



सत्यमेव जयते

**Government of India**

**MINISTRY OF ROAD TRANSPORT  
AND HIGHWAYS**

**OUTCOME BUDGET 2012-13**

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## **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 1.7% 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 about 54,500 km 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 2012-13, about 6,088 kms. of the National Highways are to be improved along with construction/rehabilitation of 130 nos. of bridges and 7 nos. of bypasses at an estimated cost of Rs.22,600 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 10,141 km of National Highways and other roads in three phases ensuring connectivity of 88 district headquarters in the North Eastern Region to the National Highways. An outlay of Rs.2000 crores has been proposed for SARDP-NE for the year 2012-13.

The Government approved in February, 2009 a special programme for development of roads in Left Wing Extremism (LWE) affected areas including Tribal Sub-Plan in the country spread over 34 districts in 8 States of Andhra Pradesh, Bihar, Jharkhand, Chhattisgarh, Madhya Pradesh, Maharashtra, Orissa and Uttar Pradesh. The programme envisages development of 5477 km roads (1126 km National Highways and 4351 km State Roads) to 2 lane standards at an estimated cost of Rs.7300 crore. An outlay of Rs.1500 crore has been proposed for this programme for the year 2012-13. Improvement of 600 km of State roads in Odisha under Vijayawada Ranchi corridor at a cost of Rs.1200 crore has been approved by the Government in November, 2010. The stretch has been divided into 7 packages. An outlay of Rs.200 crore has been proposed for development of this corridor during 2012-13. 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 ROBs 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 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 (SRTC), 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 the drivers of heavy commercial vehicles in the unorganized sector, publicity measures and awareness campaign 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.

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## **CHAPTER-I**

### **1. INTRODUCTION**

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

An apex organization under the Central Government is entrusted with the task of formulating and administering, in consultation with other Central Ministries/Departments, State Governments/UT Administrations, organizations 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 Minister of Cabinet rank. The Ministry also has two Ministers of State.

Secretary (RT&H) is assisted by Director General (Road Development) & Special Secretary, Joint Secretary (Transport, Estt. & General), Joint Secretary (Highways), Joint Secretary(LA&C) & Joint Secretary(IC&P) and Chief Engineers, Superintending Engineers, Executive Engineers, Assistant Executive 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.

The Ministry has two wings: Roads Wing and Transport Wing.

#### **1 ROADS WING**

The Ministry of Road Transport & Highways 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 71,772 km of National Highways, 34,207 km is with the State Public Works Departments (State PWDs), 30,537 km with the National Highways Authority of India (NHAI) and 3,798 km with Border

Roads Organization (BRO), balance length of 3,230 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 Ministry 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.

## **1.1 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 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**

About 60 per cent of freight and 87 per cent passenger traffic is carried by road. Although National Highways constitute only about 2 per cent of the road network, it carries 40 per cent of the total road traffic. Easy availability, adaptability to individual needs and the cost savings are some of the factors which go in favour of road transport. Road transport also acts as a feeder service to railway, shipping and air traffic. The number of vehicles has been growing at an average pace of around 10 per cent per annum. The share of road traffic in total traffic has grown from 13.8 per cent of freight traffic and 15.4 per cent of passenger traffic in 1950-51 to an estimated 62.9 per cent of freight traffic and 90.2 per cent of passenger traffic by the end of 2009-10. The rapid expansion and strengthening of the road network, therefore, is imperative, to provide for both present and future traffic and for improved accessibility to the hinterland. In addition, road transport needs to be regulated for better energy efficiency, less pollution and enhanced road safety.

The Ministry is concerned with 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 minimize 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 introduce 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.

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## CHAPTER-II

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

#### ROAD SECTOR

#### ROADS WING

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 32,600.00 crore for 2012-2013 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 280.00 crore)	22,600.00
b) Internal and extra budgetary resources (IEBR)	10,000.00
c) Total outlay (a+b)	32,600.00

The major constituents of Road Sector are as under:

(Rs in crores)		
S.No	Item	2012-2013
1.	NHAI – ‘Investment’*	7881.95
2.	NHAI – Funds for J&K Package	300.00
2.	EAP ( Road Wing)	100.00
3.	EAP (NHAI)	180.00
4.	National Highways (Original) works (including NH(O), Domestic Travel and Machinery	5742.80
5.	Rail-cum-Road Bridge at Ganga Munger, Bihar	200.00
6.	Works under BRDB – National Highways	550.00
7.	Strategic roads under BRDB	92.00
8.	Special Accelerated Road Development Programme (includes allocation for Kaladan multi-modal transport project)	2,000.00
9.	Other Charges and Development of IT, R&D Planning Studies and Training including Professional Services, Charged Expenditure	17.00
10.	Centrally sponsored schemes – E&I for States/UTs from CRF	262.22
11.	Special programme for development of Road Connectivity (NH & State Roads in Left Wing Extremism (LWE) affected areas (Including Rs. 500.00 crore for Tribal sub-plan).	1500.00

12.	Special programme for Vijayawada – Ranchi Road	200.00
13.	Pasco Project in Orissa – Harichandanpur-Naranpur State Road	20.00
14.	Remittance of Toll Receipts by NHAI	3554.03
	<b>TOTAL</b>	<b>22,600</b>

\* Out of total earmarked cess of Rs.9,881.95 crore dedicated for National Highways during 2012-13, Rs.7,881.95 crore is proposed to be earmarked under “NHAI ‘Investment’” for NHDP and balance amount of Rs.2000.00 crore is proposed to be included under NH(O) as per CRF Act, 2000 as amended by the Finance Act, 2005.

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 2012-2013 in respect of State PWDs, NHAI and BRO are enclosed as **Annexure-I, II & III** respectively.

### 1.1 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.

### 1.2 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	A maximum of two and half a years from date of

	1.00 crore to Rs 10.00 crore	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.

## **ROAD SAFETY**

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

(Rs. in lakhs)

<b><u>Budget Estimates</u></b> <b><u>2011-2012</u></b>	<b><u>Revised Estimates</u></b> <b><u>2011-2012</u></b>	<b><u>Budget Estimates</u></b> <b><u>2012-2013</u></b>
<b>22500.00</b>	<b>10900.00</b>	<b>21515.00</b>

Details of activities under the scheme are as under:

## **1.2 Publicity Measures and Awareness Campaigns**

**1.2.1** 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, Activity books etc. to Non Government Organisations/Schools/Transport

- Commissioners/Secretaries, Director General/Inspector General 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

### **1.3 Refresher Training of Drivers in Un-Organized Sector and Human Resource Development**

**1.3.1 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 2011-2012, proposals for imparting refresher training received from SIAM, AIMTC and Krishna Distt Lorry Owners Driving training schools have been processed for training of about 40,000 drivers.

**1.3.2 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. During the year 2011-2012, funds for conducting 6 training programmes at Central Institute of Road Transport, Pune, 2 training programmes at Automotive Research Association of India, Pune and 3 programmes at Engineering Staff College of India, Hyderabad have been sanctioned. These training programmes would cover the areas of vehicular pollution, vehicular evaluation, alternate fuel, road safety management, road transport regulation & administration, Road Accident Investigation and Information Technology in Transport etc.

**1.3.3** A national level standardised driving curriculum and test based on objective parameters needs to be evolved. The large number of instructors and trainers required for driving training schools may be trained at the established driving training schools(IDTRs) in collaboration with other stakeholders like vehicle manufacturers with the ultimates objective that training in an accredited driving training school/institute will be a prerequisite under CMVR for submission of application for Driving Licence.

**1.3.4.** A National level regulatory agency needs to be set up to coordinate and standarise all aspects of driving training, auditing and grading of driving schools. The proposed structure would comprise of three components:

- (a) local driving training schools across the country to impart training to LMV drivers, HMV drivers and SV drivers, both induction training as well as refresher training.

- (b) IDTRs for training driver trainers and instructors; and
- (c) National level regulatory agency comprising of all IDTRs and DTIs headed by each IDTR/DTI on rotation basis to audit and give accreditation and oversight to the Driving Training schools and other DTIs and IDTRs.

**1.3.5.** By end of the 12<sup>th</sup> Plan period, the IDTRs need to accredit sufficient number of trained instructors who will be authorised and certified by IDTRs and the State Governments to objectively conduct tests on driving skills. All IDTRs would employ only certified and licensed trainers and, based on level of compliance to Rules for setting up driving schools, the driving schools would be graded as A, B, C, D or E.

**1.3.6.** It is envisaged that total of 60 IDTRs including 53 cities having population of more than 10 lakhs along with the State capitals would develop infrastructure and have model IDTRs each at a cost of Rs 15 crore and the total allocation for the 12<sup>th</sup> Five Year Plan for this purpose is Rs 900 crore. It is envisaged that PPP models would be brought into place with specific service quality and viability gap funding. The spill over expenditure of 10 already sanctioned project would also be required in the first year of 12<sup>th</sup> plan period.

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

**1.4.1** 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.

**1.4.2** 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. 40 cranes and 36 small/medium sized cranes have been provided to the States/UTs during the financial year 2011-12.

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

**1.5.1 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.

**1.5.2 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 and are effective now in 13 mega cities namely National Capital Region, Mumbai, Kolkata, Chennai, Ahmedabad, Bangalore, Hyderabad/Secunderabad, Kanpur, Pune, Surat, Agra, Lucknow and Solapur. Bharat Stage III emission norms are now effective in rest of country. The PUC norms have been tightened w.e.f. 1.10.2004.

**1.5.3** 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 2010-2011, work order for supply of 139 smoke meters and 139 gas analysers has been issued for supply to States/Union Territories. In the year 2011-12, it is expected to procure pollution testing equipments for supply to the States/UTs at a total cost of around Rs.4.00 crore.

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

(Rs.in lakhs)

	<b>Budget Estimates 2011-2012</b>	<b>Revised Estimates 2011-2012</b>	<b>Budget Estimates 2012-2013</b>
Computer System & National Database	4000.00	600.00	2000.00
Data Collection, Research & Development	1000.00	100.00	4000.00

### **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. All the States/UTs have already implemented pilot projects in Vahan (Registration Certificate) and Sarathi(Driving Licence). The scheme of national data base network envisages inter-connecting of all RTO Offices in the country at the State as well as central level. 100% computerization has been achieved in 31 States/UTs. Out of 975 RTOs, 942 RTOs have been computerised. Customization of standard software as per State requirement of the State is complete for all 35 States/UTs and the software is running at least at pilot site in each State/UT. 100% connectivity has been achieved in 31 States/UTs and 890 RTOs connected.

## **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 2010 containing data upto the end of March 2008
- (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 2007-09) contains data for the year ending March 2007 to 2009. The next publication containing registered vehicles data for the year ending March 2010 and March 2011 is under preparation.
- (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 Corporation, 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 54 existing SRTUs about 35 SRTUs are reporting data in the requisite format on a regular basis. The latest publication contains data for the financial year 2010-11.

- (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: 2009” analysing the Road Accident data pertaining to the year 2009 was brought out by TRW in March 2011. The next issue “Road Accidents in India: 2010” covering data for the calendar year 2009 is under preparation and would be brought out in December, 2011. 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 Setting up of Inspection and Maintenance Centre

(Rs. in lakhs)

<b>Budget Estimates 2011-2012</b>	<b>Revised Estimates 2011-2012</b>	<b>Budget Estimates 2012-2013</b>
8400.00	1400.00	9000.00

**3.1** 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.

**3.2** 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 Ministry 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 model of automated Inspection & Certification (I&C) Centre was designed and a scheme for setting up of one such Centre in 10 States on a pilot basis was approved. Nine model I &C Centres have already been



sanctioned and some of these are already at various stages of implementation. During the year 2012-13, allocation of Rs.90.00 crore has been proposed under the scheme.

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

(Rs. in lakhs)

Budget Estimates 2011-2012	Revised Estimates 2011-2012	Budget Estimates 2012-2013
4000.00	2000.00	3000.00

**4.1** 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 2006. 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. In the 11<sup>th</sup> Five Year Plan, the provisions have been 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 scheme was approved by the Government in March, 2010 and the scheme was made effective from 15.3.2010. Keeping in view the likely number of proposals to be sanctioned in the coming financial year, Rs. 30.00 crore have been proposed for this purpose during the year 2012-13.

## **5. New Schemes of XIIth Plan:**

### **5.1 Creation of National Road Safety Board.**

(Rs. in lakhs)

<b>Budget Estimates 2011-2012</b>	<b>Revised Estimates 2011-2012</b>	<b>Budget Estimates 2012-2013</b>
100.00	0.00	485.00

**5.1.1.** The Ministry had earlier introduced on 04/05/2010 a Bill in Rajya Sabha for establishment of National Road Safety and Traffic Management Board. However, the Standing Committee returned the Bill with the observation that the present Bill may be withdrawn and the Govt should come out with a comprehensive legislation with a holistic perspective that addresses the entire gamut of road safety.

**5.1.2.** In view of the observations of the Standing Committee, it is now proposed to set up a Directorate of Road Safety at the Centre to attain these objectives. The Directorate will also have powers to order recall of vehicles which expose the driver or rider to unreasonable risk. Also, similar mechanisms are needed at the State level through the Task Forces of the State Road Councils and District Road Safety Councils.

### **5.2. Accident data collection and evaluation on Road Sector**

**5.2.1.** Detailed surveys need to be carried out by NSSO, supplemented by professional organizations and Directorate of Economics and Statistics at the State level. Also, computerized and electronic transfer of data needs to be accorded priority. Quinquennial data collection is proposed to cover the following dimensions of Freight movement by Road Transport, passenger movement by Road Transport, Commuter Surveys, Trucking Industry and Time Motion Surveys.

### **5.3. Centres of Excellence**

**5.3.1.** Six centres of excellence are proposed to be recognised by the Ministry to provide advance training in safety research in order to increase knowledge base on road safety issues. Rs 6.5 crore per annum to each of the centres of excellence is proposed and the total allocation of Rs 39.00 crore per annum. Collaboration with WHO and other for research studies and sponsoring of M.Phil, Ph.D, Post Doctoral and Fellowship programmes in road safety through these centres of excellence and eminent institutions IITs, IIM, AIIMS, State Training Institutes, Road Research Institute, National Academy of Construction, IAHE, etc is proposed at a cost of Rs 1.5 crore per annum.

#### **5.4. Training of Driving Training Instructors**

(Rs. in lakhs)

<b>12<sup>th</sup> Plan (2012-17) (Proposed)</b>	<b>Annual Plan (2012-13)</b>
750.00	150.00

**5.4.1.** It is envisaged that every year through the IDTRs/driving training institutes 5,000 driving training instructors would be trained. Qualified and duly certified trainers would be authorised then by the State Governments to carry out test for fresh applicants and renewals of driving licences. An allocation during the 12<sup>th</sup> Five Year Plan of Rs 1.5 crores per annum @ Rs 3000 per trainee is proposed. Total requirement: (Rs. 7.5 cr)

#### **5.5. Training of Engineers on Road Safety**

(Rs. in lakhs)

<b>12<sup>th</sup> Plan (2012-17) Proposed</b>	<b>Annual Plan (2012-13)</b>
75.00	15.00

**5.5.1.** Every year, 500 civil engineers of clients, consultants and contractors to be trained on standard training modules on road safety engineering through IAHE. Annual requirement @ Rs. 15000 for Training 500 engineers is Rs 0.15 crore.

#### **5.6. Training in first aid**

(Rs. in lakhs)

<b>12<sup>th</sup> Plan (2012-17) Proposed</b>	<b>Annual Plan (2012-13)</b>
1500.00	300.00

**5.6.1.** Truck, bus drivers to be trained in basic first aid and all ambulance service personnel, toll booth operators and personnel to be trained in first aid & trauma care for spinal and head injuries. This will be conducted through recognised medical colleges. For first aid in spinal and head injuries, specialist hospitals would train as per detailed standardised training curriculum. An allocation of Rs 3 crore per annum during the 12<sup>th</sup> Five Year Plan is proposed, Rs 2 crore for basic first aid training for 20,000 personnel at Rs 1000 per trainee

and 5,000 trainees for first aid spinal and head injuries at Rs 2,000 per trainee. Total requirement:(Rs. 15.00 cr)

**5.7. Training of road safety auditors**

(Rs. in lakhs)

12 <sup>th</sup> Plan (2012-17) Proposed	Annual Plan (2012-13)
250.00	50.00

**5.7.1.** Building of capacity for road safety auditing and training by developing standardised training course content based on reviewing the current courses being held by IRF, ARRB and CRRRI through these institutions is proposed at an annual budgetary cost of Rs 0.5 crore.

**5.8. Road Safety Fund**

(Rs. in lakhs)

12 <sup>th</sup> Plan (2012-17) Proposed	Annual Plan (2012-13)
9000.00	1000.00

**5.8.1.** Sunder Committee has recommended creation of report, all states will be required to create a road safety fund by all States for carrying out various Road Safety activities, procurement of road safety equipments, training providing emergency care to accident victims. During the 12th FYP, MoRTH will provide a one-time seed capital of Rs.1 cr to 5.00 crore to each State depending upon vehicle population of a State/UT. 50% of the amount collected by way of activities under MV Act will be credited to this non-lapsable road safety fund, to be used for such area specific road safety activities as approved by State Road Safety Council and District Road Safety Committees. In five years, Safety Funds of the States will become self-sustaining, obviating any need for Central assistance beyond the 12th Plan period.

### **5.9. Motor Accident Claims Tribunal (MACT)**

(Rs. in lakhs)

12 <sup>th</sup> Plan (2012-17) Proposed	Annual Plan (2012-13)
5000.00	100.00

**5.9.1.** State Governments empowered under the Motor Vehicle Act to set up MACTs for adjudicating compensation claims. Ministry of Law and Justice has advised MoRTH to make adequate budget provision for setting up MACTs.

The targeted outlay/outcome budget for 2012-2013 is at annexure.

### **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 II****(Rs. in crore)**

Sl. No	Name of Scheme/Programme	Objective/outcome	Outlay 2012-2013 (proposed)	Quantifiable deliverables/physical outputs	Projected outcomes	Processes/timeline	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.	84.00	Number of drivers to be trained and number of training programmes for officers of State Transport Department/ Ministry to be conducted.	(i) 100000 HMV drivers in unorganized sector to be given refresher Training.  (ii) 25 training programmes for transport department officials to be conducted.  (iii) 12 IDTRs to be sanctioned on PPP mode.	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 campaign through Radio, T.V. and print	75.00	Number of video spots and radio spots to be telecast/broadcast.	20000 video spots and 10000 radio spots to be telecast/broadcast.	Annual	It is dependent on DAVP's response.

		media.			Further news paper advertisement on road safety to be undertaken. Publicity material to be distributed to Police/Transport Departments of States/ UTs, 15 thousand schools etc.  Advertisement through SMS, Cinema Hall, Internet, hoarding etc. will be carried out.		
	(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.	10.00	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	300 Smoke meters and 300 Gas analysers i.e. pollution testing equipments to be sanctioned. 50 interceptors 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.	30.00	Number of cranes and ambulance to be provided to the States/UTs/NGOs.	40 cranes, 70 ambulances and 40 small/medium sized cranes to be provided.	Annual	Proposal from the States/UTs/NGOs are to be received.
<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.	20.00	Quantitative targets cannot be indicated.	N.A	-	State Governments' 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.	40.00	Number of Studies/ R&D Projects to be undertaken.	A number of sponsored Studies/ R&D Projects to be undertaken	Annual	Response from Bidders.
<b>3</b>	Setting up of Inspection and Certification Centre	To set up Inspection and Certification centres through public private participation	90.00	No. of centres to be sanctioned.	___ centres to be sanctioned	Annual	Proposal from States/other organizations are to be received.
<b>4</b>	Strengthening public transport system	To strengthen public transport	30.00		10 proposals of States/UTs to be	Annual	MOU to be signed between



	including introduction of IT like Automatic Fare Collection based on GPS	system			sanctioned.		State/Central Govt. States to take up reforms
<b>5</b>	<b>New Schemes</b>						
	Setting up of Directorate of Road Safety & similar mechanism at State level.	To set up Directorate of Road Safety	4.85	12 centres to be sanctioned.	12 centres to be sanctioned.	Annual	Proposal from States/other organizations are to be received.
	(ii)Accident data collection & evaluation (TN model)			All States will be asked to replicate the model	All States will be asked to replicate the model	Annual	MOU to be signed between State/Central Govt. States are to take up reforms
	iii) Centres of excellence	To provide advance training in safety research in order to increase knowledge base on road safety issues.		Six Centres of Excellence will be set up.	Six Centres of Excellence will be set up.	-	Approval of the Cabinet will be required.
	(iv)Training of Driving Training Instructors	Training instructors to be trained through the IDTRs/driving training institutes.	1.50	Driving training instructors to be trained every year.	5,000 driving training instructors to be trained every year.	Annual	
	(v)Training of Engineers on Road Safety	Civil engineers of clients, consultants and contractors to be trained on standard training modules on road safety engineering through IAHE	0.15	civil engineers of clients, consultants and contractors would be trained	500 persons to be trained.	Annual	

	(vi) Training in First-Aid	Truck, bus drivers to be trained in basic first aid and all ambulance service personnel, toll booth operators and personnel to be trained in first aid & trauma care for spinal and head injuries.	3.00	4000 persons will be trained in basic first aid and 1000 persons on spinal and head injuries.	4000 persons will be trained in basic first aid and 1000 persons on spinal and head injuries.	Annual	
	(vii) Training of Road Safety Auditors	Building of capacity for road safety auditing and training by developing standardised training course.	0.50	Selected Training Institutions	Number of persons to be imparted training in road Safety Audit.	Annual	
	Road Safety Fund	To provide a one-time seed capital of Rs.1 cr to 5.00 crore to each State depending upon vehicle population of a State/UT. 50% of the amount collected by way of activities under MV Act will be credited to this non-lapsable road safety fund, to be used for such area specific road safety activities as approved by State Road Safety Council and District Road Safety Councils.	10.00	All States/UTs	All States/UTs	Annual	MoU to be signed on creation of the fund and diverting 50% of penalties collected under CMVR in the State/UTs on annual basis to State Road Safety Fund
	Assistance for setting up of additional No. of Motor Accident Claim Tribunals(MACT) to the States	To set up motor accidents claim tribunals for adjudicating compensation claims in respect of accidents involving death and	1.00	Cannot be quantified at this stage.	Cannot be quantified	Annual	State Govts to provide proposals; priority to be based on pending cases in

		injury arising out of use of motor vehicles in order to establish more claim tribunals by State.						MACT.
			<b>400.00</b>					

## **CHAPTER-III**

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

#### **ROADS WING**

A comprehensive review 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.

#### **2. 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.

#### **3. 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.

#### **4. ROB CLEARANCE**

- In order to expedite the clearances of ROBs/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 ROBs.
- On the suggestion of the Railway Board for expediting the construction of ROBs, NHAI have signed a MoU with IRCON to construct the ROBs 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).

## **5. 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.

## **6. Steps taken by the Government during 2011-12 (upto 9<sup>th</sup> February, 2012) to expedite the implementation of National Highways Development Project (NHDP)**

6.1 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.

6.2. Apart from the policy initiatives taken during previous years, the new initiatives taken during this year are as under:

6.2.1 A Joint Task Force of Confederation of Indian Industry (CII) and the Ministry of Road Transport & Highways has been constituted for the year 2012.

6.2.1(i) The prime objective of this Task Force shall be to suggest appropriate measures for facilitating investments in the National Highways sector and improving the viability of Public Private Partnership (PPP) projects apart from evolving appropriate measures to facilitate greater and healthier private sector participation at the stage of policy formulation, appropriate regulatory mechanism and expeditiously resolve the issues at the implementation stage.

6.2.1(ii). The Task Force shall address the concerns of all the stakeholders-investors, lenders, road users and the Government.

6.2.1(iii). This Task Force will also address the specific road safety issues and suggest measures to improve and operationalise the safety standards for road users.

6.2.2. The matter pertaining to the implementation of recommendations of Shri BK Chaturvedi Committee Report on Dispute Resolution Mechanism has been duly approved by National Highways Authority of India (NHAI) Board and Empowered Group of Ministers (EGoM). In this regard, an Independent Expert Group (IEG) has been constituted for one time settlement of pending disputes under the chairmanship of a retired judge of Delhi High Court.

6.3. In order to work towards the endeavour to construct 20 kms. of roads daily and to realize this target, this Ministry had finalized the Work-Programme for the year 2011-12, covering 60 projects for a length of approximately 7994 kms.

6.4. During the current financial year 2011-12 (as on 9.2.2012), so far 34 projects covering the length of 4691 kms. at cost of Rs. 43,566.92 crores have been awarded.

6.5. Bids received for 3 projects covering 333 kms. and costing about Rs. 2104 crores are under evaluation.

6.6 Further, bids have also been invited for 8 projects covering 856 kms. costing about Rs. 7206 crores.

6.7. In addition, for 4 projects covering a length of 358 kms., which have been approved by Public Private Partnership Appraisal Committee (PPPAC), bids are being invited by the NHAI.

6.8. Proposal for 11 projects covering a length of 1732 kms. and costing Rs. 16433 crores have been submitted for approval of PPPAC/Standing Finance Committee (SFC) as the case may be.

**10. Major Initiatives taken :**

(i) In order to improve transparency and accountability, Ministry has switched over to e-procurement and e-tendering for all types of projects including BOT since July, 2011.

(ii) Public grievance redressal system of Ministry made interactive with the help of user-friendly social networking site, viz. Face Book (available at <http://www.facebook.com/pages/Ministry-of-Road-Transport-and-Highways/179136175451970>)

**Setting up of a Transport Hub on Pilot Basis**

Ministry of Road Transport and Highways is implementing two projects namely establishment of Institute of Driving Training Research (IDTR) and Inspection & Certification Centres (I&C) during the Eleventh Five Year Plan at a cost of Rs.14.00 crores and Rs.14.40 crores respectively per centre at Railmagra (Rajsamand). The land for these projects have been identified by the State Government of Rajasthan and the work is expected to commence shortly with the support of private partners who will also take care of the operational issues of these centres.

It is expected that the above projects will prove as catalyst for the emergence of Railmagra (Rajsamand) into a transport hubs after these projects start functioning by 2013. In order to facilitate the emergence of these centres as Transport Hubs, the issues were discussed by Hon'ble Minister (RT&H) with all the major players in the transport sector, including Original Equipment Manufacturers' (OEM's), manufacturers of transport components, transport logistic suppliers and public sector banks etc. to give their support and enable the local unemployed youth to get involved in the activities of the Transport Hub. All the stakeholders including State Government of Rajasthan gave a very good response and assured to give feedback for further formulation of the project.

**Setting up of Inter-State Checkposts to be taken up in the Twelfth Five Year Plan.**

Keeping in view of difficulties being faced by a typical truck operator in obtaining clearances for carrying goods and paying certain charges to multiple agencies at various check posts, which results in more than one detention causing lower speed, loss of time,

higher fuel consumption and adversely affecting their operational viability. This has thwarted the formation of a single common market in India.

Integration of tags administration with inter-state road freight and passenger movement through online communication network systems at national, regional and local levels would enable a move towards borderless and paperless movement of traffic across state borders reducing transaction cost and overall logistics cost to the economy besides increasing the throughput of goods and passenger vehicles. The VAHAN and SARATHI platforms which are now being used for national permit scheme can be utilised for implementation of the 'Green Channel' for freight movement with single destination which accounts for a large proportion of the total consignments and is likely to go up with increasing containerisation.

There are total of 177 inter-state check posts in the country. The Government is now considering to develop a 'Single Window Clearance System' during XII Pan for all authorised charges at the original check post and at border check post by integrating all officers dealing with taxes and checking of goods. The approach of State Governments of Andhra Pradesh and Gujarat towards automation and computerisation which in Gujarat has led to 100% checking of vehicles and over four fold increase in revenue is being considered for replication. During the 12<sup>th</sup> Five Year Plan, it is proposed that inter-state check posts in golden quadrilateral and North-South, East-West routes may be taken up for funding by the Ministry of Road Transport & Highways.

### **Formulation of a scheme for providing efficient public transport system in rural areas.**

Ministry of Road Transport & Highways is considering to formulate a scheme for providing efficient public transportation services in the rural areas by State Road Transport Undertakings on PPP model on long term basis. The proposed scheme will be taken up with the Planning Commission for allocation of funds in the Twelfth Five Year Plan.

## CHAPTER - IV

### REVIEW OF PERFORMANCES DURING 2009-10 AND 2010-11

#### ROADS WING

##### Scheme-wise Physical Performance

##### 1.1 National Highways:

(Rs in crores incl.IEBR)

2010-11 (Plan)		2011-12		2012-13 (Plan)
BE	RE	BE	RE	BE
25,155.00	25,465.00	27,100.00	32,457.00	32,600.00

The budget provision for the development of National Highways system covering both the on going as well as new works during 2011-12 amounted to Rs.32,457.00 crore at RE stage. It also includes the investment provided to NHAI.

##### 1.2 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 43,032 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 2011-12, fresh proposals involving a total cost of Rs.1569 crores have been sanctioned upto December, 2011. A total of 477 km of single lane roads have been widened to two lanes, 448 km have been strengthened and work on rehabilitation/ construction of 67 bridges has been completed upto December, 2011. The details of the major projects are given below:

##### 1.2.1 Major on-going projects costing more than Rs 20.00 crores under implementation by the State PWDs as on 31.12.2011:-

There are a total of 117 number of projects (non-NHDP) aggregating to Rs.7972.97 crores, each costing Rs 20.00 crores or more under implementation by the Ministry through State PWDs / NHAI during the year 2010-11 and 2011-12. The details of the cost of projects, results achieved present stage of progress and the future plans and the targets are given in **Annexure-IV**.

##### 1.2.2 Maintenance and repairs

(Rs in crores)

2010-11				2011-12				2012-2013
BE		RE		BE		RE		BE
Plan	Non - Plan	Plan	Non- Plan	Plan	Non- Plan	Plan	Non- Plan	Non- Plan
-	1032.86	-	1989.46	-	983.25	-	1272.40	1928.03



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. Since 1950-51, the share of the road sector in total freight traffic increased from 13.8% - 62.9% and passenger traffic from 15.4% - 90.2%. 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.

### **1.2.3 Improvement of Road connectivity in LWE affected areas including roads under Tribal Sub-Plan and development of Vijayawada Ranchi corridor.**

So far, the detailed estimates for 193 projects covering a length of 5339 km of roads costing Rs.7289 crore have been sanctioned. Out of these, 167 projects covering a length of 4502 km roads costing Rs.5919 crore have been awarded. Further, tendering for 25 works for length of 837 km costing Rs.1355 crore is in progress and these works are also likely to be awarded soon. The entire programme is likely to be awarded by June 2012 with the target to complete most of the stretches by March 2014.

Under development of Vijayawada Ranch corridor, so far, the detailed project reports for 6 packages covering 451 km length costing Rs.828 crore have been sanctioned out of which works for 5 packages covering 356 km length costing Rs. 637 crore has been awarded. All works under Vijayawada Ranchi corridor are also proposed to be awarded by June 2012 so that these works are completed by March 2015.

## **2. SARDP-NE**

Special Accelerated Road Development Programme in North East (SARDP-NE) covering construction/improvement/DPR preparation of 10141 km road stretches, approved by Cabinet Committee on Economic Affairs (CCEA) /Cabinet from time to time. The programme has been divided under 3 phases, as under:-

### **(i) Phase 'A' of SARDP-NE**

Phase 'A' involve improvement/ construction of 4099km of roads (2,041 km NH and 2058 km State roads and other roads) at an estimated cost of Rs.21,769 crore. Out of these 3325km roads, has been approved for execution and balance 774 km has been approved 'in-principle'. The implementation of these roads has been entrusted to various Agencies such as State PWDs, BRO and NHAI. So far, 2389km roads {incl. 112 km on BOT (Annuity)} at Rs 10,164 crore under SARDP-NE Phase 'A' have been sanctioned/awarded and 451 km @ Rs 3267 crore are under process of approval/tendering/ examination. The likely target date of completion for sanctioned road stretches of Phase 'A' is March 2015. The list of roads included under Phase 'A' of SARDP-NE is given at **Annexure - V**.

**(ii) Arunachal Pradesh Package of Roads and Highways.**

Under this package 776 km road stretches were approved on Hybrid BOT (Annuity) basis. Tenders for all 4 sub-projects of 774 km (revised length) have been awarded at total project cost (TPC) of Rs 5111 crore.

Road stretches aggregating to 1543 km length have been approved for execution on Cash contract basis. Out of these, about 451 km length has been sanctioned/awarded amounting to Rs 2255 crore, till date.

The total sanctions accorded is for 1227 km roads at Rs 7404 crore and 298 km @ Rs 1437 crore are under process of approval/examination. The entire Arunachal Pradesh Package is targeted for completion by March, 2017. The list of roads included under Arunachal Pradesh Package of Roads and Highways of SARDP-NE is given at **Annexure – VI**.

**(iii) Phase ‘B’ of SARDP-NE**

Improvement of 34 roads stretches of various categories such as NHs, State Roads, GS roads and Strategic roads etc. aggregating to 3723 km has been included under Phase ‘B’ of SARDP-NE. Phase ‘B’ has been approved by the Government for preparation of DPR only. The CCI note seeking implementation approval for these roads at an estimated cost of about Rs 15,000 Crore is under finalization. If approved, certain projects is target for implementation during 2012-13. The list of roads included under Phase ‘B’ of SARDP-NE is given at **Annexure –VII**.

An amount of Rs 1600 crore was allocated for SARDP-NE during 2011-12. Out of this, expenditure of Rs 1295 crore has been incurred as on 31.01.2012. Total 60 km roads of 2-lane standards were completed and together with the roads completed upto the previous year, total 802 km roads have been completed so far under Phase ‘A’ and Arunachal Pradesh Package of Roads and Highways of SARDP-NE against 5644 km approved for implementation.

**Performance of SARDP-NE.**

Since start of the programme the performance of SARDP-NE is as indicated below:

Year	Sanctions/ Award (km)	Sanctioned Cost (Rs Crore)	Length completed (km)	Financial (Rs. Crore)	
				Allocation	Expenditure
2006-07	501	1285	Preliminary	550	450
2007-08	240	615	150	700	652
2008-09	187	835	290	1000	637
2009-10	188	1070	156	1200	676
2010-11	1615	9439	146	1500	1065
2011-12	887	4324	60	1600	1295*
<b>Total</b>	<b>3616</b>	<b>17568</b>	<b>802</b>	<b>6550</b>	<b>4775</b>

\* upto 31.01.2012

### 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.2.00 on petrol and high speed diesel (HSD)]**

(A) Distribution of Rs.1.50 per litre cess:-

(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.

(B) Distribution of balance Rs.0.50 per litre cess:-

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 as per CRF Act, 2000 as amended by the Finance Act, 2005..

- From the commencement of the CRF scheme in 2000, a total of 6815 number of works amounting to Rs.23416.86 crores have been sanctioned till December, 2011. Out of this, 5 number of works for improvement of State roads involving expenditure of Rs.108.73 crore have been sanctioned from the CRF for 2011-12 upto December, 2011. The details of these are given at **Annexure-VIII**.

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

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:

- i) Inter-State roads / bridges necessary for ensuring through communication.
- ii) Roads / bridges connecting National Highways.
- iii) Roads / bridges required for opening up new areas for economic growth where railway facilities cannot be provided in the near future.
- iv) 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:

**(Rs in crores)**

Year	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	6	59.36	30	421.73
2010-11	4	34.03	51	717.07
*2011-12	1	10.76	2	48.09
<b>Total</b>	<b>162</b>	<b>573.52</b>	<b>327</b>	<b>2781.03</b>

\* Upto December, 2011

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

An outlay of about Rs.282.22 crore has been proposed during the year 2012-13, which includes Rs.20.00 crore for Duburi-Brahmanipal-Harchandapur-Naranpur-Keonpur Road in Orissa.

#### **4. TOOLS & PLANTS:**

##### **Machinery and Equipment:**

The rising infrastructure needs and vehicle population has given an impetus to the road construction projects in the country, including the national highway development programs. The increased and rapid mechanization of the road construction sector helps developers to execute large projects, improve design specifications, ensure quality, and most importantly, complete projects on time.

In order to achieve these objectives, it is necessary that modern and sophisticated machines be used. Also it is important to issue the Guidelines for the use of suitable machines and equipments for various road construction and maintenance works. Ministry has taken following measures for the effective use of modern and sophisticated Road making machines in construction and maintenance activity.

- (i) To ensure safety of Bridges, it is necessary to inspect the bridges periodically. Proper Bridge Inspection depends upon adequate access to the structure. Mobile Bridge Inspection Unit, the state of the art platforms allow unrestricted access to all under bridge related tasks; inspections, repairs, general maintenance, replacement & maintenance of bearings etc. One Mobile Bridge Inspection Unit each is allotted by the Ministry to the States of Tamil Nadu, Orissa and West Bengal, are being proposed to be utilized through outsourcing basis to ensure proper maintenance and upkeep of bridges and also help in repair of distressed bridges.
- (ii) To improve safety and reduce the cost of maintaining the roads by preventing the damage caused by the overloaded vehicles, Ministry in the process of installation of WIM-cum-ATCC (Weigh-in-motion-cum-Automatic traffic Counter-cum-Classifer) in different stretches of National Highways in the country on outsourcing basis.
- (iii) To facilitate the use of latest technological equipments, Guidelines for “Selection, Operation and Maintenance of Hot mix Plants” and “Paver Finisher” has been published. The document on Guidelines for “Selection, Operation and Maintenance of Concrete Batching and Mixing Plant” has been approved in the IRC session and will be published in the Mid Term Session of the IRC. Also, the document on guidelines on compaction equipments for soil and bituminous road is being prepared.
- (iv) Ministry with a view to introduce new technological changes has issued a circular to make the use of Batch type Hot Mix Plant mandatory on Road projects more than Rs. 25 crore w.e.f. April 2012 and for all works w.e.f. April 2013.
- (v) Implementation of World Bank and Asian Development Bank assisted projects also led to mechanization of road construction. Therefore, Custom and Excise duty exemption facility in respect of equipment and

material is being availed by contractors in Road Construction activity under externally aided projects. Also, with the cooperation of Ministry of Finance, 21 items of Road Construction Machinery have been allowed for duty free import and the import of which is being done by the contractors. This facility has attracted the contractors to equip them with latest and sophisticated road construction machineries. In addition, Ministry has recommended for the inclusion of Pothole Patching machine and Milling machine to the list of items on which custom duty is exempted.

(ii) Mechanical Zone will outsource the following activities and monitor them.

1. Data collection through Network Survey vehicle.
2. Mechanised all weather Patching Machine.
3. Maintenance through Hot/Cold Recycling.
4. Intelligent transport System will use information and communication technology which will be applied to transport infrastructure.
5. Automated Quality Control Testing and Reporting.

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

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

**Road Transport**

**PERFORMANCE ON OUTCOME BUDGET TARGETS 2009-2010 & 2010-2011**

	Name of the Scheme	Target 2010-2011	Performance in the year 2010-2011	Target 2011-2012	Performance in the year 2011-2012 (as on Jan., 2012)
<b>1</b>	<b>Road Safety</b>				
	Refresher Training to Drivers in Unorganized Sector and Human Resource Development including training	20 training programmes to be conducted.	10 training programmes at CIRT, Pune, 8 programmes at ARAI, Pune and 2 programmes at ESCI, Hyderabad have been sanctioned. An amount of Rs. 62.44 lakhs has been released to these institutes.  Proposals for imparting refresher training received from SIAM, AIMTC and Krishna Distt Lorry Owners Driving training schools have been processed for training of about 35,000 drivers. However, sanction could not be issued in 2010-11.	80000 drivers to be trained  20 training programmes to be conducted.  10 model driving training schools to be sanctioned.	6 training programmes at CIRT, Pune, 2 programmes at ARAI, Pune and 3 programmes at ESCI, Hyderabad have been sanctioned. At a total cost of Rs. 41.57 lakhs.  Proposals for imparting refresher training received from SIAM, AIMTC and Krishna Distt Lorry Owners Driving training schools

			<p>The scheme for Model Drivers training schools has been approved During this financial year sanction has been accorded for setting up of six Institute of Driving Training &amp; research (IDTR Tier I) at Chhindwara, M.P, CIRT, Pune, Rail Magra Town, Rajsamand District, Rajasthan, Paradi, Valsad, Gujarat, Sarkaghat, Mandi, Himachal Pradesh and Village Kaluwas, near Bhiwani, Haryana has been sanctioned.</p>		<p>have been processed for training of about 40,000 drivers.</p> <p>Under the revised scheme of setting up of Institutes of Driving training &amp; research, nine institutes have been sanctioned in the states of Himachal Pradesh, Madhya Pradesh, Rajasthan, Maharashtra, Gujarat, Haryana, Bihar , Tripura and Tamil Nadu. One more institute is being finalized.</p>
	Publicity measures and awareness campaigns	<p>400 video spots and 250 radio spots to be telecast/broadcast. Further news paper advertisement on road safety to be undertaken.</p>	<p>Awareness campaign through printing material has been sanctioned for which an expenditure of Rs. 10.35 crore was incurred. An amount of Rs. 3.00 crore was incurred on advertisements in newspapers through DAVP. 7463 video spots were telecast and 56951720 radio spots were broadcast through AIR, Private TV channels, Private FM Channels and Doordarshan</p>	<p>300 video spots and 300 radio spots to be telecast/broadcast. Further news paper advertisement on road safety to be undertaken.</p>	<p>(i) Rs. 1.0 crore has been released to DAVP for carrying out road safety advertisements on publicity.</p> <p>(ii) Work order of Rs. 10 crore has been placed with DD. Campaign has started.</p> <p>(iii) Work order of Rs. 17 crore for printing of calendar, posters etc. has been placed with the Firms. Supply is expected to be completed shortly.</p> <p>(iv) Work order of Rs. 3 crore for broadcast of radio spot has been placed with AIR . Campaign will complete by 31<sup>st</sup> March 2012.</p> <p>(v) DAVP has started telecast of the TV spots (30 seconds) on Road</p>



					Safety through the selected popular private TV channels
	Road Safety Equipments and Pollution Testing and Control	225 road safety equipments and 100 smoke meters & 100 gas analysers to be sanctioned.	Work Order for supply of 139 smoke meters and 139 gas analysers has been placed on 22.12.2010. The bills for release of 90% payment were received in the last fortnight of March, 2011. Finance Wing had made some observations and the payment could not be made in the financial year 2010-11.	200 Smoke meters and 200 Gas analysers i.e. pollution testing equipments to be sanctioned.	Work order for supply of 200 smoke meters and 200 gas analysers is being finalized.
	National Highways Accident Relief Service Scheme	25 cranes, 35 small/medium sized cranes and 100 ambulances to be provided.	Acceptance letters for tenders for procurement of 40 number of 10-ton cranes and 36 number of small cranes for hilly areas were issued on 14.1.2011. The firm has submitted Type Approval Certificate within the stipulated period and now the work order is being issued for supply of cranes. Ministry has already supplied 70 ambulances to various consignees which was due in previous financial year. Work order for balance 70 advance Life Support Ambulances has been placed.	30 cranes, 30 ambulances and 20 small/medium sized cranes to be provided.	Work order placed for procurement of 40 number of 10-ton cranes and 36 number of small cranes for hilly areas at a total cost of Rs. 13.50 crore. Supply is expected to be completed shortly. As regards ambulances, work order for procurement of 70 ambulances placed in January 2011. Report of final inspection is under consideration.
2.	<b>National Data Base &amp; Computer System, Data collection, research &amp; development and transportation studies including Total Engineering Solution</b>	National and State Registers of Driving Licences/Registration Certificates to be in place.  3 No. of studies/R&D projects	About 93% of the RTOs have been computerized. Request from NIC has been received for release of Rs. 7.00 crore for implementation of the project i.e. creation of National/State register of DL/RC. This has been examined in consultation with IFD and NIC has been advised accordingly to go ahead with the project and seek release of funds from the Ministry as and when actual release is required at their end.	N.A  4 No of Studies/R&D Projects to be undertaken	Application based Smart Card for registration certificate & driving license are being issued by States/UTs.100% computerization has been achieved in 31 States/UTs and about 97% of the RTOs i.e. about 942 out of 975 RTOs have been computerized

		to be undertaken.	A study has been entrusted to CIRT, Pune at a total cost of Rs. 25,97,565/-. M/s. JPS Associates has also submitted final report of three studies entrusted to them earlier. These reports are under examination.		
<b>3</b>	<b>Setting up of Inspection and Maintenance Centre</b>	7 or 8 centres to be sanctioned	The scheme has been approved by Hon'ble Minister (RT&H) and proposals have been invited from 10 identified States/UTs. One such centre has been sanctioned to be set up at Chhindwara. An amount of Rs. 2.55 crore has been released to SIAM. The proposals to set up I&C centres at Haryana, Karnataka, Andhra Pradesh, Gujarat, Rajasthan and Himachal Pradesh have also been approved.	10 centres to be sanctioned	A model of automated Inspection & Certification (I&C) Centre was designed and a scheme for setting up of one such Centre in 10 States on a pilot basis was approved. Nine model I & C Centres have already been sanctioned and some of these are already at various stages of implementation.
<b>4</b>	<b>Strengthening public transport system including introduction of IT like Automatic Fare Collection based on GPS</b>		The scheme has been made effective from 15.3.2010. Under this scheme 9 proposals from Government of Himachal Pradesh, Gujarat, Haryana, Karnataka, Kerala, Tamil Nadu, Rajasthan and Punjab have been sanctioned so far and Rs. 17.44 crore (approx.) have been released.	12 proposals of States/UTs to be sanctioned.	The scheme has been made effective from 15.3.2010. Proposals received from States of Karnataka, Haryana, Himachal Pradesh, Gujarat Tamil Nadu and Punjab have been sanctioned.

5	<b>Creation of National Road Safety Board</b>		<p>A Bill to create the National Road Safety and Traffic Management Board was introduced in Lok Sabha on 4.5.2010 which was referred to Department related Parliamentary Standing Committee for examination. The Committee has submitted its report to the Chairman, Rajya Sabha on 21.7.2010. The Government has examined all the recommendations of the Committee and has initiated necessary process to incorporate certain amendments in the bill in line with the recommendations of the Committee for consideration of the Parliament. Considering the observations of Parliamentary Standing Committee, amendments in the Motor Vehicles Act, 1988 are being processed first before moving ahead on National Road Safety and Traffic Management Board Bill.</p>	Cannot be quantified	<p>A Bill to create the National Road Safety and Traffic Management Board was introduced in Lok Sabha on 4.5.2010 which was referred to Department related Parliamentary Standing Committee for examination. The Committee has submitted its report to the Chairman, Rajya Sabha on 21.7.2010. The recommendations of the Committee are being examined.</p>
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## CHAPTER-V

### FINANCIAL REVIEW

The Annual Plan 2012-13 proposed gross outlay of Rs.33000.00 crore in respect of Roads and Road Transport Sector as under:

(Rs. in crores)

Sector	Budgetary support (proposed)	IEBR (Proposed)	Total
1	2	3	4
Roads	22,600.00	10000.00	32600.00
Road Transport	400.00	-	400.00
<b>Total</b>	<b>23,000.00</b>	<b>10000.00</b>	<b>33000.00</b>

The actual expenditure incurred during the years 2010-11 and the expenditure incurred during 2011-12 till 31.01.2012 is indicated in the statement given below:-

(Rs in crores)

Sl. No	Item	Actual Expenditure		2011-12		2012-13
		2010-11	2011-12 (upto31.1.12)	BE	RE	BE
<b>ROADS</b>						
1	GBS	17401.05	13336.64	19500.00	19957.00	22320.00
	Other than GBS (EAP)	400	0.00	100.00	0.01	280.00
	Total=	17801.05	13336.64	19600.00	19957.01	22600.00
2	Provision for NE and Sikkim Pool being 10% of GBS	1044.49	1624.00	1990.00	2202.00	2272.00

#### 1.1 Road Development

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.

#### 1.2 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	2010-11			2011-12			BE 2012-13
	BE	RE	EXP.	BE	RE	EXP. upto Dec,2011	
<b>PLAN</b>							
National Highways (Original) works	3958.10	4656.10	4497.08	4964.34	4949.34	2410.54	5742.80
Works under BRO	700.00	760.00	693.00	700.00	620.00	303.76	550.00
Permanent bridge fee fund	120.00	120.00	119.45	150.00	150.00	54.37	150.00
SARDP-NE	1500.00	1500.00	1044.49	1600.00	1600.00	1098.08	2000.00
<b>Total</b>							
<b>Non-Plan</b>							
NHs with State PWDs	1022.86	1989.46	1876.32	983.25	1272.40	617.78	1928.03
NHs with BRO	34.00	65.00	43.93	44.00	55.00	29.99	70.00
<b>Total</b>							

### 1.3 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) and toll collected by NHAI on the NH stretches entrusted to NHAI. 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 2010-11, 2011-12 and expenditure made upto December, 2011 and proposed in 2012-13 is as under:

(Rs. in crores)

Item	2010-11			2011-12			2012-2013
	BE	RE	Exp.	BE	RE	Exp.	
Investment (Financed from CRF)	7848.98	8440.94	8440.94	8250.00	8250.00	6187.00	7881.95
Investment (Financed from Permanent Bridge Fee Fund) Toll Receipts	1623.00	1623.00	1623.00	1292.89	2692.89	2038.68	3554.03

from NHAI							
J&K Package	360.00	360.00	360.00	320.01	320.01	320.01	300.00
EAPs	500.00	401.00	400.00	100.01	0.01	0.00	280.00
<b>Total</b>							
IEBR	7455.00	2341.00		7500.00	12500.00		10000.00
<b>Grand Total</b>							

#### 1.4 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	2010-11			2011-12			2012-13
	BE	RE	Exp.	BE	RE	Exp. As on 31-12-2011	
Grants to states and UTs for State Roads (CRF)	1893.75	*2714.87	2460.29	2247.75	2247.75	873.49	2280.91
Grants to States and UTs for Roads of ISC & EI	230.42	243.88	208.22	282.77	282.77	39.84	282.22

\* This includes Rs.700 crore from previous year's balance.

#### 1.5 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 2011-12 out of which an expenditure of Rs.0.45 crore was incurred upto 31-12-2011 during the financial year 2011-12.

## 1.6 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.7.00 crore was made for procurement of machinery and equipment which has been revised to Rs.4.00 crore at RE stage during the financial year 2011-12 out of which nil expenditure has been made upto 31-12-2011.

### Road Transport

#### Financial Performance 2010-2011 & 2011-2012

Name of the Scheme/ Project/Programme	BE 2010- 2011	Expd. 2010- 2011
<b>1 Road Safety</b>		
(i) Refresher training to drivers in unorganised sector Human Resource Development including training	111.00	10.79
(ii) Publicity measures and awareness campaigns	30.00	34.25
(iii) National Highway Accident Relief Service Scheme	32.00	13.62
(iv) Road Safety Equipment & Pollution Testing Equipment	7.00	1.97
<b>2</b> National Database & Computer system, Data collection, research & development & transportation studies including total engineering solution	30.00	0.20
<b>3</b> Setting up of Inspection and Maintenance Centre	54.00	2.55
<b>4</b> Strengthening public transport system including introduction of IT like Automatic Fare Collection based on GPS	35.00	17.44
<b>5</b> Creation of National Road Safety Board	1.00	0.00
<b>Grand Total</b>	<b>300.00</b>	<b>80.82</b>

## **CHAPTER-VI**

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

#### **1. ROADS WING**

##### **1.1 INDIAN ACADEMY OF HIGHWAYS ENGINEERS (IAHE)**

IAHE 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 objective of fulfilling the long felt need for training of highway engineers in the country, both at the entry level and during their service period.

The name of NITHE was changed to Indian Academy of Highway Engineers in the year 2011. The institute has been functioning for 27 years and it started functioning from its own campus, w.e.f. 1.10.2001 at A-5, Institutional Area, Sector 62. NOIDA (U.P.).

##### **Broad Activities**

- (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 IAHE has trained 22,251 Highway & Bridge Engineers and Administrators involved in road development from India and abroad through 957 training programmes (up to 31<sup>st</sup> December, 2011). 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. IAHE is considered to be a resource centre for trainings for the World Bank, Asian Development Bank (ADB) etc.

During the year 2011-12 (up to 31<sup>st</sup> December, 2011), the Institute organized 89 training programmes in which 1,938 engineers participated including 192 foreign participants from 25 countries.

##### **1.2 NATIONAL HIGHWAYS AUTHORITY OF INDIA**

1.2.1 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.



1.2.2 Government of India has launched major initiatives to upgrade and strengthen National Highways and has taken up National Highways Development Project (NHDP).

1.2.3 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 crore in December, 2000 and NHDP Phase-II: For laning of 6,644 km. at an approved cost of Rs. 34,339 crore in December, 2003. These two phases comprise of 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 crore.
- Government on June 18, 2008 has 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 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 crore.
- Government on November 2, 2006 has approved construction of 1000 km of expressways with full access control on new alignments at a cost of Rs.16,680 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 crore under the NHDP Phase-VII. Of the total cost, Rs.6,302 crore will be provided by the government while Rs.10,378 crore will come from the private sector. The larger chunk of the total investments about Rs. 10,500 crore will be spent on construction of 700 km of ring roads and by-passes. The remaining amount of Rs. 6,180/- crore will be spent on stand alone grade separated intersections, road over bridges, elevated roads, tunnels, underpasses and service roads.

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 to the programme 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 7<sup>th</sup> and 14<sup>th</sup> December, 2009 agreed inter alia to
- (i) provide the Additional Budgetary Support (ABS) for SARDP-NE and J&K as recommended by the Chaturvedi Committee; and
  - (ii) approve work plans 2010-11 onwards and to provide necessary financial support for them as recommended by the Chaturvedi Committee with the stipulation that for the total length of NH 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.

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 2012-13 are given in **Annexure-X**.

## **2. Financing of NHDP**

2.1 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 (GoI) provides cess funds, funds for Externally Aided Projects (EAPs) 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) GoI's Gross Budgetary Support (GBS) and Additional Budgetary Support (ABS)
- b) Dedicated accruals under the Central Road Fund (share in the levy of cess on fuel) allocated through Union Budget.
- c) External Assistance in respect of International Institutions (World Bank; ADB; JBIC) funded projects allocated through Union Budget and direct borrowings from these institutions.
- d) Ploughing back of toll revenue including toll collection, negative grant, premium and revenue share deposited by NHAI into Consolidated Fund of India and equivalent amount to be released to NHAI for ploughing back in its projects.
- e) Private financing under Public Private Partnership (PPP) frameworks
  - (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;
  - (ii) BOT (Annuity)-Investment by private firm and return through semi-annual pre-determined payments from NHAI as per bid; and
  - (iii) Special Purpose Vehicle (SPV)-with equity participation by NHAI
- f) Funding of the NHDP Projects under SARDP-NE and in J&K with Additional Budgetary Support (ABS) over and above cess allocation; and

- g) Market borrowings (including funds raised through Capital Gain Tax Exemption Bonds under section 54 EC of Income Tax Act and Tax free Bonds) as authorized by GoI.

2.1.1 For implementation of NHDP Phases I and II, the main source of finance of NHAI is the fuel cess (Table 2.1.3 given 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 a loan directly from multilateral agencies (Asian Development Bank had sanctioned a loan of US \$ 165 million to NHAI for the Surat-Manor Highway project). In addition, a TA Loan of US\$45 million has recently been negotiated by GoI with World Bank for institutional strengthening and Capacity Building of NHAI

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	1630.74	-	8184.73
2009-10	7404.70	272.00	68.00	1153.63	-	8572.54
2010-11	8440.94	320	80	2160.10	-	15354.37
2011-12 (upto Dec'11)	6187.00	-	-	1531.35*	-	17082.59

\* In addition, the first trench of Tax-Free Bonds opened for subscription on Dec.28,2011 and was overall oversubscribed 5times of the base issues size(Rs.5,000 cr) and 2.5 times of the issues size (10,000 cr). The allotment of bonds amounting to Rs.10,000 cr was made in Jan,2012.

### 3. Reforms Measures and Policy Initiatives

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) based Projects & BOT (Annuity) projects in NHAI are placed at **Annexure XI & XII**, respectively.

- 3.1 In keeping with the targets of 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.
- 3.2 The summary of the recommendations pertaining to the Financing Plan considered in the BKC Committee Report and as approved by the Government in 2009 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 programme yet to be awarded.
  - (ii) Funding of the NHDP Projects under SARDP-NE and in Jammu & Kashmir with Additional Budgetary Support (ABS) over and above the cess that Government provides to NHAI on a yearly basis.
  - (iii) 'In Principle' approval of the government Support to the NHAI for:
    - Issuance of Tax exempted bonds
    - Guarantee cover to the Borrowing Plan of NHAI
    - Out of the borrowing approval of Rs 30,000 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, flagship programme of Government.

- a) Project being awarded only after 80% of land with Government against 50% earlier;
- b) 122 dedicated special Land Acquisition units being set up and as to get the required land be notified/taken over (under Sec,3A/3D) possession;
- c) Action has been taken against defaulting civil contracts. 27 contracts have been terminated and five contracts have been foreclosed. Several contractors have been declared as non-performers and banned from further NHAI works till their performance improves.
- d) 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 major components of which are as under:-

- (i) Setting up of 13 Regional Offices, headed by Chief General Manager (CGM) level officer for regular monitoring and effective coordination with State authorities;
- (ii) Adequate delegated powers to Regional Offices;
- (iii) Creation of 26 posts of CGMs/Executive Directors over and above the existing 13 posts of CGMs; and
- (iv) Empowering the Authority to engage, where required, outside experts (with relaxation of age of 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 NH's, a 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 machine for repair of distress in pavements to improve maintenance culture.
- (iii) Outsourcing of maintenance works the 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
- Incidence management
- Land management

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 Central Government is authorized to levy fee (toll) under section 7 of the National highways Act, 1956 for public funded project and under section 8 A ibid, for private investment project. Government has 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 5<sup>th</sup> Dec. 2008 as amended vide GSR No. G50 (E) dated 3.12.2010.

3.8 To improve the collection of user fee, NHAI has adopted the system of engagement of fee collecting agency through auction competitive bidding, where the successful bidder shall pay a fixed quoted amount irrespective of the actual collection. As on 31.12.2011, 64 nos of agencies or engaged through competitive bidding and work of engaging agencies in respect of more 21 toll plazas is in progress.

## **4 REVIEW OF PAST PERFORMANCE**

### **4.1 PERFORMANCE DURING 2010-11**

The physical and financial performance during the year 2010-11 against the targets set for the Year along with the reasons for variation/shortfall is as per the Statement at **Annexure-XIII**.

#### 4.2 **PERFORMANCE DURING 2011-12 (Upto 31<sup>st</sup> Dec., 2011)**

- a) By December 31<sup>st</sup> 2012, 16,777 km of national highways pertaining to NHDP had been completed, the bulk of which 5,831km 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 NHA projects: Status as on December 31<sup>st</sup>, 2011**

NHDP components	NHDP										
	GQ	NS&EW	NHDP PH.III	NHDP PH.IV	NHDP PH.V	NHDP PH.VI	NHDP PH.VII	Port Comm	Other NHs	SARDP NE	NHDP Total
Total Length (Km)	5846	7142	12109	20000	6500	1000	700	380	1390	388	55455
Completed 4/6 lane (Km)	5831	5914	3024	-	709	-	7	341	946	5	16777
Under Implementation (km)	15	808	6513	2549	2768	-	34	39	424	107	13257
No. of Contracts under implementation (nos.)	8	76	90	18	22	-	2	4	5	2	227
Balance Length for award (km.)	-	420	2572	17451	3023	1000	659	-	20	276	25421

- b) A summary of the physical and financial progress of various phases of NHDP as on December 31, 2011 has been shown at **Annexure-XVII**

c) With the completion of more than 99.74 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. Twenty Eight stretches for OMT have also been identified out of which Six are already under implementation. Bids for four stretches have been invited. SFA for 12 stretches have been submitted and remaining six stretches shall be considered in the year 2012-13 and 2013-14.

### 4.3 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 4.3 : Status of On going Externally Aided Projects as on 31.12.2011.**

Sl. 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) (Loan closed on 31.12.2007)	477.00	WB	516	8
2.	Grand Trunk Road Improvement Project (GTRIP-UP, Bihar Jharkhand. (Loan closed on 30.06.2008)	422.00	WB	589	7
3.	Allahabad bypass Project- UP (Loan closed on 30.6.2009)	84.71	WB	240	3
4.	Lucknow – Muzzaffarpur National Highways Project (LMNHP)-UP; Bihar	511.00	WB	620	11
5.	Western Transport Corridor – Karnataka (Loan closed on 30.06.2008)	259.00	WB	240	5
6.	East-West Corridor Project- Gujarat (Loan closed on 30.06.2009)	504.60	ADB	320	6
7.	NH C (Sector-I) project EW Rajasthan, Madhya Pradesh, Uttar Pradesh (Loan closed on 31.12.2009)	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 (Loan closed on 31.12.2009)	566	ADB	400	13

Term Loan of US\$45 million has recently been negotiated by GOI.

A statement showing summary of EAP projects is placed at **Annexure XV & XVI.**



## 5. Financial Review

The provision made for NHA in the budget of the Ministry of Road Transport and Highways and actual funds received during 2010-11, 2011-12 and proposed in 2012-13 is as under -

**Table 5 : Details of Sources of funds [BE/RE & Actual for the year 2010-11**

**2011-12 (Actual upto January'2011) & 2012-13 (BE)].**

(Rs. in Crore)

Particulars	2010-11			2011-12			BE 2012-13
	BE	RE	Actual	BE	RE	Actual (upto Dec'11)	
Investments (Cess)	7848.98	8440.94	8440.94	8250.00	8381.37	6187.00	7881.95
External Assistance	400.00	400.00	400.00	22.50	0.00	0.00	180.00
Ploughing back of Toll Revenue including Toll Collection, Negative Grant, Revenue Sharing & Premium	1623.00	2428.00	1623.00	2981.00	3624.99	3624.99**	3554.03
IEBRs	7455.00	2341.00	2138.10	11900.00	12500.00	1531.35@	3000.00

\* As per the directions of the Government, the amount for the year 2010-11 onwards are to be deposited into the Consolidated Fund of India and the equivalent amount to be released to NHA in for ploughing back in the projects.

\*\* Includes Rs.590.79 crore of previous year.

@ In addition, the first trench of Tax-Free Bonds opened for subscription on Dec.28,2011 and was overall oversubscribed 5times of the base issues size(Rs.5,000 cr) and 2.5 times of the issues size (10,000 cr). The allotment of bonds amounting to Rs.10,000 cr was made in Jan,2012.

5.1 NHA in was authorized to raise funds through tax free bonds in 2011-12 aggregating to Rs.10000 Crore besides Rs.2500 crore against Capital Gains Tax Exemption Bonds u/s 54EC of Income Tax Act. The first trench of tax free bond issue opened on December 28, 2011 and was closed earlier than the scheduled date on January 5, 2012 as against the scheduled closure date of January 11, 2012. The issue was overall oversubscribed 5 times of the Base Issue Size (Rs.5000 crore) and 2.5 times of the Issue Size (Rs.10000 crore). The allotment of bonds aggregating to Rs. 10000 crore was made on 25.01.2012. the bonds were credited to investors Demat a/c by NSDL/CDSL on 28.01.2012. The refund was made through electronic mode & by physical warrants. The bond certificates, refund orders and

the interest warrants, wherever applicable were dispatched to the investors within the stipulated period. The listing of bonds at BSE/NSE has been effected w.e.f. 08.02.2012.

5.2 The Expenditure on projects being implemented by NHAI and on servicing and repayment of borrowings including payment of annuities during the year 2010-11, 2011-12 and the projected expenditure for the year 2012-13 are as under:-

**Table 5.2 : : Details of Sources of funds [BE/RE & Actual for the year 2010-11 2011-12 (Actual upto January'2011) & 2012-13 (BE)].**

(Rs. in crore)

Particulars	2010-11			2011-12			BE 2012-13
	BE	RE	Actual	BE	RE	Actual (upto Dec'11)	
<b>A) NHAI funded projects</b>	2176.70	4411.56	4302.99	2904.27	2311.71	1616.57	2601.35
<b>B) Externally Aided Projects</b>							
<b>ADB funded</b>	1055.71	1085.56	1157.72	530.13	517.89	340.55	208.20
<b>WB funded</b>	861.00	1041.83	1289.28	386.10	577.61	415.96	126.56
<b>Sub Total (B)</b>	1916.71	2127.39	2447.00	916.23	1095.50	756.51	334.76
<b>C) Annuity/BOT projects</b> (including NHAI and private sector share)	30407.60	21979.88	20595.15	33424.96	34417.81	21664.22	42940.95
<b>Total (A+B+C)</b>	<b>34501.01</b>	<b>28518.83</b>	<b>27345.14</b>	<b>37245.46</b>	<b>37825.02</b>	<b>24037.30</b>	<b>45877.06</b>
<b>Add : Interest &amp; Repayment of Market Borrowings</b>	604.75	541.19	315.71	2122.00	2198.33	1198.20	2397.92
<b>Add : Payment of Annuities</b>	1818.30	1817.30	1360.17	1817.30	1817.30	766.56	1870.52
<b>Total</b>	<b>36924.06</b>	<b>30877.32</b>	<b>29021.02</b>	<b>41184.76</b>	<b>41840.65</b>	<b>26002.10</b>	<b>50145.50</b>
<b>Less : Share of Private Sector in case of Annuity/ BOT Projects</b>	21256.00	16683.35	15354.37	23455.58	26150.98	17081.29	27615.08
<b>Total Exp. on projects to be financed out of NHAI Budget</b>	<b>15668.06</b>	<b>14193.97</b>	<b>13666.65</b>	<b>17729.18</b>	<b>15689.67</b>	<b>8920.77</b>	<b>22530.42</b>

As may be seen from the above, the pace of expenditure during 2011-12 to some extent has not been keeping pace 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 under various Phases of NHDP in addition to delay in achieving the financial close of the projects already awarded. However, it is expected that pace and quantum of construction expenditure will pick up significantly in the last quarter of the current financial year.

It may also be seen from the above, there has been a quantum jump in the estimated expenditure during the year 2011-12 and 2012-13. 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.

### **5.3 Position of Outstanding Utilization Certificates**

Utilization Certificates against the Cess Fund received by NHAI from the Government have been submitted upto 31.12.2011

### **5.4 Status of Unspent Balances**

The amount of unspent balances with NHAI (HQ under CBS bank Account ) as on 31.12.2011 was Rs.2406.47 crore.

## **6 OUTLOOK FOR THE YEAR 2012-13 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 2012-13 & beyond:-

- 4-laning of 12,109 km (NHDP Phase-III)
- Special Accelerated Road development programme for the North Eastern region.
- 2/4-laning with paved shoulder 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, the work plans 2010-11 onwards and providing necessary financial support for them as recommended by the BK Chaturvedi Committee with the stipulation that the total length of NH 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, approved by the Empowered Group of Ministers (EGoM). Work plans would accordingly be modified for enabling the NHAI to achieve optimum efficiency.

**ANNEXURE-I****STATEMENT INDICATING THE OUTCOME BUDGET 2012-2013**

(Physical and Financial Targets of 2012-2013)

**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)	4.00	12.00
	2.	Widening from Single/Intermediate lane to 2 lane (km)	650.00	1000.00
	3.	Strengthening of weak 2 lane pavement (Raising( (km)	700.00	750.00
	4.	Improvement of riding quality (km)	1400.00	720.00
	5.	Construction of by-passes (nos.)	5.00	90.00
	6.	Construction/ rehabilitation of bridges including construction of ROBs (nos)	105.00	500.00
	7.	Widening to 4 lane and above (km)	50.00	190.00
	8.	Others		38.00
		<b>Total</b>		<b>3300.00</b>

**Annexure II****NATIONAL HIGHWAYS AUTHORITY OF INDIA**

<b>Sl. No.</b>	Statement of Financial Outlays / Targets: 2012-13	<b>Targets Total</b>
	<b>Name of Scheme/Programme</b>	
1	<b>NHDP Phase-I</b> (Widening to 4/6 lane including strengthening)	<b>633.11</b>
2	<b>NHDP Phase-II</b> (Widening to 4/6 lane including strengthening)	<b>5285.29</b>
3	<b>NHDP Phase-III</b> (Widening to 4/6 lane including strengthening)	<b>19691.74</b>
4	<b>NHDP Phase-IV</b> (Widening and strengthening of 2-lane with Paved Shoulder)	<b>7325.75</b>
5	<b>NHDP Phase-V</b> (6-lanning of selected stretches on GQ and Others)	<b>11684.43</b>
6	<b>NHDP Phase-VI</b> (Development of Expressways)	<b>238.00</b>
7	<b>NHDP Phase-VII</b> (Ring Roads, Bypasses, Grade Separators, Service Roads etc.)	<b>254.20</b>
8	<b>SARDP-NE</b>	<b>764.56</b>
9	Liabilities on account of interest and repayment of loans/ borrowings and payment of annuities	<b>4268.44</b>
<b>TOTAL</b>		<b>50145.52</b>

**ANNEXURE-III****STATEMENT INDICATING THE OUTCOME BUDGET 2012-2013**

(Physical and Financial Targets of 2012-2013)

**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)	5.00	7.00
	2.	Widening from single/intermediate lane to two lane (km)	145.00	350.00
	3.	Strengthening of weak two lane pavement (Raising) (km)	45.00	35.00
	4.	Widening to 4 lane and above (km)	1.60	13.00
	5.	Construction of by-passes (nos.)	2	15.00
	6.	Construction/rehabilitation of bridges including construction of ROBs (nos.)	25	68.00
	7.	Improvement of riding quality (km)	75.00	40.00
	8.	Improvement of low grade sections (km)	13.00	12.00
	9.	Others		10.00
		<b>Total</b>		<b>550.00</b>

**ANNEXURE-IV**

NATIONAL HIGHWAY ONGOING PROJECTS COSTING RS.20 CRORE AND ABOVE  
AS ON DECEMBER - 2011

Sl. No.	State	Name of project	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 Dec. 2011	Expenditure as on 31 Dec. 2011 (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)	28-Mar-2007	25-Apr-2010	25-Oct-2012	54%	36.44	THE MAIN REASONS FOR DELAYS ARE SHIFTING OF UTILITIES, FLOOD IN RIVER AND LAND ACQUISITION.
2	Andhra Pradesh	WIDENING TO FOUR LANE INCLUDING IMPROVEMENT OF RIDING QUALITY Km. 124/000 TO 130/600 OF NH - 202	24.87 (O)	9-Sep-2010	8-Sep-2012	8-Sep-2012	60%	12.34	-
3	Andhra Pradesh	CONSTRUCTION OF MAJOR BRIDGE ACROSS RIVER GODAVARI AT Km. 135/2 - 8 OF NH - 16 (NEW NH - 63)	49.85 (O)	11-Aug-2011	10-Aug-2014	10-Aug-2014	5%	6.58	-
4	Andhra Pradesh	IMPROVEMENT OF RIDING QUALITY FROM Km. 0/000 TO 58/850 OF PUTHAIAPATTU - TRIPATI ROAD OF NH - 18A (NEW NH - 140)	48.43 (O)	24-Oct-2011	23-Apr-2013	23-Apr-2013	0%	3.28	AGREEMENT CONDUCTED ON 24.10.2011. WORK COMMENCED.

5	Assam	STRENGTHENING FROM Km. 816/012 TO 829/000 INCLUDING CONSTRUCTION OF PAVED SHOULDER INCLUDING IMPROVEMENT OF CONNECTING ROADS MEETING OF NH - 31	20.71 (O)	24-May-2010	7-Jun-2012	7-Jun-2012	95%	15.08	-
6	Assam	STRENGTHENING AND CONSTRUCTION OF PAVED SHOULDER FROM Km. 0/000 TO 19/659 OF NH - 31-B	28.57 (O)	5-Feb-2011	19-Aug-2012	19-Aug-2012	66%	5.99	-
7	Assam	4 LANNING FROM Km. 134/000 TO 140/000 (Km. 6.00) INCLUDING CONSTRUCTION OF FLYOVER AT L.G.B.I. AIR PORT JUNCTION OF NH - 37	46.16 (O) 55.58 ( R )	29-May-2009	12-Jun-2011	31-Mar-2012	93%	14.04	-
8	Assam	CONSTRUCTION OF FOUR LANE GOWAHATI UNIVERSITY BYPASS FROM Km. 140/000 TO 146/300 OF NH - 37	47.38 (O) 57.71 ( R )	20-Mar-2010	31-Mar-2012	31-Mar-2012	45%	14.86	-
9	Assam	STRENGTHENING FROM Km. 100/000 TO 115/000 INCLUDING CONSTRUCTION OF PAVED SHOULDER INCLUDING IMPROVEMENT OF CONNECTING ROADS MEETING OF NH - 37	23.38 (O) 26.26 (Ist R ) 30.78 (2nd R)	14-Jul-2010	29-Jul-2012	29-Jul-2012	82%	16.69	-
10	Assam	STRENGTHENING OF PAVEMENT FROM Km. 6/160 TO 32/000 OF NH - 37	32.93 (O)	31-Dec-2010	15-Jan-2013	15-Jan-2013	55%	9.94	-



11	Assam	STRENGTHENING FROM Km. 61/000 TO 69/000 AND 96/000 TO 103/000 INCLUDING PAVED SHOULDER OF NH - 39	23.60 (O)	20-Mar-2010	31-Mar-2012	31-Mar-2012	75%	9.77	-
12	Assam	STRENGTHENING FROM Km. 316/000 TO 338/924 INCLUDING CONSTRUCTION OF PAVED SHOULDER AND SPOT RIDING AT 5 LOCATIONS OF NH - 52	36.92 (O)	22-Mar-2010	31-Mar-2012	31-Mar-2012	62%	24.00	-
13	Assam	STRENGTHENING AND WIDENING TO TWO LANE FROM Km. 244/000 TO 275/000 (DITCHERS - BALACHERRA) INCLUDING CONSTRUCTION OF CROSS DRAINAGE WORKS Etc. OF NH - 54	43.79 (O) 51.61 (R)	23-Nov-2010	7-Apr-2011	31-Mar-2012	48%	15.86	-
14	Assam	STRENGTHENING INCLUDING PAVED SHOULDER 175/900 TO 191/000 OF NH - 44	35.58 (O)	20-Mar-2010	5-Oct-2011	31-Mar-2012	66%	31.27	-
15	Assam	CONSTRUCTION OF PROPOSED NORTH LAKHIMPUR BYPASS FROM Km. 338/924 TO 349/213 OF NH - 52	127.24 (O)	—	—	—	0%	0.00	AT TENDER STAGE.
16	Assam	STRENGTHENING FROM Km. 0/000 TO 135/000 IN SLECTED STRETCHES OF NH - 52	127.19 (O)	—	—	—	0%	0.00	AT TENDER STAGE.

17	Assam	STRENGTHENING AND CONSTRUCTION OF PAVED SHOULDER INCLUDING REPAIRING OF BRIDGE Km. 325/000 TO 344/000, 351/000 TO 355/000 AND 357/000 TO 400/000 OF NH - 37	176.22 (O)	—	—	—	0%	0.00	AT TENDER STAGE.
18	Bihar	CONSTRUCTION OF 15 X 24 mt. (EFFECTIVE SPAN) HIGH LEVEL REINFORCE CEMENT CONCRETE BHUTAHI BALAN BRIDGE IN Km. 194/000 - 195/000 OF NH - 104	24.66 (O) 28.93 ( R )	4-Jan-2011	12-Mar-2013	12-Mar-2013	15%	4.19	-
19	Bihar	WIDENING AND STRENGTHENING TO TWO LANE FROM Km. 0/000 TO 28/000 OF NH - 105	109.68	4-Apr-2011	19-Jun-2013	19-Jun-2013	10%	7.24	-
20	Bihar	WIDENING AND STRENGTHENING TO TWO LANE FROM Km. 0/000 TO 25/000 OF NH - 28B	82.79	14-Sep-2011	23-Aug-2013	23-Aug-2013	8%	5.75	-
21	Bihar	WIDENING AND STRENGTHENING TO TWO LANE FROM Km. 28/000 TO 57/760 OF NH - 105	130.05	12-Sep-2011	21-Aug-2013	21-Aug-2013	10%	9.23	-
22	Bihar	WIDENING AND STRENGTHENING TO TWO LANE FROM Km. 30/250 TO 55/400 OF NH - 81	139.60	17-Sep-2011	27-Aug-2013	27-Aug-2013	5%	5.63	-

23	Chhattisgarh	WIDENING OF SINGLE INTERMEDIATE LANE PAVEMENT TO TWO LANE AND IMPROVEMENT IN Km. 287/000 TO 314/000 ( KATNI - AMBIKAPUR - JASPUR - GUMIA SECTION ) OF NH - 78	21.45 (O)	13-Aug-2010	13-May-2012	13-May-2012	60%	11.04	-
24	Gujarat	CONSTRUCTION OF ROAD OVER BRIDGE CUM FLY OVER ON JUNCTION ON NH - 8B & 8E Ext. AND RAILWAY CROSSING NEAR PORBANDAR OF NH - 8E Ext.	49.58 (O)	28-Dec-2010	27-Apr-2012	27-Apr-2012	50%	15.86	-
25	Gujarat	WIDENING OF EXISTING FOUR LANE TO SIX LANE FROM Km. 14/600 TO 22/600 OF NH - 8A	49.45 (O)	9-Apr-2010	8-Oct-2011	31-Jan-2012	80%	24.60	-
26	Gujarat	STRENGTHENING FROM Km. 150/000 TO 161/000, 167/150 TO 187/760 AND 192/000 TO 209/000 OF NH - 8E	39.79 (O)	15-Sep-2010	29-Sep-2011	31-Mar-2012	99%	31.74	-
27	Gujarat	CONSTRUCTION OF PAVED SHOULDER FROM Km. 310/050 TO 349/200 AND 364/500 TO 366/500 OF NH - 8E Ext.	40.58 (O)	17-Sep-2010	1-Oct-2011	31-Mar-2012	60%	15.43	-
28	Gujarat	CONSTRUCTION OF SIX LANE FLYOVER BRIDGE AT Km. 30/650 OF NH - 8C	28.03 (O)	21-Oct-2010	20-Jan-2012	20-Jan-2012	55%	9.70	-
29	Himachal Pradesh	CONSTRUCTION OF HAMIR PUR BYPASS FROM Km. 140/800 TO 145/800 OF NH - 88	27.51 (O)	13-Mar-2010	12-Mar-2013	12-Mar-2013	40%	10.44	-

30	Himachal Pradesh	WIDENING, STRENGTHENING INCLUDING IMPROVEMENT OF PINJORE - BADDI - NAFAGARH - SWARGHAT ROAD FROM Km. 49/000 TO 66/275 OF NH - 21-A	22.73 (O)	24-Aug-2010	23-Aug-2013	23-Aug-2013	25%	3.08	-
31	Himachal Pradesh	WIDENING & STRENGTHENING OF EXISTING SINGLE / INTERMEDIATE LANE CARRIAGE-WAY WITH GEOMETRIC IMPROVEMENT TO 2 LANE CARRIAGE-WAY IN KM 118/0 TO 141/0 OF NH-70.	20.97 (O)	10-Apr-2011	9-Apr-2013	9-Apr-2013	5%	1.04	-
32	Himachal Pradesh	WIDENING & STRENGTHENING OF EXISTING SINGLE / INTERMEDIATE LANE CARRIAGE-WAY WITH GEOMETRIC IMPROVEMENT TO 2 LANE CARRIAGE-WAY IN KM 58/400 TO 105/0 OF NH-70 (EXCEPT IN KM 69/0 TO 71/400).	99.06 (O)	17-Apr-2011	18-Apr-2014	18-Apr-2014	10%	9.23	-
33	Himachal Pradesh	WIDENING & STRENGTHENING OF EXISTING SINGLE / INTERMEDIATE LANE CARRIAGE-WAY WITH GEOMETRIC IMPROVEMENT TO 2 LANE CARRIAGE-WAY IN KM 172/0 TO 203/0 OF NH-88.	70.95 (O)	6-Aug-2011	9-Mar-2014	9-Mar-2014	5%	0.17	-

34	Himachal Pradesh	WIDENING & STRENGTHENING OF EXISTING SINGLE / INTERMEDIATE LANE CARRIAGE-WAY WITH GEOMETRIC IMPROVEMENT TO 2 LANE CARRIAGE-WAY IN KM 203/0 TO 215/600 & 218/540 TO 223/700 OF NH-88.	55.15 (O)	6-Aug-2011	16-Sep-2013	16-Sep-2013	0%	0.12	WORK RECENTLY STARTED.
35	Himachal Pradesh	WIDENING & STRENGTHENING OF EXISTING INTERMEDIATE LANE TO 2 LANE CARRIAGE-WAY ALONG WITH PAVED SHOULDERS FROM KM 35/0 TO 49/0 OF NH-21A.	40.82 (O)	28-Oct-2011	2-Dec-2014	2-Dec-2014	0%	0.04	WORK YET TO BE STARTED BY CONTRACTOR.
36	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 (1st R) 49.76 (2nd R) (Ministry's Share Rs. 18.69)	16-Oct-2008	15-Oct-2010	31-Mar-2012	72%	16.94	-
37	Jharkhand	WIDENING & STRENGTHENING IN KM 261 TO 282.90 OF NH-80.	52.58 (O)	27-Sep-2011	26-Sep-2013	26-Sep-2013	0%	6.79	WORK RECENTLY STARTED. MOBILIZATION ADVANCE PAID,
38	Karnataka	WIDENING FROM Km. 92/000 TO 115/000 OF NH - 218	23.15 (O) 27.39 (R)	5-May-2009	22-Jan-2012	22-Jan-2012	95%	25.76	THE WORK COMPLETED EXCEPT DRAIN.

39	Karnataka	IMPROVEMENT OF RIDING QUALITY FROM Km. 30/000 TO 57/300 OF NH - 207	21.13 (O)	4-Jan-2010	3-Jan-2012	3-Jan-2012	90%	17.62	-
40	Karnataka	WIDENING TO TWO LANE FROM Km. 91/000 TO 103/000 AND 106/000 TO 118/000 OF NH - 206	22.23 (O)	6-Mar-2010	5-Mar-2012	5-Mar-2012	60%	8.74	-
41	Karnataka	CONSTRUCTION OF MAJOR BRIDGE ACROSS RIVER KABINI AT Km. 240/500 OF NH - 212	36.56 (O) 39.83 ( R )	12-Aug-2010	11-Feb-2013	11-Feb-2013	42%	15.25	-
42	Karnataka	RENEWAL / IMPROVEMENT FROM Km. 255/000 TO 277/000, 290/000 TO 305/000 350/000 TO 353/950, 354/850 TO 364/000 AND 373/000 TO 374/000 OF NH - 218	24.36 (O)	17-Mar-2011	16-Feb-2012	16-Feb-2012	60%	6.71	-
43	Karnataka	WIDENING TO TWO LANE FROM Km. 194/900 TO 243/300 ( BANAVARA TO HYTIYAR SECTION ) OF NH-234	119.40(O)	22-Feb-2011	21-Feb-2013	21-Feb-2013	10%	10.84	-
44	Karnataka	WIDENING AND STRENGTHENING OF INTERMEDIATE LANE CARRIAGEWAY TO TWO LANE CARRIAGEWAY FROM Km. 290/200 TO 343/800 OF NH - 234	144.64 (O)	12-Sep-2011	11-Sep-2013	11-Sep-2013	1%	9.28	WORK RECENTLY STARTED.
45	Karnataka	WIDENING AND STRENGTHENING TO TWO LANE FROM Km. 243/300 TO 290/200 OF NH - 234	124.50 (O)	—	—	—	0%	0.19	AT PRE-QUALIFICATION STAGE.

46	Karnataka	WIDENING TO TWO LANE FROM Km. 147/975 TO 194/555 OF NH - 234	137.88 (O)	2-Sep-2011	15-Sep-2013	15-Sep-2013	0%	9.58	SURVEY WORK IS IN PROGRESS.
47	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) 36.13 (3rd R)	25 Aug 2005 (BALANCE WORK STARTED BASED ON 3rd RE ON 22 September 2010)	21-Sep-2011	31-Mar-2012	81%	26.83	BALANCE WORK AWARDED TO CONTRACTOR ON 14.9.2010 AND THE WORK IS IN PROGRESS.
48	Kerala	CONSTRUCTION OF CALICUT BYPASS PHASE - II FROM 5100 mt. TO 11960 mt. OF NH - 17	32.62 (O) 35.64 (R)	29-Mar-2009	19-Nov-2011	31-Mar-2012	90%	19.66	-
49	Kerala	CONSTRUCTION OF KODUNGALLUR BYPASS (CHANDAPURA TO KOTTAPURAM) OF NH - 17	19.80 (O) 28.74 (R)	8-Oct-2010	7-Jan-2012	7-Jun-2012	30%	10.41	-
50	Kerala	CONSTRUCTION OF APPROACHES TO PADANAKKAD ROAD OVER BRIDGE AT Km. 90/695 OF NH - 17	14.68 (O) 29.94 (1st R) 36.36 (2nd RE)	17-Jan-2009	16-Jan-2011	31-Mar-2012	80%	30.90	-
51	Kerala	IMPROVEMENT OF RIDING QUALITY FROM Km. 10/000 TO 45/000 OF NH - 208	17.56 (O) 21.56 (R)	25-Jul-2011	24-Jan-2012	24-Jan-2012	80%	20.16	-

52	Madhya Pradesh	WIDENING TO TWO LANE FROM Km. 62/000 TO 87/400 OF NH - 69	22.23 ( O )	10-Jun-2010	9-Oct-2011	1-Jun-2012	73%	10.40	-
53	Madhya Pradesh	WIDENING TO 2 LANE FROM KM 42 TO 77 & KM 124 TO 126 OF NH-59A	40.17 (O)	24-Jan-2011	23-Jan-2013	23-Jan-2013	19%	5.25	-
54	Madhya Pradesh	WIDENING TO 2 LANE AND STRENGTHENING / RAISING OF EXISTING SINGLE / INTERMEDIATE LANE CARRIAGE-WAY FROM KM 130/00 TO 156/320 & KM 157/500 TO 188/520 OF SAGAR-CHATTARPUR-CAMAHA SECTION OF NH-86	70.86 (O)	19-Mar-2011	18-Mar-2013	18-Mar-2013	22%	8.83	-
55	Madhya Pradesh	WIDENING WITH RAISING & STRENGTHENING TO 2 LANE WITH IMPROVEMENT OF GEOMETRIC AND CONSTRUCTION / RE-CONSTRUCTION OF CD WORKS IN KM 147 TO 181 & 191 TO 201 ON NH-59A ON INDORE-BETUL SECTION	66.64 (O)	16-Jan-2011	15-Dec-2012	15-Dec-2012	24%	12.06	-
56	Madhya Pradesh	WIDENING & STRENGTHENING OF KM 46 TO 51, KM 56 TO 87, KM 102 TO 164 & 600M IN KM 166 OF SANCHI-SAGAR SECTION OF NH-86 EXTN	143.95 (O)	28-Jul-2011	27-Jul-2013	27-Jul-2013	20%	8.18	-



57	Madhya Pradesh & Maharashtra	2 LANING WITH PAVED SHOULDERS OF MULTAI-CHHINDWARA-SEONI SECTION AND NARSINGHPUR-AMARWARA-UMRANAL-SAONER SECTION OF NH-69A AND 26B	1560.15 (O)	21-Oct-2011	20-Oct-2014	20-Oct-2014	1%	19.04	WORK RECENTLY STARTED.
58	Maharashtra	CONSTRUCTION OF MISSING LINK FROM ZARAP TO PATRADEVI OF PANVEL - MAHAD - PANJI ROAD FROM Km. 0/000 TO 21/508 (Km. 21.508) (FOUR LANEING) OF NH - 17	99.85 (O) 183.43 (R )	23-Mar-2006	25-Oct-2010	28-Apr-2012	70%	156.18	R.E. UNDER CONSIDERATION IN MINISTRY.
59	Maharashtra	BHOKAR BYPASS FROM Km. 587/000 TO 592/000 AND ROAD OVER BRIDGE AT Ch. 589/750 OF NH - 222	21.09 (O) 23.25 (R)	—	—	—	0%	0.00	R.E. SANCTIONED RECENTLY. WORK WILL COMMENCE SOON.
60	Maharashtra	BYPASS OUTSIDE SANGAMMR TOWN FROM Km. 138/075 TO 147/951 OF NH - 50	66.77 (O)	—	—	—	0%	0.00	WORK RECENTLY STARTED.
61	Manipur	STRENGTHENING OF IMPHAL - MONEH SECTION FROM Km. 366/000 TO 387/500 OF NH - 39	19.98 (O) 25.82 (R)	24-Mar-2010	23-Mar-2012	23-Mar-2012	65%	18.84	SLOW PROGRESS. SHOWCAUSE NOTICE SERVED.
62	Manipur	STRENGTHENING OF MARAM - IMPHAL SECTION FROM Km. 235/000 TO 263/000 OF NH - 39	39.25 (O)	3-Apr-2010	2-Apr-2013	Apr-2013	8%	3.26	THE WORK IS IN PROGRESS. R.E. TO BE SUBMITTED.
63	Manipur	STRENGTHENING OF EXISTING TWO LANE PAVEMENT FROM Km. 338/000 TO 353/000 OF NH - 39	18.11 (O) 21.63 (R )	28-May-2010	27-May-2012	Mar-2012	80%	15.32	SLOW PROGRESS. SHOWCAUSE NOTICE SERVED.

64	Manipur	STRENGTHENING OF IMPHAL - MONEH SECTION FROM Km. 400/000 TO 430/900 OF NH - 39	34.49 (O) 40.06 (R)	4-Feb-2011	3-Feb-2014	3-Feb-2014	2%	4.25	SHOWCAUSE NOTICE FOR DELAY IN START OF WORK SERVED.
65	Meghalaya	IMPROVEMENT OF GEOMETRIC INCLUDING WIDENING OF SINGLE LANE TO TWO LANE FROM Km. 55/000 TO 64/000 OF NH - 51	22.65 (O) 32.25 (1st R) 35.25 (2nd R)	20-Jul-2009	20-Jul-2011	31-Mar-2012	55%	13.13	SHOWCAUSE NOTICE SERVED FOR DELAY.
66	Meghalaya	RECONSTRUCTION AND STRENGTHENING OF PAVEMENT FROM Km. 20/000 TO 91/000 OF NH - 62	39.86 (O) 46.24 (1st R) 72.11 (2nd R)	11-Mar-2010	10-Mar-2012	10-Mar-2012	35%	27.69	-
67	Meghalaya	WIDENING OF SINGLE LANE TO TWO LANE WITH OF GEOMETRIC IMPROVEMENT FROM Km. 131/000 TO 154/000 OF NH - 40	36.75 (O) 42.33 (R)	11-Mar-2010	11-Mar-2012	11-Mar-2012	50%	20.68	TENDER RE-INVITED.
68	Meghalaya	CONSTRUCTION OF DAWKI BRIDGE AT Km. 161/000 OF NH - 40	23.12 (O)	—	—	—	0%	0.00	TENDER RE-INVITED.
69	Meghalaya	WIDENING OF SINGLE LANE TO TWO LANE FROM Km. 21/870 TO 43/000 OF NH - 51	18.90 (O) 34.20 (R)	1-Jul-2008	1-Jan-2010	30-Jun-2012	90%	17.34	WORK DELAYED DUE TO LAW & ORDER PROBLEM AND CHANGE IN SCOPE OF WORK.

70	Mizoram	WIDENING FROM INTERMEDIATE LANE CARRIAGEWAY TO TWO LANE CARRIAGEWAY IN THE STRETCH FROM Km. 28/000 TO 42/000 OF NH - 154	14.77 (O) 21.32 (1st R) 34.10 (2nd R)	4-Aug-2010	4-Feb-2012	1-Feb-2013	85%	19.05	FIRST CONTRACT TERMINATED. BALANCE WORK AWARDED TO SECOND CONTRACTOR.
71	Nagaland	WIDENING TO TWO LANE WITH GEOMETRICS IMPROVEMENT FROM Km. 220/000 TO 240/000 OF NH - 61.	29.63 (O)	21-Oct-2010	21-Oct-2012	21-Oct-2012	76%	16.12	-
72	Nagaland	WIDENING TO TWO LANE FROM Km. 40/000 TO 72/400 OF NH - 61	93.68 (O)	20-Jan-2011	20-Jan-2014	20-Jan-2014	10%	0.00	HON'BLE DELHI HIGH COURT ORDERED TO TERMINATE THE EXISTING CONTRACT & AWARD TO THE 2nd LOWEST BIDDER ON THE PRICE OF FIRST LOWEST BIDDER. NOW FIRST BIDDER HAS APPEALED TO SUPREME COURT.
73	Odisha	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.) 28.18 (R) (Ministry's Share Rs. 14.05 Cr.)	6-Aug-2010	5-Feb-2012	30-Jun-2012	25%	5.19	THE MAIN REASONS FOR DELAYS ARE DUE TO CHANGE IN HEIGHT OF ROB PROPER BY RAILWAYS, SHIFTING OF UTILITIES BY THE CONCERNED AGENCIES, ETC.

74	Odisha	WIDENING & STRENGTHENING OF EXISTING SINGLE / INTERMEDIATE LANE WITH GEOMETRIC IMPROVEMENT TO 2 LANE CARRIAGE-WAY IN KM 89/0 TO 104/0 AND 117/0 TO 131/0 OF NH-200.	54.04 (O)	17-Sep-2010	16-Sep-2012	16-Sep-2012	30%	17.72	-
75	Odisha	WIDENING & STRENGTHENING OF EXISTING SINGLE / INTERMEDIATE LANE WITH GEOMETRIC IMPROVEMENT TO 2 LANE CARRIAGE-WAY IN KM 95/0 TO 112/110 AND 113/800 TO 143/400 OF NH-201.	123.79 (O)	4-Oct-2010	30-Oct-2012	30-Oct-2012	6%	10.65	-
76	Odisha	WIDENING & STRENGTHENING OF EXISTING SINGLE / INTERMEDIATE LANE WITH GEOMETRIC IMPROVEMENT TO 2 LANE CARRIAGE-WAY IN KM 164/0 TO 189/0 OF NH-217.	68.87 (O)	30-Aug-2010	29-Aug-2012	29-Aug-2012	5%	5.53	-
77	Odisha	WIDENING & STRENGTHENING OF EXISTING SINGLE LANE WITH GEOMETRIC IMPROVEMENT TO 2 LANE CARRIAGE-WAY IN KM 329/0 TO 375/0 OF NH-217.	128.75 (O)	25-Oct-2010	24-Oct-2012	24-Oct-2012	9%	13.62	-

78	Odisha	WIDENING & STRENGTHENING OF EXISTING INTERMEDIATE LANE TO 2 LANE CARRIAGEWAY IN KM 0/0 TO 25/0 OF NH-201.	56.35 (O)	21-Sep-2010	20-Sep-2012	20-Sep-2012	5%	4.74	--
79	Odisha	WIDENING & STRENGTHENING OF EXISTING INTERMEDIATE LANE TO 2 LANE CARRIAGEWAY IN KM 159/0 TO 184/260 OF NH-224.	81.30 (O)	30-Aug-2010	29-Aug-2012	29-Aug-2012	5%	5.71	--
80	Odisha	WIDENING & STRENGTHENING OF EXISTING SINGLE / INTERMEDIATE LANE WITH GEOMETRIC IMPROVEMENT TO 2 LANE CARRIGE-WAY IN KM 224/0 TO 249/0 OF NH-224.	68.81 (O)	8-Sep-2010	7-Sep-2012	7-Sep-2012	10%	7.48	-
81	Punjab	IMPROVEMENT OF SECTION FROM Km. 315/500 TO 348/550 AND ABOHAR BYPASS FROM Km. 1/000 TO 15/530 HARYANA - PUNJAB BORDER TO MALAUT TOWN BY PROVIDING PAVED SHOULDER AND STRENGTHENING ON EXISTING CARRIAGEWAY OF NH - 10 (NEW NH - 9)	51.43 (O)	18-Mar-2011	17-Feb-2012	17-Feb-2012	60%	17.36	-

82	Punjab	LAND ACQUISITION AND SHIFTING OF UTILITES FOR WIDENING TO FOUR LANE FROM Km. 15/540 TO 25/540 AND 27/500 TO 28/600 OF NH - 21	23.96 (O)	—	—	—	0%	0.12	-
83	Rajasthan	LAND ACQUISITION FOR WIDENING TO FOUR LANE FROM Km. 0/000 TO 110/000 OF NH - 112	24.07 (O)	—	—	—	0%	0.12	PUBLIC HEARING AND AND PREPARATION OF AWARD UNDER SECTION 3 ( C ) IS IN PROGRESS. RS 12 LAKH DEPOSITED WITH RAILWAYS FOR APPROVAL OF GAD.
84	Rajasthan	CONSTRUCTION OF 6.25 Km. LONG BYPASS ON BAR - BILARA - JODHPUR ROAD OF NH - 112	27.38 (O) 22.89 ( R)	1-Nov-2010	31-Jan-2012	31-Jan-2012	26%	4.54	-
85	Rajasthan	WIDENING TWO LANE TO FOUR LANE WITH GEOMETRIC IMPROVEMENT FROM Km. 148/000 TO 151/000 AND 152/750 TO 156/750 OF NH - 15	28.12 (O)	4-Jul-2011	13-Jan-2013	13-Jan-2013	7%	1.88	-
86	Rajasthan	STRENGTHENING WITH PAVED SHOULDER FROM Km. 129/500 TO 140/000 AND 153/000 TO 176/500 OF NH - 114	20.64 (O)	24-Aug-2011	24-Mar-2013	24-Mar-2013	0%	0.72	WORK STARTED. RECENTLY

87	Rajasthan	WIDENING WITH RAISING AND GEOMETRIC IMPROVEMENT OF EXISTING INTERMEDIATE LANE CARRIAGE-WAY TO DOUBLE LANE FROM KM 213/0 TO 221/200 AND KM 236/0 TO 248/0, 252/0 TO 255/0, 321/0 TO 328/100 ON BAR-BILARA JODHPUR ROAD OF NH-112.	49.65 (O)	6-May-2010	15-Feb-2012	15-Feb-2012	68%	33.42	-
88	Rajasthan	WIDENING WITH RAISING AND STRENGTHENING TO TWO LANE WITH IMPROVEMENT OF GEOMETRICS AND CONSTRUCTION / RE-CONSTRUCTION OF CD WORK IN KM 22/0 TO 45/0 AND KM 75/0 TO 83/0 OF NH-11A EXTN (DOSALALSOT-KOTHUN ROAD).	56.98 (O)	30-Mar-2011	8-Jan-2013	8-Jan-2013	9%	1.47	--
89	Rajasthan	WIDENING WITH RAISING AND STRENGTHENING TO TWO LANE WITH IMPROVEMENT OF GEOMETRICS IN KM 0/0 TO 5/0, 11/0 TO 31/0, 50/0 TO 51/0, 57/0 TO 59/100 AND KM 64/250 TO 88/500 INCLUDING LAND ACQUISITION ON NH-90 (BARAN-AKLERA ROAD).	122.08 (O)	28-Dec-2011	6-Oct-2013	6-Oct-2013	0%	0.15	WORK STARTED. RECENTLY

90	Tamil Nadu	IMPROVEMENT OF EXISTING TWO LANE AND CONSTRUCTION OF PAVED SHOULDER ON EITHER SIDE FROM KANGAYAM (Km. 277/400) TO COIMBATORE (Km. 332/600) (KC - 2 ) OF NH - 67	178.00 (O)	21-Aug-2006	10-Jan-2009	1-Oct-2011	99.9%	132.00	DELAY DUE TO LAND ACQUISITION AND SHIFTING OF UTILITIES.
91	Tamil Nadu	WIDENING AND STRENGTHENING TO FOUR LANE FROM Km. 340/800 TO 360/600 OF NH - 67 Ext.	49.70 (O)	4-May-2010	3-May-2011	31-Mar-2012	66%	22.21	-
92	Tamil Nadu	WIDENING TO FOUR LANE AND IMPROVEMENT FROM Km. 5/200 TO 6/000 AND IMPROVEMENT OF RIDING QUALITY FROM Km. 39/000 TO 48/000, 39/000 TO 43/000 AND 71/800 TO 80/000 OF NH - 49 Ext.	23.08 (O)	1-Mar-2011	31-Jan-2012	31-May-2012	40%	7.91	SDBC COMPLETED IN Km. 39/000 TO 43/000 AND 9/200 TO 9/600.
93	Tamil Nadu	IMPROVEMENT FROM Km. 0/000 TO 66/000 BY WIDENING TO TWO LANE AND STRENGTHENING PAVED SHOULDER INCLUDING RECONSTRUCTION OF CULVERT AT Km. 19/600, 24/600 AND 25/400 OF NH - 136 ( old NH No. 226E )	50.56 (O)	21-Jan-2011	20-Apr-2012	20-Apr-2012	84%	35.93	-



94	Tamil Nadu	WIDENING TO TWO LANE AND STRENGTHENING FROM Km. 18/400 TO 23/600 WIDENING 19/200 TO 23/800 AND STRENGTHENING 23/800 TO 88/400 INCLUDING RECONSTRUCTION OF MINOR BRIDGE, CULVERT PROTECTION WORK FROM Km. 18/900 TO 22/000, 29/000 TO 30/000, 32/000 TO 38/000 AND 54/000 TO 50/000 OF NH - 230	48.70 (O)	28-Feb-2011	27-May-2012	27-May-2012	45%	18.94	-
95	Uttar Pradesh	CONSTRUCTION OF ROAD OVER BRIDGE IN Km. 428/000 AT RAILWAY CROSSING No. 79D IN KANPUR OF NH - 91	34.41 (O)	22-Jul-2010	21-Jul-2012	21-Jul-2012	20%	5.09	-
96	Uttar Pradesh	STRENGTHENING FROM Km. 150/000 TO 180/000 OF NH - 232	48.30 (O)	30-Nov-2010	29-Feb-2012	29-Feb-2012	75%	24.00	-
97	Uttar Pradesh	STRENGTHENING FROM Km. 11/000 TO 25/000 OF NH - 231	25.63 (O)	30-Nov-2010	29-Nov-2011	29-Nov-2011	25%	5.38	-
98	Uttar Pradesh	IMPROVEMENT OF RIDING QUALITY FROM Km. 98/000 TO 150/000 OF NH - 232	35.77 (O)	14-Sep-2010	13-Mar-2012	13-Mar-2012	80%	19.84	-
99	Uttar Pradesh	IMPROVEMENT OF RIDING QUALITY FROM Km. 0/000 TO 51/800 AND 61/800 TO 65/800 OF NH - 232-A	40.30 (O)	20-Aug-2011	19-Nov-2012	19-Nov-2012	35%	5.04	-

100	Uttar Pradesh	WIDENING OF EXISTING FOUR LANE CARRIAGEWAY CARRIAGE WAY TO SIX LANE CARRIAGEWAY FROM Km. 8/000 TO 28/280 OF NH - 24	128.04 (O)	—	—	—	0%	17.94	UNDER DE-SANCTION / FOR CLOSURE.
101	Uttar Pradesh	IMPROVEMENT OF RIDING QUALITY FROM Km. 211/200 TO 263/535 OF NH - 24	28.05 (O)	12-Nov-2010	12-Nov-2011	12-Nov-2011	65%	14.31	-
102	Uttar Pradesh	WIDENING FROM Km. 400/878 TO 413/000 OF NH - 76	58.15 (O)	24-Dec-2011	23-Nov-2011	23-Nov-2011	0%	0.00	-
103	Uttar Pradesh	STRENGTHENING FROM Km. 310 TO 316/000, 322/000 TO 326/000 AND 361/000 TO 383/625 OF NH - 76	24.91 (O)	23-Dec-2011	22-Sep-2012	22-Sep-2012	0%	0.00	-
104	Uttar Pradesh	IMPROVEMENT OF RIDING QUALITY FROM Km. 65/000 TO 68/000 AND 72/000 TO 101/000 OF NH - 19	20.65 (O)	19-Dec-2011	18-Sep-2012	18-Sep-2012	0%	0.00	-
105	Uttar Pradesh	WIDENING OF EXISTING INTERMEDIATE LANE WITH STRENGTHENING Km. 0/970 TO 33/680 AND 43/000 TO 52/000 OF NH - 91A	49.53 (O)	20-Dec-2011	19-Mar-2013	19-Mar-2013	0%	0.00	-
106	Uttar Pradesh	WIDENING OF EXISTING TWO LANE CARRIAGEWAY CARRIAGEWAY TO TWO LANE CARRIAGEWAY WITH STRENGTHENING FROM Km. 162/560 TO 192/000 OF NH - 76	34.67 (O)	23-Dec-2011	22-Jan-2013	22-Jan-2013	0%	0.00	-

107	Uttar Pradesh	STRENGTHENING FROM Km. 196/000 TO 230/000 OF NH - 232	26.13 (O)	21-Dec-2011	20-Dec-2012	20-Dec-2012	0%	0.00	-
108	Uttar Pradesh	WIDENING AND RAISING FROM Km. 32/000 TO 43/000 AND 53/000 TO 56/200 OF NH - 97	29.05 (O)	—	—	—	0%	0.00	TENDER CALLED.
109	Uttarakhand	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	Jun-2012	89%	29.09	DELAY DUE TO START OF RAIL OVER BRIDGE WORK BY RAILWAYS.
110	West Bengal	WIDENING OF EXISTING INTERMEDIATE CARRIAGEWAY TO TWO LANE AND STRENGTHENING FROM Km. 160/000 TO 173/000 OF NH - 60	21.17 (O)	1-Jul-2011	7-Mar-2012	7-Mar-2012	30%	4.93	-
111	West Bengal	WIDENING AND STRENGTHENING OF EXISTING INTERMEDIATE FLEXIBLE PAVEMENT FROM Km. 95/000 TO 112/500 (NEW Km. 113.5) OF NH - 117	38.99 (O)	15-Dec-2010	15-Dec-2012	15-Dec-2012	60%	7.87	-
112	West Bengal	WIDENING AND STRENGTHENING FROM Km. 113/500 TO 137/684 OF NH - 117	52.67 (O)	11-Feb-2011	11-Feb-2013	11-Feb-2013	25%	10.97	-
113	West Bengal	WIDENING & STRENGTHENING FROM Km 27 TO 51/547 OF NH-2B	41.52 (O)	23-Feb-2011	7-Feb-2013	7-Feb-2013	25%	5.87	-

114	West Bengal	WIDENING AND STRENGTHENING FROM Km. 281/000 TO 317/000 OF NH - 60	47.59 (O)	7-Feb-2011	7-Feb-2013	7-Feb-2013	15%	4.28	-
115	West Bengal	WIDENING AND STRENGTHENING OF EXISTING INTERMEDIATE LANE CARRIAGEWAY TO TWO LANE CARRIAGEWAY FROM Km. 232/000 TO 260/000 OF NH - 60	49.80 (O)	11-Feb-2011	11-Feb-2013	11-Feb-2013	70%	22.69	-
116	West Bengal	STRENGTHENING OF EXISTING PAVEMENT FROM Km. 598/000 TO 612/000 AND 630/000 TO 634/000 OF NH - 31	23.55 (O)	2-Sep-2011	1-Feb-2013	1-Feb-2013	20%	5.12	-
117	West Bengal	CONSTRUCTION OF 5.50 Km. DALKHOLA BYPASS INCLUDING ROAD OVER BRIDGE OF NH - 34	74.78 (O)	1-Sep-2006	1-Jul-2009	Jun-2012	36%	38.91	-

			<u>Annexure V</u>	
<b>Details of Roads under Phase 'A' of SARDP-NE</b>				
Sl. No.	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 ( <i>BOT(Annuity)</i> ).	NH	301
2	Meghalaya	Construction of new Shillong By-pass connecting NH-40 & NH-44 (2-lane) ( <i>BOT(Annuity)</i> ).	NH	50
3	Meghalaya	Four laning of existing 2-lane road stretch from Jorabat to Barapani on NH-40( <i>BOT(Annuity)</i> ).	NH	62
4	Nagaland	Four laning of Dimapur to Kohima Road including Dimapur/Kohima Bypass on NH-39 ( <i>BOT(Annuity)</i> ).	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
19	Meghalaya	2 laning of Nongstoin- Shillong section	NH- 44E	83
20	Mizoram	2 laning/ realignment from Km 11.500 to 130	NH-44A	119
21	Assam	2 laning of Golaghat- Rangajan road	State road	7
22	Assam	2 laning of of Lumding-Diphu- Manja road	State road	56
23	Assam	2 laning of Haflong- Jatinga road	State road	8
24	Assam	2 laning of Dhubri- Gauripur road	State road	8.5
25	Assam	2 laning of Baska- Bamara road	State road	25
26	Assam	2 laning of Morigaon- Jagi road	State road	23
27	Assam	2 laning of Barpeta- Howly road	State road	12
28	Assam	2 laning of Goalpara- Solmari road	State road	6.5
29	Assam	2 laning of Kokrajhar- Karigaon road	State road	18
30	Assam	2 laning of Udalgiri- Rowta road	State road	13
31	Manipur	2 laning of Tamenglong- Khonsang road	State road	40
32	Manipur	2 laning of Pallel Chandel road	State road	18
33	Nagaland	2 laning of Longleng- Changtongya road	State road	35
34	Nagaland	2 laning of Mon-Tamlu- Merangkong road	State road	100
35	Nagaland	2 laning of Phek- Pfutzero road	State road	79
36	Sikkim	2 laning of Tarku- Namchi road	State road	32
37	Sikkim	2 laning of Gyalshing- Singtam road	State road	85
38	Tripura	2 laning of Kailasahar- Kumarghat road	State road	22
39	Meghalaya	2 laning of Nongstoin- Rongjeng-Tura road	State road	201
40	Nagaland	2-laning of Zunheboto-Chakabama road	GS Road	128
41	Meghalaya	Upgradaton of Nongstoin-Pambriew-Wahkaji-Mawthabah road to 2-lane	State road	68
42	Meghalaya	Upgradation of Nongstoin-Rambrai-Myrshai-Chaigaon road to 2-lane	State road	71
43	Meghalaya	Upgradatio of Mawthabah Wahkaji-Phiangdiloin-Ranikor road to 2-lane	State road	47
44	Meghalaya	Upgradation of Ranikor-Nonghyliam-Maheshkhola-Baghmara road to 2-lane	State road	139
45	Sikkim	2-laning of Melli-Manpur-Namchi road	State road	33
46	Sikkim	2-laning of Legship-Naya Bazar road	State road	26
		<b>Grand Total</b>		<b>4099</b>

**Annexure - VI****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 - Mammao NH 52B	97
13	Mammao - 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>1412</b>

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

<b>Sl. No.</b>	<b>Section of road</b>	<b>Tentative length (km)</b>
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**

<b>Sl. No.</b>	<b>Section of road</b>	<b>Tentative length (km)</b>
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>2319</b>



**Annexure -VII****List of roads under now modified Phase 'B'**

Sl. No.	Category of road	Scope/ Section of road	State	Tentative Length (km)
<b>I. National Highways</b>				
1	NH- 62	2 laning from Assam/Meghalaya border to Dalu via Baghmara	Meghalaya	161
2	NH- 54	2 laning from Aizawl to Tuipang section	Mizoram	380
3	NH-54A	2 laning from Lunglei- Theriat section	Mizoram	9
4	NH-54B	2 laning from Zero point to Saiha section	Mizoram	27
5	NH- 61	2 laning from Wokha (km 70) to Tuli (km 220)	Nagaland	150
6	NH- 150	2 laning from Kohima to Nagaland/Manipur border	Nagaland	132
7	NH- 155	2 laning of Mokokchung to Jessami section	Nagaland	340
8	NH-44A	2 laning/ realignment from Manu to Tripura/Mizoram Border.	Tripura	86
		<b>Total (I)</b>		<b>1285</b>
<b>II. State roads</b>				
9	State road	2-laning of Alternative route between Barak Valley (Silchar) - Guwahati road via Harangajao- Turuk	Assam	285
10	State road	2 laning of William nagar to Nengkhra road & other road (2 side connectivity with respective length of 14 & 8 km)	Meghalaya	22
11	State road	2 laning/ Repair/Upgradation of road between Domiaisat & Nongstoin	Meghalaya	54
12	State road	Construction of alternate 2 lane road from Boko (bypassing Guwahati) to Nongstoin	Meghalaya	125
13	State road	2 laning of Lunglei- Demagiri road	Mizoram	92
14	State road	2 laning of Champai - Thau road	Mizoram	30
15	State road	2 laning from Pfutsero- Zhamai road	Nagaland	18
16	State road	2 laning from Athibung- Khelma	Nagaland	55
17	State road	2 laning of Peren- Kohima road	Nagaland	96
18	State road	Improvement of road from Kukital to Sabroom	Tripura	310
18A	State road	2 laning of road from Shankshak (near Finch corner on NH- 150) to Tegnoupal on NH-39	Manipur	202
		<b>Total (II)</b>		<b>1289</b>
<b>III. GS roads</b>				

19	GS road	2 laning of Champai- Seling road	Mizoram	150
20	GS road	2 laning of Gangtok- Mangam road	Sikkim	68
		<b>Total (III)</b>		<b>218</b>
<b>IV. Strategic roads</b>				
21	Indo-Myanmar road	Improvement / 2 laning from Vijaynagar-Miao road	Arunachal Pradesh	157
22	Indo-Myanmar road	Improvement / 2 laning from Miao-Namchik road	Arunachal Pradesh	17
23	Indo-Myanmar road	Improvement / 2 laning from Changlang to Khimiyang road	Arunachal Pradesh	35
24	Indo-Myanmar road	Improvement / 2 laning from Khimiyang - Sangkuhavi road	Arunachal Pradesh	33
25	Indo-Myanmar road	Improvement / 2 laning from Sangkuhavi-Lazu road	Arunachal Pradesh	40
26	Indo-Myanmar road	Improvement / 2 laning from Lazu-Wakka road	Arunachal Pradesh	75
27	Indo-Myanmar road	Improvement / 2 laning from Wakka- Khanu road	Arunachal Pradesh	21
28	Indo-Myanmar road	Improvement / 2 laning from Khanu - Konsa road	Arunachal Pradesh	30
29	Indo-Myanmar road	Improvement / 2 laning from Konsa-Panchao road	Arunachal Pradesh	29
30	Indo-Myanmar road	Improvement / 2 laning from Panchao – Nagaland Border road	Arunachal Pradesh	25
31	State road	Improvement / 2 laning from Yingkiong to Bishing(Porgo via Gette-Pugging-Likor-Paling-Jido) road	Arunachal Pradesh	160
32	State road	Improvement / 2 laning from Zido-Singha road	Arunachal Pradesh	94
33	State road	Improvement / 2 laning from Pango-Jorging road	Arunachal Pradesh	90
34	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</b>		<b>3723</b>

## Annexure-VIII

STATE / UT-WISE DETAILS OF PROPOSALS SANCTIONED UNDER CENTRAL ROAD FUND (CRF) UPTO DECEMBER, 2011			
Sl No	States / UTs	Total	
		Nos	Cost (in Rs. crore)
1	Andhra Pradesh	780	1925.20
2	Arunachal Pradesh	63	377.74
3	Assam	87	338.90
4	Bihar	69	413.00
5	Chhattisgarh	59	505.61
6	Goa	17	62.61
7	Gujarat	763	1380.41
8	Haryana	100	892.87
9	Himachal Pradesh	53	269.30
10	Jammu & Kashmir	99	824.85
11	Jharkhand	26	332.90
12	Karnataka	1335	1530.75
13	Kerala	84	620.15
14	Madhya Pradesh	300	2231.57
15	Maharashtra	639	2357.69
16	Manipur	16	51.41
17	Meghalaya	30	110.73
18	Mizoram	24	61.47
19	Nagaland	15	64.89
20	Odisha	172	717.72
21	Punjab	147	829.16
22	Rajasthan	748	2110.69
23	Sikkim	26	30.86
24	Tamil Nadu	753	1307.77
25	Tripura	11	50.42
26	Uttarakhand	64	319.50
27	Uttar Pradesh	201	2526.22
28	West Bengal	33	599.53
<b>Total</b>		<b>6714</b>	<b>22843.92</b>
29	A&N Island	2	7.58
30	Chandigarh	11	28.90
31	Dadra & Nagar Haveli	0	0.00
32	Daman & Diu	0	0.00
33	Delhi	79	493.60
34	Lakshdweep	0	0.00
35	Puducherry	9	42.86
<b>Total</b>		<b>101</b>	<b>572.94</b>
<b>Grand total</b>		<b>6815</b>	<b>23416.86</b>

<b>ANNEXURE-IX</b>							
<b>State / UT-wise details of proposals accorded in-principal approval under Economic Importance (EI) &amp; Inter State Connectivity (ISC) scheme from 2001-02 to 2011-12 (up to 31-12-2011)</b>							
(Amount Rs in crore)							
<b>Sl No</b>	<b>State / UT</b>	<b>EI</b>			<b>ISC</b>		
		<b>No</b>	<b>Cost</b>	<b>Central share</b>	<b>No</b>	<b>Cost</b>	<b>Central share</b>
1	Andhra Pradesh	10	77.50	38.75	13	100.37	100.37
2	Arunachal Pradesh	3	39.31	19.65	9	169.69	169.69
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	57.91	28.96	23	80.37	80.37
8	Haryana	5	45.50	22.75	9	61.41	61.41
9	Himachal Pradesh	1	8.91	4.46	13	75.86	75.86
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	20	156.06	156.06
13	Kerala	2	14.60	7.30	6	54.13	54.13
14	Madhya Pradesh	11	64.46	32.23	30	241.46	241.46
15	Maharashtra	8	30.34	15.16	43	277.56	277.56
16	Manipur	1	30.00	15.00	4	35.35	35.35
17	Meghalaya	1	7.00	3.50	5	32.79	32.79
18	Mizoram	7	64.02	32.01	3	44.03	44.03
19	Nagaland	5	88.82	44.41	6	93.00	93.00
20	Orissa	15	119.08	59.54	9	159.62	159.62
21	Punjab	0	0.00	0.00	7	45.87	45.87
22	Rajasthan	2	29.96	14.98	36	280.84	280.84
23	Sikkim	8	74.25	37.12	14	186.98	186.98
24	Tamil Nadu	9	88.41	44.20	15	76.36	76.36
25	Tripura	6	43.40	21.70	0	0.00	0.00
26	Uttarakhand	2	20.86	10.43	10	70.19	70.19
27	Uttar Pradesh	1	13.44	6.72	11	157.70	157.70
28	West Bengal	1	17.08	8.54	6	155.42	155.42
29	A&N Island	0	0.00	0.00	0	0.00	0.00
30	Chandigarh	2	3.57	1.78	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>162</b>	<b>1147.05</b>	<b>573.52</b>	<b>327</b>	<b>2781.03</b>	<b>2781.03</b>

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

<b>Sl.No.</b>		<b>Annexure No.</b>
1	Statement showing Outlay (Non-plan Budget, Plan Budget and Complementary Extra-Budgetary Resources) (Outcome Budget 2012-13).	X
2	Statement showing summary of BOT (Toll) based projects as on 31.12.2011	XI
3	Statement showing summary of BOT (Annuity) based projects as on 31.12.2011	XII
4	Statement showing a Consolidated Physical & Financial Outlays and Outcomes/Targets: 2010-11	XIII
5	Status showing the GQ Contract Under Implementation as on 31.12.2011	XIV
6	Statement showing Completed/4 Laned Stretches in fully completed Projects of Golden Quadrilateral as on 31.12.2011	XV
7	Statement showing summary of EAP projects as on 31.12.2011	XVI
8	Statement showing the Quarterly Physical & Financial Targets during Annual Plan 2011-12(Status as on 31.12.2011).	XVII
9	Statement showing the status of North South- East West Contracts Under Implementation as on 31.12.2011	XVIII
10	Statement showing the completed / 4 Landed Stretches in fully completed stretches of North- South East- West Corridor as on 31.12.2011	XIX
11	Statement showing Balance Length for Award (North South - East West Corridor) as on 31.12.2011	XX
12	Statement showing Other Contracts Under Implementation as on 31.12.2011	XXI
13	Statement showing Completed / 4 laned Stretches in fully completed projects of other projects as on 31.12.2011	XXII
14	Statement showing Port connectivity projects Under Implementation as on 31.12.2011.	XXIII

## Statement showing Outlay (Non-plan Budget, Plan Budget and Complementary Extra-Budgetary Resources) ( OUTCOME BUDGET 2012-13)

(Rs. in crore)

Sr. No.	Name of Scheme/ Programme	Outlay 2012-13 (proposed)			Quantifiable Deliverables/ Physical Outputs	Projected Outcomes	Processes/Timelines	Remarks/ Risk Factors
		4(i)	4(ii)	4(iii)				
1	2	Non-Plan Budget	Plan Budget*	Complementary Extra- Budgetary Resources**	5	6	7	8
1	NHDP Phase-I	716.75 [for maintenance of National Highways entrusted to NHAI]	Investmnts (cess)- Rs.7881.95 External Assistance - Rs.180 IEBRs (issue of 54EC Bonds) - Rs.3000	0.00				
2	NHDP Phase-II			2405.80				
3	NHDP Phase-III			12262.65				
4	NHDP Phase-IV [not yet approved]			4525.26				
5	NHDP Phase-V			7904.00				
6	NHDP Phase-VI			209.00				
7	NHDP Phase-VII			3.07				
8	SARDP-NE			305.31				

\*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.

**Summary of BOT Toll based Projects****Status as on December 31<sup>st</sup>, 2011**

Category	Awarded		Total Project Cost (Rs Crs)	Awarded Cost (Rs Crs)	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>454.1</b>
GQ	6	373.4	2679.35	739.79 (27.62%)	6	373.4
Others	3	80.7	918.65	-20.80 (-2.26%)	3	80.7
<b>NHDP Phase II</b>	<b>19</b>	<b>992.66</b>	<b>8109.77</b>	<b>631.82</b> <b>(7.790%)</b>	<b>15</b>	<b>753.83</b>
NS - EW	16	787.44	6849.77	683.916 (9.98 %)	12	548.63
Others	3	205.217	1260	-52.1 (-4.13%)	3	205.217
<b>NHDP Phase III</b>	<b>90</b>	<b>7974.18</b>	<b>65976.69</b>	<b>11780.13 (17.85%)</b>	<b>19</b>	<b>1217.67</b>
<b>NHDP Phase IV</b>	<b>16</b>	<b>2303.05</b>	<b>15608.13</b>	<b>1725.76</b> <b>(10.91%)</b>	<b>-</b>	<b>-</b>
<b>NHDP Phase V</b>	<b>25</b>	<b>3477.15</b>	<b>34744.00</b>	<b>3456.06</b> <b>(9.95%)</b>	<b>3</b>	<b>152.7</b>
<b>NHDP Phase VII</b>	<b>2</b>	<b>41.12</b>	<b>2335</b>	<b>560.6</b> <b>(24.00)</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>161</b>	<b>15242.27</b>	<b>130371.59</b>	<b>18873.26</b> <b>(14.48%)</b>	<b>46</b>	<b>2578.31</b>
<b>DoRTH</b>	<b>3</b>	<b>83.4</b>			<b>2</b>	<b>30</b>

**Annexure-XII****Summary of BOT Annuity based Projects****Status as on December 31<sup>st</sup>, 2011**

Category	Awarded		Total Project Cost (Rs Crs)	Annuity (Rs Crs)	Completed	
	No. of Contracts	Length in km			No. of Contracts	Length in km
NHDP Phase I	8	475.57	2353.57	288 (12.23 %)	8	476
GQ	7	382.57	1979	246 (12.43%)	7	383
Others	1	93	375	42 (11.2%)	1	93
NHDP Phase II NS-EW	20	1029.65	13912.37	1501.6 (10.668%)	9	548
NHDP Phase III	18	1518.51	9554.55	868.76 (9.09%)	1	36
NHDP Phase IV	2	246.3	3134.66	341.2 (10.88%)	-	-
SARDP-NE	2	111.80	762.00	97.38 (12.78%)	-	-
<b>Total</b>	<b>50</b>	<b>3381.42</b>	<b>29717.28</b>	<b>3096.76 (10.42%)</b>	<b>18</b>	<b>1060</b>



**NATIONAL HIGHWAYS AUTHORITY OF INDIA**

**Annexure XIII**

Statement showing a Consolidated Physical & Financial Outlays and Outcomes/Targets : 2010-11

Sl. No.	Name of Scheme/ Programme	Targets/ Actual	Outlay (Estimated Expenditure) - 2010-11 (Rs. in Cr.)					Targets/ Actual	Quantifiable Deliverables (in Kms.)(Cumulative)				
			Q1	Q2	Q3	Q4	Total		Q1	Q2	Q3	Q4	Total
1	NHDP Phase-I (Widening to 4/6 lane including strengthening)	Targets	189.39	163.40	146.17	122.04	621.00	Targets for completion	20.92	25.28	15.81	18.90	80.91
		Actual	380.06	237.63	614.93	640.32	1872.94	Actual for completion	14.14	15.87	13.69	8.90	52.60
2	NHDP Phase-II (Widening to 4/6 lane including strengthening)	Targets	2112.50	1751.77	1835.23	1841.50	7541.00	Targets for completion	154.52	82.29	131.74	131.46	500.01
		Actual	1637.29	1359.84	4421.84	1819.52	9238.49	Actual for completion	149.84	55.33	83.59	29.80	318.56
		Targets for award						Targets for award	54.00	0.00	0.00	0.00	54.00
		Actual for award						Actual for award	0.00	0.00	0.00	0.00	0.00
3	NHDP Phase-III (Widening to 4/6 lane including strengthening)	Targets	3657.74	3387.20	3688.46	4363.60	15097.00	Targets for completion	270.67	204.87	379.97	525.50	1381.01
		Actual						Actual for completion	191.09	183.54	405.79	174.81	955.23

		<b>Actual</b>	1081.92	1484.20	5187.89	2999.69	<b>10753.70</b>	<b>Targets for award</b>	765.00	489.00	645.00	0.00	<b>1899.00</b>
								<b>Actual for award</b>	554.00	163.00	808.37	0.00	<b>1525.37</b>
<b>4</b>	<b>NHDP Phase-IV (Widening and strengthening of 2-lane with Paved Shoulder)</b>	<b>Targets</b>	136.00	254.00	402.00	531.00	<b>1323.00</b>	<b>Targets for completion</b>					
								<b>Actual for completion</b>					
		<b>Actual</b>			3.49	30.51	<b>34.00</b>	<b>Targets for award</b>	529.00	1929.00	1218.00	0.00	<b>3676.00</b>
								<b>Actual for award</b>	0.00	978.00	805.00	0.00	<b>1783.00</b>
<b>5</b>	<b>NHDP Phase-V (6-lanning of selected stretches on GQ and Others)</b>	<b>Targets</b>	1795.80	1795.06	2244.86	2596.28	<b>8432.00</b>	<b>Targets for completion</b>	133.60	108.58	94.40	188.52	<b>525.10</b>
								<b>Actual for completion</b>	60.69	11.88	54.68	36.54	<b>163.79</b>
		<b>Actual</b>	867.27	339.55	2475.14	1576.11	<b>5258.07</b>	<b>Targets for award</b>	316.00	1138.00	557.00	220.00	<b>2231.00</b>
								<b>Actual for award</b>	225.00	556.00	285.00	0.00	<b>1066.00</b>
<b>6</b>	<b>NHDP Phase-VI (Development of Expressways)</b>	<b>Targets</b>	168.00	233.00	272.00	299.00	<b>972.00</b>	<b>Targets for completion</b>					<b>0.00</b>
								<b>Actual for completion</b>					<b>0.00</b>
		<b>Actual</b>	0.00	2.15	0.00	1.13	<b>3.28</b>	<b>Targets for award</b>					<b>0.00</b>
								<b>Actual for award</b>					<b>0.00</b>

7	NHDP Phase-VII (Ring Roads, Bypasses, Grade Separators, Service Roads etc.)	Targets	18.75	24.76	33.51	37.98	115.01	Targets for completion	1.00	3.00	3.00	6.00	13.00
		Actual for completion	0.00	0.00	7.00	0.00	7.00						
		Actual	0.00	0.00	0.00		0.00	Targets for award					0.00
		Actual for award						Actual for award					0.00
6	SARDP-NE	Targets	100.00	100.00	100.00	100.00	400.00	Targets for completion					
		Actual for completion											
		Actual	173.52	0.00	184.65	11.13	369.30	Targets for award					
		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	2423.04	Targets					
		Actual	206.09	43.75	814.87	611.17	1675.88	Actual					
TOTAL		Targets	8783.94	8314.95	9327.99	10497.16	36924.05	Targets for completion	580.71	424.02	624.92	870.38	2500.03
		Actual for completion	415.76	266.62	564.75	250.05	1497.18						
		Actual	4346.15	3467.12	13702.81	7689.58	29205.66	Targets for award	1664.00	3556.00	2420.00	220.00	7860.00
		Actual for award	779.00	1697.00	1898.37	0.00	4374.37						

**Annexure XIV****NATIONAL HIGHWAYS AUTHORITY OF INDIA****Statement showing Status of GQ Contracts Under Implementation as on 31.12.2011**

S.No.	Station From To	NH No	Length	Start Date	Completion Date as per contact	Anticipated Completion Date	Cummulative physical Progress (%) Target	Cummulative physical Progress (%) Achieved	Funded By	Total Project Cost (Rs.Cr)	Awarded Cost (Rs. Cr)	Expenditure till CFY	Cumm Expn.	Contractor
1	Harihar - Chitradurga	4	77	Oct-2008	Jun-2010	Feb-2012	100.00	84.30	NHAI	207.56	207.56	28.1	173.32	Gammon India Ltd.
2	Haveri - Harihar	4	56	Nov-2008	Jul-2010	Mar-2012	100.00	84.66	NHAI	196.65	196.65	30.96	166.36	Gammon India Ltd.
3	Ganjam - Iechapuram (OR-VIII)	5	50.8	Jul-2006	Nov-2008	May-2012	100.00	78.89	NHAI	263.27	242.76	16.71	258.92	KMC Construction Ltd. - RK - SD (JV)
4	Sunakhala - Ganjam (OR-VII)	5	55.713	Oct-2009	Oct-2011	Jul-2012	100.00	41.54	NHAI	241.53	231.28	26.15	86.89	KNR Construction Pvt Ltd.
5	Bhubaneswar - Khurda (OR-I)	5	27.15	Jan-2001	Jan-2004	Mar-2012	100.00	99.45	NHAI	140.85	118.9	0	153.08	Gammon India Ltd. - Atlanta
6	Balasore - Bhadrak (OR-III)	5	62.64	Dec-2008	Dec-2010	Jul-2012	100.00	95.73	NHAI	228.7	241.3	40.77	173.06	BBEL - MIPL (JV)
7	Agra-Shikohabad (GTRIP/I-A)	2	50.83	Mar-2002	Mar-2005	Jun-2012	100.00	99.44	WB	367.49	328.49	0	453.68	Oriental Structural Engineers Pvt. Ltd.- Gammon India Ltd. (JV)
8	Bridges section (WB-III)	6	1.732	T E R	M I N A	T E D			NHAI	81	67	0	80.2	Bhageeratha Engg. Ltd.

**NATIONAL HIGHWAYS AUTHORITY OF INDIA****Statement showing Completed/4 Laned Stretches in fully completed projects of Golden Quadrilateral during the years 2010-11 and 2011-12**

<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	Palsit - Dankuni	km 581 - km 646	2	65	Annuity	Oct-2002	Jul-2005	West Bengal
2	Icchapuram - Korlam (AP-4B)	km 233 - km 200	5	33	NHAI	Sep-2001	Dec-2005	Andhra Pradesh
3	Barachatti - Gorhar (GTRIP/V-B)	km 240 - km 320	2	80	WB	Mar-2002	Jul-2007	Bihar[10]/Jharkhand[70]
4	Gorhar - Barwa Adda (TNHP/V-C)	km 320 - km 398.75	2	78.75	WB	Sep-2001	Sep-2010	Jharkhand
5	Khambakti Ghat	km 772 - km 781	4	9	MORTH	#	May-2001	Maharashtra
6	Bridges Section (AP-19)	km 162 - km 200	5	2.45	NHAI	Aug-2001	Mar-2005	Andhra Pradesh
7	Bridges Section (AP-20)	km 80 - km 162	5	0	NHAI	Aug-2001	May-2005	Andhra Pradesh
8	Korlam - Palasa (AP-4A)	km 200 - km 171	5	29	NHAI	Sep-2001	Aug-2005	Andhra Pradesh
9	Mathura - Agra	km 145 - km 199	2	54	JBIC	#	Feb-2000	Uttar Pradesh
10	Barwa Adda - Barakar	km 398.75 - km 442	2	43	ADB	Mar-1999	Dec-2001	Jharkhand
11	Katraj Realignment (PS-4)	km 825 - km 30 of Bypass	4	9	NHAI	Nov-2002	Jun-2006	Maharashtra
12	Mumbai Pune Expressway		4	10	MSRDC	#	Jul-2002	Maharashtra
13	Barakar - Raniganj	km 442 - km 475	2	33	WB	#	Apr-2001	West Bengal
14	Vijayawada - Chilkaluripet Package IV	km 10.8 - km 13.68	5	2.88	JBIC	May-1999	May-2002	Andhra Pradesh
15	Panagarh - Palsit	km 517 - km 581	2	64.457	Annuity	Jun-2002	Jun-2005	West Bengal
16	Vijayawada - Chilkaluripet Package III	km 408 - km 420.5	5	23.78	JBIC	Mar-1999	Jan-2003	Andhra Pradesh
17	Dankuni - NH-2/NH-6 Junction near Kolkata		2	5	MORTH	#	#	West Bengal

18	Vivekananda Bridge and Approach		2	6	BOT	Sep-2002	Jun-2007	West Bengal
19	Dhankuni - Kolaghat (WB-I)	km 17.6 - km 72	6	54.4	NHAI	May-2001	Mar-2007	West Bengal
20	Kolaghat - Kharagpur (WB-II)	km 72 - km 132.45	6	60.45	NHAI	Dec-2000	Mar-2005	West Bengal
21	Kharagpur - Laxmanath (WB-IV)	km 53.41 - km 119.275	60	65.86	NHAI	Jun-2001	Jun-2006	West Bengal
22	Laxmannath - Baleswar (OR-4)	km 0 - km 53.41	60	53.41	NHAI	Mar-2001	May-2007	Orissa
23	Bridges Section (OR/WB-I)	km 0 - km 119.275	60	0	NHAI	Sep-2001	Aug-2006	Orissa
24	Bhadrak - Chandikhole (OR-II)	km 61 - km 136	5	75.5	NHAI	Dec-2000	May-2005	Orissa
25	Bridges section (OR-V)	km 199.141 - km 61	5	11.587	NHAI	Aug-2001	Apr-2008	Orissa
26	Chandikhole - Jagatpur	km 28 - km 61	5	27.8	JBIC	Feb-2000	Jan-2003	Orissa
27	Jagatpur - Bhubneshwar	km 0 - km 28	5	28	WB	#	Dec-2000	Orissa
28	Khurda - Sunakhala (OR-VI)	km 388 - km 338	5	52.058	NHAI	May-2001	Mar-2006	Orissa
29	Ratanpur - Himatnagar (UG-III)	km 388 - km 443	8	54.6	NHAI	Nov-2001	Dec-2003	Gujarat
30	Raniganj - Panagarh	km 475 - km 517	2	42	ADB	Mar-1999	Nov-2001	West Bengal
31	Surat (Chalthan) - Atul	km 263.4 - km 343	8	79.6	ADB	Nov-2000	Jun-2005	Gujarat
32	Himatnagar - Chiloda (Near Ahmedabad) (UG-IV)	km 443 - km 495	8	52	NHAI	Jun-2003	Dec-2005	Gujarat
33	Delhi-Mathura	km 0 - km 145	2	145	ADB	#	#	Delhi[12]/Haryana[74]/Uttar Pradesh[59]
34	Khaga - Kokhraj (TNHP/III-A)	km 115 - km 158	2	43	WB	Feb-2001	Jan-2005	Uttar Pradesh
35	Gulabpura - Bhilwara Bypass (KU-III)	km 70 - km 120	79	50	NHAI	Nov-2001	Sep-2004	Rajasthan
36	Bhilwara Bypass - Chittorgarh (KU-IV)	km 120 - km 183	79	66	NHAI	Nov-2001	May-2004	Rajasthan
37	Chittorgarh - Mangalwar (KU-V)	km 220 - km 172	76	48	NHAI	Nov-2001	Jan-2004	Rajasthan
38	Mangalwar - Udaipur (KU-VI)	km 172 - km 113.825	76	58.175	NHAI	Nov-2001	Mar-2005	Rajasthan
39	Udaipur - Kesariaji (UG-I)	km 278 - km 340	8	62	NHAI	Oct-2001	Jan-2004	Rajasthan
40	Kesariaji - Ratanpur (UG-II)	km 340 - km 388.4	8	48.4	NHAI	Oct-2001	Mar-2005	Rajasthan
41	Ahmedabad bypass	km 495 - km 510	8	15	MORTH	#	#	Gujarat

42	Ahmedabad-Vadodara Exp. Way Phase-I	km 0.0 - km 43.4	8	43.4	SPV	Aug-2000	Dec-2002	Gujarat
43	Allahabad Bypass Contract-I (Bridge)	km 158 km - km 159.02	2	1.02	WB	Sep-2003	Oct-2008	Uttar Pradesh
44	Aurangabad - Barachatti (TNHP/V-A)	km 180 - km 240	2	60	WB	Sep-2001	Jul-2007	Bihar
45	Vadodara - Surat		8	152	MORTH	#	#	Gujarat
46	Palasa - Srikakulam (AP-2)	km 171 - km 97	5	74	NHAI	Jun-2001	Jun-2005	Andhra Pradesh
47	Atul - Kajali	km 343 - km 381.6	8	38.6	ADB	Nov-2000	Jan-2004	Gujarat
48	Kajali - Manor	km 381.6 - km 439	8	57.4	ADB	Nov-2000	Nov-2003	Maharashtra
49	Manor - Baseeim- Creek Section	km 439 - km 496	8	58	MORTH	#	Jun-2001	Maharashtra
50	Baseeim-Creek Bridge - Dhaishar		8	2	MORTH	#	Feb-2000	Maharashtra
51	Dhaishar - Mumbai		8	4	MORTH	#	#	Maharashtra
52	Allahabad Bypass Contract-II	km 158 km - km 198	2	38.987	WB	Jun-2004	Dec-2009	Uttar Pradesh
53	Allahabad Bypass Contract-III	km 198 km - km 242.708	2	44.708	WB	Nov-2004	Dec-2009	Uttar Pradesh
54	Handia - Varanasi (TNHP/III-C)	km 245 - km 317	2	72	WB	Mar-2001	Apr-2008	Uttar Pradesh
55	Varanasi - Mohania (GTRIP/IV-A)	km 317 - 329(0) km 0 - km 65	2	76	WB	Mar-2002	Sep-2010	Uttar Pradesh[55]/Bihar[21]
56	Mohania - Sasaram (TNHP/IV-B)	km 65 - km 110	2	45	WB	Feb-2001	Mar-2006	Bihar
57	Sasaram - Dehri on-sonne (GTRIP/IV-C)	km 110 - km 140	2	30	WB	Mar-2002	Jul-2008	Bihar
58	Dehri - on-Sone - Aurangabad (TNHP/IV-D)	km 140 - km 180	2	40	WB	Feb-2001	Nov-2005	Bihar
59	Vijayawada - Chilkaluripet Package II	km 380 - km 396.8	5	32	JBIC	Mar-1999	Jan-2003	Andhra Pradesh
60	Ahmedabad-Vadodara Exp.Way Phase-II	km 43.3 (Nadiad-Dakor SH) - km 93.302	NE1	50	SPV	Jun-2001	May-2004	Gujarat
61	Krishnagiri - Vaniyambadi (KR-1)	km 0.0 - km 49.0	46	49	NHAI	Nov-2001	Mar-2005	Tamil Nadu

62	Shikohabad-Etawah (GTRIP/I-B)	km 250.5 - km 307.5	2	59.02	WB	Sep-2005	Sep-2008	Uttar Pradesh
63	Dharwad - Hubli	km 433 - km 404	4	29	MORTH	#	Aug-2001	Karnataka
64	Hubli - Haveri	km 404 - km 340	4	64.5	NHAI	Jun-2001	Mar-2008	Karnataka
65	Chitradurga Bypass	km 207 - km 189	4	18	NHAI	Apr-2007	Dec-2010	Karnataka
66	Chitradurga - Sira	km 189 - km 122.3	4	66.7	ADB	Mar-2002	May-2008	Karnataka
67	Sira Bypass	km 122 - km 116	4	5.8	NHAI	Jul-2000	Apr-2002	Karnataka
68	Sira - Tumkur	km 116.4 - km 75	4	41.4	ADB	Mar-2002	Jan-2005	Karnataka
69	Kanpur-Fatehpur (GTRIP/II-B)	km 470 - 483(0) km 0 - km 38	2	51.5	WB	Mar-2002	May-2008	Uttar Pradesh
70	Tumkur Bypass	km 75 - km 62	4	13	NHAI	Jun-2009	Dec-2010	Karnataka
71	Tumkur - Neelmangala	km 62 - km 29.5	4	32.5	BOT	Jun-2002	Dec-2003	Karnataka
72	Neelmangala - Bangalore	km 30 - km 0	4	30	MORTH	#	#	Karnataka
73	Bangalore - Hathipali	km 0 - km 33	7	33	MORTH	#	#	Karnataka
74	Belgaum Bypass	km 515 - km 495	4	18	NHAI	Jun-2001	Jun-2006	Karnataka
75	Hosur - Krishnagiri	km 48.6 - km 94.0	7	45.4	NHAI	Jun-2001	Jan-2004	Tamil Nadu
76	Sikandara-Bhaunti (TNHP/II-A)	km 393 - km 470 through MDR route 16 km shorter.	2	62	WB	Feb-2001	May-2007	Uttar Pradesh
77	Vaniyambadi - Pallikonda (KR-2)	km 49.0 - km 100.0	46	51	NHAI	Nov-2001	Feb-2006	Tamil Nadu
78	Pallikonda - Ranipet and Walahjapet bypass (KR-3)	km 100.0 - km 145.0	46	45	NHAI	Oct-2001	Jan-2006	Tamil Nadu
79	Valelapet - Kanchipuram	km 106.4 - km 70.2	4	36.2	NHAI	Sep-2001	Jan-2004	Tamil Nadu
80	Fatehpur - Khaga (TNHP/II-C)	km 38 - km 115	2	77	WB	Mar-2001	Sep-2010	Uttar Pradesh
81	Kanchipuram - Poonamalee	km 70.2 - km 13.8	4	56.4	NHAI	Jul-2001	May-2007	Tamil Nadu
82	Delhi-Gurgaon	km 0 - km 36	8	36	MORTH	#	#	Delhi[13]/Haryana[23]
83	Gurgaon - Kotputli	km 36 - km 162	8	126	ADB	Mar-1999	Mar-2001	Haryana[55]/Rajasthan[71]
84	Kotputli - Amer	km 162 - km 248	8	86	ADB	#	#	Rajasthan
85	Jaipur Bypass Phase II	km 221 of NH-8 - km 246 of NH-11	8	34.7	NHAI	Dec-2001	Mar-2005	Rajasthan



86	Jaipur Bypass Phase I	km 283 - km 297	8	14	NHAI	Sep-1998	Jan-2001	Rajasthan
87	Mahapura (near Jaipur) - Kishangarh (6 Lane)	km 273.5 - km 363.885	8	90.38	BOT	Apr-2003	Mar-2005	Rajasthan
88	ROB at Kishangarh		8	1	BOT	Mar-1998	Feb-2000	Rajasthan
89	Kishangarh - Nasirabad (KU-I)	km 363.9 (NH-8) - km 15 (NH-79)	79A	36.23	NHAI	Nov-2001	Jan-2004	Rajasthan
90	Hathipali - Hosur	km 33 - km 48.6	7	16	NHAI	Dec-1999	Aug-2002	Tamil Nadu
91	Chilikaluripet - Ongole (AP-13)	km 357.9 - km 291	5	66	NHAI	Jun-2001	Mar-2006	Andhra Pradesh
92	Srikakulam - Champawati (AP-1)	km 97 - km 49	5	48	NHAI	Dec-2005	May-2007	Andhra Pradesh
93	Champawati-Vishakhapatnam (AP-3)	km 49 - km 2.8	5	46.2	NHAI	Jun-2001	Feb-2005	Andhra Pradesh
94	Bridges section (AP-6)	km 233 - km 98	5	0	NHAI	Sep-2001	Jul-2005	Andhra Pradesh
95	Bridges section (AP-5)	km 49- km 97	5	0	NHAI	Aug-2001	Sep-2003	Andhra Pradesh
96	Vishakhapatanam - Ankapalli	km 397 - km 359	5	38	MORTH	#	#	Andhra Pradesh
97	Ankapalli - Tuni	km 359.2 - km 300	5	58.947	Annuity	May-2002	Jan-2005	Andhra Pradesh
98	Etawah Bypass	km 307.5 - km 321.1	2	13.6	NHAI	Feb-2006	May-2008	Uttar Pradesh
99	Tuni - Dharmavaram (AP-16)	km 300 - km 253	5	47	Annuity	May-2002	Aug-2005	Andhra Pradesh
100	Dharmavaram - Rajahmundry (AP-15)	km 253 -km 200	5	53	Annuity	May-2002	Mar-2005	Andhra Pradesh
101	Divancheru (near Rajahmundry) - Gowthami (AP-17)	km 200 - km 164.5	5	34.95	NHAI	Jun-2001	Mar-2005	Andhra Pradesh
102	Gowthami - Gundugolanu (AP-18)	km 164.5 - km 80	5	81.08	NHAI	Aug-2001	Feb-2004	Andhra Pradesh
103	Vijayawada - Rajamundry Section (near Eluru)	km 75 - km 80	5	5	NHAI	Jun-2000	Mar-2002	Andhra Pradesh
104	Belgaum - Dharwad	km 495 - km 433	4	62	NHAI	Apr-2002	Jun-2007	Karnataka
105	Vijayawada - Chilikaluripet Package I	km 355 - km 380	5	25	JBIC	Mar-1999	Jan-2003	Andhra Pradesh
106	Nasirabad - Gulabpura (KU-II)	km 15 - km 70	79	55.87	NHAI	Nov-2001	Jan-2004	Rajasthan
107	Ongole - Kavali (AP-12)	km 291 - km 222	5	72	NHAI	Aug-2001	Sep-2005	Andhra Pradesh
108	Kavali - Nellore (AP-11)	km 222 - km 178	5	43.8	NHAI	May-2001	May-2005	Andhra Pradesh
109	Etawah - Rajpur (GTRIP/I-C)	km 321.1 - km 393	2	72.825	WB	Mar-2002	May-2008	Uttar Pradesh

110	Nellore Bypass	km 178 .2- km 161	5	17.166	Annuity	Oct-2002	Sep-2004	Andhra Pradesh
111	Nellore - Tada (AP-7)	km 163.6 - km 52.8	5	110.517	BOT	Aug-2001	Dec-2003	Andhra Pradesh
112	Tada - Chennai (TN-1)	km 52.8 - km 11	5	41.8	NHAI	Jun-2001	Dec-2005	Tamil Nadu
113	Mumbai Pune Expressway	km 958 - km 878	4	80	MSRDC	#	Aug-2001	Maharashtra
114	Westerly Diversion	km 0 - km 34.25	4	34.25	NHAI	Jun-2000	Oct-2003	Maharashtra
115	Katraj - Sarole (PS-3)	km 825.5 - km 797	4	28.5	NHAI	Nov-2001	Mar-2007	Maharashtra
116	Sarole - Wathar (PS-2)	km 797 - km 760 excluding km 773 - km 781	4	29	NHAI	Nov-2001	Dec-2003	Maharashtra
117	Wathar - Satara (PS-1)	km 760 - km 725	4	35	NHAI	Jul-2001	Dec-2003	Maharashtra
118	Satara - Kagal	km 725 - km 592.24	4	133	BOT	Feb-2002	Mar-2006	Maharashtra
119	Maharastra Border-Belgaum	km 592 - km 515	4	77	Annuity	Jun-2002	Oct-2004	Karnataka
120	Eluru-Vijayawada Package V	km 75 - km 3.4	5	72	ADB	Dec-1997	Jan-2002	Andhra Pradesh

**Annexure-XVI**

**Summary of EAP Projects**

**Status as on December 31<sup>st</sup>, 2011**

Category	Awarded		Awarded Cost (Rs Crs)	Completed	
	No. of Contracts	Length in km		No. of Contracts	Length in km
<b>World Bank Funded Projects</b>					
NHDP Phase I	18	983	5538	17	932
GQ	18	983	5538	17	932
Others	-	-	-	-	-
NHDP Phase II (EW Corridors)	12	487	3208	8	328
<b>Sub-Total (A)</b>	<b>30</b>	<b>1470</b>	<b>8746</b>	<b>25</b>	<b>1260</b>
<b>ADB Funded Projects</b>					
NHDP Phase I	10	615	1866	10	615
GQ	9	567	1807	9	567
Others	1	48	59	1	48
NHDP Phase II (NS & EW Corridors)	31	1638	7565	24	1264
<b>Sub -Total (B)</b>	<b>41</b>	<b>2253</b>	<b>9431</b>	<b>34</b>	<b>1879</b>
<b>JBIC Funded Projects</b>					
NHDP Phase I	7	150	634	7	150
GQ	5	111	333	5	111
Others	2	39	301	2	39
<b>Sub-Total (C)</b>	<b>7</b>	<b>150</b>	<b>634</b>	<b>7</b>	<b>150</b>
<b>Grand -Total (A+B+C)</b>	<b>78</b>	<b>3873</b>	<b>18811</b>	<b>66</b>	<b>3289</b>

**ANNEXURE XVII**

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**

**Statement showing a Consolidated Physical & Financial Outlays and Outcomes/Targets : 2011-12  
(status upto Dec'11)**

Sl. No.	Name of Scheme/ Programme	Targets/ Actual	Outlay (Estimated Expenditure) - 2011-12 (Rs. in Cr.)					Targets/ Actual	Quantifiable Deliverables (in Kms.)(Cumulative)				
			Q1	Q2	Q3	Q4	Total		Q1	Q2	Q3	Q4	Total
1	NHDP Phase-I (Widening to 4/6 lane including strengthening)	Targets	241.80	219.53	172.71	113.03	<b>747.07</b>	Targets for completion	21.00	25.20	15.80	19.00	<b>81.00</b>
		Actual	222.48	113.90	114.38		<b>450.76</b>	Actual for completion	14.14	15.96	13.60		<b>43.70</b>
2	NHDP Phase-II (Widening to 4/6 lane including strengthening)	Targets	1810.23	1689.36	1783.66	1803.72	<b>7086.97</b>	Targets for completion	154.52	82.29	131.74	131.46	<b>500.01</b>
								Actual for completion	149.84	55.33	83.59		<b>288.76</b>
		Actual	1178.06	1352.14	1840.23		<b>4370.43</b>	Targets for award	54.00	0.00	0.00	0.00	<b>54.00</b>
								Actual for award	0.00	0.00	0.00		<b>0.00</b>
3	NHDP Phase-III (Widening to 4/6	Targets	4270.29	4336.07	4806.28	5173.58	<b>18586.22</b>	Targets for completion	270.67	204.87	379.97	525.50	<b>1381.01</b>

	lane including strengthening)							<b>Actual for completion</b>	191.09	183.54	405.79		<b>780.42</b>
		<b>Actual</b>	3261.79	4365.94	7932.46		<b>15560.19</b>	<b>Targets for award</b>	765.00	489.00	645.00	0.00	<b>1899.00</b>
								<b>Actual for award</b>	554.15	163.00	808.37		<b>1525.52</b>
<b>4</b>	<b>NHDP Phase-IV (Widening and strengthening of 2-lane with Paved Shoulder)</b>	<b>Targets</b>	378.75	437.10	466.77	544.93	<b>1827.55</b>	<b>Targets for award</b>	316.00	1138.00	557.00	220.00	<b>2231.00</b>
		<b>Actual</b>	275.81	71.94	146.87		<b>494.62</b>	<b>Actual for award</b>	225.18	555.50	284.72		<b>1065.40</b>
<b>5</b>	<b>NHDP Phase-V (6-lanning of selected stretches on GQ and Others)</b>	<b>Targets</b>	1873.46	1658.33	2055.26	1989.30	<b>7576.35</b>	<b>Targets for completion</b>	133.60	108.58	94.40	188.42	<b>525.00</b>
								<b>Actual for completion</b>	60.69	11.88	54.68		<b>127.25</b>
		<b>Actual</b>	1053.37	519.78	1374.33		<b>2947.48</b>	<b>Targets for award</b>					<b>0.00</b>
								<b>Actual for award</b>					<b>0.00</b>
<b>6</b>	<b>NHDP Phase-VI (Development of Expressways)</b>	<b>Targets</b>	24.75	24.76	24.75	74.74	<b>149.00</b>	<b>Targets for completion</b>					<b>0.00</b>
								<b>Actual for completion</b>					<b>0.00</b>
		<b>Actual</b>	0.01	2.26	1.10		<b>3.37</b>	<b>Targets for award</b>					<b>0.00</b>
								<b>Actual for award</b>					<b>0.00</b>

7	NHDP Phase-VII (Ring Roads, Bypasses, Grade Separators, Service Roads etc.)	<b>Targets</b>	116.20	64.80	119.66	103.24	<b>403.90</b>	<b>Targets for completion</b>		1.00	3.00	9.00	<b>13.00</b>
								<b>Actual for completion</b>					<b>0.00</b>
		<b>Actual</b>	0.00	4.16	1.25		<b>5.41</b>	<b>Targets for award</b>					<b>0.00</b>
								<b>Actual for award</b>					<b>0.00</b>
8	SARDP-NE	<b>Targets</b>	240.11	283.11	206.11	139.08	<b>868.41</b>	<b>Targets for completion</b>					<b>0.00</b>
								<b>Actual for completion</b>					<b>0.00</b>
		<b>Actual</b>	0.97	0.11	201.88		<b>202.96</b>	<b>Targets for award</b>					<b>0.00</b>
								<b>Actual for award</b>					<b>0.00</b>
9	Liabilities on account of interest and repayment of loans/ borrowings and payment of annuities	<b>Targets</b>	843.45	915.32	794.28	1386.25	<b>3939.30</b>	<b>Targets</b>					
		<b>Actual</b>	552.60	754.73	657.43		<b>1964.76</b>	<b>Actual</b>					

**Annexure XVIII**

National Highways Authority of India															
Statement showing NS-EW Contracts Under Implementation as on 31.12.2011															
S.no	Stretch	NH NO	Length (in Km)	Date of Start	Completion Date as per contact	Anticipated Completion Date	Cummulative physical Progress (%) Target	Cummulative physical Progress (%) Achieved	Funded By	Total Project Cost (Rs.Cr)	Awarded Cost (Rs. Cr)	Expenditure till 3/2011	Exp during CFY	Cumm Expn.	Contractor
East West Corridor															
1	Lucknow Bypass (EW-15/UP)	56A & B	22.85	Mar-2009	Aug-2010	Jun-2012	19.10	69.00	NHAI	111.78	111.78	52.72	25.11	77.83	NKG Infrastructure Ltd.
2	Lucknow - Kanpur (EW/3B)	25	16	Feb-2010	Aug-2011	Jun-2012	#	53.00	NHAI	54		23.82	7.42	31.24	Neeraj Cement Structural Ltd
3	Nalbari to Bijni (AS-6)	31	25	Nov-2005	Jun-2009	Jun-2012	100.00	74.50	NHAI	225	182.48	160.93	23.29	184.2	Dinesh Chandra R. Agarwal - Infracon Pvt. Ltd. - Banowari Lal Agarwalla Pvt. Ltd. - Brahmaputra Constorium Ltd.
4	Bijni to Assam/WB Border (AS-12)	31C	30	Nov-2005	Jun-2008	Sep-2012	89.36	58.85	NHAI	230	218.37	192.04	18.2	210.2	Progressive Construction Ltd.
5	Bijni to Assam/WB Border (AS-11)	31C	30	Nov-2005	Jun-2008	Jun-2012	100.00	48.35	NHAI	195	199.41	159.82	18.68	178.5	GPL-ECI (JV)
6	Bijni to Assam/WB Border (AS-10)	31C	33	Nov-2005	Jun-2008	Dec-2012	100.00	54.50	NHAI	237.8	248.69	184.72	27.82	212.5	GPL-ECI (JV)
7	Assam/WB Border to Gairkatta (WB-1)	31C	32	Jun-2006	Nov-2008	Mar-2012	100.00	79.58	NHAI	221.82	228.43	209.72	42.95	252.7	Italian Thai Dev. Projects Co. Ltd.

8	Gorakhpur Bypass	28	32.6	Apr-2007	Oct-2009	Jun-2012	100.00	90.00	Annuity	600.24	48.6	636.52	101.7	738.2	Gammon india Ltd. - GIPL - ATSL Consortium
9	Nagaon to Dharmatul (AS-2)	37	25	Dec-2005	Jun-2008	Jun-2012	100.00	78.51	NHAI	264.72	273.8	229.37	31.92	261.3	Madhucon Projects Ltd.
10	Brahmputra Bridge (AS-28)	31	5	Oct-2006	Apr-2010	Dec-2012	75.00	47.60	NHAI	217.61	238.34	113.47	47.83	161.3	Gammon India Ltd.
11	Nalbari to Bijni (AS-9)	31	21.5	Dec-2005	Jun-2008	Mar-2012	100.00	96.86	NHAI	142	131.22	202.06	19.35	221.4	Punj Lloyd Ltd.
12	Ganga Bridge to Rama Devi Crossing (UP-6)	25	5.6	Dec-2005	Sep-2008	Jun-2012	100.00	45.95	NHAI	201.66	159.06	76.56	17.58	94.14	Gammon India Ltd.
13	Nalbari to Bijni (AS-7)	31	27.3	Oct-2005	Apr-2008	Dec-2012	100.00	64.40	NHAI	208	207.17	173.55	56.28	229.8	KMC Construction Ltd.
14	Guwahati to Nalbari (AS-5)	31	28	Oct-2005	Apr-2008	Dec-2012	100.00	70.19	NHAI	198.16	192.87	157.22	31.97	189.2	Punj Lloyd Ltd.
15	Jhanjhapur to Darbanga (BR-7)	57	37.59	Apr-2006	Sep-2008	Mar-2012	100.00	82.10	NHAI	340	388.23	410.71	54.02	464.7	Madhucon Projects Ltd.
16	Kosi Bridge including approaches and Guide Bond & Afflux Bond (BR-5)	57	10.63	Apr-2007	Apr-2010	Jan-2012	97.57	91.77	Annuity	418.04	31.9	279.39	63.87	343.3	Gammon india Ltd. - GIPL Consortium
17	Simrahi to Ring bund (missing link) (BR-4)	57	15.15	Apr-2006	Apr-2008	Feb-2012	93.00	91.54	NHAI	100.5	115.56	199.25	13.12	212.4	Simplex Infrastructure Ltd.
18	Deewapur to UP/Bihar Border (LMNHP-9)	28	41.085	Nov-2005	Oct-2008	Jun-2012	53.34	35.50	WB	300	357.14	151.14	19.09	170.2	Progressive Construction Ltd.
19	Kotwa to Dewapur (LMNHP-10)	28	38	Nov-2005	Nov-2008	Mar-2012	100.00	86.00	WB	240	263.97	240.86	44.7	285.6	Progressive Construction Ltd. - MVR (JV)



20	Forbesganj-Simrahi (BR-3)	57	34.87	Apr-2006	Sep-2008	Mar-2012	82.65	62.00	NHAI	332.94	356.51	248.75	69.65	318.4	Gammon India Ltd.
21	Nalbari to Bijni (AS-8)	31	30	Dec-2005	Jun-2008	Jun-2012	100.00	93.03	NHAI	200	187.07	244.42	20.18	264.6	Punj Lloyd Ltd.
22	Maibang to Lumding (AS-24)	54	15	Jan-2011	Jul-2013	Jul-2013	10.00	14.00	NHAI	280.13	225.33	29.12	28.66	57.78	N.K.C Projects Pvt. Ltd.
23	UP/Bihar Border to Kasia (LMNHP-8)	28	41.115	Dec-2005	Dec-2008	Mar-2012	100.00	96.00	WB	227	259.77	333.08	42.4	375.5	Simplex
24	Gagodhar to Garamore (Package-IV)	15, 8A	90.3	Feb-2005	Nov-2007	Feb-2012	100.00	99.00	ADB	479.54	339.02	435.53	1.86	437.4	Daelim Industrial Corp. Ltd.-Nagarjuna Construction Co. Ltd. (JV)
25	Orai to Jhansi (UP-5)	25	50	Sep-2005	Mar-2008	Mar-2012	100.00	86.90	ADB	340.68	302.97	333.65	27.22	360.9	IRCON International Ltd.
26	Chambal Bridge (RJ-5)	76	1.4	Nov-2006	Feb-2010	Jul-2013	78.06	59.26	NHAI	281.31	213.59	178.4	0.83	179.2	Hyundai eng. Cons. Co. Ltd. - M/s Gammon India Ltd.
27	Kota Bypass (RJ-4)	76	26.42	May-2006	Nov-2008	Sep-2012	100.00	98.50	NHAI	250.39	205.51	275.26	2.24	277.5	ITD- CemIndia (JV)
28	Sonapur to Guwahati (AS-3)	37	19	Sep-2005	Jun-2009	May-2012	100.00	59.07	NHAI	245	166.71	458.58	30.59	489.2	Maheshwari Brothers Ltd.-Telecommunication Consultant India Ltd.
29	Dharamtul to Sonapur (AS-20)	37	22	Nov-2005	May-2008	Jun-2012	99.00	60.46	NHAI	160	137.75	98.01	32.42	130.4	KMC Construction Ltd.
30	Siliguri to Islampur (WB-7)	31	26	Jan-2006	Jul-2008	Dec-2012	100.00	60.65	NHAI	225	211.07	173.03	4.4	177.4	IRCON International Ltd.

31	Daboka to Nagaon (AS-17)	36	30.5	Dec-2005	Jun-2008	Mar-2012	100.00	88.60	NHAI	225	202.18	238.86	23.72	262.6	Maytas Infrastructure Ltd.
32	Guwahati to Nalbari (AS-4)	31	28	Dec-2005	Apr-2008	Dec-2012	100.00	33.10	NHAI	175.96	173.62	101.65	25.25	126.9	Punj Lloyd Ltd.
33	Maibang to Lumding (AS-25)	54	28	Jan-2011	Jul-2013	Jul-2013	8.50	2.50	NHAI	385.13	372.64	29.6	5.2	34.8	Maytas Infra Ltd.
34	Maibang to Lumding (AS-26)	54	23	Jul-2011	Jan-2014	Jan-2014	2.00	1.60	NHAI	167.64	179.25	0	2.12	2.12	Simplex Infrastructure Ltd.
35	Maibang to Lumding (AS-27)	54	21	Oct-2006	Apr-2009	Mar-2013	74.00	23.00	NHAI	200	198.68	73.55	12.72	86.27	Gayatri -ECI (JV)
36	Harangajo to Maibang (AS-23)	54	16	Aug-2006	Feb-2009	Mar-2013	100.00	52.38	NHAI	280	317.11	209.64	22.35	232	Hindustan Construction Company Ltd.
37	Harangajo to Maibang (AS-22)	54	24	Nov-2011	Apr-2014	Apr-2014	#	#	NHAI	363.74	318.67	0	0.36	0.36	N.K.C - JKM (JV)
38	Harangajo to Maibang (AS-21)	54	26	Nov-2011	Apr-2014	Apr-2014	#	#	NHAI	386.1	333.83	0	1.79	1.79	N.K.C - JKM (JV)
39	Silchar-Udarband (AS-1)	54	32	Sep-2004	Sep-2007	Jun-2012	100.00	67.50	NHAI	154.57	115.86	166.86	18.12	185	Punj Lloyd Ltd.
40	Kasia to Gorakhpur (LMNHP-7)	28	40	Dec-2005	Dec-2008	Jan-2012	100.00	97.50	WB	242	253.12	348.34	85.74	434.1	NCC - VEE (JV)
41	Dharamtul to Sonapur (AS-19)	37	25	Dec-2005	Jun-2008	Jun-2012	100.00	76.89	NHAI	200	173.15	175.34	24.06	199.4	Maytas Infrastructure Ltd.
North South Corridor															
1	Kunjwani to Vijaypur (NS-15/J&K)	1A	17.2	Jan-2002	Dec-2004	Mar-2012	100.00	99.00	NHAI	110	83.88	148.16	0.41	148.6	Border Road Organization
2	Gundla Pochampalli to Bowenpalli Shivarampalli to Thondapalli (NS-23/AP)	7	23.1	T E R	M I N A	T E D			NHAI	71.57	60.35	119.11	0.48	119.6	M.B Patel Construction Ltd.

3	Quazigund-Banihal	1A	15.25	Jul-2010	Jul-2015	Jul-2015	#	#	Annuity	1987	245	0	0	0	Navyuga Engineering Co. Ltd.
4	Gwalior - Jhansi	75	80	Jun-2007	Dec-2009	Jun-2012	99.94	70.26	Annuity	604	52.29	411.85	1.01	412.9	DSC - Apollo consortium
5	Four laning from MP/Maharashtra border to Nagpur I/C Kamptee Kanoon and Nagpur bypass	7	95	Apr-2010	Jun-2012	Oct-2012	65.58	77.68	BOT	1170.5	455.21	4.41	0	4.41	Oriental Structural Engineers Ltd.
6	Srinagar Bypass (Bridge Portion) (NS-30A)	1A	1.23	Jun-2006	Dec-2008	Oct-2012	100.00	84.25	NHAI	62.96	62.96	22.82	10.99	33.81	Valecha Engineering Ltd.
7	Armur to Kadloor Yellareddy (NS-2/AP-1) (Approved Length 60.25)	7	59	Feb-2010	Feb-2012	Apr-2012	98.88	84.50	BOT	390.56	112.6	278.19	271.5	549.7	Navyouga KPCL Consortium
8	Sagar -Rajmarg Choraha (ADB-II/C-6)	26	44	Apr-2006	Oct-2008	Dec-2012	100.00	85.16	ADB	203.43	163.87	181.43	33.08	214.5	Ssanyong Engineering Const co.
9	Chenani-Nashri	1A	12	Jun-2010	Jun-2015	Jun-2015	#	#	Annuity	2159	317.52	0	0	0	IL & FS Transportation Networks Ltd
10	Rajmarg Choraha to Lahknadon (ADB-II/C-8)	26	54	Apr-2006	Oct-2008	Dec-2012	100.00	77.80	ADB	251.03	219.01	247.23	37.06	284.3	Ssanyong Engineering Const co.
11	Srinagar to Banihal	1A	67.76	#	#	#	#	#	Annuity	1100.7	134.82	0	0	0	Ramkey Infra and JPTEG
12	Jammu - Udhampur	1A	65	Jul-2010	Jul-2013	Jul-2013	#	#	Annuity	1813.8	201.9	0	0	0	Shaboorji & Palonji Co. Ltd.

13	Jhansi to Lalitpur (NS-1/BOT/UP-2)	25, 26	49.7	Mar-2007	Sep-2009	Feb-2012	100.00	87.44	Annuity	355.06	29.95	294.38	21.51	315.9	Gayatri - IDFC Consortium
14	Lakhnadon to MP/MH Border (NS-1/BOT/MP-2)	7	49.35	Mar-2007	Sep-2009	Oct-2012	100.00	81.27	Annuity	263.17	22.42	232.7	0.68	233.4	Navabharat - Ferro Alloys Ltd.(Malaxmi Higyways pvt. Ltd.)
15	Borkhedi-Jam (NS-22/MH)	7	27.4	Jun-2005	Dec-2007	Apr-2012	100.00	99.00	NHAI	110	89.39	111.17	1.69	112.9	JSR Construction Pvt. Ltd.- Ketan Construction Limited
16	Rajmarg Choraha to Lakhandon (ADB-II/C-9)	26	54.7	Apr-2006	Oct-2008	Sep-2012	100.00	78.80	ADB	229.91	203.504	197.6	33.69	231.3	Ssangyong Engineering Const co.
17	Jammu to Kunjwani (Jammu Bypass) NS-33/J&K	1A	15	Nov-2005	May-2008	Mar-2012	100.00	85.00	NHAI	85.34	74.87	85.67	1.4	87.07	M. Venkata Rao Engineering
18	Kelapur-Pimpalkhatti (NS-62)	7	22	T E R	M I N A	T E D			NHAI	117.4	92.59	37.34	0.71	38.05	Devi Enterprises Ltd.
19	Wadner-Devdhari (NS-60/MH)	7	29	Feb-2011	Nov-2010	Nov-2012	100.00	18.34	NHAI	193.45	160.22	29.04	0	29.04	Roman Tarmat Ltd.
20	Pathankot to Bhogpur (NS-38/PB)	1A	44	Feb-2010	Aug-2012	Aug-2012	72.30	34.65	NHAI	359		93.38	57.33	150.7	IVRCL Infrastructure Ltd
21	Pathankot to Bhogpur (NS-37/PB)	1A	40	Nov-2005	May-2008	May-2012	100.00	70.97	NHAI	284	286.7	318.59	28.17	346.8	ITD Cementation (I) Ltd.
22	Pathankot to Jammu & Kashmir Border (NS-36/J&K)	1A	19.65	Nov-2005	May-2008	Jun-2013	100.00	75.19	NHAI	97.73	90.11	203.97	23.99	228	M. Venkata Rao Engineering
23	Gwalior Bypass (NS-1/BOT/MP-1)	75, 3	42	Apr-2007	Oct-2009	Jun-2012	100.00	94.16	Annuity	300.93	26.53	293.85	0.72	294.6	Ramky - Era - Shriram Consortium

24	Vijaypur to Pathankot (NS-34/J&K)	1A	33.65	Sep-2005	Feb-2008	Mar-2012	100.00	93.00	NHAI	166.3	151.36	167.6	16.97	184.6	ITD Cementation (I) Ltd.
25	Six lanning of Vadakkancherry - Thrissuresection	47	30	Feb-2010	Oct-2013	Oct-2013	6.00	3.60	BOT	617	243.99	154.52	0	154.5	KMC Construction Ltd.- CR18G Consortium
26	Sagar Bypass (ADB-II/C-5)	26	26	Apr-2006	Oct-2008	May-2012	100.00	95.60	ADB	151.3	116.073	158.49	15.47	174	Ssangyong Engineering Const co.
27	Lalitpur - Sagar (ADB-II/C-4)	26	55	Apr-2006	Oct-2008	Apr-2012	100.00	93.11	ADB	225	171.463	236.43	21.04	257.5	IJM Corporation
28	New 4 laning Agra Bypass (NS-1/UP-1)	2,3	32.8	Oct-2007	Oct-2010	Jun-2013	#	#	NHAI	465.5	385.15	109.8	8.21	118	PNC Infratech Ltd.
29	Chengapalli to Coimbatore Bypass and End of Coimbatore Bypass to TN/Kerala Border	47	54.83	Sep-2010	Mar-2013	Mar-2013	53.61	39.52	BOT	852	36	29.53	360.9	390.4	IVRCL Infrastructure & Projects Ltd
30	Dholpur - Morena Section (including chambal bridge) NS-1/RJ-MP/1	3	10	Sep-2007	Sep-2010	Dec-2012	100.00	51.24	NHAI	232.45	230.28	156.99	16.65	173.6	PNC-TRG (JV)
31	Lakhnadon to MP/MH Border (NS-1/BOT/MP-3)	7	56.475	Dec-2007	Jun-2010	Oct-2012	100.00	49.10	Annuity	407.6	35.4	183.27	1.33	184.6	Sadbhav - SREI (JV)
32	Vijaypur to Pathankot (NS-35/J&K)	1A	30	Sep-2005	Feb-2008	Mar-2012	100.00	91.00	NHAI	193.1	158.08	136.88	18.19	155.1	ITD Cementation (I) Ltd.

## Annexure XIX

## National Highways Authority of India

## Statement showing completed/4 Laned Stretches projects of NS-EW as on 31.12.2011

Sr. No.	Stretch	NH No	Length	Funded By	Date of Start	When Completed	State Name
1	RJ/MP Border to Kota (RJ-11)	76	70	ADB	Sep-2005	Oct-2008	Rajasthan
2	Gorakhpur-Ayodhya (LMNHP-4)	28	29	WB	Nov-2005	Mar-2011	Uttar Pradesh
3	Ayodhya-Lucknow (LMNHP-3)	28	46	WB	Nov-2005	Mar-2011	Uttar Pradesh
4	Lanka to Daboka (AS-16)	54	24.032	NHAI	Dec-2005	Mar-2011	Assam
5	Lumding to Daboka (AS-15)	54	18	NHAI	Feb-2008	Dec-2011	Assam
6	Nagaon bypass (AS-18)	37	23.663	NHAI	Dec-2005	May-2011	Assam
7	Purnea-Forbesganj (BR-1)	57	42.5	NHAI	Nov-2005	Apr-2010	Bihar
8	Gogunda to Udaipur (RJ-3)	76	31	NHAI	Jan-2006	Dec-2009	Rajasthan
9	RJ/MP Border to Kota (RJ-10)	76	59.85	ADB	Oct-2005	Jun-2009	Rajasthan
10	Gorakhpur-Ayodhya (LMNHP-6)	28	44.86	WB	Oct-2005	Feb-2011	Uttar Pradesh
11	Kota to Chittorgarh (RJ-8)	76	65	ADB	Oct-2005	Dec-2008	Rajasthan
12	Kota to Chittorgarh	76	63	ADB	Oct-	Dec-2008	Rajasthan

	(RJ-7)				2005		
13	Chittorgarh Bypass (RJ-6)	76	40	ADB	Oct-2005	Dec-2008	Rajasthan
14	Bakaria to Gogunda (RJ-2)	76	44	NHAI	Nov-2005	Mar-2009	Rajasthan
15	Swaroopganj to Bakaria (RJ-1)	76, 14	43	NHAI	Dec-2005	May-2009	Rajasthan
16	Palanpur to Swaroopganj (Rajasthan -42 km & Gujarat-34 km )	14	76	Annuity	Sep-2006	May-2009	Rajasthan[42]/Gujarat[34]
17	Purnea-Forbesganj (BR-2)	57	36.7	NHAI	Nov-2005	Jul-2010	Bihar
18	Ring bunds to Jhanjharpur (BR-6)	57	38.55	NHAI	Jan-2006	Nov-2011	Bihar
19	Lucknow-Kanpur section (EW-8/UP)	25	22.2	NHAI	Sep-2001	Feb-2006	Uttar Pradesh
20	Lucknow-Kanpur section (EW-9/UP)	25	15.5	NHAI	Sep-2001	Mar-2005	Uttar Pradesh
21	Ribda to Gondal section (EW-10/GJ)	8B	17	NHAI	Sep-2001	Oct-2002	Gujarat
22	Palanpur - Dessa (EW-11/GJ)	14	22.7	NHAI	Aug-2001	Feb-2003	Gujarat
23	Purnea - Gayakota (EW-12/BR)	31	28	NHAI	Sep-2001	Jun-2011	Bihar
24	Guwahati Bypass (EW-14/AS)	37	10.5	NHAI	Sep-2001	Jun-2004	Assam
25	Gorakhpur-Ayodhya (LMNHP-5)	28	44	WB	Oct-2005	Dec-2011	Uttar Pradesh

26	Bamnaborr - Rajkot	8B	31	MORTH	#	#	Gujarat
27	Silliguri to Islampur (WB-6)	31	25	NHAI	Apr-2006	Oct-2008	West Bengal
28	Darbanga to Muzzaffarpur (BR-8)	57	32.05	NHAI	Jan-2006	Mar-2011	Bihar
29	Darbanga to Muzzaffarpur (BR-9)	57	37.75	NHAI	Jan-2006	Feb-2011	Bihar
30	Muzzaffarpur to Mehsi (LMNHP-12)	28	40	WB	Sep-2005	Mar-2011	Bihar
31	Mehsi to Kotwa (LMNHP-11)	28	40	WB	Sep-2005	Jun-2011	Bihar
32	Ayodhya-Lucknow (LMNHP-2)	28	47	WB	Oct-2005	Sep-2011	Uttar Pradesh
33	Ayodhya-Lucknow (LMNHP-1)	28	36.75	WB	Oct-2005	Aug-2011	Uttar Pradesh
34	RJ/MP Border to Kota (RJ-9)	76	43.15	ADB	Oct-2005	Jun-2009	Rajasthan
35	Rajkot - Ribda	8B	15	MORTH	#	#	Gujarat
36	Garamore to Bamanbore (Package-III)	8A	71.4	ADB	Feb-2005	Jul-2009	Gujarat
37	Jhansi-Shivpuri (UP/MP-1) (UP-11 km & MP - 30 km)	25	41	ADB	Oct-2005	May-2009	Uttar Pradesh[11]/Madhya Pradesh[30]
38	Shivpuri Bypass & upto MP/RJ Border(EW-II - MP-I)	25, 76	53	ADB	Aug-2005	Oct-2008	Madhya Pradesh
39	Jhansi Bypass (UP-3)	25	15	ADB	Nov-2005	Mar-2011	Uttar Pradesh



40	Orai to Jhansi (UP-4)	25	68.2	ADB	Oct-2005	Feb-2011	Uttar Pradesh
41	Rajkot Bypass & Gondal Jetpur (Package-VII)	8B	36	BOT	Sep-2005	Mar-2008	Gujarat
42	Dalkola Islampur Sub section 2(EW/6)	31	23.85	NHAI	Apr-2000	Nov-2005	West Bengal
43	Dalkola - Islampur (EW/5)	31	23	NHAI	Dec-1999	Mar-2004	West Bengal
44	Purnea - Gayakota (EW/4)	31	15.15	NHAI	Dec-1999	May-2008	Bihar
45	Lucknow Kanpur Section (EW/2)	25	10.42	NHAI	Apr-2000	Aug-2002	Uttar Pradesh
46	Abu Road Deesa Section near Palanpur (EW/1)	14	10	NHAI	Dec-1999	Apr-2001	Gujarat
47	Jhansi-Shivpuri (EW-II - MP-2)	25	35	ADB	Aug-2005	Nov-2008	Madhya Pradesh
48	Jetpur to Bhiladi (Package-II)	8B	64.5	ADB	Feb-2005	Jan-2009	Gujarat
49	Radhanpur to Gagodhar (Package-V)	15	106.2	ADB	Feb-2005	May-2008	Gujarat
50	Deesa to Radhanpur (Package-VI)	14	85.4	ADB	Feb-2005	Sep-2008	Gujarat
51	Bara to Orai	2, 25	62.8	Annuity	Oct-2006	Mar-2011	Uttar Pradesh
52	Guahati bypass (EW/7)	37	8	NHAI	Jun-2000	Dec-2003	Assam

53	Bhiladi to Porbandar (Package-I)	8B	50.5	ADB	Feb-2005	May-2007	Gujarat
54	Sagar Rajmarg choraha (ADB-II/C-7)	26	43.162	ADB	Apr-2006	Dec-2010	Madhya Pradesh
55	Hyderabad Bangalore section (NS-2/BOT/AP-5)	7	74.65	Annuity	Sep-2006	Nov-2009	Andhra Pradesh
56	Kadloor Yellareddy to Gundla Pochampalli (NS-2/BOT/AP-2)	7	85.74	Annuity	Sep-2006	Mar-2009	Andhra Pradesh
57	Hyderabad Bangalore section (ADB-11/C-15)(Approved length 45.6)	7	45.05	ADB	Mar-2007	Nov-2010	Andhra Pradesh
58	Bowenpalli (Hyderabad city) to Shivarampalli	7	9.2	MORTH	#	Apr-1998	Andhra Pradesh
59	Islam Nagar to Kadthal (NS-2/BOT/AP-7)	7	53.01	Annuity	Mar-2007	Aug-2010	Andhra Pradesh
60	Kalkallu village to Gundla Pochampali (NS-8)	7	17	NHAI	Dec-1999	Apr-2002	Andhra Pradesh
61	Thondapalli to Farukhanagar (NS/9)	7	12.5	NHAI	Dec-1999	Jan-2003	Andhra Pradesh
62	Farukhanagar to Kotakatta (NS-2/AP-4)	7	55.74	BOT	Aug-2006	Mar-2009	Andhra Pradesh
63	Farukhanagar to Kottakata (NS-2/AP3)	7	46.162	BOT	Aug-2006	Feb-2009	Andhra Pradesh

64	Nagpur-Chinchbhuvan	7	9.2	MORTH	#	Apr-1998	Maharashtra
65	Bangalore - Salem - Madurai (NS-27/TN)	7	8.4	NHAI	Sep-2001	Apr-2004	Tamil Nadu
66	Six laning of Panchi Gujran to Kamaspur (Sonepat) (NS-17/HR)	1	21.7	NHAI	Jan-2006	Dec-2010	Haryana
67	Eight laning of Haryana/ Delhi Border to Mukaraba Chowk (NS-18/DL)	1	12.9	NHAI	Jun-2009	Jul-2011	Delhi
68	Raj/UP border to Mania (NS-19/UP/RJ)	3	17	NHAI	Aug-2001	Jan-2005	Uttar Pradesh[7]/Rajasthan[10]
69	Sarai Cholla to Morena (NS-20/MP)	3	15	NHAI	Sep-2001	Aug-2004	Madhya Pradesh
70	Morena - Rairu (Start of Gwalior bypass) (NS-21/MP)	3	18	NHAI	Aug-2001	Dec-2005	Madhya Pradesh
71	Nandi Hills Cross to Devanhalli & Six laning of Meenukunte to Habbal (NS-24/KN)	7	25	NHAI	Sep-2001	Aug-2008	Karnataka
72	Ambala-Panipat	1	116	WB	#	#	Haryana
73	Thumpipadi to Salem (NS-26/TN)	7	19.2	NHAI	Sep-2001	Mar-2010	Tamil Nadu
74	Lalitpur Sagar (ADB-II/C-3)	26	38	ADB	May-2006	Dec-2011	Uttar Pradesh

75	Angamali to Aluva (NS-28/KL)	47	16.6	NHAI	Sep-2001	Jun-2004	Kerala
76	Chinchbguvan- Butibori - Borkhedi (NS-7)	7	25.6	NHAI	Sep-1999	Mar-2002	Maharashtra
77	Jalandhar-Ambala	1	160.7	WB	#	#	Punjab
78	Hyderabad Bangalore section (ADB-11/C- 10)	7	40.35	ADB	Mar-2007	Jan-2011	Andhra Pradesh
79	Thrissur - Kochi Section	47	17	MORTH	#	#	Kerala
80	Eight Laning of Mukarba Chowk to Mall Road (Delhi)(NS3/DL)	1	8.5	NHAI	Nov-2001	Jan-2007	Delhi
81	Thopurghat to Thumpipadi (NS- 25/TN)	7	16.6	NHAI	May-2005	Jan-2010	Tamil Nadu
82	Karur to Madurai (TN-5)	7	53.025	BOT	Jul-2006	Sep-2009	Tamil Nadu
83	Hyderabad Bangalore section (ADB-11/C- 13)	7	40	ADB	Mar-2007	Dec-2010	Andhra Pradesh
84	MH/AP border to Islam Nagar (NS- 2/BOT/AP-6)	7	54.6	Annuity	May-2007	Aug-2010	Andhra Pradesh
85	Kadal to Armur (NS- 2/BOT/AP-8)	7	31	Annuity	May-2007	Nov-2009	Andhra Pradesh

86	Phagwara Junction on NH-1	1	1	NHAI	Dec-2005	Jan-2008	Punjab
87	Jhansi to Lalitpur (NS-1/BOT/UP-3)	26	49.3	Annuity	Mar-2007	Dec-2011	Uttar Pradesh
88	Krishnagiri to Thopurghat (NS-2/TN1)	7	62.5	BOT	Jul-2006	Jan-2009	Tamil Nadu
89	Salem to Karur (NS-2/TN-2)	7	41.55	BOT	Aug-2006	Aug-2009	Tamil Nadu
90	4 laning of Karur Bypass including additional bridge across river Amarawati	7	9.36	NHAI	Aug-1999	Sep-2002	Tamil Nadu
91	Karur to Madurai (TN-4)	7	68.125	BOT	Oct-2006	Nov-2009	Tamil Nadu
92	Bhogpur to Jalandhar (NS-16/PB)	1A	21.77	NHAI	Aug-2001	Oct-2004	Punjab
93	Madurai to km 120 of Madurai - Tirunelveli Section including Madurai Bypass (NS-39)	7	42	NHAI	Sep-2005	Sep-2009	Tamil Nadu
94	Madurai-Kanniakumari Section (NS-40/TN)	7	38.86	NHAI	Sep-2005	Sep-2009	Tamil Nadu
95	Madurai-Kanniakumari Section(NS-41/TN)	7	39.23	NHAI	Sep-2005	Apr-2011	Tamil Nadu

96	Salem to Kerala Border Section (TN-6)	47	53.525	BOT	Jul-2006	Apr-2010	Tamil Nadu
97	Madurai-Kanniakumari Section (NS-42/TN)	7	42.7	NHAI	Sep-2005	Aug-2010	Tamil Nadu
98	km 120 of Madurai - Tirunelveli Section to Panagudi (km 203) (NS-43)	7	43	NHAI	Oct-2005	Aug-2009	Tamil Nadu
99	Kanniyakumari-Panagudi(NS-32)	7	31.7	NHAI	Apr-2008	Jul-2011	Tamil Nadu
100	Salem to Kerala Border Section (TN-7)	47	48.51	BOT	Jul-2006	Aug-2009	Tamil Nadu
101	Salem to Karur (NS-2/TN-3)	7	33.48	BOT	Jul-2006	Aug-2009	Tamil Nadu
102	Avathi village to Nandi Hills cross & Six laning of Devanhalli - Meenukunte (NS-10)	7	7	NHAI	Jan-2000	Jul-2001	Karnataka
103	Hyderabad Bangalore section (ADB-11/C-12)	7	42.88	ADB	Mar-2007	Jan-2011	Andhra Pradesh
104	Butibori ROB(NS-29/MH)	7	1.8	NHAI	Jun-2005	Sep-2011	Maharashtra
105	Hydrabad Bangalore sect(ADB-11/C-14)	7	42	ADB	Mar-2007	Nov-2010	Andhra Pradesh

106	MP/RAJ border to Sarai Cholla (NS/6)	3	9	NHAI	Jul-2000	Jan-2003	Madhya Pradesh
107	Mania - Dholpur (NS/5)	3	10	NHAI	Dec-1999	Mar-2001	Rajasthan
108	Agra - Raj/UP Border (NS-4)	3	16	NHAI	Dec-1999	Nov-2001	Uttar Pradesh
109	Six laning of Kamaspur to Haryana / Delhi Border (NS/2)	1	15	NHAI	Dec-1999	Nov-2001	Haryana
110	Devdhari-Kelapur (NS-61/MH)	7	30	NHAI	Oct-2005	Oct-2010	Maharashtra
111	Salem bypass (NS/12)	7	8.4	NHAI	Dec-1999	Jan-2003	Tamil Nadu
112	Hyderabad Bangalore section (ADB-11/C-11)	7	41.35	ADB	Mar-2007	Jan-2011	Andhra Pradesh
113	Jalandhar Bypass (NS/1)	1	14.4	NHAI	Nov-1999	Jun-2004	Punjab
114	Construction of Karur ROB	7	0.84	NHAI	Jul-1999	Sep-2002	Tamil Nadu
115	Panipat Elevated Highway (Six lane)	1	10	BOT	Jan-2006	Jun-2008	Haryana
116	Panipat to Panchi Gujran (Six laning work) (NS-89/HR)	1	20	NHAI	Oct-2006	Dec-2010	Haryana
117	Srinagar Bypass (Road Portion)(NS-30)	1A	17.8	NHAI	Oct-2003	Nov-2010	Jammu Kashmir
118	Thrissur to Angamali	47	40	BOT	Sep-	Nov-2011	Kerala

	(KL-I)				2006		
119	AP/Karnatka border-Nandi Hill crossing & Devenhalli to Meenu Kunte Village	7	61.38	Annuity	Mar-2007	Dec-2009	Karnataka
120	Jam-Wadner (NS-59/MH)	7	30	NHAI	Oct-2005	Oct-2011	Maharashtra
121	Thopurghar section (NS/14)	7	7.4	NHAI	Dec-1999	Apr-2002	Tamil Nadu



**Annexure XX**

**National Highways Authority of India**

<b>Statement Showing Balance Length for Award (NS-EW Corridor) as on 31.12.2011</b>				
<b>S.No</b>	<b>Stretch</b>	<b>NH No</b>	<b>Length</b>	<b>State Name</b>
1	Udarband to Harangajo (AS-14)	54	31	Assam
2	Udhampur-Ramban	1A	43	Jammu Kashmir
3	Ramban to Banihal	1A	36	Jammu Kashmir
4	Four lanning of Walayar - Vadakkancherry section	47	58	Kerala
5	Salem to km 100 & Salem - Coimbatore - Kerala Border Section	47	27.37	Tamil Nadu
6	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

## National Highways Authority of India

Statement showing Other Contracts Under Implementation as on 31.12.2011

S.no	Stretch	NH NO	Length (in Km)	Date of Start	Completion Date as per contract	Anticipated Completion Date	Cummulative physical Progress (%) Target	Cummulative physical Progress (%) Achieved	Funded By	Total Project Cost (Rs.Cr)	Awarded Cost (Rs. Cr)	Expenditure till 3/2011	Exp during CFY	Cumm Expn.	Contractor
1	Multai-Chhindwara-Seoni section & Narsinghpur-Amarwara-Umranala-Saoner section ( 2-laning with 4 paved shoulders)	69A & 26B	418	#	#	#	#	#	NHAI	1565	1411.36	0	28.4	28.4	Sadbhav Engineering Ltd.
2	NH Connectivity to ICTT Vallarpadam	47C	17.2	Aug-2007	Feb-2010	May-2012	100.00	99.25	NHAI	557	329.46	926.06	4.86	930.92	Suncon - Soma (JV)
3	Kangayam to Coimbatore (KC-2)	67, KC2	55.2	Aug-2006	Aug-2008	Mar-2012	100.00	99.90	MORTH	0	79.52	131.19	1.3	132.49	SRC Projects (P) Ltd.
4	Garhmukteshwar - Muradabad	24	56.25	Mar-2005	Sep-2007	Jun-2012	98.00	99.77	NHAI	275	221.42	287.97	10.7	298.67	PNC Construction Co. - BEL (JV)
5	Hapur - Garhmukteshwar	24	35	Mar-2005	Sep-2007	Jun-2012	100.00	89.95	NHAI	220	195.51	200.89	56.4	257.29	UP State Bridge Corporation Ltd. (UPSBC)

National Highways Authority of India**Statement showing Completed / 4 laned Stretches in fully completed projects of other projects**

S.No.	Stretch	km from to	NH No	Length	Funded By	Start Date	When Completed	State
1	Padalur - Trichy (Pkg - VI-C)	km 285.00 - km 325.00	45	38.427	BOT	Nov-2006	Apr-2010	Tamil Nadu
2	Moradabad Bypass		24	18	SPV	Apr-1999	Jun-2002	Uttar Pradesh
3	Ghaziabad - Hapur & Hapur Bypass		24	33	JBIC	Apr-1999	Sep-2002	Uttar Pradesh
4	Durg Bypass		6	18	BOT	Mar-1999	Jan-2001	Chattisgarh
5	Cable Stayed bridge on river Yamuna near Naini		27	6	JBIC	Oct-2000	Jul-2004	Uttar Pradesh
6	Amrawati Bypass		6	17.4	NHAI	Jun-2000	Jan-2003	Maharashtra
7	Nandigama - Vijayawada		9	48	ADB	Oct-1996	Apr-2000	Andhra Pradesh
8	Nandigama - Vijayawada		9	35	BOT	Aug-2001	Jun-2004	Andhra Pradesh
9	Tambaram - Tindivanam	km 28 - km 121	45	93	Annuity	May-2002	Jan-2005	Tamil Nadu
10	Delhi - Gurgaon Section (Access Controlled 8/6 Lane)	km 14.3 - km 42	8	27.7	BOT	Apr-2002	Jan-2008	Delhi[9.7]/Haryana[18]
11	Chennai Bypass Phase I		4, 45	19	NHAI	Jun-1998	Nov-2001	Tamil Nadu
12	Ulundurpet - Padalur (Pkg-VI-B)	km 192.25 - km 285.00	45	93.89	BOT	Dec-2006	Sep-2009	Tamil Nadu
13	Six Laning of Up-gradation of Mehrauli-Gurgaon road Andheria More of Delhi-Haryana Border	Km. 0.00 to 7.45 Km.	236	7.45	MORTH	Apr-2010	Dec-2011	Delhi
14	Tovaramkurchi to Madurai (Package -VII B)	Km 60.95 to Km 124.84	45B	63.89	NHAI	Feb-2006	Dec-2009	Tamil Nadu

15	Trichy Bypass end to Tovaramkurchi (Package - VII A)	Km 0 to Km 60.95	45B	60.95	NHAI	Feb-2006	Apr-2010	Tamil Nadu
16	Addl. 2-Lane Bridge over Rapti River at Gorakhpur		28	0.4	NHAI	Mar-2004	Jun-2007	Uttar Pradesh
17	Chennai Bypass Phase II		45, 4 & 5	32.22	NHAI	May-2005	Jan-2011	Tamil Nadu
18	Improvement of Access of GQ within Chennai City including Construction of 4 grade Separators		205, 4 & 45	4	MORTH	Apr-2005	Jul-2011	Tamil Nadu
19	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
20	Chittorgarh Bypass	km 159 to km 213	79, 76	30	NHAI	Aug-2005	Oct-2009	Rajasthan
21	Karur to Kangayam (KC-1)	km 218.200 to km 277.400	67, KC1	59.2	MORTH	Aug-2006	Apr-2010	Tamil Nadu
22	Lalapet ROB	km 183.400	67	0	MORTH	Mar-2006	Jan-2009	Tamil Nadu
23	Tindivanam - Ulundurpet (Pkg -VI-A)	km 121 - km 192.25	45	72.9	BOT	Oct-2006	Jul-2009	Tamil Nadu

Annexure-XXIII

National Highways Authority of India

**Statement showing Port Connectivity Contracts under Implementation as on 31.12.2011**

S.no	Stretch	NH NO	Length (in Km)	Date of Start	Completion Date as per contact	Anticipated Completion Date	Cummulative physical Progress (%) Target	Cummulative physical Progress (%) Achieved	Funded By	Total Project Cost (Rs.Cr)	Awarded Cost (Rs. Cr)	Expenditure till 3/2011	Exp during CFY	Cumm Expn.	Contractor
1	Development of Adiqate Road Connectivity to Chennai -Ennore Port Connectivity	SR	30.2	Jun-2011	Jun-2013	Jun-2013	16.82	8.72	SPV	600	253.47	67.31	8.54	75.85	Coastal-SPL(JV)
2	Tuticorin Port	7A	47.2	Apr-2010	Apr-2012	Apr-2012	92.40	60.00	SPV	182.25		30.13	32	62.13	Transstroy-OJSC(JV)
3	New Mangalore Port	13, 17 & 48	37	Jun-2005	Dec-2007	Mar-2012	100.00	90.33	SPV	196.5	168.22	221.2	18.34	239.54	IRCON International Ltd.
4	Haldia Port	41	53	Sep-2008	Sep-2010	Jan-2012	100.00	89.07	SPV	522	295.8	379.17	96.38	475.55	Dinesh Chandra R. Agarwal Infracon Pvt. Ltd

**THE QUARTERLY PHYSICAL AND FINANCIAL TARGETS DURING ANNUAL PLAN 2012-13 IN RESPECT OF BRDB  
OUTCOME BUDGET 2012-2013**

Head	S/No	Name of the Scheme/Programme	Physical progress	Financial targets (Rs in crore)	Projected outcomes (Rs in crore)	Processes/ Timelines	Remarks/ Risk factors
<b>(A) 5054 Plan Works (MORT&amp;H)</b>							
	1	Construction of missing links (Km)	10.96	7.28			
	2	Widening single lane to two lane (Km)	166.12	402.93			
	3	Strengthening weak two lanes(Raising) (Km)	45.13	33.65			
	4	Widening to 4 lane & above (Km)	1.60	13.00			
	5	Construction of bypasses including ROBs (Nos)	4.00	13.64			
	6	Construction of major bridges including ROBs (Nos)	20.59	51.23			
	7	Construction of minor bridges including ROB (Nos)	14.35	17.70			
	8	Improvement of riding quality (Km)	76.42	38.41			
	9	Improvement low grade sections (Km)	26.00	13.20			
	10	Others	0.00	0.00			
		Total Fin Outlay		700.00			
<b>(B) 5054 Plan Works (MORT&amp;H)</b>							
	1	Periodical Renewal (Km)	1164.49	70.00			