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OUTCOME BUDGET 2016-17

EXECUTIVE SUMMARY

MINISTRY OF ROAD TRANSPORT & HIGHWAYS

(i) *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 less than 2% of the road network but are carrying about 40 % of the total road traffic. The Ministry primarily follows the agency system to develop and maintain the National Highways. Besides the State Governments, the Border Road Organization, National Highways Authority of India, an autonomous organization under this Ministry and National Highways & Infrastructure Development Corporation Ltd. (NHIDCL), 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, bypasses and wayside amenities.*

(ii) *During the financial year 2016-17, nearly 8,000 kms of the National Highways are to be improved along with construction/rehabilitation of about 50 nos. of bridges and up to 10 nos. of bypasses as standalone projects at an estimated cost of Rs.43,807 crore. Besides budgetary support, Internal Extra Budgetary Resources (IEBR) through external borrowings will also be utilized.*

(iii) *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. 5,000 crore has been proposed for SARDP-NE for the year 2016-17.*

(iv) *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, Odisha and Uttar Pradesh. The programme envisages development of 5,477 km roads (1,126 km National Highways and 4,351 km State Roads) to 2 lane standards at an estimated cost of Rs.7,300 crore. An outlay of Rs.700 crore has been proposed for this programme for the year 2016-17. 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. An outlay of Rs.300 crore has been proposed for development of this corridor during 2016-17.*

(v) *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.*

(vi) Ministry has initiated number of steps to attract private investment, speedy implementation of projects and towards simplification of the processes.

(vii) 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 neighboring 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*
- Carriage by Road Act 2007 (repealed to Carriers Act, 1865)*

(viii) 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/Traffic Department and Municipal Corporation 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/Computerization in road transport sector, strengthening of public transport system, Setting up of Inspection & Certification centres and Model Institute of Driving Training and Research, scheme for security of women in public transport in the country, creation of National Road Safety and Traffic Management Authority and Cashless scheme for road accident victims.

(ix) This Ministry has also been undertaking various publicity/awareness campaigns on Road Safety through electronic/print media, All India Radio, FM radio including observance of Road Safety Week. 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 the National Road Safety and Traffic Management Board, to coordinate all road safety activities in the country. Meanwhile, the Ministry is having close cooperation with the Hon'ble Supreme Court Committee on Road Safety. Creation of a separate Department of Road Transport is also on the anvil.

CHAPTER-I

INTRODUCTION

MINISTRY OF ROAD TRANSPORT & HIGHWAYS:

1.1 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.

1.2 The Ministry is headed by a Minister of Cabinet rank. The Ministry also has Minister of State.

1.3 Secretary (RT&H) is assisted by Director General (Road Development) & Special Secretary, Additional Director Generals, Joint Secretaries and Chief Engineers, Superintending Engineers, Executive Engineers, Assistant Executive Engineers, officers at the level of Directors, Deputy Secretaries, Under Secretaries and other Secretariat and technical officers.

1.4 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/Deputy Secretary (Finance), one Assistant Financial Adviser and one Under Secretary (Budget) and other Secretariat Officers and staff.

1.5 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.

1.6 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.

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

ROADS WING

1.8 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 1,00,475 km of National Highways, 57,511 km is with the State Public Works Departments (State PWDs)/NHIDCL, 32,155 km with the National Highways Authority of India (NHAI), 1616 km with NHIDCL and 4,550 km with Border Roads Organization (BRO), balance length of 4,642 km is yet to be entrusted to the executing agencies.

1.9 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 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.

1.10 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

1.11 The Ministry has taken up in seven phases, 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.

1.12 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.

1.13 Besides, 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.

Research and Development

1.14 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.

1.15 The research schemes of the Ministry are generally 'applied' in nature, which, once completed, are adopted by user agencies in their work in the field. The areas covered are roads, road transport, bridges, traffic and transportation engineering etc. The research work is undertaken through various research and academic institutions of repute. These components are disseminated through publication of new guidelines, codes of practices, instructions/circulars, compilation of state-of-the art reports and seminars/presentations etc. and through Indian Roads Congress (IRC) by the publication of Research Digest in Indian Highways.

1.16 This Ministry, is also promoting new materials & techniques for use in construction of road projects, with minimal use of natural resources. Improvements in road safety, safety of vulnerable users and physically challenged persons are also being undertaken.

ROAD TRANSPORT

1.17 Road transport is considered to be one of the most efficient and preferred mode of transport, both for freight and passengers, keeping in view its level of penetration into populated areas. Thus, it is vital to economic development and social integration of the country.

1.18 Road transport has emerged as the dominant mode in India's transportation sector with a share of 4.8% in India's GDP in 2011-12. Although National Highways constitute nearly about 2 percent of the total road network as on 31st December, 2015, they carry 40 per cent of the total road traffic. Easy availability, adaptability to individual needs and cost savings are some of the factors which go in favour of road transport. Road transport also acts as a feeder service to railway, shipping and air traffic. The total number of registered motor vehicles has been growing at 10.5 per cent per annum during the period 2002 to 2012. The share of road traffic in total traffic movement by roads and railways has grown from 13.8 per cent of freight traffic and 15.4 per cent of passenger traffic in 1950-51 to an estimated 64.5 per cent of freight and 85.9 per cent of passenger traffic in 2011-12. 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.

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

1.20 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 Ministry include awareness programmes through print & electronic media, setting up of Institute of Driving Training & Research, National Highways Accident Relief Service Scheme (NHARSS), refresher training to heavy motor vehicle drivers in unorganized sector, etc.

1.21 With a view to introduce information technology in the road transport sector, the rules for issuing smart card based driving licenses and registration certificates etc. have already been notified. The State Governments are in the process of implementing the same. As per reports, Transport Mission Mode Project – through its flagship applications Vahan (for Vehicle Registration) and Sarathi (for Driving License) – has achieved 100% automation of 1000+ RTOs all across the country. Almost all states and UTs of the country are using versions of the applications developed by NIC. Almost 18 crore Vehicle records and 9 crore License records are available in its central repository (National Registry). The consolidated data in State and National Registry act as the base for a large number of online citizen-centric applications and information services.

CHAPTER-II

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

2.1 ROADS WING

2.1.1 Keeping in view the need for large-scale investments in the road sector, in the Twelfth Plan, an outlay of Rs 2,07,603 crore has provided. Out of which gross budgetary support (GBS) is Rs.1,42,769 crore and IEBR is Rs 64,834 crore.

2.1.2 An annual outlay of Rs.1,03,086 Crore for 2016-2017 has provided for development in road sector. The break-up is as follows:

Item	Amount (Rs. in crore)
a) Gross budgetary support (of which EAP is Rs 290 crore)	43,807
b) Internal and extra budgetary resources (IEBR)	59,279
c) Total outlay (a+b)	1,03,086

2.1.3 The major constituents of Road Sector are as follows:

Sl. No	Item	2016-2017 (Rs in crore)
1.	NHAI – ‘Investment’	12,153
2.	EAP	290
3.	EAP Counterpart funding	1,000
4.	National Highways (Original) works (including NH(O), Domestic Travel and Machinery	15,504
5.	Special Accelerated Road Development Programme (includes allocation for Kaladan multi-modal transport project)	5,000
6.	Other Charges and Development of IT, R&D Planning Studies and Training including Professional Services and Quality Assurance	117
7.	Charged Expenditure	10
8.	Centrally sponsored schemes – E&I for States/UTs from CRF	1,233
9.	Special programme for development of Road Connectivity (NH & State Roads in Left Wing Extremism (LWE) affected areas (Including Rs. 400.00 crore for Tribal sub-plan).	700
10.	Special programme for Vijayawada – Ranchi Road	300
11.	Remittance of Toll Receipts by NHAI	7,500
	TOTAL	43,807

2.1.4 The development and maintenance of National Highways are being done on agency basis. The details of physical targets for the year 2016-2017 are given as **Annexure-I**.

2.1.5 Besides, an outlay of Rs.5,000 crore for SARDP-NE and 1000 crore for LWE scheme including Ranchi-Vijayawada Road in the State of Odisha have been proposed for the year 2016-17. Under these programmes 444 km and 913 km length are targeted for completion in SARDP-NE and LWE respectively during the year.

2.1.6 For development of roads other than National Highways which are of economic importance or provide inter-state connectivity an out lay of Rs. 1233 crore has been made in the plan 2016-17.

Projected Outcomes:

2.1.7 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. 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. During the financial year 2016-17, nearly 8,000 kms of the National Highways are to be improved along with construction/rehabilitation of about 50 nos. of bridges and up to 10 nos. of bypasses as standalone projects at an estimated cost of Rs.43,807 crore. The Ministry has set a target to award works in about 10,000 kms of National Highways during 2016-17.

Processes / time lines:

Sl. No.	Activity	Time required for completion of civil work			Time for mobilization
1.	Periodic Renewal (PR)	3 days / km upto maximum limit of 3 months			45 days (for plain areas)
2.	Improvement of Riding Quality Programme (IRQP)	6 days / km upto maximum limit of 6 months			60 days (for difficult ^s areas)
3.	Strengthening (with bituminous layer)	12 days / km upto maximum limit of 12 months			60 days (for plain areas)
4.	Widening & Strengthening	18 days / km upto maximum limit of 18 months			75 days (for difficult areas)
5.	Minor bridges (stand alone) with approaches	(i) < 30 m (ii) > 30 m	For difficult areas 12 months 18 months	For difficult areas 18 months 24 months	2 months (for plain areas) 3 months (for difficult areas)
6.	Major bridges (stand alone) with approaches	(i) 60 – 100 m (ii) > 100 m	For plain areas 24 months 30 months	For difficult areas 30 months 36 months	3 months (for plain areas) 4 months (for difficult areas)
^s LWE area, North-East areas and hilly areas are difficult areas.					

2.2. TRANSPORT WING

ROAD SAFETY

2.2.1 The Ministry also recognizes the need for improving the country's road safety scenario. There are four aspects bearing upon 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 right from 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, in addition to the efforts made by the various States.

(Rs. in Crores)

<u>Budget Estimates</u> <u>2015-2016</u>	<u>Revised Estimates</u> <u>2015-2016</u>	<u>Budget Estimates</u> <u>2016-2017</u>
<u>87.00</u>	<u>85.00</u>	<u>114.00</u>

Details of activities under the scheme are as under:-

Publicity Measures and Awareness Campaigns

2.2.2 Publicity campaign is one of the best means of raising awareness and bringing about additional changes 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:-

- a) Observance of Road Safety Week throughout the country involving State Governments, voluntary organizations, vehicle manufacturers, State Road Transport Corporation, etc.
- b) Media campaign through the entire Doordarshan network including the Regional Centres and Regional channels, All India Radio, Vividh Bharati and all Regional stations, Private TV Channels, Private FM radio stations throughout the country and in leading newspapers throughout the country with special emphasis on the Road Safety.
- c) Printing and distribution of Road Safety material viz. Wall Calendars with Road Safety messages; Children's Activity Books; Book on Road Signages & Sign, posters in Hindi, English and Regional languages across the country in order to raise awareness on road safety.
- d) Organization of Conference/seminar/ workshop etc. on Road Safety with the States/UTs and other stakeholder to prepare action plan on road safety for their States. They were also requested to create an oversight mechanism such as a Road Safety Board or a Road Safety Council,
- e) Organizing meetings of National Road Safety Council, to periodically review the action being taken and share the best practices in the field of road safety.

Refresher Training of Drivers in Un-organized Sector and Human Resource Development

2.2.4 **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 unorganized sector. During 2015 -16, around 15,000 drivers of Heavy Motor Vehicle in the unorganized sector were imparted to inculcate the habit of road safety.

2.2.5 Under this scheme, training is imparted to the officers of State Governments to keep them abreast with developments of the road transport sector. During FY 2015-16, MoRTH sanctioned 54 training programmes for State Transport/Traffic Deptt. personnel to be conducted through seven leading institutes of the country namely, CIRT, Pune, ARAI, Pune, ESCI, Hyderabad, IRTE, Faridabad, IIT, Delhi, PCRA, Delhi and IIP, Dehradun. The training programmes are designed in such a manner so as to give the participants exposure in all spheres of governance in road transport sector and to enable them to face the emerging challenges. So far, forty-seven training programmes have been successfully conducted. Remaining seven programmes would be conducted by the end of this financial year.

Institutes of Driving & Research (IDTR)

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

- a) To set up a model driving training institute in all states
- b) To conduct training course for trainers.
- c) To conduct induction training course in driving of Heavy Motor Vehicles.
- d) To conduct induction training course in driving of Light Motor Vehicles.
- e) To conduct refresher and orientation training courses for the drivers who are in service.
- f) To conduct training course for the drivers who carry dangerous/hazardous goods including random periodic evaluation.
- g) To carry out research on behavioral/attitudinal changes required to be brought out in the drivers.
- h) To organized road safety campaigns for schools children and other vulnerable groups
- i) To carry out periodic audit and accreditation of RDTCs in the allocated regions.

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

2.2.8 During 12th Five Year Plan, the Ministry has also decided to set up 10 more IDTR and 25 Regional Driving Training Centre (RTDC) centers in the country. So far the Ministry has sanctioned two IDTR to be set up one each in the State of Chhattisgarh and Telangana. Besides, “in principle” has also been given for setting up IDTR in Maharashtra.

2.2.9 A national level standardized driving curriculum and test based on objective parameters need 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 ultimate objective

that training in an accredited driving training school/institute will be a prerequisite under CMVR for submission of application for Driving License.

2.2.10 By end of the 12th Plan period, the IDTRs need to accredit sufficient number of trained instructors who will be authorized 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.

National Highway Accident Relief Service Scheme (NHARSS)

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

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

2.2.13 A policy is proposed to be formulated to bring all commercial drivers under a mandatory accidental insurance scheme.

Road Safety & Pollution Testing and Control Equipments

2.2.14 Road Safety Equipment: Under this head, assistance is provided to States in the form of road safety equipments, like breath analyzers, multipurpose traffic regulation vehicles etc. During 2016-17, 700 breath analyzers are proposed to be provided.

2.2.15 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.

2.2.16 From the year 2006-2007, the Ministry decided to procure the pollution testing equipments centrally and provide them to the States/UTs free of cost, for enforcement of PUC norms. During the year 2011-2012 (extended upto 2012-13), 250 smoke meters and 250 gas analyzers has been supplied to States/Union Territories. During 2014-15, the Ministry intended to procure and supply 300 each Smoke meters and Gas Analyzers to States/UTs for checking pollution level in diesel and petrol vehicles. Requirement from States/UTs was called for, tender was finalized and work order for 275 equipments was issued.

2.2.17 NATIONAL DATA BASE NETWORK

(Rs.in Crores)

	Budget Estimates 2015-2016	Revised Estimates 2015-2016	Budget Estimates 2016-2017
Computer System & National Database	10.00	19.00	20.00
Data Collection, Research & Development and Transportation studies	2.00	2.00	5.00

Computer System and National Database

2.2.18 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 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.

2.2.19 VAHAN and SARATHI are conceptualized to capture the functionalities as mandated by Motor Vehicles Act, 1988 as well as State motor vehicles rules with customization in the core product to suit the requirements of all the States and UTs. VAHAN and SARATHI have been successfully customized and implemented in 33States/UTs. The National Register of Registration Certificate (RCs) and Driving Licences(DLs) launched in July, 2011. Simultaneously, the National Transport Portal was also released and the smart card for Driving License and Registration Certificate designed by National Institute of Design were inaugurated. Data from the state registers will flow to the National Register. Enforcement agencies and transport departments have been provided the facility of obtaining details of RCs/DLs from the national register by sending an SMS to NIC from their registered official mobile phones.

2.2.20 Flagship applications Vahan (for Vehicle Registration) and Sarathi (for Driving License) – has achieved 100% automation of 1000+ RTOs all across the country. Almost all states and UTs of the country are using versions of the applications developed by NIC. Almost 18 crore Vehicle records and 9 crore License records are available in its central repository (National Registry). The consolidated data in State and National Registry act as the base for a large number of online citizen-centric applications and information services.

2.2.21 Apart from the core RTO-centric applications, a large number of online Citizen and Trade centric services have been facilitated through the Vahan and Sarathi platforms. Online Dealer Point Registration, Fancy Number Auction Scheme, Online Road Tax Payment, Online application for Driving/Learner License with advanced appointment module, online modification requests in existing RC/DL are some of the applications which have been rolled out in various states. Features like multi-option payment gateway system, biometric authentication, Open API etc are implemented in these applications. A mobile app cum web application has been developed for comprehensive enforcement solution to be used by

Transport Department and Traffic Police across states. Data access facility through various modes like web services, secured login, Pull-SMS, bulk transfer has been facilitated to various entities like Govt. Departments, Police, Security Agencies, Banks & Insurance companies, Transporters and common citizens to access specific information from Transport Database. A state-wise list of online service implementation is given as below:

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

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

Now a new centralized, web-enabled application covering all aspects of RTO operations and Citizen/Trade centric services has been developed to replace the distributed Vahan and Sarathi versions. This new version of Vahan and Sarathi with all latest features and functionalities has been deployed on NIC Cloud Infrastructure and has been opened to all states/UTs for adoption. Data migration from earlier version to the new platform is also going on in full swing. Already the new Vahan Version 4 has been rolled out in 25 RTOs in 5 states. Sarathi Version 4 has been implemented in almost 60 RTOs across 11 states. Process is on to migrate all RTOs across the country by end of this year.

2.2.23 In order to remove the bottlenecks and ensure seamless movement of traffic and collection of toll as per the notified rates, Government had decided to introduce passive Radio Frequency Identification (RFID) based on EPC, Gen-2, ISO 18000-6C Standards for collecting user fee electronically. A pilot project on ETC was inaugurated on section of NH-5 at Delhi to Parwanoo on 19/4/2012. Electronic Toll Collection (ETC) system is being implemented by NHAI on fifty-one Toll Plazas on public funded projects.

Data Collection, Research and Development

2.2.24 Transport Research Wing (TRW) of the Ministry of Road Transport and Highways collects, compiles, analyses and disseminates data relating to roads, road transport and road safety. This essentially involves the collection of data from various sources viz. Central Government Ministries and Departments, State Governments, Union Territory Administrations and public and private sector agencies. The information received from these sources is scrutinised, validated for consistency and reliability, and then compiled and analysed in annual publications covering important aspects of the transport sector. 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.

2.2.25 No plan or non-plan scheme is being implemented by TRW for the road and road transport sectors.

2.2.26 The major publications brought out by TRW covering the road and road transport sectors are:

2.2.27 Road Accidents in India

(a) The above publication which is compiled on calendar year basis, State-wise, provides information on various facets of road accidents and fatalities in the country, international comparisons, and road safety initiatives taken by the Government of India. Data source for this publication is Police departments of all the States/Union Territories and Million Plus cities which is collected in a consolidated form, compiled and collated in a specially devised 19-item Asia Pacific Road Accident Data base (APRAD) format. The latest issue of 'Road Accidents in India: 2013' was released in August, 2014.

(b) Black Spots: - TRW is also actively involved in the collection of accident/killed/injury data on black spots where accidents occur repeatedly from police departments of all states/UT's and assessing and monitoring the progress of short term & long term remedial measures taken by the officials of National Highways Authority in terms of reduction in road accident fatalities at the black spots. For these 25 top black spots data were collected from 13 States which accounted for more than 85 per cent of road accidents. TRW is also in the process of collecting data on 10 or more fatalities black spots for 35 States and Union Territories.

2.2.28 Road Transport Year Book

(a) This Annual publication provides data state-wise on different motor transport parameters. It focuses on the registered motor vehicle population, motor vehicle taxation structure, licenses and permits and revenue realized from road transport in various States/U.Ts and in million-plus cities of the country. The data is collected for the previous year as well as reference year, to see significant changes, if any, from the Transport Departments of various states/UT. The latest issue of the publication 'Road Transport Year Book 2011-12' was brought out in November 2013. The next issue of BRS is under compilation.

2.2.29 Review of the Performance of State Road Transport Undertakings

It provides the review of the performance of State Roads Transport Undertakings (SRTUs) in India. Detailed information on the bus penetration across States and Union Territories and comparisons with other select countries are provided in the latest publication based on the information received from SRTUs for the financial years. The data is collected for the previous year as well as reference year to see if there is any significant change, from the Transport Undertaking of various states/UT. The next issue of 'Review of the Performance of State Road Transport Undertakings', containing information up to 31st March, 2014 is also ready for publication.

2.2.30 Basic Road Statistics (BRS) of India

It provides comprehensive information on the road network in the country, state-wise, in terms of National Highways, State Highways, Other PWD Roads, Urban and Rural Roads, and Project Roads. Apart from this, the information on plan outlay and expenditure on roads and an international comparison of road networks are also provided in this publication. Data is collected from about 280 source agencies spread across the Centre, States/Union Territories (UTs) and local bodies. The latest issue of BRS covering data for the year 31st March, 2012 was released in December, 2013. The next issue of BRS is under compilation.

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

2.2.32 Setting up of Inspection and Maintenance Centre

(Rs. in Crores)

Budget Estimates 2015-2016	Revised Estimates 2015-2016	Budget Estimates 2016-2017
30.00	30.00	30.00

2.2.33 Under Section 59 of the Motor Vehicles Act, 1988, Central Government has 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.

2.2.34 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 one each in the States of Andhra Pradesh, Karnataka, Gujarat, Maharashtra, Rajasthan, Himachal Pradesh, Haryana, Madhya Pradesh, U.P and Delhi on a pilot basis was approved. The total cost for setting up one such centre is around Rs. 1440 lakh. I & C Centre, Nasik (Maharashtra) is in operation since October 2015. The I & C Centre, Railmagra (Rajasthan), Chhindwara (Madhya Pradesh), Neilmangla (Karnataka), Delhi and Rohtak (Haryana) is expected to operational shortly. The state of Himachal Pradesh could not provide the land, therefore the project could not take off. The remaining three centres will be operational in another six months.

2.2.35 During 12th five year plan, the Ministry has also decided to sanction 10 more such centers in the country. So far Ministry has sanction six Inspection and Certification Centre to

be set up one each in the State of Odisha, Kerala, Punjab, Sikkim, Chhatishgarh and West Bengal. The civil constructions of these centres will start shortly.

2.2.36 After having an experience of successful running of above centres for two to three years, the Ministry would upscale the scheme on Public-Private Partnership (PPP) basis to set up more such centres in the entire country. However, one centre in a State cannot cater the requirement of used vehicle population. As such the states would need to replicate the model centres in their parts of the States/UTs. Also changes in rules are contemplated to make the setting up and operation of such centres a viable business proposition.

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

(Rs. in crores)

Budget Estimates 2015-2016	Revised Estimates 2015-2016	Budget Estimates 2016-2017
20.00	13.00	30.00

2.2.38 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 1.05% in 2012 while the number registered motor vehicles has been growing at 10.5% per annum during the period 2002 to 2012 . 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 in equalitarian as the poor get excluded from transport services. This needs to be reversed. In the 11th 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 made effective from 15.3.2010. Under the scheme, twenty two projects of seventeen states namely Karnataka, Haryana, Tamil Nadu, Himachal Pradesh, Gujarat, Punjab, Kerala, Rajasthan, Odisha, Uttarakhand, Andhra Pradesh, Arunachal Pradesh, Assam, Nagaland, Sikkim, Goa and J&K for bringing latest IT related features in their road transport services covering rural / mofussil areas were sanctioned for central assistance during the year 2010-11, 2011-12, 2012-13, 2013-14, 2014-15 and 2015-16. During 2016-17, one or two more projects from SRTUs may be sanctioned as they are under process at different stages.

2.2.39 **CIRT Pilot Project on Electric Buses** - Hon'ble Minister has approved CIRT pilot project on conversion of diesel buses into electric buses as retro-fitment solution. Under this project, 10 buses of SRTUs & 2 buses for the use by Hon'ble MPs is approved for conversion. Work order for 12 buses has been given to CIRT. Additionally, one bus for use at Ministry and another bus for use by IAHE is under consideration.

2.2.40 **DEVELOPMENT OF BUS TERMINALS AND MULTI MODAL TRANSIT TERMINAL ON BOT BASIS**– Ministry of Road Transport & Highways had finalized a scheme to prepare a panel of project development consultants for development of large bus terminals in States / Union Territories on BOT basis during 12th Five Year Plan. Financial assistance will be provided for consultancy services for development of large bus terminals in States / UTs under Public Private Partnership (PPP) model on Build Operate Transfer (BOT)

basis. The Project development Consultant Cost would be shared by MoRTH & State/UT and successful bidder in ratio of 75% & 25%. The share of MoRTH in 75% of project development cost is 80% and state Govt./ UT is 20%, for North east/ Hilly states is 90% & 10 % respectively. Project Reference Documents would be prepared by Consultant appointed by MoRTH in carrying out the scope of work of the scheme. The agreement with Consultant to prepare the Standard Project Reference Documents may be finalized soon.

2.2.41 National Road Safety Board

(Rs. in crores)

Budget Estimates 2015-2016	Revised Estimates 2015-2016	Budget Estimates 2016-2017*
1.00	1.00	1.00

2.2.42 Keeping in view the large number of accidents and deaths reported on the Indian Roads, the Committee on Infrastructure directed the Ministry to consider creation of a Directorate of Road Safety and Traffic management. A Bill to create the National Road Safety and Traffic Management Board (NRSTMB) was introduced in Lok Sabha on 4.5.2010 which was referred to Department related Parliamentary Standing Committee for examination. However, this Bill has lapsed consequent upon dissolution of 15th Lok Sabha. Now the Ministry has drafted a new Road Transport & Safety Bill. National Road Safety & Traffic Management Authority (NRSTMA) has been made part of this Bill. This Ministry in process of creation of NRSTMA through an executive order, pending its creation through an act of parliament.

2.2.43 Operationalisation of scheme under “Nirbhaya Fund” for Security for Women and Girl Child in public road transport in the country:

(Rs. in thousands)

Budget Estimates 2015-2016	Revised Estimates 2015-2016	Budget Estimates 2016-2017*
6530000.00	0.00	0.00

*Funds for implementation of the scheme are being provided by Ministry of Finance from “Nirbhaya Fund”

2.2.44 Scheme for Security of Women in Public Road Transport in the country was approved by Cabinet Committee on Economic Affairs on 02.01.2014. This Scheme envisages setting up a National Level Vehicle Security & Tracking System and City Command & Control Centre with installation of GPS/CCTV/panic buttons in public road transport in the Country. MoRTH has engaged Delhi Integrated Multi-Modal Transit Systems Ltd (DIMTS) for providing Project Management Consultancy for smooth implementation of the project. Presently, this scheme is put on hold on the directives of PMO. Further making GPS / CCTV / Alert button mandatory by way of making changes in Motor Vehicle Rules is under consideration.

The targeted outlay/outcome budget for 2016-2017 is at Annexure V.

CHAPTER-III

IMPACT OF REFORM MEASURES AND POLICY INITIATIVES TAKEN BY THE MINISTRY

3. ROADS SECTOR

3.1 MAJOR INITIATIVES TAKEN DURING PAST ONE YEAR

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.

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

3.2. **Exit Policy** – Government has approved the policy which permits 100 % equity divestment after two years of construction completion for all BOT projects irrespective of year of award. This would allow the concessionaire(s)/promoter(s) to use the proceeds from the sale of divested equity in one or more of the following (a) In incomplete National Highway Authority of India projects, (b) Any other Highway projects, (c) Any other power sector projects; and (d) To retire their debt to financial institutions in any other infrastructure projects. This would facilitate infusion of liquidity in the sector by enabling existing developers to release their locked-in equity in completed projects.

3.3. **Revival of Languishing projects** – Government has allowed revival of BOT projects which are languishing in the construction stage through one-time fund infusion by NHAI, subject to adequate due diligence on case to case basis. This assistance (say bridge fund) will be provided on a loan basis at Bank Rate +2% drawing a parallel with the provisions of the Model Concession Agreement. This proposal would help physical completion of languishing projects bringing relief thereby, to the citizens /highway users in the area.

3.4 **Promoting innovative project implementation models** –Recently, a Hybrid Annuity Model has been adopted for implementation of highway projects in order to encourage private sector participation through adequate incentives. The objective is to maximize the quantum of implemented highway projects within available financial resources of the Government. As per this model, 40% the Project Cost is to be provided by the Government as ‘Construction Support’ to the private developer during the construction period and the balance 60% as annuity payments over the concession period along with interest on outstanding amount to the concessionaire. There is separate provision for O&M payments by the Government to the concessionaire. The private party does not have to bear the traffic risk. All the payments have been inflation indexed by a Price Multiple Index which is a weighted average of WPI and CPI (IW) on 70:30 bases. This mitigates the inflation risk for the developer. 28 Highways projects have already been identified to be implemented on this Model in the current fiscal.

3.5 **Amendments to the Model Concession Agreement (MCA) for BOT projects** – certain changes have been approved by an empowered Committee of Secretaries (CoS) headed by the Cabinet Secretary in a meeting held in August, 2015.

3.6 Segregation of Civil Cost from Capital Cost for NH projects for appraisal & approval – Government has recently approved the same which would lead to faster appraisal and approval process leading to faster project award.

3.7 Rationalized compensation to concessionaires for languishing NH projects in BOT mode for delays not attributable to concessionaires – Government has also permitted extension of concession period for all languishing highway projects on Build-Operate-Transfer (BOT) (Toll) mode for the period of delay not directly attributable to the concessionaire subject to the condition that tenure of the operation period would remain unchanged and the project has to be physically completed within the next three years. Similarly, payment of missed annuities corresponding to the actual period of delay not attributable to the concessionaire in case of languishing highways projects under BOT (Annuity) mode is also envisaged.

3.8 FOCUS ON LAND ACQUISITION

3.8.1 Delay in Land Acquisition is one of the major factors adversely affecting the timely implementation of highways projects. The major constraints faced by NHAI include inadequate manpower with the Land Acquisition Units/DPR consultants at field level, time lost in arbitration, Right of Way (RoW) not demarcated with boundary stones, erroneous/un-updated revenue records leading to issue of incomplete/faulty notification and protest and stoppage of works by local population. The process of Land Acquisition gets delayed due to alignment of highways wherever altered and reports by DPR consultants are mismatching with the alignment.

3.8.2 To address the constraints and to expedite the process of Land Acquisition steps have been taken for setting up of Special Land Acquisition Units (SLAUs) at State level for new stretches, setting up of Regional Offices across the country, constitution of High Powered Committee under Chief Secretary to monitor the pre-construction activities to assure coordination between all the State agencies involved in land acquisition, shifting of utilities, Law and Order, Rehabilitation and Resettlement etc., and to expedite all the preconstruction activities. State Support Agreements (SSAs) have also been signed by all State Governments and Union Territories except three State namely Gujarat, Tamilnadu and Delhi. These SSAs ensure explicit and legally tenable support from respective State Government/Union Territory Administration for facilitating the NHAI in pre-construction matters and also to provide support to concessionaires/contractors in resolving any issues with implementation of projects, which are within the purview of the State Governments.

3.8.3 Following initiatives are being taken up in order to expedite the process of Land Acquisition:-

- (i) dedicated set up in NHAI/NHIDCL;
- (ii) deployment of consultants in the Regional Offices/PIUs of the Ministry;
- (iii) persuasion with State Governments to post dedicated Officers/Officials and multiple Competent Authorities for Land Acquisition (CALA) for NH Projects.

3.9 ELECTRONIC TOLL COLLECTION SYSTEM

3.9.1 Traffic Survey on National Highways using Automatic Traffic counter and classifier[ATCC]

Traffic data is one of the essential elements for highways development and planning. Volume of traffic decides the number of lane in a stretch of the highway, concession period for BOT(Toll) and BOT(Annuity) projects, facilities along highways and land acquisition for present and future expansions. Traditional way of collecting traffic data by conducting traffic surveys manually through regional transport authorities or

independent agencies is not a scientific method and needs standardization. In order to have correct traffic survey and estimations for highways projects, planning and feasibility, traffic survey on the whole length of National Highways will be done, using ATCC.

All Toll plazas should have a system which can identify the class and configuration of the vehicle to complete traffic survey on the whole length of National Highways across the country. 1610 location all over India have been identified for installing ATCC. Country has been divided into 7 zone to carry out traffic survey. Traffic survey will be conducted six monthly. There will be a control room for monitoring traffic survey. It will help in real estimations for highways projects, planning and feasibility. The central control room has been setup and the traffic survey has started. Upto December,2015 1524 surveys have been completed for first round of surveys Upto Jan 2016, 223 surveys are completed for second round of survey.

3.9.2 Electronic Toll Collection System

In order to remove the bottlenecks and ensure seamless movement of traffic and collection of toll as per the notified rates it has been decided to introduce electronic toll collection system using passive Radio Frequency Identification (RFID) technology.

Service Provider Agreement for Central Clearing House (CCH) Services for Electronic Toll Collection (ETC) between Indian Highways Management Co. Ltd. (IHMCL) and ICICI Rank & AXIS Bank have been signed.

Interoperable ETC facility has been implemented on Delhi-Mumbai arm of Golden Quadrilateral. ETC order is placed on 303 Toll Plazas. ETC installation is completed at 249 Toll Plazas and work is in progress at 21 Toll Plazas. Civil work is in progress at remaining 21 toll plazas. Dedicated ETC Lane is not feasible at 12 toll plazas. ETC system integration is completed at 191 Toll Plazas with ICICI bank CCH. ETC system integration is completed at 22 Toll Plazas with Axis bank CCH. ETC system will be implemented on pan India basis by April 2016.

3.9.3 Automatic Vehicle Counter & Classifier (AVCC) System

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

Necessary action has already been initiated so that this system is implemented at all Toll plazas

3.9.4 Weigh-in Motion Bridge (WIM) System

Overloading in vehicles is not only detrimental to the economic life of the highways and the roads on which the mechanical vehicles ply but it also leads to larger safety related issues.

To enforce the provisions of MV Act, 1988 and NH(Fee) Rules,2008 Weigh-in-motion Bridge is to be installed on National Highways.

3.9.5 CCTV Surveillance System

IP (Internet Protocol) based CCTV Surveillance System at toll plazas will be installed. The CCTV system will be used to monitor the lane area and plaza building areas. Control Centre will be equipped with Video Monitors / Video Wall for online monitoring Video feeds from all the toll plazas.

Necessary action has already been initiated so that all Toll Plaza on National Highways have this system. Work has been divided in 4 zones and contracts have been signed. WIM and CCTV Surveillance installation has been completed at 6 sites.

3.10 FIXED DAY FOR CONVENING MEETING OF SFC/EFC IN THE MINISTRY- The process of appraisal and sanction have been streamlined and EFC/SFC meetings are held on a fixed day every week. This will help to speed up the process of approval and award of projects.

3.11 DELEGATION OF POWERS - With the intention to have phased decentralization of authorities and more autonomy to executive agencies, the Ministry has initiated the process of delegation of powers for approval of Projects and Tendering of works.

3.12 ROAD TRANSPORT SECTOR

3.13.1 Cashless Treatment for Road Accident Victim

3.13.1.1 Ministry of Road Transport & Highways is implementing the scheme namely "Cashless Treatment" on pilot basis on following stretches:-

- (i) Gurgaon - Jaipur stretch of National Highway (NH) No.8. (Implemented by ICICI Lombard General Insurance Company)
- (ii) Vadodara – Mumbai stretch of NH No. 8 (Implemented by IFFCO Tokio General Insurance Company Limited.)
- (iii) Ranchi – Rargaon – Mahulia stretch of NH No. 33. (Implemented by ICICI Lombard General Insurance Company)

3.13.1.2 The project envisages transport of accident victims from the accident scene to hospital and, where required, from one hospital to another for treatment at a public or private hospital for the first 48 hours or Rs. 30,000/-, whichever is earlier so that lives of accident victims by providing prompt and appropriate medical care during 'Golden Hour" may be saved.

3.13.1.3 The pilot project will provide guidance in working out a proper pan-India scheme. Based on the findings of the pilot project, the scheme for cashless treatment to road accident victims would be finalized for country-wide roll out. The experience and data gathered during the pilot project will provide:

- ◆ Likely average cost of treatment for (A) simple injuries (B) serious injuries.
- ◆ Modalities of treatment and of meeting expenses if the accident victim is not fit for discharge after 48 hours.
- ◆ Size of the fund required to be established by MoRT&H

3.13.2 Transport Hub

3.13.2.1 With a view to integrate all transport related facilities at one place to facilitate safe and efficient movement of road transport, the Ministry of Road Transport & Highways has proposed to set up a Transport Hub as a pilot project at Railmagra in District Rajsamand, Rajasthan. The Land for the project will be provided by the State Government. The MoRTH will sanction Rs.25 crore for development of infrastructure facilities for the project. The Transport Hub will be established and run by a Society to be set up by the State Government of Rajasthan. The Society will be headed by the Collector. The Society will engage strong marketing and professional competencies for running and management of the Hub.

3.13.2.2 Based on experience from this plot, the facility is to be replicated throughout the country with a view to facilitate transportation activities which are the backbone of the economy.

3.13.3 All India Tourist Permit for Tourist Buses:

3.13.3.1 This Ministry is in the process of introducing an additional system of All India Tourist Permit for Tourist Buses on payment of a consolidated fee, for seamless movement of Tourist Buses in India.

3.13.3.2 In this regard, a resolution was passed during the 36th TDC meeting to introduce additional system of All India Permit for Tourist Buses on payment of annual consolidated permit fee @ Rs 50,000/- for ordinary tourist buses, Rs 75,000/- for luxury tourist buses; and Rs 1,00,000/- for super luxury tourist buses.

3.13.3.3 Further, a draft notification has been prepared for introduction of an additional system for All India Tourist Permit for Tourist Buses. The draft notification has been approved by Hon'ble Minister, RT&H and the same has been referred to Ministry of Law & Justice for vetting.

CHAPTER – IV

REVIEW OF PERFORMANCES DURING 2014-15 AND 2015-16

ROADS WING

Scheme-wise Physical Performance

4.1 National Highways:

(Rs in crore incl. IEBR)				
2014-15(Plan)		2015-16(Plan)		2016-17 (Plan)
BE	RE	BE	RE	BE
35,088	32,581.51	82,547.15	69,213.00	1,03,086

Achievement on National Highways:

Sl. No.	Category	2014-15	2015-16*
1.	Development of Non-NHDP NHs		
	Construction (km)	1286	962
	Improvement of Riding Quality (km)	1898	505
	Bypasses (No.)	2	2
	Bridges / ROBs / RUBs (No.)	74	42
2.	NHDP (km)	646	1089
3.	SARDP-NE (km)	252	62
4.	LWE (km)	655	334
5.	NHIIP (km)	70	157
	Total (km)	4807	3109

*upto Dec. 15

The overall achievements by March, 2016 are expected to be significantly higher as compared to FY 2014-15.

4.2 Maintenance and Repairs

(Rs in crore)

2014-15				2015-16				2016-2017
BE		RE		BE		RE		BE
Plan	Non - Plan	Plan	Non- Plan	Plan	Non- Plan	Plan	Non- Plan	Non- Plan
-	2099.93*	-	2599.40*	-	2701.40*	-	2699.97*	2976.00

*Including funds for Border Roads Organization

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. 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.

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

4.3 Up-to-date, the detailed estimates for 5422 km length have been sanctioned at an estimated cost of Rs 8490 crore, out of which, works on 5113 km length costing Rs 6766 crore have been awarded. Development in 3887 km length has been completed up to December, 15 and cumulative expenditure incurred so far is Rs.5341 crore. The development of roads under the programme is scheduled to be completed by March, 2018.

Development of Vijayawada Ranchi route:

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

4.5 So far, the detailed estimates for all the 9 packages in an aggregate length of 594 km have been sanctioned at an estimated cost of Rs 1333 crore and have been awarded. The development on 280 km has been completed at the cumulative expenditure of Rs.526 crore up to December, 2015.

SARDP-NE

4.6 Special Accelerated Road Development Programme in North East (SARDP-NE) covering construction/improvement/DPR preparation of 10,141 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 follows:-

Phase 'A' of SARDP-NE

4.7 Phase 'A' involved improvement/ construction of 4,099 km of roads (2,933 km NH and 1,166 km State roads and other roads) at an estimated cost of Rs.21,769 crore. Out of these 3,213 km roads, has been approved for execution and balance 886 km has been approved 'in-principle'. The implementation of these roads has been entrusted to various Agencies such as State PWDs, BRO, NHIDCL and NHAI. So far, 3072 km roads (incl. 112 km on BOT (Annuity)) at Rs 23,282 crore under SARDP-NE Phase 'A' have been sanctioned/awarded and balance lengths are being targeted for award during 2016-17. The likely target date of completion for sanctioned road stretches of Phase 'A' is March 2017.

Arunachal Pradesh Package of Roads and Highways.

4.8.1 Under this package 776 km road stretches were approved on Hybrid BOT (Annuity) basis. Tenders for all 4 sub-projects of 775 km (revised length) have been awarded at total project cost (TPC) of Rs 8,374 crore.

4.8.2 Road stretches aggregating to 1543 km length have been approved for execution on Cash contract basis. Out of these, about 900 km length has been sanctioned/awarded amounting to Rs 6,914 crore, till date.

4.8.3 The total sanctions accorded is for 1675 km roads at Rs 15,288 crore. The entire Arunachal Pradesh Package is targeted for completion by March, 2017.

Phase 'B' of SARDP-NE

4.9.1 Improvement of 35 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.

4.9.2 An amount of Rs.4,000 crore was allocated for SARDP-NE during 2015-16. Out of this, expenditure of Rs.3021 Crore was incurred as on 31.12.2015. Total 62 km roads of 2-lane standards were completed and together with the roads completed upto the previous year, total 1,829 km roads have been completed so far under Phase 'A' and Arunachal Pradesh Package of Roads and Highways of SARDP-NE against 6,418 km approved for implementation under SARDP-NE.

Development of State Roads under Central Road Fund (CRF) and Inter-State Connectivity and Economic Importance Scheme

4.10 Besides development of NHs this Ministry also provided funds for development of State Roads (other than rural roads) under Central Road Fund (CRF). 10% of the share of CRF for State roads earmarked for development of roads under Ministry's Scheme for improvement of State roads of Inter-State Connectivity and Economic Importance (ISC&EI).

Para No. 4.11 NATIONAL HIGHWAYS DEVELOPMENT PROJECT (NHDP)

4.11.1 The National Highways have a total length of 1,00,087 km to serve as the arterial network of the country. The development of National Highways is the responsibility of the Government of India. The Government of India has launched major initiatives to upgrade and strengthen National Highways through various phases of National Highways Development Project (NHDP). The overall status of NHDP as on 31.12.2015 is as follows:

Overall status of NHDP:

Status as on 31.12.2015

Sl. No.	NHDP Component	Total Length (km)	Completed 4/6lane (km)	Under implementation		Balance forward of civil works (km)
				Length (km)	No. of contracts	
1	GQ	5846	5846	0	0	0
2	NS-EW (Ph I & II)	7142	6422	463	39	257
3	Port connectivity	431	379	52	3	0
4	Other NHs	1844	1578	266	11	0
5	SARDP-NE	110	105	5	1	0
6	NHDP Phase III	12308	6734	3402	82	2172
7	NHDP Phase IV	19416	3000	7450	126	8966
8	NHDP Phase V	6500	2319	1491	29	2690
9	NHDP Phase VI	1000	0	0	0	1000
10	NHDP Phase VII	700	22	19	1	659
	Total	55297	26405	13148	292	15744

Financing of NHDP

4.11.2 NHAI is implementing National Highway Development Programme (NHDP) and some other allied projects in accordance with the mandate approved by the Government. The Government of India (GoI) provides in the form of budgetary support, cess funds, toll plough back, 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 funds for Maintenance & Repairs of National

Highways entrusted to NHAI. The borrowing requirements of the Authority, are determined keeping in view the resource requirement, the resource availability and the likely award of projects. The development and maintenance of National Highways is financed by following ways:

- a) GoI's Gross Budgetary Support (GBS) and Additional Budgetary Support (ABS) including:-
 - i. Dedicated accruals under the Central Road Fund (share in the levy of cess on fuel) allocated through Union Budget.
 - ii. External Assistance in respect of International Financial Institutions (World Bank; ADB; JICA) funded projects allocated through Union Budget.
 - iii. Plough back of toll revenue including toll collection, negative grant, premium and revenue share deposited by NHAI into Consolidated Fund of India and in turn equivalent amount released to NHAI for development, maintenance and management of National Highways entrusted to it.
 - iv. Funding of the BOT (Annuity) Projects under SARDP-NE and in J&K with Additional Budgetary Support (ABS) over and above cess allocation.
- b) Private financing under PPP frameworks
 - (i) Build Operate and Transfer (BOT)-Toll/Design Build Finance Operate and Transfer (DBFOT)-Investment by private agencies and return through levy and retention of user fee;
 - (ii) BOT (Annuity)-Investment by private agencies and return through half yearly annuities; and
 - (iii) Special Purpose Vehicle (SPV)-with equity participation by other stakeholders. i.e. port trust etc.

C) 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 Government of India on year to year basis.

4.11.3 For implementation of NHDP, the main source of finance of NHAI is the fuel cess (Table below). The present rate of cess is Rs. 6 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 from the domestic market.

4.11.4 The funds provided to NHAI, including borrowings from market, are utilized for part financing of project expenditure as well as debt servicing.

FINANCING OF NHDP							
							(Rs. in crore)
Financial Year	Cess Funds	Ploughback of Toll Remittance	External assistance (Grant)	External Assistance Loan	Borrowings	Additional Budgetary Support	Private Sector Investment
1999-2000	1192	-	492	-	-	-	50
2000-01	1800	-	461	12	657	-	225
2001-02	2100	-	887	113	804	-	510
2002-03	2000	-	1202	301	5593	-	846
2003-04	1993	-	1159	290	-	-	1831
2004-05	1848	-	1239	361	-	50	1463
2005-06	3270	-	2350	600	1289	700	649
2006-07	6407	-	1583	396	1500	110	1578
2007-08	6541	-	1776	444	305	-	7062
2008-09	6972	-	1515	379	1631	-	8185
2009-10	7405	-	272	68	1154	-	8573
2010-11	8441	1623	320	80	2160	-	15354
2011-12*	6187	2693	-	-	12512	320	25999

2012-13	6003	1777	-	-	1669	367	19887
2013-14**	6857	4770	-	-	7942	15	21155
2014-15	6886	5448	-	-	3343	600	17293
2015-16 (uptoDec'15) ***	15420	6500			16555	-	20173

*-Borrowings including NHA I Tax Free Bond of Rs.10,000 Crore and Capital Gains Tax Exemption Bond of Rs.2512 Crore.

** Borrowings including NHA I Tax Free Bond of Rs. 5,000 Crore and Capital Gains Tax Exemption Bond of Rs.2942 Crore

*** Borrowings including NHA I Tax Free Bonds of Rs.13,872 crore and Capital Gains Tax Exemption Bond of Rs. 2683 Crore

4.12 Physical & Financial performance of NHDP

The physical and financial performance (targets v/s achievements) for the years 2015-16 (upto Dec'2015) & outlay for 2016-17 in respect of National Highways entrusted to NHA I is given in **Annexure II, III & IV**.

4.13 Road Transport

Performance on Outcome Budget Targets in respect of Road Transport for the years 2014-15 and 2015-16 is given in **Annexure-VI**.

CHAPTER-V

FINANCIAL REVIEW

5.1 The Annual Plan 2016-17 proposed gross outlay of Rs. 88,286 crore in respect of Roads and Road Transport Sector as follows:

Sector	Budgetary support (proposed)	IEBR (Proposed)	Total (Rs. in crore)
1	2	3	4
Roads	43,807	59,279	1,03,086
Road Transport	200	-	200
Total	44,007	59,279	1,03,286

5.2 The actual expenditure incurred during the years 2014-15 and the expenditure incurred during 2015-16 till 31.12.2015 is indicated in the statement given below:-

(Rs in crore)

Sl. No.	Item	Actual Expenditure		2015-16		2016-17
		2014-15	2015-16 as on 31/12/15	BE	RE	BE
ROADS						
1	GBS	24232.52	32432.81	39252.65	40613.00	42,517
	Other than GBS (EAP)	239.93	350.03	600.00	600.00	1,290
	Total	24472.45	32782.84	39852.65	41213.00	43,807
2	Provision for NE and Sikkim Pool being 10% of GBS	3000.00	4000.00	4,000.00	4000.00	5,000

Road Development

5.3 Schemes/projects for improvement of National Highways include widening and strengthening of existing National Highways, reconstruction/ widening of bridges, and construction of bypasses.

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

5.4 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), Border Roads Organization (BRO) and National Highways Development Company Limited (NHIDCL). 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 follows:-

Item	2014-15			2015-16			BE 2016-17 (Rs. In crore)
	BE	RE	EXP.	BE	RE	Exp as on 31/12/15	
PLAN							
National Highways (Original) works	5202.56	4878.59	4833.96	4207.56	5508.06	3330.99	15,500
Works under BRO	400.00	298.00	213.83	0	0	0	0
Permanent bridge fee fund	150.00	100.00	37.98	50.00	50.00	32.94	100
SARDP-NE	3000.00	3000.00	2843.33	4000.00	4000.00	3094.99	5,000
LWE incl Vijayawada Ranchi	1350.00	1174.00	1164.59	1300.00	1300.00	606.04	1,000
Total	10102.56	9450.59	9093.69	9557.56	10858.06	7064.96	21,600
Non-Plan							
Maintenance NHs with State PWDs	1974.93	2505.66	2444.40	2701.40	2698.40	1340.22	2,976
Maintenance NHs with BRO	125.00	79.50	77.67	No separate fund for BRO w.e.f. 2015-16 under Maintenance and Repair Head.			
Total	2099.93	2585.16	2522.07	2701.40	2698.40	1340.22	2,976

5.5 Budgetary Provisions made for National Highways Authority of India (NHAI) in Union Budget.

5.5 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.6.00 per litre. The budgetary provisions vis-a-vis actuals in respect of cess, toll plough back & IEBR allocated/released to NHAI for development of National Highways entrusted to NHAI, as per Union Budget during the years 2014-15 and 2015-16 and BE 2016-17 is as under:-

Item	2014-15			2015-16		BE 2016-17
	BE	RE	Actuals	BE	Actuals (upto Dec - 15)	
Investments (Cess)	9,566	9,566	6,886	22,920	15,420	12,153
Ploughing back of Toll Revenue	5,448	5,448	5,448	6,500	6,500	7,500
IEBRs	9,000	3,000	3,343	42,695	16,555	59,279
Sub-Total	24,014	18,014	15,677	72,115	38,475	78,932

Central Road Fund (CRF) for the State Roads

5.6 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 follows:

(Rs. in crore)

Item	2014-15			2015-16			2016-17
	BE	RE	Exp.	BE	RE	Exp as on 31/12/15	
Grants to states and UTs for State Roads (CRF)	2643.00	2635.60	2094.78	2910.00	2910.00	1624.08	10,993
Grants to States and UTs for Roads of ISC & EI	293.63	251.00	93.11	294.00	355.35	96.53	1,233

Research and Development

5.7 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.10.00 crore was provided for R&D in 2016-17.

5.8 ROAD TRANSPORT

Financial Performance 2014-2015 & 2015-2016 (Rs. in crore)				
Name of the Scheme/ Project/Programme	BE 2014- 2015	Expd. 2014- 2015	BE 2015- 2016	Expd. 2015-2016 (as on 01.02.2016)
1 Road Safety	87.00	69.73	87.00	32..83
2 National Database & Computer system, Data collection, research & development & transportation studies including total engineering solution	12.00	20.16	12.00	10.44
3 Setting up of Inspection and Maintenance Centre	30.00	20.53	30.00	13.86
4 Strengthening public transport system including introduction of IT like Automatic Fare Collection based on GPS	20.00	12.98	20.00	2.13
5 Creation of National Road Safety Board	1.00	0.00	1.00	0.00
6 Scheme for Safety of Women on Public Road Transport	50.00	1.43	653.00	0.00
Grand Total	150.00	123.31	803.00	59.26

CHAPTER-VI

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

INDIAN ACADEMY OF HIGHWAYS ENGINEERS (IAHE)

6.1 INDIAN ACADEMY OF HIGHWAYS ENGINEERS (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.

6.2 The Academy has been functioning effectively for 32 years and is now functioning from its own campus developed in 10 acres of land at A-5, Institutional Area, Sector-62, NH-24 bypass, Noida (UP) w.e.f. 1st Oct. 2001. The vision and scope of the Academy has been recently discussed in the Council and broadened covering setting up of centres of excellence in different areas of Highway Engineering.

BROAD ACTIVITIES:

6.3 The Academy has been playing pivotal role in imparting training to Highway Engineers. The broad activities of IAHE consist of following:

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

6.4 Since its inception, IAHE has trained 27576 Highway Engineers and Administrators involved in road development from India and abroad through 1186 training programmes upto 31st December, 2015. Participants are drawn from Ministry of Road Transport & Highways, NHAI, NRRDA, various State PWDs, Public Sector and Private Sector.

Training programmes conducted during the year 2015-16

6.5 During the year 2015-16 (upto 31st December, 2015) the Academy has organised 68 training programmes in which 1231 Engineers and professionals have participated.

6.6 Regional Connectivity initiative at Ministry-

The National Highways & Infrastructure Development Corporation (NHIDCL)

6.6.1 The National Highways & Infrastructure Development Corporation (NHIDCL) was set up on 18th July, 2014 as a Public Sector Undertaking under the Ministry of Road

Transport & Highways, Government of India to fast pace the construction of National Highways and other infrastructure in the North Eastern Region and Strategic Areas of the country which share international boundaries. The creation of the new entity was necessitated due to the fact that economic integration of South Asia and South East Asia which together account for more than 6% of the total world output was earlier too low and needed a new regional connectivity link through highway infrastructure. Such integration would also ensure overall economic benefits flowing to the local population while integrating them in a robust manner with the mainstream.

6.6.2 The Company started its effective functioning on 22nd September, 2014 with first appointment taking place. The Company set the pace for implementing various works and projects on 1st January, 2015 with the first transfer of works taking place from the Ministry of Road Transport & Highways.

6.6.3 The Company has set a vision to become an instrument for creation and management of infrastructure of the highest standard in the country while contributing significantly towards nation building. It has the Mission to be a professional Company which works in most efficient and transparent manner and designs, develops & delivers infrastructure projects in a time bound manner for maximizing benefits to all stakeholders.

6.6.4 NHIDCL has identified the following seven key strategies for achieving the Mission assigned to it:

(i) NHIDCL is using e-Tools like e-Office, e-Tendering, e-Monitoring and e-Access for efficiency and transparency.

(ii) The Company is revisiting various procedures and processes followed to enhance the ease in doing infrastructure business.

(iii) NHIDCL is engaging itself in continuous capacity building of staff and stakeholders including local contractors to keep pace with the latest developments. The capacity development of local Contractors and Engineers in North Eastern Region and Strategic Areas will help them become active partners in construction of Highways and other infrastructure and thereby leading to inclusive development of these areas.

(iv) The Company endeavours to facilitate use of new but appropriate technology in materials, design and works for enhancement in quality, durability, execution speed, safety standards, cost reduction and to address environmental concerns.

(v) NHIDCL is creating a platform to create scientific and innovative temper by involving Experts and Leading Research Institutions for exchange of ideas and becoming a leader in the industry.

(vi) NHIDCL is committed to provide speedy Dispute Resolution Mechanism to avoid unnecessary litigations.

(vii) NHIDCL holds regular consultations with stakeholders in order to create one vision one mission as seventh strategic move.

6.6.5 NHIDCL has already set up its Corporate Office at New Delhi and ten Branch Offices in Assam, Arunachal Pradesh, Jammu and Kashmir, Manipur, Meghalaya, Mizoram, Nagaland, Sikkim, Tripura and Uttarakhand for effective implementation of the projects undertaken by it.

6.6.6 In a short span of time, NHIDCL has been able to fast pace the activities for the construction of Highways and development of other Infrastructure in the North-Eastern Region and Strategic Border areas of the country. As of today, the Company has been entrusted with 110 National Highways and other Infrastructure Development projects covering an approx length of 7,400 km. to be executed at a cost of approximately Rs.80,000 crore.

6.6.7 During the first financial year of its inception, 2014-15, NHIDCL entered into agreements for implementing 18 projects covering 600 kms. at an approximate cost of Rs. 6044 crore in the states of Assam, Arunachal Pradesh, Meghalaya and Tripura.

6.6.8 The status of the ongoing projects under implementation during the current financial year, till 30th November is indicated below:

(i) In **Assam**, the Company has already awarded 10 projects covering a length of approx. 282 km. to be built at an estimated cost of Rs.5,820 crore. The Company has actually commenced work on Kaliabhoomra Bridge on NH 37A and six other projects on NH 37, 52A and 53.

(ii) In **Arunachal Pradesh**, the Company has already awarded 09 projects covering a length of approx 247,84 km. to be built at an estimated cost of Rs. 2329 crores and on 07 projects work has started on ground.

(iii) In **Jammu & Kashmir**, NHIDCL has finalised consultancies for preparation of DPRs for upgradation of Jammu-Akhnoor and Chennani-Khanabal roads to four lane and double lane roads respectively.

(iv) In **Manipur**, NHIDCL has finalised the DPRs for up gradation of existing Imphal - Moreh section of NH 39 and also for development of alternate Imphal - Moreh Highway to be constructed with assistance from ADB. Besides this, NHIDCL has finalised DPR for construction of two bridges over Rivers Barak and Makru at an estimated cost of Rs. 111 crore.

(v) In **Meghalaya**, Company is implementing one project covering a length of 62 km to be constructed at a cost of Rs.292 crore. In addition, four other projects covering a length of 255 km will be implemented at an approx. cost of Rs.1,600 crore after getting land from the State Government. Besides, NHIDCL has finalised the DPR for constructing Tura – Dalu section of NH 51 including Tura by-pass covering a length of 48 km. at an estimated cost of Rs.288 crore with assistance from JICA.

(vi) In **Mizoram**, the Company has finalised the DPRs for up gradation of Aizwal to Tuipang section of NH 54 covering a length of 380 kms to be built at an estimated cost of Rs.4,000 crore with assistance from JICA.

(vii) In **Nagaland**, NHIDCL is in process of awarding work of four laning of Dimapur-Kohima Section of NH 39 at an approximate cost of Rs. 1200 crore. It has also appointed Consultants for preparing DPR for the improvement of NH 39 between Imphal and Kohima covering a length of 126 km at an approx. cost of Rs.1,250 crore to be done with JICA assistance.

(viii) In **Sikkim**, NHIDCL has speeded up preparation of DPR for the construction of alternative Highway to Menla from Bagrakot. The final DPR for this project will be ready by January, 2016. The Company will be inviting bids

for awarding the work of two laning of Singtam-Gyalshing 40 km. stretch at an approximate cost of Rs. 440 crore shortly.

(ix) In **Tripura**, NHIDCL has started work for two laning of Agartala-Udaipur-Sabroom sections of NH 44 covering 122 km. to be done at a cost of Rs.1,070 crore.

(x) NHIDCL is also completing the pre-project activities pertaining to the development & up-gradation of a section of 124 Km from Dharasu to Gangotri part of NH-108.

(xi) In **Andamans**, the Company is re-inviting bids for preparation of DPRs for constructing either a Bridge or an under the Sea Tunnel between Bamboo Flat to Chatham Island.

(xii) In **West Bengal**, the Company is also preparing DPR for a rail cum road bridge for linking Sagar Island with Kakdweep.

(xiii) In the **Nepal – India border**, NHIDCL would be constructing a bridge on the Mechi River with the assistance of ADB. The Company has already finalized detailed project report for this project and the work would be put for bids next year.

(xiv) NHIDCL has invited bids for preparation of DPRs for new links in seven States under **Bharatmala** and scheme for linking Backward Areas/ Religious/ Tourist Places.

6.6.9 A Statement indicating the physical progress of the projects undertaken by the NHIDCL during the current Financial Year is placed at **Annexure-VII**.

6.6.10 A Statement indicating the funds spent so far on Land Acquisition, Utility Shifting and Civil Works for the Projects entrusted to NHIDCL, till date and likely expenditure till 31st March, 2016 is attached at **Annexure-VIII**.

6.6.11 During the FY 2016-17, NHIDCL plans to award fresh DPRs of around 400 Km and complete another 300 Kms of the DPRs during this period. Road construction projects are picking up steadily and it is targeted that a physical progress of around 22.29 % shall be achieved in the ongoing projects entrusted to NHIDCL. Around 300 Km of the Civil Construction projects are planned to be awarded during this period, and NHIDCL expects that an investment of around 5000 Crores shall be made by the Government of India for these road and infrastructure projects. To facilitate proper implementation of the projects undertaken by the NHIDCL, various IT initiatives like e-office, e-access, e-pace, INFRACON, e-tendering etc are actively being used for generating on-line data, resulting in reduction of physical records.

6.6.12 NHIDCL is also taking steps for maintenance of ecology and environment in the work areas by bringing new technologies for slope protection, slow stabilization etc.

6.6.13 The Company is conscious of need for implementing high safety standards and is taking steps to ensure that all safety parameters are followed while finalizing the designs for roads, bridges and tunnels. The roads constructed by NHIDCL will have proper curves, gradients and no black spots.

6.6.14 NHIDCL has set time limits for performing various tasks. In order to enhance confidence among the contractors, it releases all payments within 72 hours of receipt of certified bills.

6.6.15 NHIDCL is today working to establish itself as 'A Company with the Difference' carrying hall mark of efficiency, transparency and quality.

6.7 NATIONAL HIGHWAYS AUTHORITY OF INDIA

6.7.1 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.

6.7.2 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. have been explained under respective chapters.

6.7.3 PERFORMANCE DURING 2015-16 (Upto 31st Dec. 2015)

- a) Total 55,297 km (including 48,585 Kms. of National Highways entrusted to NHAI) under various phases of NHDP for development. Out of which 26,405 km NHs under various phases of NHDP, have been completed, as per details given below. Constraints faced in the timely completion of NHDP include delays in land acquisition & statutory clearances, removal of structures and shifting of utilities, law and order problem in some States, and poor performance of some contractors etc.

Progress of NHDP: Status as on December 31st, 2015

Sl. No.	NHDP Component	Total Length (km)	Completed 4/6lane (km)	Under implementation		Balance forward of civil works (km)
				Length (km)	No. of contracts	
1	GQ	5846	5846	0	0	0
2	NS-EW (Ph I & II)	7142	6422	463	39	257
3	Port connectivity	431	379	52	3	0
4	Other NHs	1844	1578	266	11	0
5	SARDP-NE	110	105	5	1	0
6	NHDP Phase III	12308	6734	3402	82	2172
7	NHDP Phase IV	19416	3000	7450	126	8966
8	NHDP Phase V	6500	2319	1491	29	2690
9	NHDP Phase VI	1000	0	0	0	1000
10	NHDP Phase VII	700	22	19	1	659
	Total	55297	26405	13148	292	15744

OUTLOOK FOR THE YEAR 2015-16 AND BEYOND

6.7.4 The awards under NHDP is proposed to be completed by 2016-17. The estimated award of projects under various phases of NHDP, as per the Revised Work Plan is given in the following table. In view of the lukewarm response to BOT/ PPP project, EPC mode of award is given higher allocation. The segregation between BOT, Hybrid Annuity and EPC is also captured therein.

Award (Kms)

PHASE	2015-16				2016-17			
	BOT	EPC	Hybrid Annuity	Total	BOT	EPC	Hybrid Annuity	Total
Phase II	71	294	-	365	-	-	-	-
Phase III	109	604	50	763	-	179	330	509
Phase IV	1150	2557	416	4123	664	3976	1475	6115
Phase V	704	10		714	790	-	-	790
Phase VI Expressway	-	135	50	185	-	-	-	-
Phase VII	-	-	60	60	-	-	-	-
NH (O)	-	6	-	6	-	-	-	-
Grand TOTAL	2034	3606	576	6216	1454	4155	1805	7414

ANNEXURE-I

Statement of Physical Targets, 2016-17

S.No.	Scheme	Award	Completion
1.	NH(O)		
	Construction (km)	1000	2682
	Improvement of Riding Quality (km)	2500	2000
	Bypasses (No.)	10 Nos.	8 Nos.
	Bridges / ROBs / RUBs (No.)	55 Nos.	52 Nos.
2.	NHDP (km)		
	NHAI	5075 km	2500 km
	State PWDs	2000 km	1044 km
3.	SARDP-NE (km)		
	State PWDs/Ministry	--	236 km
	BRO	--	23 km
	NHIDCL	1200 km	185 km
4.	LWE (km)	200 km	890 km
5.	Externally Aided Projects (km)	350 km	251 km
6..	Non-NHDP NHs with NHAI (km)	200 km	--
	Total excluding IRQP, Bypasses & Bridges (km)	10025 km	7811 km

Annexure II

NATIONAL HIGHWAYS AUTHORITY OF INDIA		
Statement of Financial Outlays/Targets : 2016-17		
(Rs. In Crore)		
S.No.	Name of Scheme/Programme	Targets Total 2016-17
1	NHDP Phase-I (Widening to 4/6 lane including strengthening)	408.20
2	NHDP Phase-II (Widening to 4/6 lane including strengthening)	5339.41
3	NHDP Phase-III (Widening to 4/6 lane including strengthening)	11044.47
4	NHDP Phase-IV (Widening and strengthening of 2-lane with Paved Shoulder / 4 lane)	28410.31
5	NHDP Phase-V (6-lanning of selected stretches on GQ and Others)	3714.89
6	NHDP Phase-VI (Development of Expressways)	6006.96
7	NHDP Phase-VII (Ring Roads, Bypasses, Grade Separators, Service Roads etc.)	609.38
8	SARDP-NE & NH (O)	2486.09
9	Bharat Mala/BRT	130.00
10	Repayment of debt and interest thereon and annuity payment.	11286.57
	TOTAL	69416.28
11	Capital Expenditure for office of HQ & PIUs	33.22
12	Repairs & Maintenance of National Highways	1128.48
13	Administrative Expenses	332.89
14	Fund infusion – BOT Projects	500.00
15	Green Highways/Safety Fund – lump sum amount	500.00
	Grand Total	71910.87

Annexure III

NATIONAL HIGHWAYS AUTHORITY OF INDIA					
Statement of Financial Outlays/Targets : 2015-16 & 2016-17					
(Rs. In Crore)					
Sl. No.	Particulars	BE 2015-16	RE 2015-16	Actual 2015-16 (upto Dec'15)	BE 2016-17
1	Project Expenditure (CWIP)				
2	CWIP- Land Acquisition (Provisions)	20,000.00	25,463.65	11,684.91	22,840.73
3	CWIP- Others Pre-Construction Exps.	6,738.34	3,758.06	1,079.84	4,606.66
4	CWIP- Civil Work (including IE/Supervision Consultants Payment)	22,355.25	9,156.98	2,950.32	27,160.22
5	Grant (VGF) Paid	9941.88	2,456.11	1,020.46	3,522.10
6	Annuity Payment	5,455.99	3,717.55	2,088.76	6,210.89
7	Maintenance Expenditure	1327.26	1,158.05	933.86	1,128.48
8	ADB Loan (-ve represents adjusted Exchange Loss)	56.24	55.00	41.90	59.00
9	Redemption of 54 EC Bonds & Intt. On market borrowing	6,758.49	4,884.19	2,316.29	5,016.68
10	Administration Expenditure	294.46	281.55	138.91	332.89
11	Capital Expenditure in NHAI offices incl. LAN,ERP & TA	104.39	35.04	10.30	33.22
12	Other Loans Advances & Provisions	0.00	0.00	4,646.03	0.00
13	Fund infusion – BOT Projects	0.00	500.00	0.00	500.00
14	Green Highways/Safety Fund – lump sum payment	0.00	100.00	0.00	500.00
	Total	73,032.30	51,566.18	26,911.58	71,910.87

Summary of Expenditure upto 31.12.2015

Total Public Sector Expenditure	73,032.30	51,566.18	26,911.58	71,910.87
Total Private Sector Expenditure	16,268.46	23,105.98	20,173.20	25,892.01
Grand Total	89,300.76	74,672.16	47,084.78	97,802.88

Annexure IV

<u>NATIONAL HIGHWAYS AUTHORITY OF INDIA</u>				
Statement showing a Consolidated Physical Outlays and Outcomes/Targets: 2015-16 (upto 31.12.2015)				
Name of the Scheme/Programme	Quantifiable Deliverables (in Kms)			
	<u>Awards</u>		<u>Completion</u>	
	Targets	Achievements	Targets	Achievements
NHDP Phase-I	-	-	-	-
NHDP Phase-II	294	166	140	48
NHDP Phase-III	784	679	635	251
NHDP Phase-IV	3047	1715	882	709
NHDP Phase-V	714	135	221	222
NHDP Phase-VI	185	135	-	-
NHDP Phase-VII	60	-	-	-
NH (O) & others	77	152	122	131
	5161	2982	2000	1361

Annexure V

Targeted Outlay/Outcome Budget For 2016-2017

(Rs. in crore)

Sl. No	Name of Scheme/Programme	Objective/outcome	Outlay 2016-2017 (proposed)	Quantifiable deliverables/physical outputs	Projected outcomes	Processes/time lines	Remarks/risk factors
1.	Road Safety						
	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.	30.00	Number of drivers to be trained and number of training programmes for officers of State Transport Department/ Ministry to be conducted.	(i) Around 30,000 HMV drivers will be imparted (ii) 4 new IDTRs / RDTC will be sanctioned. (iii) Fund will be required to complete the construction of IDTR sanctioned during 11 th Plan. (iii) 55 training programmes for transport/traffic department officials to be conducted. (iv) Automatic Driving License System would be developed. (v) Automatic Traffic	Annual	One new project namely i.e. Development of Automatic Driving License System is to be initiated.

					Management System would be developed.		
	(ii) Publicity measures and awareness campaigns	To generate public awareness through publicity campaign through Radio, T.V. and print media.	50.00	Number of video spots and radio spots to be telecast/broadcast .	25000 video spots and 40000 radio spots will be telecasted / broadcasted on television and radio channels. Around 20,000 video spots will also be telecasted / broadcasted in 3000 cinema halls. Road safety messages Road safety material will also be sent to different stakeholders including 5,000 schools for creating awareness about road safety.	Annual	
	(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.	14.00	The scheme of providing multipurpose traffic vehicles (MTVs) has been discontinued and in its place various traffic enforcement equipments such as speed detection radar	700 Breath Analyzers to be procured. Order for pollution testing equipments i.e. 275 smoke meters and 275 gas analyzers were	Annual	Ministry proposes to implement SMILE(Automatic Traffic Management System) in cer, Rs. 100 crore would be required during F.Y. 2016-17 and Rs. 400 crore would be required in the next year.

				and breath analyzer etc are proposed to be provided to States/ UTs.	issued.275 Smoke Meters have been supplied to States/UTs. However, the work order awarded for supply of 275 gas analyzers was cancelled. Ministry will issue work order for supply of 300 smoke meters and 25 gas analyzers.		
	(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. Ministry of Road Transport and Highways has started pilot projects under which road accident victims would be	20.00	Number of cranes and ambulance to be provided to the States/UTs/NGOs.	The emergency facility will be provided to road accident victims during golden hours which will save the life of accident victims.	Annual	For extending the scheme, the approval of Competent Authority is being sought.

		provided cashless treatment, an initiative that could bring down the high rate of fatalities in the country. It is envisaged to extend the scheme on the National Highways stretches in Golden Quadrilateral, North South and East West Corridors.		Lower rate of fatalities in road accidents.			
2.	National Data Base Network						
	(i) Computer System and National Data Base (ii) Data Collection, Research & Development and Transportation Studies	To evolve standardized upto- date information on motor vehicle registration, driving licenses etc. and networking of all RTOs/STAs. To undertake/entrust studies/R&D projects concerning Road Transport Sector.	20.00 5.00	Quantitative targets cannot be indicated.	To complete National Register and State register of Driving Licenses for enforcement and various other applications The Ministry intends to conduct R&D studies through premier institutes of the country like IIT, IIM etc.	Annual	

3	Setting up of Inspection and Maintenance Centre including setting up of transport hub	To set up Inspection and Maintenance centres and a transport hub as a pilot project basis through public private participation	30.00	No. of centres to be sanctioned.	<p>i) 3 new I& C centre to be sanctioned.</p> <p>ii) Operation expenditure of the 6 I & C Centre.</p> <p>iii) Procurement of equipment 4 I&C Centre sanctioned during previous years.</p> <p>iv) Civil construction of the I&C Centre sanctioned during previous years.</p> <p>Road worthy vehicles on roads to enforce road safety and efficiency of transportation.</p>	Annual	Proposal from States/other organizations have been received.
4	Strengthening public transport system including introduction of IT features like GPS / GSM based VTS, computerized reservation system, AFCS, ETMs, inter-modal fare integration, PIS etc.	To strengthen public transport system	30.00	Strengthening of State Transport Undertakings (STUs) of all States/UTs and to reduce pollution by converting old diesel buses of STUs into hybrid buses.	Few proposals of States/UTs to be sanctioned. Committed liability for previous year for release of 2nd and 3rd installment to be considered.	Annual	<u>MOU to be signed between MORTH and State Govt. / SRTUs to take up reforms. It depends on receipt of proposals from States/STUs.</u>

	<p>Development of Bus Terminals on PPP Mode</p> <p>CIRT Pilot Project on Electric Buses</p>				<p>During 2016-17, the Ministry is in the process of implementing this scheme in 15 cities by appointing project development consultants in these cities to assist the State Transport Deptt/SRTUs in undertaking of bus terminals on PPP basis. Project Reference documents will be prepared which will help States in implementation of this scheme. Final project development consultant's documents will be prepared for assistance of States.</p> <p>Hon'ble Minister has approved CIRT pilot project on conversion of diesel buses into electric buses as retro-fitment solution. Under this project, 10 buses of SRTUs & 2 buses for</p>		
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					the use by Hon'ble MPs is approved for conversion. Work order for 12 buses has been given to CIRT. Additionally, one bus for use at Ministry and another bus for use by IAHE is under consideration.	
5	Creation of National Road Safety Authority (NRSTMA)	To set up National Road Safety Authority	1.00	Cannot be quantified at this stage.	<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. However, this Bill has lapsed consequent upon dissolution of 15th Lok Sabha.</p> <p>Now the Ministry has drafted Road Transport & Road Safety Bill. NRSTMA has been made part of this Bill. Simultaneously, the Ministry is also</p>	Approval of the Cabinet is required.

					in the process to create NRTMA through executive order pending the Road Transport & Road Safety Bill.		
6	Scheme for Safety of Women on Public Road Transport	Improving and Strengthening of Public Transport System	0.00	<ul style="list-style-type: none"> • Establishment of city control centres-8 cities-90% • Establishment of city control centres - 24 cities-75% • Operation for NBDC-6 Months • Opration of city control centres of 20 cities 	Presently, this scheme is put on hold on the directives of PMO. Further making GPS / CCTV / Alert button mandatory by way of making changes in Motor Vehicle Rules is under consideration.	Annual	

Annexure-VI

PERFORMANCE ON OUTCOME BUDGET TARGETS 2014-2015& 2015-2016

	Name of the Scheme	Target 2014-2015	Performance in the year 2014-2015	Target 2015-2016	Performance in the year 2015-2016 (as on Feb, 2016)
1	Road Safety				
	<p>Refresher Training to Drivers in Unorganized Sector and</p> <p>Human Resource Development including training</p>	<p>(i) Around 35,000 HMV drivers will be imparted refresher training.</p> <p>(ii) 4 new IDTRs will be sanctioned.</p> <p>(iii) 50 training</p>	<p>Training was imparted to around 30,000 HMV drivers.</p> <p>The restructured scheme was approved by Competent Authority in May 2014. Thereafter, States were requested to submit the proposal. The proposal received from the State was not completed. Therefore States were requested to modify the proposal. "In principle" approval was given to the proposal of setting up of IDTR in Chhatishgarh.</p> <p>50 training programmes for</p>	<p>(i) Around 30,000 HMV drivers will be imparted refresher training.</p> <p>(ii) 4 new IDTRs / RDTC will be sanctioned.</p> <p>(iii) Fund will be required to complete the construction of IDTR sanctioned during 11th Plan.</p> <p>(iv) 50 training programmes for transport/traffic department officials to be conducted.</p>	<p>Training was imparted to around 20,000 HMV drivers.</p> <p>2 IDTRs have been sanctioned and "in principle" approval has also been given to setting up of one IDTR in District Latur, Maharashtra.</p> <p>Funds were released in case of 3 IDTR sanctioned during 11th Plan.</p> <p>54 training programmes for</p>

		programmes for transport/traffic department officials to be conducted.	State Transport/ Traffic Department and Municipal Corporation personnel for development of Human Resources in the Transport Sector have been sanctioned.		State Transport/ Traffic Department and Municipal Corporation personnel for development of Human Resources in the Transport Sector have been sanctioned.
	Publicity measures and awareness campaigns	15000 video spots and 25000 radio spots will be telecasted. Road safety material will also be sent to different stakeholders for creating awareness about road safety..	16,000 video spots and 30,000 radio spots were telecast/broadcast during the period	25000 video spots and 40000 radio spots will be telecasted / broadcasted on television and radio channels. Around 20,000 video spots will also be telecasted / broadcasted in 3000 cinema halls. Road safety messages Road safety material will also be sent to different stakeholders for creating awareness about road safety.	23,000 video spots and 35,000 radio spots were telecast/broadcast during the period.
	Road Safety Equipments and Pollution Testing and Control	200 Breath Analyzers to be procured 300 each of smoke meter and gas analyzer to be procured.	Procurement has to be done through but they did not shortlist the supplier. Therefore, breath analyzer could not be procured.	200 Breath Analyzers to be procured. Order for pollution testing equipments i.e. 275 smoke meters and 275 gas analyzers have been issued. The equipments will be provided to the States/UTs during 2015-16.	Procurement process is in progress. It is expected that the process will be completed by March 2016 275 Smoke Meters have been supplied to States/UTs. However, the work order awarded for supply of 275 gas analyzers was cancelled. Ministry will issue work order for supply of 300 smoke meters and 25 gas

					analyzers during 2015-16.
	National Highways Accident Relief Service Scheme	<p>For procurement of 40 advanced life support ambulances.</p> <p>Procurement of 25 Ten ton crane and 20 small recovery cranes.</p> <p>Two new proposal (pilot projects) for cashless treatment of road accident victims :</p> <p>(i) Ranchi-Maholia stretch of NH-33 and</p> <p>(ii) Mumbai-Vadodara stretch of NH-8</p> <p>are likely to be launched.</p>	<p>17 no. ten ton crane and 20 no. of small recovery crane procured.</p> <p>Pilot project of cashless treatment at Mumbai-Vadodara stretch of NH-8 and Ranchi-Maholia stretch of NH-33 has been launched.</p>	<p>The scheme of Cashless treatment is being implemented at three stretches. The Ministry is to take two more new proposals (pilot projects) for cashless treatment of road accident victims. .</p>	<p>Pilot project of cashless treatment at Mumbai-Vadodara stretch of NH-8 and Ranchi-Maholia stretch of NH-33 has been launched.</p>

2.	<p>National Data Base & Computer System</p> <p>Data collection, research & development and transportation studies including Total Engineering Solution</p>	Number of Studies/R&D Projects to be undertaken.	Rs. 20.16 crore was issued to NIC for meeting committed liability in connection with completion of National Register and State register of Driving Licenses for enforcement and various other applications.	<p>To complete National Register and State register of Driving Licenses for enforcement and various other applications</p> <p>4 Studies in key issues of RT Sector to be undertaken.</p>	<p>(ii) As per the B.E. 2015-16, Rs. 10 crore was allocated for the scheme (Computer System and National Data Base). As on 10-02-2016 a total of Rs. 10 crore have been spent.</p> <p>A study was conducted through FITT for oversized vehicle amounting to Rs. 0.06 Crore.</p>
3	<p>Setting up of Inspection and Maintenance Centre</p>	<p>5 new I& C centre to be sanctioned.</p> <p>Procurement of equipment for I&C Centre sanctioned during previous years. Operation expenditure of the I&C Centre sanctioned during previous years.</p> <p>Road worthy vehicles on roads to enforce road safety and efficiency of</p>	<p>2 I & C Centre were sanctioned. In case of 2 proposals, the proposal was not complete. Therefore, the State was requested to modify the proposal.</p> <p>Equipment procured for 6 centers.</p> <p>The civil construction of 6 I & C Centre was completed. However, the work relating to foundation of the equipment is in progress.</p>	<p>5 new I& C centre to be sanctioned. Procurement of equipment for I&C Centre sanctioned during previous years. Operation expenditure of the I&C Centre sanctioned during previous years.</p> <p>Road worthy vehicles on roads to enforce road safety and efficiency of transportation.</p> <p>To complete the Pilot Project sanctioned during</p>	<p>5 I & C Centre have been sanctioned. Equipment of 4 centres have been procured. One centre is operational since September 2015. Two more centers are likely to be operational by March 2016.</p> <p>The civil construction of 6 I</p>

		transportation. To complete the Pilot Project at Railmagra (Raj.) sanctioned during 2012-13.		2012-13.	& C Centres has been completed.
4	Strengthening public transport system including introduction of IT like Automatic Fare Collection based on GPS	10 proposals of States/UTs to be sanctioned. Committed liability for previous year for release of 2nd and 3rd installment was considered.	During 2014-15, despite our best efforts only two proposals from SRTUs are received which were processed.	5 proposals of States/UTs to be sanctioned. Committed liability for previous year for release of 2nd and 3rd installment to be considered. During 2015-16, the Ministry aims to implement this scheme in 70 cities by appointing project development consultants in these cities to assist the State Transport Deptt/SRTUs in undertaking of bus terminals on PPP basis	During 2015-16, despite our best efforts only one project i.e. APSRTC was completed. Letters have been sent to other States to let us know about the progress of the previous sanctioned projects. Approval from IFD has been obtained. File is under submission for appointing project development consultant for implementation of this scheme .
5	Creation of National Road Safety Board	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	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. However, this Bill has lapsed	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	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. However, this Bill has lapsed

		<p>examination. The Committee submitted its report to the Chairman, Rajya Sabha on 21.7.2010. The recommendation of the Committee has been examined. Draft note for consideration of the Cabinet has been circulated amongst concerned departments for comments.</p>	<p>consequent upon dissolution of 15th Lok Sabha.</p> <p>Now the Ministry has drafted Road Transport & Road Safety Bill 2014. NRSTMB has been made part of this Bill. Simultaneously, the Ministry is also in the process to create NRTMB through executive order pending the Road Transport & Road Safety Bill 2014</p>	<p>Committee submitted its report to the Chairman, Rajya Sabha on 21.7.2010. The recommendation of the Committee has been examined. Draft note for consideration of the Cabinet has been circulated amongst concerned departments for comments.</p>	<p>consequent upon dissolution of 15th Lok Sabha.</p> <p>Now the Ministry has drafted Road Transport & Road Safety Bill. National Road Safety Traffic Management Authority (NRSTMA) has been made part of this Bill. Simultaneously, the Ministry is also in the process to create NRTMA through executive order pending the Road Transport & Road Safety Bill.</p>
6	Scheme for Safety of Women on Public Road Transport	<ul style="list-style-type: none"> • Concept Report Preparation • Technology Analysis Report Preparation • Detailed Device Specification document for GPS & CCTV • Detailed Project Report 	<ul style="list-style-type: none"> • Concept Report & Technology Analysis Report finalized • Detailed Device Specification for GPS & CCTV and DPR are being prepared. 	<ul style="list-style-type: none"> • Concept Report Preparation • Technology Analysis Report Preparation • Detailed Device Specification document for GPS & CCTV • Detailed Project Report 	<p>Presently, this scheme is put on hold on the directives of PMO. Further making GPS / CCTV / Alert button mandatory by way of making changes in Motor Vehicle Rules is under consideration.</p>

PHYSICAL PROGRESS OF ON-GOING PROJECTS

NHIDCL has been able to fast pace the activities for the construction of Highways and development of other infrastructure in the North Eastern Region and strategic border areas of the country. The following projects are presently under execution by the NHIDCL

Sl No.	State	No of packages/stretchers	Length in Km	Cost (Rs. in crores)
1	Arunachal Pradesh	9	247.844	2329.04
2	Assam	10	282	5820
3	Tripura	2	122	1070
4	Meghalaya	1	62	292
	Total	22	713.844	9511.04

In addition to the above ongoing projects, the following projects are likely to be awarded during the period ending 31.03.2016:

Sl No.	State	No of packages/stretchers	Length in Km	Cost (Rs. in crores)
1	Assam	4	82.615	1000.11
2	Nagaland	3	43.825	1199.11
3	Uttarakhand	1	0.600	50.51
4	Arunachal Pradesh	4	96	934.6
	Total	12	223.04	3184.33

Annexure-VIII

FINANCIAL PROGRESS - STATUS AS ON DATE												(Rs. in crores)	
Sl. No.	Name of State	Land Acquisition		Utility Shifting				Authority Engineer		Civil Works		Total	
				PHE & Electric Power		Forest Clearance							
		Funds Spent	Likely expend for remainin g period of FY 15-16	Funds Spent	Likely expendit ure for remainin g period of FY 15-16	Funds Spent	Likely expenditur e for remaining period of FY 15-16	Funds Spent	Likely expenditure for remaining period of FY 15-16	Funds Spent	Likely expenditure for remaining period of FY 15-16		
1	Assam	1029.40	512.88	13.06	30.60	18.59	2.51	5.05	12.30	52.06	455.06	2131.51	
2	Tripura	274.00	134.00	28.80	33.00	7.71	0.00	1.33	2.00	17.34	93.00	591.18	
3	Arunachal	0.00	143.00	0.00	47.00	0.00	7.50	1.14	8.86	154.08	169.46	531.04	
4	Nagaland	0.00	238.00	0.00	25.50	0.00	0.00	0.00	0.00	0.00	120.00	383.5	
	<i>Grand Total</i>	1303.40	1027.88	41.86	136.10	26.30	10.01	7.52	23.16	223.48	837.52	3637.23	