Purnea-Forbesganj	57	42.5	Nov-2005	Apr-2008	Mar-2010	100.00	94.00	NHAI	276	281.87	256.75	86.76	343.5	Progressive

## ANNEXURE - IX

## NATIONAL HIGHWAYS AUTHORITY OF INDIA

## Statement showing NS-EW Contracts Under Implementation as on 31.01.10

S. No.	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of Anticipated Completion	Cummulative Physical Progress (%) Target	Cummulative Physical Progress (%) Achived	Funded By	Total Project Cost (Rs. Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2009	exp during CFY	Cumm Expn.	Contractor
	(BR-1)														Construction Ltd.
58	Orai to Jhansi (UP-4)	25	66	Oct-2005	Apr-2008	Jun-2010	100.00	77.14	ADB	451.97	414.88	280.27	128.69	409	Sunway Construction Ltd.
59	Lucknow - Kanpur (EW/3A)	25	16	Dec-2003	May-2005	Mar-2010	100.00	79.21	NHAI	51.28	44.95	38.84	0.93	39.77	Villayati Ram Mittal
60	Guwahati to Nalbari (AS-5)	31	28	Oct-2005	Apr-2008	Dec-2010	84.91	39.70	NHAI	198.16	192.87	60.89	21.98	82.87	Punj Lloyd Ltd.
61	Chambal Bridge (RJ-5)	76	1.4	Nov-2006	Feb-2010	Dec-2010	78.06	59.26	NHAI	281.31	213.59	119.57	56.75	176.3	Hyundai eng. Cons. Co. Ltd. - M/s Gammon India Ltd.
	<b>North South Corridor</b>														
62	Thumpipadi to Salem (NS-26/TN)	7	19.2	Sep-2001	Aug-2003	Jun-2010	100.00	96.00	NHAI	82.49	70.61	109.55	0	109.6	Bhageeratha Engg. Ltd.
63	Rajmarg Choraha to Lakhandon (ADB-II/C-9)	26	54.7	Apr-2006	Oct-2008	Dec-2010	100.00	43.53	ADB	229.91	203.5	29.18	0	29.18	Ssangyong Engineering Const co.
64	Wadner-Devdhari (NS-60/MH)	7	29	T E R	M I N A	T E D			NHAI	145	105.27	29.04	0	29.04	HSCL - SIPL (JV)
65	Devdhari-Kelapur (NS-61/MH)	7	30	Oct-2005	Apr-2008	Mar-2010	100.00	74.07	NHAI	144	115.23	85.41	9.71	95.12	Ideal Road Builders Pvt. Ltd.
66	Kelapur-Pimpalkhatti (NS-62)	7	22	May-2006	Nov-2008	Jun-2011	100.00	21.50	NHAI	117.4	92.59	29.31	0.52	29.83	Devi Enterprises Ltd.
67	Six lanning of Vadakkancherry - Thrissuresection	47	30	#	#	#	#	#	BOT	617	243.99	0	0	0	M/s KMC-CR18G Consortium
68	Lalitpur Sagar (ADB-II/C-3)	26	38	May-2006	Nov-2008	Sep-2010	100.00	40.50	ADB	198	140.39	66.84	33.93	100.8	Nagarjuna Construction Co. Ltd.
69	Hyderabad Bangalore section (ADB-11/C-12)	7	42.6	Mar-2007	Sep-2009	Jun-2010	100.00	68.88	ADB	239.19	213.45	100.71	91	191.7	Continental Engg. Corporation

**ANNEXURE - IX**

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**  
**Statement showing NS-EW Contracts Under Implementation as on 31.01.10**

S. No.	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of Anticipated Completion	Cummulative Physical Progress (%) Target	Cummulative Physical Progress (%) Achived	Funded By	Total Project Cost (Rs. Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2009	exp during CFY	Cumm Expn.	Contractor
70	Hyderabad Bangalore section (ADB-11/C-13)	7	40	Mar-2007	Sep-2009	Jun-2010	100.00	68.93	ADB	243.38	231.27	89.85	113.2	203.1	Continental Engg. Corporation
71	Hyderabad Bangalore section (ADB-11/C-14)	7	42	Mar-2007	Aug-2009	Apr-2010	100.00	72.56	ADB	205.92	183.98	122.84	45.54	168.4	CGGC - SOMA (JV)
72	Gwalior Bypass (NS-1/BOT/MP-1)	75, 3	42	Apr-2007	Oct-2009	Oct-2010	100.00	64.16	Annuity	300.93	26.53	91.94	80.12	172.1	Ramky - Era - Shriram Consortium
73	Hyderabad Bangalore section (ADB-11/C-15)	7	45.6	Mar-2007	Aug-2009	Apr-2010	100.00	77.81	ADB	243.64	218.29	156.14	66.22	222.4	CGGC - SOMA (JV)
74	Gundla Pochampalli to Bowenpalli Shivarampalli to Thondapalli (NS-23/AP)	7	23.1	Dec-2005	Dec-2006	Jun-2010	100.00	86.65	NHAI	71.57	60.35	104.99	6.16	111.2	M.B Patel Construction Ltd.
75	Jhansi to Lalitpur (NS-1/BOT/UP-2)	25, 26	49.7	Mar-2007	Sep-2009	Jun-2010	100.00	72.56	Annuity	355.06	29.95	204.23	35.9	240.1	Gayatri - IDFC Consortium
76	Pathankot to Bhogpur (NS-38/PB)	1A	44	T E R	M I N A	T E D			NHAI	229	201	79.96	0	79.96	Bridge & Roof
77	Sagar Rajmarg choraha (ADB-II/C-7)	26	42	Apr-2006	Oct-2008	Mar-2010	100.00	97.98	ADB	206.96	189.64	51.79	0	51.79	B. Seenaih & Co. (P) Ltd.
78	Kunjwani to Vijaypur (NS-15/J&K)	1A	17.2	Jan-2002	Dec-2004	Dec-2010	100.00	98.98	NHAI	110	83.88	135.1	7.12	142.2	Border Road Organization
79	Six laning of Panchi Gujran to Kamaspur (Sonapat) (NS-17/HR)	1	21.7	Jan-2006	Jul-2007	Dec-2010	100.00	98.00	NHAI	83.67	75.28	90.13	29.83	120	Valecha Engineering ltd.
80	Eight laning of Haryana/ Delhi Border to Mukaraba Chowk (NS-18/DL)	1	12.9	Jun-2009	Sep-2010	Dec-2010	100.00	25.00	NHAI	87.89	84.33		4.22		M/s Kundu-MG(JV)

**ANNEXURE - IX**

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**  
**Statement showing NS-EW Contracts Under Implementation as on 31.01.10**

S. No.	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of Anticipated Completion	Cummulative Physical Progress (%) Target	Cummulative Physical Progress (%) Achived	Funded By	Total Project Cost (Rs. Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2009	exp during CFY	Cumm Expn.	Contractor
81	Jammu to Kunjwani (Jammu Bypass) NS-33/J&K	1A	15	Nov-2005	May-2008	May-2010	100.00	60.57	NHAI	85.34	74.87	55.94	11.41	67.35	M. Venkata Rao Engineering
82	Borkhedi-Jam (NS-22/MH)	7	27.4	Jun-2005	Dec-2007	Mar-2010	100.00	93.20	NHAI	110	89.39	98.83	6.83	105.7	JSR Construction Pvt. Ltd.- Ketan Construction Limited
83	MH/AP border to Islam Nagar (NS-2/BOT/AP-6)	7	55	May-2007	Nov-2009	Mar-2010	100.00	87.15	Annuity	360.42	31.48	203.83	234.2	438	SOMA - Avinash Consortium
84	Rajmarg Choraha to Lahknadon (ADB-II/C-8)	26	54	Apr-2006	Oct-2008	Dec-2010	100.00	47.12	ADB	251.03	219.01	62.13	0	62.13	Ssangyong Engineering Const co.
85	Armur to Kadloor Yellareddy (NS-2/AP-1) (Approved Length 60.25)	7	59	#	Feb-2012	Feb-2012	#	#	BOT	390.56	112.6	15.49	0.07	15.56	M/s Navyouga KPCL Consortium
86	Islam Nagar to Kadtal (NS-2/BOT/AP-7)	7	48	Mar-2007	Mar-2010	Jul-2010	97.10	90.75	Annuity	546.83	44.37	221.32	445.4	666.7	Patel - KNR (JV)
87	Hyderabad Bangalore section (ADB-11/C-11)	7	42.4	Mar-2007	Aug-2009	Apr-2010	100.00	72.48	ADB	208.46	174.81	120.95	42.54	163.5	CGGC - SOMA (JV)
88	Panipat to Panchi Gujran (Six laning work) (NS-89/HR)	1	20	Oct-2006	Oct-2008	Dec-2010	100.00	98.00	NHAI	109	121.64	98.9	40.01	138.9	IRCON International Ltd.
89	Lakhnadon to MP/MH Border (NS-1/BOT/MP-2)	7	49.4	Mar-2007	Sep-2009	Sep-2010	100.00	79.00	Annuity	263.17	22.42	179.57	35.24	214.8	Navabharat - Ferro Alloys Ltd.(Malaxmi Higways pvt. Ltd.)
90	Srinagar Bypass (Road Portion)(NS-30)	1A	17.8	Oct-2003	Sep-2008	Apr-2010	100.00	98.24	NHAI	60.66	60.66	155.77	28.68	184.5	Prakash Builders Associates Infrastructure Ltd.

**ANNEXURE - IX**

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**  
**Statement showing NS-EW Contracts Under Implementation as on 31.01.10**

S. No.	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of Anticipated Completion	Cummulative Physical Progress (%) Target	Cummulative Physical Progress (%) Achived	Funded By	Total Project Cost (Rs. Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2009	exp during CFY	Cumm Expn.	Contractor
91	Chengapalli to Cimabatore Bypass and End of Coimbatore Bypass to TN/Kerala Border	47	54.8	#	#	#	#	#	BOT	852	36	0	0	0	M/s IVRCL Infrastructure & Projects Ltd
92	Srinagar Bypass (Bridge Portion) (NS-30A)	1A	1.23	Jun-2006	Dec-2008	Dec-2010	100.00	58.79	NHAI	62.96	62.96	0	0	0	Valecha Engineering Ltd.
93	Thrissur to Angamali (KL-I)	47	40	Sep-2006	Mar-2009	Jun-2010	100.00	59.85	BOT	312.5	-84.4	436.84	40.19	477	KMC - SREI (JV) [Guruvayoor Infrastructure Pvt. Ltd.]
94	Four laning from MP/Maharashtra border to Nagpur I/C Kamptee Kanoon and Nagpur bypass	7	95	#	#	#	#	#	BOT	1170.5	455.21	0	2.74	2.74	Oriental Structural Engineers Ltd.
95	Jam-Wadner (NS-59/MH)	7	30	Oct-2005	Apr-2008	Dec-2010	100.00	46.77	NHAI	145	117	60.36	7.82	68.18	Ideal Road Builders Pvt. Ltd.
96	Butibori ROB(NS-29/MH)	7	1.8	Jun-2005	Dec-2006	Mar-2010	100.00	75.28	NHAI	26	24.268	24.43	0.91	25.34	JSR Construction Pvt. Ltd.
97	Vijaypur to Pathankot (NS-35/J&K)	1A	30	Sep-2005	Feb-2008	May-2010	100.00	50.19	NHAI	166.27	151.36	61.6	21.96	83.56	ITD Cementation (I) Ltd.
98	Sagar -Rajmarg Choraha (ADB-II/C-6)	26	44	Apr-2006	Oct-2008	Dec-2010	100.00	38.21	ADB	203.43	163.87	63.28	32.21	95.49	Ssangyong Engineering Const co.
99	Pathankot to Bhogpur (NS-37/PB)	1A	40	Nov-2005	May-2008	Dec-2010	100.00	51.40	NHAI	284	286.7	199.36	77.07	276.4	ITD Cementation (I) Ltd.
100	Lakhnadon to MP/MH Border (NS-1/BOT/MP-3)	7	56.5	Dec-2007	Jun-2010	Jun-2010	86.86	40.19	Annuity	407.6	35.4	137.05	40.54	177.6	Sadbhav - SREI (JV)
101	Dholpur - Morena Section (including chambal bridge) NS-1/RJ-MP/1	3	10	Sep-2007	Sep-2010	Mar-2011	63.45	17.03	NHAI	232.45	230.28	0	80.8	80.8	PNC-TRG (JV)

**ANNEXURE - IX**

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**  
**Statement showing NS-EW Contracts Under Implementation as on 31.01.10**

S. No.	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of Anticipated Completion	Cummulative Physical Progress (%) Target	Cummulative Physical Progress (%) Achived	Funded By	Total Project Cost (Rs. Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2009	exp during CFY	Cumm Expn.	Contractor
102	Madurai-Kanniakumari Section(NS-41/TN)	7	39.5	Sep-2005	Apr-2008	Mar-2010	100.00	94.30	NHAI	323.36	173.5	187.69	2.17	189.9	IVRCL Infrastructure Projects Ltd.
103	Salem to Kerala Border Section (TN-6)	47	53.5	Jul-2006	Jan-2009	Mar-2010	100.00	96.70	BOT	469.8	129	593.69	72.13	665.8	IVRCL Infrastructure Projects Ltd. (Salem Tollways Ltd.)
104	Madurai-Kanniakumari Section (NS-42/TN)	7	42.7	Sep-2005	Mar-2008	Mar-2010	100.00	91.00	NHAI	507.49	232.46	265.19	49.33	314.5	Shakti Kumar M. Sancheti Ltd.
105	Kanniyakumari-Panagudi(NS-32)	7	30.6	Apr-2008	Apr-2010	Oct-2010	94.00	58.00	NHAI	120	205.99	42.57	41.94	84.51	Patel - KNR (JV)
106	New 4 laning Agra Bypass (NS-1/UP-1)	2,3	32.8	Oct-2007	Oct-2010	Feb-2011	50.82	3.31	NHAI	348.16	326.7	40.93	61.86	102.8	JMC Projects - Sadbhav (JV)
107	Jhansi to Lalitpur (NS-1/BOT/UP-3)	26	49.3	Mar-2007	Sep-2009	Sep-2010	100.00	69.65	Annuity	276.09	23.95	159.77	24.81	184.6	Gayatri - IDFC Consortium
108	Lalitpur - Sagar (ADB-II/C-4)	26	55	Apr-2006	Oct-2008	May-2010	100.00	62.43	ADB	225	171.46	123.53	40.84	164.4	IJM Corporation
109	Sagar Bypass (ADB-II/C-5)	26	26	Apr-2006	Oct-2008	Dec-2010	100.00	59.74	ADB	151.3	116.07	83.78	16.27	100.1	Ssangyong Engineering Const co.
110	Hyderabad Bangalore section (ADB-11/C-10)	7	40	Mar-2007	Aug-2009	Apr-2010	79.26	69.27	ADB	194.8	167.39	104.44	40.35	144.8	CGGC - SOMA (JV)
111	Vijaypur to Pathankot (NS-34/J&K)	1A	33.7	Sep-2005	Feb-2008	May-2010	100.00	54.37	NHAI	193.09	158.08	79.59	31.98	111.6	ITD Cementation (I) Ltd.
112	Pathankot to Jammu & Kashmir Border (NS-36/J&K)	1A	19.7	Nov-2005	May-2008	Dec-2010	100.00	31.68	NHAI	97.73	90.11	93.79	39.99	133.8	M. Venkata Rao Engineering
113	Gwalior - Jhansi	75	80	Jun-2007	Dec-2009	Dec-2010	99.94	36.59	Annuity	604	52.29	119.58	69.68	189.3	DSC - Apollo consortium

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**  
**Statement showing Completed / 4 Laned Stretches in fully completed projects of NS-EW as on 31.01.10**

S. No.	Stretch	NH No	Length	Funded By	By	Date of Start	When Completed	State Name
<b>NS-EW Phase I</b>								
1	Thrissur - Kochi Section	47	17	MORTH	MORTH	#	#	Kerala
2	Jalandhar Bypass (NS/1)	1	14.4	NHAI	NHAI	Nov-1999	Jun-2004	Punjab
3	Construction of Karur ROB	7	0.84	NHAI	NHAI	Jul-1999	Sep-2002	Tamil Nadu
4	Guahati bypass (EW/7)	37	8	NHAI	NHAI	Jun-2000	Dec-2003	Assam
5	Dalkola - Islampur (EW/5)	31	23	NHAI	NHAI	Dec-1999	Mar-2004	West Bengal
6	Purnea - Gayakota (EW/4)	31	15.15	NHAI	NHAI	Dec-1999	May-2008	Bihar
7	Lucknow Kanpur Section (EW/2)	25	10.42	NHAI	NHAI	Apr-2000	Aug-2002	Uttar Pradesh
8	Abu Road Deesa Section near Palanpur (EW/1)	14	10	NHAI	NHAI	Dec-1999	Apr-2001	Gujarat
9	Avathi village to Nandi Hills cross & Six laning of Devanhalli - Meenukunte (NS-10)	7	7	NHAI	NHAI	Jan-2000	Jul-2001	Karnataka
10	Ambala-Panipat	1	116	WB	MORTH	#	#	Haryana
11	4 laning of Karur Bypass including additional bridge across river Amarawati	7	9.36	NHAI	NHAI	Aug-1999	Sep-2002	Tamil Nadu
12	Rajkot - Ribda	8B	15	MORTH	MORTH	#	#	Gujarat
13	Eight Laning of Mukarba Chowk to Mall Road (Delhi)(NS3/DL)	1	8.5	NHAI	NHAI	Nov-2001	Jan-2007	Delhi
14	Bamnaborr - Rajkot	8B	31	MORTH	MORTH	#	#	Gujarat
15	Bhogpur to Jalandhar (NS-16/PB)	1A	21.77	NHAI	NHAI	Aug-2001	Oct-2004	Punjab
16	Raj/UP border to Mania (NS-19/UP/RJ)	3	17	NHAI	NHAI	Aug-2001	Jan-2005	Uttar Pradesh[7]/Rajasthan[10]
17	Sarai Cholla to Morena (NS-20/MP)	3	15	NHAI	NHAI	Sep-2001	Aug-2004	Madhya Pradesh
18	Morena - Rairu (Start of Gwalior bypass) (NS-21/MP)	3	18	NHAI	NHAI	Aug-2001	Dec-2005	Madhya Pradesh
19	Nandi Hills Cross to Devanhalli & Six laning of Meenukunte to Habbal (NS-24/KN)	7	25	NHAI	NHAI	Sep-2001	Aug-2008	Karnataka
20	Jalandhar-Ambala	1	160.7	WB	MOSRTH	#	#	Punjab
21	Guwahati Bypass (EW-14/AS)	37	10.5	NHAI	NHAI	Sep-2001	Jun-2004	Assam
22	Bangalore - Salem - Madurai (NS-27/TN)	7	8.4	NHAI	NHAI	Sep-2001	Apr-2004	Tamil Nadu



## NATIONAL HIGHWAYS AUTHORITY OF INDIA

## Statement showing Completed / 4 Laned Stretches in fully completed projects of NS-EW as on 31.01.10

S. No.	Stretch	NH No	Length	Funded By	By	Date of Start	When Completed	State Name
23	Angamali to Aluva (NS-28/KL)	47	16.6	NHAI	NHAI	Sep-2001	Jun-2004	Kerala
24	Lucknow-Kanpur section (EW-8/UP)	25	22.2	NHAI	NHAI	Sep-2001	Feb-2006	Uttar Pradesh
25	Lucknow-Kanpur section (EW-9/UP)	25	15.5	NHAI	NHAI	Sep-2001	Mar-2005	Uttar Pradesh
26	Dalkola Islampur Sub section 2(EW/6)	31	23.85	NHAI	NHAI	Apr-2000	Nov-2005	West Bengal
27	Palanpur - Dessa (EW-11/GJ)	14	22.7	NHAI	NHAI	Aug-2001	Feb-2003	Gujarat
28	Salem bypass (NS/12)	7	8.4	NHAI	NHAI	Dec-1999	Jan-2003	Tamil Nadu
29	Bowenpalli (Hyderabad city) to Shivarampalli	7	9.2	MORTH	MORTH	#	Apr-1998	Andhra Pradesh
30	Nagpur- Chinchbhuvan	7	9.2	MORTH	MORTH	#	Apr-1998	Maharashtra
31	Six laning of Kamaspur to Haryana / Delhi Border (NS/2)	1	15	NHAI	NHAI	Dec-1999	Nov-2001	Haryana
32	Ribda to Gondal section (EW-10/GJ)	8B	17	NHAI	NHAI	Sep-2001	Oct-2002	Gujarat
33	Thopurghar section (NS/14)	7	7.4	NHAI	NHAI	Dec-1999	Apr-2002	Tamil Nadu
34	Thondapalli to Farukhanagar (NS/9)	7	12.5	NHAI	NHAI	Dec-1999	Jan-2003	Andhra Pradesh
35	Agra - Raj/UP Border (NS-4)	3	16	NHAI	NHAI	Dec-1999	Nov-2001	Uttar Pradesh
36	Mania - Dholpur (NS/5)	3	10	NHAI	NHAI	Dec-1999	Mar-2001	Rajasthan
37	MP/RAJ border to Sarai Cholla (NS/6)	3	9	NHAI	NHAI	Jul-2000	Jan-2003	Madhya Pradesh
38	Chinchbguvan-Butibori - Borkhedi (NS-7)	7	25.6	NHAI	NHAI	Sep-1999	Mar-2002	Maharashtra
39	Kalkallu village to Gundla Pochampali (NS-8)	7	17	NHAI	NHAI	Dec-1999	Apr-2002	Andhra Pradesh
<b>NS-EW Phase II</b>								
40	AP/Karnatka border- Nandi Hill crossing & Devenhalli to Meenu Kunte Village	7	61.38	Annuity	NHAI	Mar-2007	Dec-2009	Karnataka
41	Salem to Karur (NS-2/TN-2)	7	41.55	BOT	NHAI	Aug-2006	Aug-2009	Tamil Nadu
42	Thopurghat to Thumpipadi (NS-25/TN)	7	16.6	NHAI	NHAI	May-2005	Jan-2010	Tamil Nadu
43	Farukhanagar to Kottakata (NS-2/AP-3)	7	46.162	BOT	NHAI	Aug-2006	Feb-2009	Andhra Pradesh
44	Farukhanagar to Kotakatta (NS-2/AP-4)	7	55.74	BOT	NHAI	Aug-2006	Mar-2009	Andhra Pradesh
45	Silliguri to Islampur (WB-6)	31	25	NHAI	NHAI	Apr-2006	Oct-2008	West Bengal
46	Kadloor Yellareddy to Gundla Pochampalli (NS-2/BOT/AP-2)	7	85.74	Annuity	NHAI	Sep-2006	Mar-2009	Andhra Pradesh
47	Hyderabad Bangalore section (NS-2/BOT/AP-5)	7	74.65	Annuity	NHAI	Sep-2006	Nov-2009	Andhra Pradesh
48	Panipat Elevated Highway	1	10	BOT	NHAI	Jan-2006	Jun-2008	Haryana

## NATIONAL HIGHWAYS AUTHORITY OF INDIA

## Statement showing Completed / 4 Laned Stretches in fully completed projects of NS-EW as on 31.01.10

S. No.	Stretch	NH No	Length	Funded By	By	Date of Start	When Completed	State Name
49	Kadal to Armur (NS-2/BOT/AP-8)	7	31	Annuity	NHAI	May-2007	Nov-2009	Andhra Pradesh
50	Karur to Madurai (TN-4)	7	68.125	BOT	NHAI	Oct-2006	Nov-2009	Tamil Nadu
51	Radhanpur to Gagodhar (Package-V)	15	106.2	ADB	NHAI	Feb-2005	May-2008	Gujarat
52	Garamore to Bamanbore (Package-III)	8A	71.4	ADB	NHAI	Feb-2005	Jul-2009	Gujarat
53	Jetpur to Bhiladi (Package-II)	8B	64.5	ADB	NHAI	Feb-2005	Jan-2009	Gujarat
54	Bhiladi to Porbandar (Package-I)	8B	50.5	ADB	NHAI	Feb-2005	May-2007	Gujarat
55	Rajkot Bypass & Gondal Jetpur (Package-VII)	8B	36	BOT	NHAI	Sep-2005	Mar-2008	Gujarat
56	Shivpuri Bypass & upto MP/RJ Border(EW-II - MP-I)	25, 76	53	ADB	NHAI	Aug-2005	Oct-2008	Madhya Pradesh
57	Jhansi-Shivpuri (EW-II - MP-2)	25	35	ADB	NHAI	Aug-2005	Nov-2008	Madhya Pradesh
58	Jhansi-Shivpuri (UP/MP-1) (UP-11 km & MP - 30 km)	25	41	ADB	NHAI	Oct-2005	May-2009	Uttar Pradesh[11]/Madhya Pradesh[30]
59	Salem to Kerala Border Section (TN-7)	47	48.51	BOT	NHAI	Jul-2006	Aug-2009	Tamil Nadu
60	km 120 of Madurai - Tirunelveli Section to Panagudi (km 203) (NS-43)	7	43	NHAI	NHAI	Oct-2005	Aug-2009	Tamil Nadu
61	Madurai-Kanniakumari Section (NS-40/TN)	7	38.86	NHAI	NHAI	Sep-2005	Sep-2009	Tamil Nadu
62	Gogunda to Udaipur (RJ-3)	76	31	NHAI	NHAI	Jan-2006	Dec-2009	Rajasthan
63	Karur to Madurai (TN-5)	7	53.025	BOT	NHAI	Jul-2006	Sep-2009	Tamil Nadu
64	RJ/MP Border to Kota (RJ-10)	76	59.85	ADB	NHAI	Oct-2005	Jun-2009	Rajasthan
65	Salem to Karur (NS-2/TN-3)	7	33.48	BOT	NHAI	Jul-2006	Aug-2009	Tamil Nadu
66	Deesa to Radhanpur (Package-VI)	14	85.4	ADB	NHAI	Feb-2005	Sep-2008	Gujarat
67	Krishnagiri to Thopurghat (NS-2/TN1)	7	62.5	BOT	NHAI	Jul-2006	Jan-2009	Tamil Nadu
68	Phagwara Junction on NH-1	1	1	NHAI	NHAI	Dec-2005	Jan-2008	Punjab
69	Palanpur to Swaroopganj (Rajasthan -42 km & Gujarat-34 km )	14	76	Annuity	NHAI	Sep-2006	May-2009	Rajasthan[42]/Gujarat[34]
70	Swaroopganj to Bakaria (RJ-1)	76, 14	43	NHAI	NHAI	Dec-2005	May-2009	Rajasthan
71	Bakaria to Gogunda (RJ-2)	76	44	NHAI	NHAI	Nov-2005	Mar-2009	Rajasthan
72	Chittorgarh Bypass (RJ-6)	76	40	ADB	NHAI	Oct-2005	Dec-2008	Rajasthan
73	Kota to Chittorgarh (RJ-7)	76	63	ADB	NHAI	Oct-2005	Dec-2008	Rajasthan
74	Kota to Chittorgarh (RJ-8)	76	65	ADB	NHAI	Oct-2005	Dec-2008	Rajasthan
75	RJ/MP Border to Kota (RJ-11)	76	70	ADB	NHAI	Sep-2005	Oct-2008	Rajasthan
76	RJ/MP Border to Kota (RJ-9)	76	43.15	ADB	NHAI	Oct-2005	Jun-2009	Rajasthan
77	Madurai to km 120 of Madurai - Tirunelveli Section including Madurai Bypass (NS-39)	7	42	NHAI	NHAI	Sep-2005	Sep-2009	Tamil Nadu

## ANNEXURE - XI

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**  
**Statement showing Balance Length for Award (NS-EW Corridor) as on 31.01.10**

S.No.	Stretch	NH No	Length	State Name
1	Udhampur - Banihal - NS-97/J&K	1A	21	Jammu Kashmir
2	Udhampur - Banihal - NS-95/J&K	1A	20	Jammu Kashmir
3	Four laning of Jammu - Udhampur section (NS-102/J&K)	1A	15.48	Jammu Kashmir
4	Four laning of Jammu - Udhampur section (NS-103/J&K)	1A	33.86	Jammu Kashmir
5	Srinagar-Khanbal-Banihal (only tunnel)- NS-93A/J&K	1A	7	Jammu Kashmir
6	Udhampur - Banihal (only tunnel)- NS-99A/J&K	1A	9	Jammu Kashmir
7	Udhampur - Banihal - NS-96/J&K	1A	21	Jammu Kashmir
8	Ghoshukur (km 351 of NH 31) to Salsalabari (km 226 of NH 31C) via Fulbari- Mainagnri - Dhumpgiri - Falkata (3 Packages)	31, 31C	201	West Bengal
9	Four laning of Jammu - Udhampur section from km 15 to km 19 of Jammu Bypass including Tawi Bridge and Nagrota Bypass (NS-101/J&K)	1A	20.1	Jammu Kashmir
10	Four laning of Jammu-Udhampur section ( Including Three Tunnels) (NS-102A/J&K)	1A	8.5	Jammu Kashmir
11	Srinagar-Khanbal-Banihal (Plain) - NS-88/J&K	1A	30	Jammu Kashmir
12	Srinagar-Khanbal-Banihal - NS-92/J&K	1A	30	Jammu Kashmir
13	Srinagar-Khanbal-Banihal (Except Tunnels) - NS-93/J&K	1A	32	Jammu Kashmir
14	Four lanning of Walayar - Vadakkancherry section	47	58	Kerala
15	Udhampur - Banihal - NS-94/J&K	1A	17	Jammu Kashmir
16	Salem to km 100 & Salem - Coimbatore - Kerala Border Section	47	27.37	Tamil Nadu
17	Udarband to Harangajo (AS-14)	54	31	Assam

## Annexure – XII

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**  
**Statement showing Other Contracts Under Implementation as on 31.01.10**

S. No.	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of Anticipated Completion	Cummulative Physical Progress (%) Target	Cummulative Physical Progress (%) Achived	Funded By	Total Project Cost (Rs. Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2009	exp during CFY	Cumm Expn.	Contractor
1	Improvement of Access of GQ within Chennai City including Construction of 4 grade Seperators	205 , 4 & 45	4	Apr-2005	Apr-2007	Dec-2010	100.00	87.00	MORTH	210	196	501.9	77.93	579.8	Somduitt Builders-Simplex (JV)
2	Kangayam to Coimbatore (KC-2)	67, KC2	55.2	Aug-2006	Aug-2008	Feb-2010	100.00	93.20	MORTH	0	79.52	77.63	33.91	111.5	SRC Projects (P) Ltd.
3	Karur to Kangayam (KC-1)	67, KC1	59.2	Aug-2006	Aug-2008	Feb-2010	100.00	86.99	MORTH	0	63.01	56.06	42.59	98.65	SRC Projects (P) Ltd.
4	Padalur - Trichy (Pkg - VI-C)	45	40	Nov-2006	May-2009	Feb-2010	100.00	96.50	BOT	320	60	483.9	152.2	636.1	Navayuga - Indu - Abhisek Consortium (Indu Navayuga Infrs. Pvt. Ltd.)
5	Garhmukteshwar - Muradabad	24	56.25	Mar-2005	Sep-2007	Dec-2010	97.00	96.31	NHAI	275	221.42	226.5	41.09	267.6	PNC Construction Co. - BEL (JV)
6	Hapur - Garhmukteshwar	24	35	Mar-2005	Sep-2007	Dec-2010	100.00	48.05	NHAI	220	195.51	93.14	35.95	129.1	UP State Bridge Corporation Ltd. (UPSBC)
7	Trichy Bypass end to Tovaramkurchi (Package -VII A)	45B	60.95	Feb-2006	Aug-2008	Mar-2010	100.00	91.70	NHAI	261	204.98	206.6	79.71	286.3	Aggarwal - JMC (JV)
8	NH Connectivity to ICTT Vallarpadam	47C	17.2	Aug-2007	Feb-2010	Feb-2010	97.58	67.72	NHAI	557	329.46	602.1	154.28	756.4	Suncon - Soma (JV)
9	Chennai Bypass Phase II	45, 4 & 5	32	May-2005	Nov-2007	Jun-2010	100.00	96.34	NHAI	480	404.98	604.6	155.96	760.6	Hindustan Construction Company Ltd.

**ANNEXURE – XIII**

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**

**Statement showing Completed / 4 Laned Stretches in fully completed projects of Others during the years 2008-09 and 2009-10**

<b>S. No.</b>	<b>Stretch</b>	<b>km from to</b>	<b>NH No</b>	<b>Length</b>	<b>Funded By</b>	<b>Date of Start</b>	<b>When Completed</b>	<b>State Name</b>
1	Tovaramkurchi to Madurai (Package -VII B)	Km 60.95 to Km 124.84	45B	63.89	NHAI	Feb-2006	Dec-2009	Tamil Nadu
2	Construction of 10 km service road and one 2 lane Flyover on Guwahati Bypass (AS -14A)	Km 146 to Km 156	37	10	NHAI	Aug-2005	Jan-2009	Assam
3	Lalapet ROB	km 183.400	67	0	MORTH	Mar-2006	Jan-2009	Tamil Nadu
4	Tindivanam - Ulundurpet (Pkg -VI-A)	km 121 - km 192.25	45	72.9	BOT	Oct-2006	Jul-2009	Tamil Nadu
5	Chittorgarh Bypass	km 159 to km 213	79, 76	30	NHAI	Aug-2005	Oct-2009	Rajasthan
6	Ulundurpet - Padalur (Pkg- VI-B)	km 192.25 - km 285.00	45	93.89	BOT	Dec-2006	Sep-2009	Tamil Nadu

**ANNEXURE - XIV**

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**  
**Statement showing Port Connectivity Contracts Under Implementation as on 31.01.10**

S. No.	Stretch	NH No	Length (In Km)	Date of Start	Date of completion as per contract	Date of Anticipated Completion	Cummulative Physical Progress (%) Target	Cummulative Physical Progress (%) Achived	Funded By	Total Project Cost (Rs. Cr.)	Awarded Cost (Rs.Cr.)	expend till 3/2009	exp during CFY	Cumm Expn.	Contractor
1	Chennai - Ennore Express Way	SR	15	T E R M I N A T E D					SPV	76.76	76.76	0	0	0	Engineering Projects (I) Ltd.
2	Cochin Port	47	10	Nov-2008	Apr-2010	Apr-2010	64.14	52.41	SPV	193	114	57.86	50.55	108.41	RDS-CVCC(JV)
3	Chennai - Ennore Express Way	SR	9	T E R M I N A T E D					SPV	45.29	39.21	60.61	0	60.61	East Coast Construction & Industries Ltd.
4	Tuticorin Port	7A	47.2	T E R M I N A T E D					SPV	231.2	138	71.02	0	71.02	Mecon-GEA Energy System (I) Ltd. (JV)
5	New Mangalore Port	13, 17 & 48	37	Jun-2005	Dec-2007	Jun-2010	100.00	65.61	SPV	196.5	168.22	132.44	0	132.44	IRCON International Ltd.
6	Haldia Port	41	53	Sep-2008	Sep-2010	Sep-2010	57.91	30.86	SPV	522	295.8	159.95	89.8	249.75	M/S Dinesh Chandra R. Agarwal Infracon Pvt. Ltd