

MOST IMMEDIATE

No. NH-15017/46/2018-P&M
Government of India
Ministry of Road Transport & Highways
(P&M Section)
Transport Bhawan, 1, Parliament Street New Delhi-110001

Dated the 09th May, 2022

To

1. The Chief Secretaries of all State Governments
2. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department dealing with National Highways, other Centrally Sponsored Schemes & State Schemes.
3. The Engineers-in-Chief and Chief Engineers of all States/ UTs Public works Department dealing with National Highways, other Centrally Sponsored Schemes.

Sub: - Criteria for allocation of funds for development of State Roads under the CRIF Act, 2000 - **Amendments - Reg.**

Ref: - (i) Ministry's letter of even no. dated 08.04.2022

(ii) Secretary, M/o Communication's D.O. letter No. 2-21/2021-Policy dated 09.04.2022

Sir,

The undersigned is directed to refer Ministry's letter under ref. (i) dated 08.04.2022 on "Criteria for allocation of funds for development of State Roads under the CRIF Act, 2000 - **Amendments**" circulated to all concerned including all States/ UTs. Kind attention may be drawn to following amendments: -

(i) para no. 5.(1) (ii) states as "*This may include wayside amenities, rest areas, food courts and road side ducts for laying utility services, such as optical fibre cable, etc.. These works should be considered for sanction and implementation based on the Ministry's extant policy applicable for NHs subject to the modification that all approvals, authorities, etc., are to be exercised by concerned State Govts. / UTs as per the CRIF ACT, 2000, its amendments from time to time and the criteria for State Roads under the provision of the said Act including its amendments*".

(ii) para no. 6.(1) states as "The framework of GatiShakti should be the guiding principle for identification, sanction and implementation of the Projects to ensure effective convergence to improve connectivity....."

2. In this context, vide D. O. letter under ref. (ii) dated 09.04.2022, Secretary, D/o Telecommunication has emphasized the importance of digital connectivity for the holistic growth across sectors. He has mentioned that majority of the OFC passes through the Right of Way (RoW) of National Highways, State Highways and other Road Projects. Providing dedicated common fibre ducts along all ongoing/ coming road projects sanctioned to the

State Governments through the Central Road and Infrastructure Fund (CRIF) or other schemes of MORTH, it would pave the way for seamless establishment of underground OFC throughout stretches. A copy of the above mentioned D. O. letter dated 09.04.2022 is enclosed for ready reference.

3. In view of the above all State Govts./ UTs are requested to keep the provision for providing road side ducts for laying utility services, such as optical fibre cable, etc. invariably in all State road projects finalised under CRIF Scheme of the Ministry and the framework of GatiShakti should be the guiding principle for identification, sanction and implementation of the State road Projects sanctioned under CRIF scheme to ensure effective convergence to improve connectivity.

4. This issues with approval of Secretary (RT&H).

Encl.: - As above



(Ranajit Kumar Roy)

Under Secretary to the Government of India

Phone - (011) 23321729

planningmorth@gmail.com

Copy along with enclosure to: -

1. All JSs/ CEs of the MoRT&H
2. All Technical Officers at the Headquarters
3. Secretary General, Indian Roads Congress
4. Director, IAHE, NOIDA
5. All ROs of MoRT&H - It is also requested to convey this letter to concerned State Govts./UTs.

Copy along with enclosure for information and necessary action to: -

1. Sr. PPS to Secretary (RT&H)
2. Sr.PPS to DG (RD) &SS
3. Sr. PPS/ PPS to Spl. Secretary (RT&H)
4. Sr. PPS to AS&FA
5. PPS to all ADGs
6. NIC- with the request to upload in the MoRT&H portal.

MOST IMMEDIATE

No. NH-15017/46/2018-P&M(Pt.-II)
Government of India
Ministry of Road Transport & Highways
(P&M Section)
Transport Bhawan, 1, Parliament Street New Delhi-110001

Dated the 08th April, 2022

To

1. The Chief Secretaries of all State Governments
2. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department dealing with National Highways, other Centrally Sponsored Schemes & State Schemes.
3. The Engineers-in-Chief and Chief Engineers of all States/ UTs Public works Department dealing with National Highways, other Centrally Sponsored Schemes.

Sub: - Criteria for allocation of funds for development of State Roads under the CRIF Act, 2000 - Amendments - Reg.

Ref: - Ministry's letter no. RW/NH-15017/46/2018-P&M dated 31.01.2020

Sir,

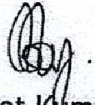
The undersigned is directed to refer to Ministry's letter under reference on "Criteria for allocation of funds for development of State Roads under the CRIF Act, 2000" circulated to all concerned including all States/ UTs.

2. Now with the approval of Principal Committee under Section 7A read with Section 11 of the CRIF Act, 2000, with the approval of Hon'ble Finance Minister the Amendments to the Criteria for allocation of funds for development of State Roads under the CRIF Act, 2000 issued vide the Ministry's letter under reference dated 31.01.2020, is annexed herewith.

3. These amendments shall be followed henceforth with immediate effects and until further orders for all State Road works under the CRF/ CRIF Scheme including Economic Importance and Inter State Connectivity Schemes (EI&ISC).

4. This issues with the concurrence of Finance Wing vide U.O. No. Note # 118, dated 21.02.2022 and approval of Hon'ble Minister (RT&H).

Enclosure: - As above


(Ranajeet Kumar Roy)
Under Secretary to the Government of India
planningmorth@gmail.com

Copy along with enclosure to: -

1. All JSs/ CEs of the MoRT&H
2. All Technical Officers at the Headquarters
3. Secretary General, Indian Roads Congress
4. Director, IAHE, NOIDA
5. All ROs and ELOs of MoRT&H

Copy along with enclosure for information to: -

1. The Secretary, Department of Economic Affairs, Ministry of Finance, New Delhi
[Kind attention Sh. Rakesh Babbar, Dy. Director (Budget)] w.r.t. DEAs O.M.
F.No.2(27)-B(AC)/2021 dated 05.04.2022.

Copy along with enclosure for information and necessary action to: -

1. Sr. PPS to Secretary (RT&H)
2. Sr.PPS to DG (RD) &SS
3. Sr. PPS/ PPS to Spl. Secretary (RT&H)
4. Sr. PPS to AS&FA
5. PPS to ADG
6. NIC- with the request to upload in the MoRT&H portal.

Para No.	For	Read
4. (2)	<p>Projects on State Roads shall be considered including section of NHs de-notified/ reverted back to States/ UTs on account of construction of NH bypasses, potential roads which are considered as important from the perspective of declaration as new NHs, inter-State roads and roads which are economically important for the State(s), roads connecting NHs with particular focus on safety aspects, traffic calming measures, etc.</p> <p>Due consideration shall be given for road safety works, construction of ROBs/ RUBs, bridges, etc.</p>	<p>Projects on State Roads shall be considered including section of NHs de-notified/ reverted back to States/ UTs on account of construction of NH bypasses, potential roads which are considered as important from the perspective of declaration as new NHs, inter-State roads and roads which are economically important for the State(s), <i>Connectivity to Pilgrim and Tourist Centres, Air Ports, Important Monuments and Heritage Places</i>, roads connecting NHs with particular focus on safety aspects, traffic calming measures, etc.</p> <p>Due consideration shall be given for road safety works, construction of ROBs/ RUBs, bridges, etc.</p>
5.(1)(ii)	<p>engineering aspects of road safety works covering improvement of traffic junctions, road marking, signalling, construction of subways and over-bridges including ROBs and RUBs, construction of parking, lay-byes, bus sheds, traffic calming measures and the like;</p>	<p>engineering aspects of road safety works covering improvement of traffic junctions, road marking, signalling, construction of subways and over-bridges including ROBs and RUBs, construction of parking, lay-byes, bus sheds, traffic calming measures and the like;</p> <p><i>This may include wayside amenities, rest areas, food courts and road side ducts for laying utility services, such as optical fibre cable, etc.. These works should be considered for sanction and implementation based on the Ministry's extant policy applicable for NHs subject to the modification that all approvals, authorities, etc., are to be exercised by concerned State Govts./ UTs as per the CRIF ACT, 2000, its amendments from time to time and the criteria for State Roads under the provision of the said Act including its amendments.</i></p>
6. (1)	<p>The State Government/ UTs shall forward the identified individual works along with the details as per sub-para (3) & (4) of para 5 to the MoRT&H for consideration of finalizing the same.</p>	<p><i>The framework of GatiShakti should be the guiding principle for identification, sanction and implementation of the Projects to ensure effective convergence to improve connectivity.</i></p> <p>The State Government/ UTs shall forward the identified individual works along with the details as per sub-para (3) & (4) of para 5 to the MoRT&H for consideration of finalizing the same.</p>

No. RW/NH-15017/46/2018-PEM
Government of India
Ministry of Road Transport & Highways
(Planning Zone)

Transport Bhawan, 1, Parliament Street, New Delhi - 110001

Dated the 31st January, 2020.

To

1. The Chief Secretaries of all State Governments
2. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department dealing with National Highways, other Centrally Sponsored Schemes & State Schemes.
3. The Engineers-in-Chief and Chief Engineers of all States/ UTs Public works Department dealing with National Highways, other Centrally Sponsored Schemes.

Subject: - Criteria for allocation of funds for development of State Roads under the CRIF Act, 2000 - Reg.

- Reference: - (i) Gazette Notification No. S.O. 1436 (E), dated 31.03.2018
(ii) Gazette Notification No. S.O. 3691 (E), dated 26.07.2018
(iii) Gazette Notification no. S.O. 3226(E), dated 02.07.2018

Sir,

The undersigned is directed to refer to the amendments to the Central Road Fund (CRF) Act, 2000 through the Finance Act, 2018 to the Central Road and Infrastructure Fund (CRIF) Act, 2000 and its subsequent amendments vide the Finance Act, 2019, repeal of the CRF (State Roads) Rules, 2014 vide Gazette Notification under ref. No. (i) above, and draw your kind attention to the following related developments: -

(i) Vide Gazette Notification under Ref. (ii) dated 26.07.2018 the Government of India (Allocation of Business), Rules, 1961 was amended and the subject CRIF was assigned to Department of Economic Affairs (DEA), Ministry of Finance (MoF). Accordingly, DEA is responsible now for administering the CRIF Act, 2000.

(ii) The DEA constituted the Committee under the Chairmanship of Hon'ble Finance Minister vide Gazette Notification under Ref. (iii) dated 02.07.2018, as per Section 7A of CRIF Act, 2000. A Sub-Committee headed by the Secretary (DEA) was also constituted vide the above-mentioned Gazette Notification.

(iii) As requested by DEA the draft Criteria for allocation of funds for development of State Roads under the CRIF Act, 2000 was referred by the Ministry to DEA.

2. The criteria for allocation of funds for development of State Roads under the CRIF Act, 2000, duly approved by the DEA, are enclosed herewith. These



criteria shall be followed henceforth with immediate effects and until further orders for all State Road works under the ERF/ CRIF Scheme including Economic Importance and Inter State Connectivity Schemes (EI & ISC).

3. This issues with the concurrence of Finance Wing vide U.O. No. 972-TF-II, dated 27.01.2020 and approval of Hon'ble Minister (RT&H).

Enclosure: As above


(Ranjeet Kumar Roy)

Under Secretary to the Government of India
planningmorth@gmail.com

Copy along with enclosure to:-

1. All JSS/ CEs of the MoRT&H
2. All Technical Officers at the Headquarters
3. Secretary General, Indian Roads Congress
4. Director, IAHE, NOIDA
5. All ROs and ELOs of MoRT&H

Copy along with enclosure for information and necessary action to:-

1. Sr. PPS to Secretary (RT&H)
2. Sr. PPS to DG (RD) & SS
3. Sr. PPS/ PPS to Spl. Secretary (RT&H)
4. Sr. PPS to AS&FA
5. PPS to ADG
6. NIC with the request to upload in the MoRT&H portal.

Enclosure to O. M. No. NH-15017/46/2018-P&M dated 31.01.2020

Government of India
Ministry of Road Transport & Highways

Subject: Criteria for allocation of funds for development of State Roads under the Central Road and Infrastructure Fund (CRIF) Act, 2000.

1. These Criteria shall be applicable for State road projects under Central Road and Infrastructure Fund (CRIF) with immediate effect and until further orders.
2. Allocation of Fund:-
 - (1) The Central Government shall allocate funds for development of State roads under CRIF based on the decision taken by the Committee headed by the Finance Minister as per Section 7 A & Section 11 of the CRIF Act, 2000.
 - (2) Broad criteria for such allocation of funds shall be as follows:-
 - (i) The allocation of fund shall be made on the basis of 30% weightage to fuel consumption and 70% weightage to the geographical area of the concerned States/ UTs.
 - (ii) Out of the fund thus allocated to the State Governments/ UTs, 10% of the fund shall be earmarked for road safety works.
The Central Government may earmark part of the fund (earmarked for road safety works) for other works under the scheme depending upon progress of projects.
 - (3) Funds shall be allocated for States/ UTs Annually and released in Quarterly Instalments linked to submission of Utilization Certificates as per the following principles:-
 - (i) Allocation/ release of funds towards taking up new works and other projects to be sanctioned.
 - (ii) Considering the limited available budgetary resources, aspirations of the Government to develop State road networks in the second phase after completion of the Phase I of Bharatmala, financing of such State road projects under CRIF shall have to be duly considered.
 - (iii) Fund requirement on account of outstanding liability of works sanctioned by the MoRTH under CRIF (including Economic Importance & Inter-State Connectivity (EI&ISC) Schemes) shall be set aside to meet the fund requirement for such projects.
 - (iv) Construction of roads connecting 'economic corridors', 'connecting roads under Bharatmala', 'roads connecting ports' and 'roads connecting commercial hubs' shall be funded under CRIF.
 - (v) One third of the allocation for the current year for each State/ UT shall be released to the concerned State/ UT by MoRTH from budget earmarked for State road projects under appropriate budget head of the MoRTH for utilisation against the sanctioned works, as per the Monthly/Quarterly Expenditure Plan and the said amount shall be maintained as a reserve by replenishing the expenditure from subsequent releases.
 - (vi) The subsequent instalments shall be released by MoRTH on the basis of the progress of works and actual expenditure subject to the condition that the total amount released for any State/ UT during the year shall not exceed
 - (a) the total allocation for that year in respect of such State/ UT, and
 - (b) the amount which has not been released from allocation of previous years.

(vii) Further if in any case, the complaint about the poor quality of roads developed by the State Governments/ UTs under these schemes are received, the funds under CRIF equal to the amount of sanction of the works against which complaint has been received shall be withheld. The fund, thus withheld, shall be released only upon rectification of defects.

(viii) The State Government/ UTs shall submit the utilisation certificate (UC) in Form-I annexed to these guidelines and shall also submit quarterly progress report in Form-II annexed to these guidelines for the amount released, duly considering observation report, if any, from the person appointed under the quality monitoring system. Such UC along with quarterly progress report shall be submitted by the State Government/ UTs electronically within 15 days of quarter end to the MoRTH.

(ix) The State Governments/ UTs shall further release such amounts to the concerned executive agency (e.g. Public Works Department, Road Construction Department/ Corporation, etc.) every quarter within 7 (seven) days of such release of funds by the Central Government.

(x) In all these cases, the overall availability of budget provision shall be the determining factor for allocations and the payments shall be regulated accordingly.

3. **Utilisation of Fund in respect of projects, schemes and activities:** - Subject to the provisions as per section 7 of the CRIF Act, 2000, the Fund shall be utilised for projects, schemes or activities relating to the construction and development of State Roads including road safety works, which are to be identified in accordance with para 4.

4. **Identification and prioritisation of State roads projects under CRIF Scheme:** -

(1) The State Governments/ UTs shall identify and prioritise the projects for release of Funds as per the criteria and furnish necessary details of the projects, as specified under these guidelines, to the Central Government.

(2) Projects on State Roads shall be considered including section of NHs de-notified/ reverted back to States/ UTs on account of construction of NH bypasses, potential roads which are considered as important from the perspective of declaration as new NHs, inter-State roads and roads which are economically important for the State(s), roads connecting NHs with particular focus on safety aspects, traffic calming measures, etc.

Due consideration shall be given for road safety works, construction of ROB/ RUBs, bridges, etc.

5. **Criteria for selection of Schemes:** -

(1) The types of works to be considered in the Scheme: -

- (i) construction or rehabilitation of cross drainage works, widening or strengthening of roads, improvements to road geometrics;
- (ii) engineering aspects of road safety works covering improvement of traffic junctions, road marking, signalling, construction of subways and over-bridges including ROB and RUBs, construction of parking, lay-byes, bus sheds, traffic calming measures and the like;
- (iii) construction of bypasses, parallel service roads along National/ State Highways;
- (iv) pre-construction activities for ring-roads or bypasses or service roads along National Highways;

(2) The proposals shall cover sufficient length of road and shall generally be covering at least ten kilometres length, unless the requirement for connecting two places is less than ten kilometres in so far as works mentioned in sub-para (1) are concerned, and shall include only those works where land is available without any encumbrance except for

works mentioned in sr. no. (iv) of sub-para (1) above. However, land acquisition shall be allowed for development of NHs as States' & UTs' contributions to share of Land Costs.

(3) The State Governments/ UTs shall make available to the Central Government list of projects to be taken up, which shall be shown on the State road map indicating district boundaries, National Highways, State Highways, major district roads, rural roads or other types of roads in different colours, in addition to the roads already approved under the Fund.

(4) The detailing of proposed projects in the State/ UT shall include-

- (i) the name of the work and districts;
- (ii) index map showing the area and the proposed road or bridge or improvement works;
- (iii) the roads approved "In-Principle" as NHs which have not been notified as NHs;
- (iv) category of the road proposed to be improved whether the State highway or major district road;
- (v) scope of the work including the specifications to be adopted in brief;
- (vi) length;
- (vii) estimated cost of the project based on the actual requirement and realistic cost estimate;
- (viii) justification of work for inclusion in the scheme along with details of last improvement works done on the road and the calendar year in which it was carried out;
- (ix) probable starting date;
- (x) target date of completion;
- (xi) a certificate regarding availability of the entire unencumbered land needed for the project;
- (xii) a certificate that the concerned State Government or Union territory shall ensure taking up proper Maintenance and Repair (M&R) of the project roads after it is developed under this scheme;
- (xiii) details of previous approved ongoing projects.

6. Approval and financing of schemes:-

(1) The State Government/ UTs shall forward the identified individual works along with the details as per sub-para (3) & (4) of para 5 to the MoRT&H for consideration of finalizing the same.

(2) The State Governments/ UTs shall accord Administrative Approval for such projects included in the list of projects finalized by the MoRT&H for the specified costs.

(3) The technical approval and financial sanction (TA & FS) of the work shall be accorded by the executive agency concerned (e.g. Public Works Department, Road Construction Department/ Corporation, etc.) in the State Government/ UT and there shall not be any change in scope of work from those as per administrative approval.

(4) The executive agency concerned in the State Government/ UT shall ensure that individual project is technically approved, financially sanctioned within a period of four months from the date of administrative approval of the work failing which the work shall be deemed to have been de-sanctioned, unless the executive agency concerned obtained prior approval of the State Government/ UT granting extension of validity of the administrative approval.

- (5) The details of the sanction of the work referred to in sub-para (3) and abstract of cost estimate of the sanctioned works shall be forwarded to the Central Government along with the application for reimbursement.
- (6) No excess cost beyond 10% of the amount administratively approved for the proposal shall be permissible.
- (7) The specifications for roads proposed under CRIF scheme shall be similar to those of National Highways works to the extent of pavement width, crust thickness and geometrics.
- (8) The standard design and specification of the works shall follow the relevant guidelines, codes, Indian Roads Congress specifications and the period of completion of projects shall not exceed 36 months for hill States, North East states and 24 months for other States unless permitted by the State Government/ UT.
- (9) The estimates for land acquisition shall be allowed for development of NHs as States/ UTs' contributions to share of Land Costs. However, estimates for land acquisition shall not be considered for any other projects except for items referred to sr. no. (iv) of sub-para (1) of para 5 and the executive agency in the State/ UT shall render a certificate to the effect to the State Government/ UT concerned that land is available for road development and is in its possession and removing of utilities, if any, has been completed for such roads.
- (10) The total cost of the schemes to be approved shall be limited to the bank of sanctions which shall generally be three times of the annual allocation except for hill States and North-East States where working season is limited and for these States, the bank of sanctions shall generally be four times of the annual allocation for the year in which the schemes are sanctioned in respect of any State or Union territory.
- (11) Additional financial implications, if any, beyond the entitled fund allocation as per para 2 (2) shall be fully borne by the concerned State Government/ UT.
- (12) The estimate for each work shall include provisions for-
- 3% towards contingency;
 - 1% for meeting the cost of devising and operation of a Quality Assurance System, quality control and monitoring of the works by a State Quality Monitor, and training of the state's officials in quality awareness by the executing agency;
 - 0.5% towards work-charged establishment.
- (13) The agency charges shall not be payable for execution of works under the scheme.
- (14) The sanctioned works generally shall be completed within the time schedule as submitted along with the particulars referred to in sub-para (4) of para 5.
- (15) In all these cases, the overall availability of budget provision shall be the determining factor for allocations and the payments shall be regulated accordingly.
- (16) It shall be mandatory to record Inventory and condition of Road using Network Survey Vehicle (NSV) at least before start of work, before issue of provisional completion/ completion certificate, and 6 months after completion of work; however, for State Highways (SHs), urban roads and urban bypass roads, the data shall be updated thereafter once every year. The data to be captured are:-
- Road Inventory - GPS coordinates, Pavement Type, Pavement Width, Terrain, Land use, Shoulder type and width, Drain Type and Width, Median Type (if any) and Width, Wayside Amenities (if any), Crash barrier, Signages etc.
 - Condition of Road - Roughness, Rutting, Distresses (cracking, Potholes, Bleeding, Surface failure etc.);

All items shall be recorded both side of road and Geo-tagged with images.
The above data shall facilitate ranking of State roads to cover attributes such as condition, quality, etc.

It shall be specifically mentioned in the completion certificate that Inventory and condition of Road have been recorded using NSV before start of work, & before issue of provisional completion/ completion certificate.

7. Execution of works: -

(1) The executive agency shall, for the implementation of all the projects sanctioned under the Fund, observe that-

(a) the design of the road or bridge projects shall be carried out as per the relevant Central Government codes and guidelines;

(b) the project monitoring and quality control of the works shall be done at regular interval in a methodical manner by adopting the following procedure-

(i) the measurements shall be checked by the officers of executive agency to the extent specified in the relevant Manual or Code;

(ii) there should be a quality monitoring system at the State Level or Union territory level, consisting of such experts and supporting staff as may be appointed by the State Government/ UT, including State Quality Monitor;

(iii) the quality monitoring system referred in item (ii) above shall devise a Quality Assurance (QA) System delineating the requirements of quality, the responsibility of the officers and contractors, conduct independent tests, and examine QA documentation to spot non-conformities and shall have the responsibility of training of PWD staff and recommending laboratory and field testing facilities.

(2) Only a civil engineer having a minimum qualification of degree in Civil Engineering and possessing a minimum of ten years' experience in the construction and maintenance of roads, bridges or related infrastructure shall be authorised to inspect the works. Also an independent impartial agency/firm may be considered for the same.

(3) The executive agency shall install signs at both ends of the projects displaying the name of work & other details.

8. Progress reports and review: -

(1) The State Govt. / UT shall furnish the quarterly progress report, expenditure report and utilisation certificate as specified in para 2 (3) (viii).

(2) The accounts of the fund shall be audited by the office of the Comptroller and Auditor General of India at such intervals as may be specified by it.

(3) The State Govt. / UT shall send completion report or certificate duly verified by the audit as soon as the works are completed and positively within a period of three months from the date of completion of the works to the MoRTE&H.

9. Authority of Central Government: - The Central Government reserves all the authority and right to exclude any approved work under this Fund, in case, if the executive agency fails to comply any of provisions of the Act and these guidelines.

FORM I

[See para 2 (3) (viii) and 8 (1)]

UTILISATION CERTIFICATE

It is to certify that out of an amount of Rs.crore/lakh allocated by the Central Government, vide letter No.dated..... an amount of Rs.crore/lakh has been spent on works sanctioned under the Central Road and Infrastructure Fund (including Economic Importance & Inter State Connectivity Scheme). It is further certified that expenditure has been incurred on sanctioned works only and has not exceeded the permissible limits over the sanctioned cost of individual works.

Deputy Secretary/Joint Secretary/Secretary
Government of

FORM-II (Page 1 of 2)

[See para 2 (3) (viii) and 8 (1)]

PROGRESS REPORT OF WORKS EXECUTED FROM CENTRAL ROAD AND INFRASTRUCTURE FUND (INCLUDING ECONOMIC IMPORTANCE & INTER STATE CONNECTIVITY SCHEME)

Report for the Quarter Ending.....

State / UT: -

Sl. No.	Name of the work	Length (km)/ (m for Bridges)	Amount of AA (Rs. In lakh)	AA No. and date	Amount of Technical Sanction (Rs. In lakh)	Date of sanction	Physical Progress in %		
							Upto end of previous year	During the Year	Total progress upto the end of the Quarter
1	2	3	4	5	6	7	8	9	10

Certified that Inventory and condition of Road have been recorded using NSV before start of work & before issue of provisional completion/ completion certificate (strike of whichever is not relevant) (ref. para 6 (16))

Signature
(Executive Engineer or Equivalent of the Executive Agency in the State/ UT)

FORM-II (Page 1 of 2)

[See para 2 (3) (viii) and 8 (1)]

EXPENDITURE REPORT OF WORKS EXECUTED FROM CENTRAL ROAD AND INFRASTRUCTURE FUND (INCLUDING ECONOMIC IMPORTANCE & INTER STATE CONNECTIVITY SCHEME)

Report for the Quarter Ending.....

State

Head of Account to which the expenditure is debitable:

(Rs. in lakh)

Sl. No.	Name of the Project	Amount of Central Allocation approved	Progressive/ Cumulative total fund allocated upto end of previous financial year	Progressive/ Cumulative total expenditure incurred upto end of previous financial year	Expenditure from 1 st April of the year under report to the end of current quarter of current financial year	Expenditure during the current quarter of the current financial year	Cumulative expenditure upto end of current quarter of current financial [Col. (5) + (6)]	Remarks (if any)
1	2	3	4	5	6	7	8	9

Signature
Executive Engineer or Equivalent of the Executive Agency in the State/ UT)

के. राजारामन, भा. प्र. से.
सचिव
K. Rajaraman, IAS
Secretary



सत्यमेव जयते



भारत सरकार
संचार मंत्रालय
दूरसंचार विभाग
Government of India
Ministry of Communications
Department of Telecommunications

D.O. No. 2-21/2021-Policy
9th April, 2022

Dear Sir,

As you are aware, Digital Connectivity is a key factor for the holistic growth across sectors. For India, telecom connectivity is an essential requirement across all infrastructure sectors. Based on the connectivity, telecom services are enabled across the country to bridge the digital divide and to promote e-governance, transparency, financial inclusion and ease of doing business.

2. Accordingly, the central government has envisioned for fulfilling the information and communication needs of citizens and enterprises through establishment of a ubiquitous, resilient, secure, accessible and affordable digital communications infrastructure and services. India's transition to a digitally empowered economy and society depends upon a robust across the board digital communications infrastructure. For this, it is critical to focus, inter-alia, on digital communications infrastructure development initiatives related to underground Optical Fiber Cable (OFC) deployment.

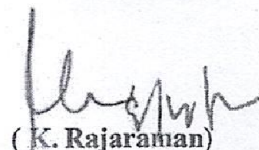
3. Road sector is unfolding rapidly as the prime mover of the economy. Majority of the OFC passes through the Right of Way (RoW) of National Highways, State Highways and other Road Projects. I feel, if there is an enabling provision for construction of dedicated common fibre ducts along all ongoing/coming road projects sanctioned to the State Governments through the Central Road and Infrastructure Fund (CRIF) or other schemes of MORTH, it would pave the way for seamless establishment of underground OFC throughout their stretches.

4. You may recall that this was one of the action points that emerged from the Post Budget Webinar on "Leaving no Citizen Behind" held on 23rd February, 2022 in the Session on "Road and Infoway connectivity to all rural habitations".

5. I, therefore, request you to kindly instruct the concerned authorities for making necessary provisions for construction of common fibre ducts along all ongoing/upcoming road projects sanctioned to State Governments through the CRIF or other schemes of MORTH.

With regards,

Yours sincerely,


(K. Rajaraman)

Shri Giridhar Aramane
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