



सत्यमेव जयते

**Government of India**

**MINISTRY OF ROAD TRANSPORT  
AND HIGHWAYS**

**OUTCOME BUDGET 2009-10**

## TABLE OF CONTENTS

<b>S. No.</b>	<b>Description</b>	<b>Page No.</b>
1	Executive Summary	i – ii
2	Chapter I – Introduction	1 – 3
3	Chapter II - DETAILS OF FINANCIAL OUTLAYS, PROJECTED PHYSICAL OUTPUTS AND PROJECTED BUDGET OUTCOMES	4 – 17
4	Chapter III - IMPACT OF REFORM MEASURES AND POLICY INITIATIVES TAKEN BY THE MINISTRY	18 – 21
5	Chapter IV - REVIEW OF PERFORMANCES DURING 2007-08 AND 2008-09	22 – 46
6	Chapter V - FINANCIAL REVIEW	47 – 49
7	Chapter VI - REVIEW OF PERFORMANCE OF STATUTORY AND AUTONOMOUS BODIES UNDER THE ADMINISTRATIVE CONTROL OF THE MINISTRY	50 – 79

## **EXECUTIVE SUMMARY**

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

The Central Government is primarily responsible for the development and maintenance of National Highways. The National Highways are very important as even though these comprise only 2% of the road network but are carrying about 40% of the total road traffic. The Ministry primarily follows the agency system to develop and maintain the National Highways. Besides the State Governments, the Border Road Organization and National Highways Authority of India, an autonomous organization under this Ministry, act as agencies of the Central Government. The Ministry has undertaken the National Highways Development Project which is being implemented in phases and envisages the improvement of more than 54639 kms of arterial routes of National Highways network to international standards. The prime focus on developing roads of international standards is on creating facilities for uninterrupted flow of traffic with enhanced safety features including better riding surface, better road geometry, better traffic management and noticeable signage, divided carriageways and service roads, grade separators, over bridges and underpasses, by passes and wayside amenities.

During the financial year 2009-10, about 8672 kms of the National Highways are to be improved along with construction/rehabilitation of 200 nos. of bridges and 29 nos. of bypasses at an estimated cost of Rs.13152.79 crores. Besides budgetary support, Internal Extra Budgetary Resources (IEBR) through external borrowings will also be utilized.

The Ministry has taken up the Special Accelerated Road Development Programme in the North Eastern Region (SARDP-NE) involving widening of 9760 km of National Highways and other roads in three phases ensuring connectivity of 58 district headquarters in the North Eastern Region to the National Highways. An outlay of Rs.1200 crores has been provided for SARDP-NE for the year 2009-10.

The Government has approved in February, 2009 a special programme for development of roads in Left Wing Extremism (LWE) affected areas in the country spread over 33 districts in 8 States of Andhra Pradesh, Bihar, Jharkhand, Chhattisgarh, Madhya Pradesh, Maharashtra, Orissa and Uttar Pradesh. The approved programme includes projects over a total length of 1,202 km of NHs covering five States and 4,363 km length of State Roads covering eight States for development / upgradation at a total tentative estimated cost of Rs.7,300 crore. This Ministry is also providing funds from the Central Road Fund (CRF) to the State Governments and Union Territories for the development of State roads other than rural roads and also for other roads under the Schemes of Inter-State Connectivity & Economic Importance.

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

As far as attracting private investment in the road sector is concerned, the Government has taken up the policy initiative of providing capital grant of 40% of the project cost to enhance viability, 100% tax exemption in any consecutive 10 years out of 20 years.

Build, Operate & Transfer (BOT) project entrepreneurs are also allowed to collect and retain the amounts from tolls on selected stretches.

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

## **ROAD TRANSPORT**

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

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

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

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

## **CHAPTER-I**

### **INTRODUCTION**

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

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

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

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

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

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

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

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

#### **ROADS WING**

The Central Government is responsible for the development and maintenance of National Highways. The development and maintenance of National Highways are being implemented on agency basis. Out of the total length of 70,548 km of National Highways, 42,469 km is with the State Public Works Departments (State PWDs), 19596 km with the National Highways Authority of India (NHAI) and 3992 km with the Border Roads Organisation (BRO), balance length of 4491 km is yet to be entrusted to the executing agencies.

DG(RD) & SS who is heading the Roads Wing, is concerned mainly with matters related to (i) advising the Government on all general policy matters relating to National Highways (ii) development and maintenance of roads declared as National Highways (iii)

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

Roads Wing is also administering the following Acts:

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

The Central Government has undertaken National Highways Development Project (NHDP) for development of National Highways in addition to the widening of single lane to two lane, two lane to four lane, construction/rehabilitation of bridges, construction of bypasses and improvement of riding quality under the Annual Plan Programmes.

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

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

### **Research and Development**

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

### **ROAD TRANSPORT**

Road transport is considered to be one of the cost effective and preferred modes of transport for both freight and passengers. It is estimated that the share of passenger traffic by road is more than 85 per cent whereas freight traffic accounts for around 65 per cent of the total freight transport. Easy availability, adaptability to individual needs and cost savings are some of the factors working in favour of road transport. Road transport also acts as a feeder service to railway, shipping and air traffic.

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

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

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

## CHAPTER-II

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

#### ROAD SECTOR

Keeping in view the need for large-scale investments in the road sector, Planning Commission provides outlays for roads. In the Eleventh Plan, Planning Commission has provided an outlay of Rs 1,07,359.00 crores, of which gross budgetary support (GBS) is Rs.72,530.00 crores and IEBR is Rs 34,829.00 crores.

Planning Commission provided an annual outlay of Rs 20,198.00 crore for 2009-2010 for development in road sector. The break-up is as follows:

Item	Amount (Rs. in crores)
a) Gross budgetary support (of which EAP is Rs 340.00 crore)	15,198.00
b) Internal and extra budgetary resources (IEBR)	5,000.00
c) Total outlay (a+b)	20,198.00

The major constituents of Road Sector are as under:

		(Rs in crores)
Sl. No	Item	2009-2010
1.	NHAI – ‘Investment’	8,578.45
2.	NHAI - EAP (Grant)	272.00
3.	NHAI - Loans	68.00
4.	National Highways (Original) works (includes Rs.125.00 crores for Dandi-Heritage Routes)	3,359.55
5.	Rail-cum-Road Bridge at Ganga Munger, Bihar	60.00
6.	Works under BRDB – National Highways	600.00
7.	Strategic roads under BRDB	60.00
8.	Special Accelerated Road Development Programme (includes Rs 10.00 crores for Kaladan multi-modal transport project)	1,200.00
9.	Other Charges and Development of IT, R&D Planning Studies and Training including Professional Services, Charged Expenditure	17.00
10.	Centrally sponsored schemes – E&I for States/UTs from CRF	230.00
11.	Special programme for development of Road Connectivity (NH & State Roads in Naxalite affected areas)	500.00
12.	Special programme for Vijayawada – Ranchi Road	200.00
13.	Mughal Road in J&K (Rs.20.00 crore, Pasco Project in Orissa Rs.30.00 crore and Sansari Nallah in HP Rs.3.00 crore)	53.00
	<b>TOTAL</b>	<b>15,198.00</b>

#### ROADS WING

The development and maintenance of National Highways are being done on agency basis. The National Highways Authority of India (NHAI), State Public Works Departments (PWDs) and the Border Roads Organization (BRO) are the main agencies of the Central Government for this purpose. The details of financial outlays including complimentary extra budgetary resources (share of private sector in respect of BOT projects) and projected physical outputs for the year 2009-2010 in respect of State PWDs, NHAI and BRO are enclosed as **Annexure-I, II & III** respectively.



## Projected Outcomes:

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

## Processes / time lines:

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

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

## 1. ROAD SAFETY

(Rs. in crores)

<b>Budget Estimates 2008-2009</b>	<b>Revised Estimates 2008-2009</b>	<b>Budget Estimates 2009-2010</b>
73.00	73.00	79.00

Details of activities under the scheme are as under:

### 1.1 Publicity Measures and Awareness Campaigns

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

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

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

**1.1.2** Grants-in-aid are given to agencies administering road safety programmes. To involve Non-Government Organisations (NGOs) for raising road safety consciousness among the road users through public campaign, grant-in-aid is being provided. The activities undertaken by Non Government Organisations include awareness campaigns, seminars, workshops, street plays, essay competitions, eye-testing camps, exhibitions, fixing of reflectors etc. During the year 2008-2009, an amount of Rs1.80 crore has been sanctioned to 100 NGOs against an amount of Rs. 1.72 crore to 121 NGOs during 2007-08.

**1.1.3** During the year 2007-2008, an amount of Rs. 17.90 crore was spent on the above activities. During the year 2008-2009, an amount of Rs. 23.35 crore has been spent on such activities.

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

**1.2.1 Refresher Training to Drivers :** Under this scheme, financial assistance is given to the organizations for imparting two days refresher training course to the Heavy Motor Vehicle drivers in the unorganised sector. During the year 2007-2008, 58168 drivers were imparted training through 54 organisations /agencies and an amount of Rs. 3.00 crore had been spent on this account. During the year 2008-2009, sanction has been given to impart training to about 70,700 drivers through 77 organizations involving an amount of Rs. 5.02 crores.

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

Training programmes on (1) Road Transport Regulation and Administration and (2) Road Safety Management are being conducted at Central Institute of Road Transport (CIRT), Pune. During 2007-2008, 10 training programmes were conducted at CIRT, Pune, on Road Transport Regulation and Administration and Road Safety Management. Automotive Research Association of India (ARAI) conducted 4 training programmes, one each on vehicular pollution, vehicular safety, vehicular evaluation and alternative fuel. 2 training programmes on vehicular pollution were conducted at Indian Institute of Petroleum (IIP), Dehradun whereas 3 training programmes on Road Safety Management were conducted at Engineering Staff College of India (ESCI), Hyderabad. For this purpose,

an amount of Rs. 63.89 lakh was released to these institutions during the year 2007-2008. During the year 2008-2009, funds for conducting 22 training programmes have been sanctioned to these institutes. In addition, funds for conducting two training programmes on Road Transport Planning have been sanctioned to IIT Madras, Chennai.

**1.2.3** The budget provision under this head also included an amount of Rs. 12.00 crore for meeting the outstanding liabilities only arising out of the Model Driving Training Schools sanctioned during the Xth Five Year Plan. This was been done because the Planning Commission had decided to discontinue the scheme during the XIth Five Year Plan. During the year 2008-2009, out of this fund, an amount of Rs.30.00 lakhs to Govt. of U.P. and Rs. 47.80 lakhs to Govt. of Nagaland was released towards the instalments in r/o earlier sanctioned schools.

**1.2.4** Model Drivers Training school: A scheme for setting up of Model Drivers Training School has now been approved in-principle by the Planning Commission. The funds would therefore be required for sanctioning new schools as per the new scheme. A budgetary provision of Rs.10.00 crore has been proposed for this purpose under HRD head for the year 2009-2010.

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

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

**1.3.2** However, keeping in view the delays in the purchase of equipments in some cases and non-furnishing of utilization certificates thereof, the scope of the scheme was amended in 2000-2001 to provide equipment instead of cash grant. Non Government Organisations were also included in the ambit of the scheme. During the year 2008-2009, 25 cranes and 21 small/medium size cranes were provided to States/Union Territories/Non Government Organisations. 70 ambulances have also been sanctioned during 2008-2009 for hospitals/trauma centres along National Highways identified by the Ministry of Health and Family Welfare under the scheme of upgradation of trauma centres and 3 ambulances to the Transport Department, Tamil Nadu.

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

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

**1.4.2 Pollution Testing Equipment:** Vehicular emission has become one of the major sources of environmental pollution. The Motor Vehicles Act/Rules contain some innovative provisions for checking this menace. The provisions governing the standards for vehicular emission were brought into force from 1.7.1992 and progressively tightened over the years. Bharat Stage-II emission norms have already been made applicable

through out the country w.e.f. 1.4. 2005. Bharat Stage III emission norms for four wheeled vehicles have come into force from 1.4.2005 in 11 mega cities.

**1.4.3** From the year 2006-2007, the Ministry decided to provide pollution testing equipments to the States/UTs for enforcement of PUC norms. During the year 2007-2008, 74 smoke meters and 70 gas analysers were sanctioned to 18 States/Union Territories whereas in 2008-09, 121 smoke meters and 116 gas analysers have been sanctioned for supply to 17 States/Union Territories.

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

(Rs.in crores)

<b>Particulars</b>	<b>Budget Estimates 2008-2009</b>	<b>Revised Estimates 2008-2009</b>	<b>Budget Estimates 2009-2010</b>
Computer System & National Database	70.00	70.00	50.00
Data Collection, Research & Development	5.00	5.00	6.00

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

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

**2.1.1** The symmetric key infrastructure for both Smart Card based driving license and registration certificate has been established at the Central level at National Informatics Centre (NIC) on 31.08.2004. 33 States/UTs have already implemented pilot projects in Vahan (Registration Certificate) and Sarathi (Driving Licence). Out of these, 26 States/UTs have started roll-out process. Delhi, West Bengal, Jharkhand, Orissa, Maharashtra, Assam, Tripura, Chandigarh, Andhra Pradesh and J&K have started issuing of Smart Cards based Driving Licence and Registration Certificates. The Government, in the year 2008, approved a project for creation of National and State Registers of Driving Licences & Registration Certificates at an estimated cost of Rs. 148.00 crores. A sum of Rs. 69.76 crores has been released to National Informatics Centre during the year 2008-2009. Provision of Rs. 50.00 crores has been made for the financial year 2009-10 for this project.

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

**2.2.1** The Transport Research Wing (TRW) renders assistance in terms of data inputs and economic analysis to various wings of the Ministry of Road Transport and Highways and the Ministry of Shipping for policy planning, implementation and monitoring purposes. Transport Research Wing is the nodal agency for collection, compilation and

dissemination of data and information on Roads, Road Transport, Ports (maritime cargo volume & composition, efficiency indicators of cargo handling operations, port finances etc), Shipping, Ship-building and Ship Repairing and Inland Water Transport (IWT) at the national level. Apart from collection, compilation and publication of transport data pertaining to roads, ports, shipping and inland waterways, it also scrutinizes and validates data received from various primary/secondary sources for consistency and comparability.

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

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

(ii) Road Transport Year Book containing details regarding total registered motor vehicles across states/UTs in terms of vehicle classification; public and private ownership of buses; road accidents; motor vehicle taxation and fare structure; revenue realized from vehicle taxes, fees etc. The latest available data upto the end of March 2006 has been covered in the Road Transport Year Book 2006-07.

(iii) Review of performance of State Road Transport Undertakings (SRTUs): This publication presents both physical and financial performance of individual State Road Transport Undertakings in terms of broad organizational classification (State Road Transport Corporation, Companies [incorporated under Companies ACT], municipal undertakings, and departmental undertakings). Besides, it gives physical and financial performance of the State Road Transport Undertakings in terms of various identified parameters. Out of the 47 existing State Road Transport Undertakings, about 33 to 35 State Road Transport Undertakings are reporting data in the requisite format on a regular basis,. During the year 2008-2009, three quarterly reviews covering the periods (a) October-December 2006; (b) April-June 2007; and (c) July-September 2007 were brought out by TRW in addition to an annual review for the year 2006-2007. The latest available report is for the quarter ending September, 2007.

(iv) Road Accidents in India Statistics covers various facets/parameters on road accidents, including causes of accidents, based on the data received from States/Union Territories. During the year 2008-2009, the latest issue covering data for the calendar year 2006 has been brought out and the 2007 issue is under preparation. The data is collected in a '19-item' format as per a United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) sponsored project on "Asia Pacific Road Accident Database (APRAD) - Indian Road Accident Database (IRAD)".

**2.2.3** During the year 2007-2008, three studies namely volume of goods and passenger traffic on Indian roads, Economic cost of inter-state barriers in goods traffic and Economics of trucking industry were awarded to M/s. JPS Associates Private Limited. An amount of Rs. 35.21 lakhs was released during the year 2007-2008. During 2008-2009, two studies on road transport sector were identified. But, due to non finalization of

the bids, the studies could not be awarded. However, an amount of Rs. 35.21 lakhs was released towards the ongoing studies during 2008-2009.

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

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

(Rs. in crores)

Budget Estimates 2008-2009	Revised Estimates 2008-2009	Budget Estimates 2009-2010
7.00	7.00	10.00

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

**3.1.2** A transport vehicle has to undergo fitness test every year after two years of the date of initial registration. There is no such requirement for non-transport vehicle for 15 years once they are registered. Hence, this Department is of the considered view that proper inspection and maintenance system must be put in place to identify the vehicles which do not meet the emission and safety norms. Such inspection and maintenance centres would need to be set up in various states with Public Private Partnership. During the year 2009-2010, provision of Rs. 10.00 crore has been made under the scheme, which is being finalized.

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

(Rs. in crores)

Budget Estimates 2008-09	Revised Estimates 2008-2009	Budget Estimates 2009-2010
24.99	24.99	35.00

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

who undertake to take measures for reforms in the public transport system. The following suggestions are included in this scheme:-

- The Central Government and the State Governments may agree on an Memorandum of Understanding (MOU) embodying a number of reform requirements such as rationalization of taxes in favour of public transport, level playing field between the private and public operators, freedom in the matter of fare fixation, improvement in the basic infrastructure, professional management of State Transport Undertakings etc.
- The Central Government could provide outright grant to such States by linking the achievement in the reform agenda measurable by verifiable indices of increased provision and usage of public transport. It could also provide guarantee to resource mobilisation by the States for investment in public transport including renewal and augmentation of bus fleet. Planning Commission has recently given its in principle approval for the scheme. During the year 2009-2010, Rs. 35.00 crore has been allocated for this purpose

### 3.3 Creation of National Road Safety Board.

(Rs. in crores)

Budget Estimates 2008-2009	Revised Estimates 2008-2009	Budget Estimates 2009-2010
0.01	0.01	<b>72.00*</b>

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

**3.3.1** The Committee on Road Safety and Traffic Management constituted under the Chairmanship of Shri S. Sundar, Former Secretary of erstwhile Ministry of Surface Transport and Distinguished fellow, The Energy and Resources Institute (TERI) submitted its report to Hon'ble Minister, Shipping, Road Transport & Highways on 20.2.2007. The Committee recommended creation of a National Road Safety Board by a separate Act of Parliament. The draft Cabinet Note in this regard has been circulated to the concerned Ministries/Departments on 11.2.09. Provision of Rs. 72.00 crores has been made for this purpose for the year 2009-2010. The targeted outlay/outcome budget for 2009-10 is at **Annexure-IV**.

### Monitoring Mechanism

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

**ANNEXURE-I****STATEMENT INDICATING THE OUTCOME BUDGET 2009-2010**

(Physical and Financial Targets of 2009-2010)

**State PWDs.**

<b>Head</b>	<b>Sl. No.</b>	<b>Category</b>	<b>Phy. Target</b>	<b>Fin. Target (Rs. in crore)</b>
Plan works	1	Construction of missing links (Km)	18.00	80.00
	2	Widening from Single/Intermediate lane to 2 lane (Km)	1672.00	1195.00
	3.	Strengthening of weak 2 lane pavement (Raising( (Km)	1159.00	730.00
	4.	Improvement of Riding Quality (Km)	2032	920.00
	5	Construction of By-bass (Nos.)	22	190.00
	6.	Construction rehabilitation of bridges including construction of ROBs (Nos)	80	180.00
	7.	Widening to 4 lane and above (Km)	150.00	160.00
	8.	Others		95.00
		<b>Total</b>		<b>3550.00</b>



## ANNEXURE-II

## NATIONAL HIGHWAYS AUTHORITY OF INDIA

## Statement of Financial Outlays and Outcomes/Targets : 2009-10 (Quarterly and Monthly)

Sl. No.	Name of Scheme/ Programme	Targets/ Actual	Outlay (Estimated Expenditure) - 2009-10 (Rs. in Cr.)												Targets/ Actual	Quantifiable Deliverables (in Kms.)					
			Q1			Q2			Q3			Q4				Total	Q1	Q2	Q3	Q4	Total
			April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March							
1	NHDP Phase-I (Widening to 4/6 lane including strengthening)	Targets	484.34			435.21			310.97			322.79			1553.31	Targets for widening to 4 lane & above	49	4	53.00	95	201
			121.09	169.52	193.74	174.08	130.56	130.56	108.84	108.84	93.29	96.84	96.84	129.12	1553.31						
		Actual	0.00			0.00			0.00						0.00	Actual for completion					0
															0.00						
2	NHDP Phase-II (Widening to 4/6 lane including strengthening)	Targets	2775.61			2295.29			2492.14			2804.73			10367.77	Targets for widening to 4 lane & above	597	299	413	476	1785
			693.90	971.46	1110.24	918.12	688.59	688.59	872.25	872.25	747.64	841.42	841.42	1121.89	10367.77		Actual for completion				
		Actual	0.00			0.00			0.00						0.00	Targets for award	60	0	235	27	322
															0.00		Actual for award				
3	NHDP Phase-III (Widening to 4/6 lane including strengthening)	Targets	1654.75			2124.36			2622.01			2869.87			9270.99	Targets for widening to 4 lane & above	255	152	285	410	1102
			413.69	579.16	661.90	849.74	637.31	637.31	917.70	917.70	786.60	860.96	860.96	1147.95	9270.99		Actual for completion				
		Actual	0.00			0.00			0.00						0.00	Targets for award	1030	3112	1339	910	6391
															0.00		Actual for award				
4	NHDP Phase-IV (Widening and strengthening of 2-lane with Paved Shoulder)	Targets	32.50			32.50			32.50			32.50			130.00	Targets for award					
			8.13	11.38	13.00	13.00	9.75	9.75	11.38	11.38	9.75	9.75	9.75	13.00	130.00		Actual for award				
		Actual													0.00						

## ANNEXURE-II

## NATIONAL HIGHWAYS AUTHORITY OF INDIA

## Statement of Financial Outlays and Outcomes/Targets : 2009-10 (Quarterly and Monthly)

Sl. No.	Name of Scheme/ Programme	Targets/ Actual	Outlay (Estimated Expenditure) - 2009-10 (Rs. in Cr.)												Targets/ Actual	Quantifiable Deliverables (in Kms.)					
			Q1			Q2			Q3			Q4				Total	Q1	Q2	Q3	Q4	Total
			April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March							
5	NHDP Phase-V (6-lanning of selected stretches on GQ and Others)	Targets	1068.90			1629.35			2098.25			2214.02			7010.52	Targets for widening to 6 lane & above	31	8	15	23	77
			267.23	374.12	427.56	651.74	488.81	488.81	734.39	734.39	629.48	664.21	664.21	885.61	7010.52	Actual for completion					0
		Actual	0.00			0.00			0.00						0.00	Targets for award	439	795	1121	702	3057
															0.00	Targets for award					
6	NHDP Phase-VI (Development of Expressways)	Targets	75.75			105.75			135.75			85.75			403.00	Targets for award					
			18.94	26.51	30.30	42.30	31.73	31.73	47.51	47.51	40.73	25.73	25.73	34.30	403.00						
		Actual														Actual for award					
7	NHDP Phase-VII (Ring Roads, Grade Separators, By-passes, Service Roads etc.)	Targets	152.00			207.00			443.00			397.00			1199.00	Targets for award				30	30
			38.00	53.20	60.80	82.80	62.10	62.10	155.05	155.05	132.90	119.10	119.10	158.80	1199.00						
		Actual														Actual for award					
8	Liabilities on account of interest & repayment of loans/ borrowings and payment of annuities	Targets	144.00			1644.00			144.00			167.00			2099.00	Targets					
		Actual	0.00			0.00			0.00			0.00			0.00						
													0.00	Actual							

**ANNEXURE-III****STATEMENT INDICATING THE OUTCOME BUDGET 2009-2010**

(Physical and Financial Targets of 2009-2010)

**BRDB**

<b>Head</b>	<b>Sl. No.</b>	<b>Category</b>	<b>Phy. Target</b>	<b>Fin. Target (Rs. in crores)</b>
Plan works	1	Construction of missing links (Km)	5.00	3.00
	2	Widening from Single/Intermediate lane to 2 lane (Km)	37	80.00
	3.	Strengthening of weak 2 lane pavement (Raising( (Km)	124.00	45.00
	4.	Widening to 4 lane and above (Km)	6.00	18.00
	5	Construction of By-bass (Nos.)	7	54.00
	6.	Construction /rehabilitation of bridges including construction of ROBs (Nos)	120	131.00
	7.	Improvement of Riding Quality (Km)	304.00	117.00
	8.	Others	829.32	152.00
		<b>Total</b>		<b>600.00</b>

## ANNEXURE IV

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

Sl. No	Name of Scheme/ Programme	Objective/outcome	Outlay 2009-10 (Rs. in crores)	Quantifiable deliverables/ physical outputs	Projected outcomes	Processes/ time lines	Remarks/ risk factors
1.	<b>Road Safety</b>						
	i) Refresher Training to Drivers in Unorganized Sector and Human Resource Development	To provide training to the driver of heavy motor vehicles of unorganized sector through NGOs/Institutes and to impart training to the State Transport Department Personnel.	20.00	Number of drivers to be trained and number of training programmes for officers of State Transport Departt/ Ministry to be conducted.	70000 drivers to be trained. 20 training programmes to be conducted.	Annual	It depends on the receipt of proposal from the Organisations in time.
	(ii) Publicity measures and awareness campaigns	To generate public awareness through publicity campaign through Radio, T.V. and print media.	27.50	Number of video spots and radio spots to be telecast/broadcast.	360 video spots and 1230 radio spots to be telecast/broadcast. Further news paper advertisement on road safety to be undertaken.	Annual	It is dependent on DAVP's response.
	(iii) Road Safety Equipments and Pollution Testing and Control	To provide road safety equipment such as interceptors and pollution testing equipments to the States/UTs.	6.50	The scheme of providing multi purpose traffic vehicles (MTVs) is under review by a designated Committee which will look into whether multi purpose traffic vehicles need to be provided or various independent components could be provided instead.		Annual	Procurement to be made based on the outcome of the review.
	(iv) National Highways Accident Relief Service Scheme	To provide cranes and ambulances to the State Governments/ NGOs. The prime objective is to provide medical care to the road accident victims within reason-able time so as to save time and also to clear the accident site to ensure smooth flow of traffic.	25.00	Number of cranes and ambulance to be provided to the States/UTs/NGOs.	30 cranes, 25 small/medium sized cranes and 70 ambulances to be provided.	Annual	Proposals from the States /UTs/ NGOs are to be received.

## ANNEXURE IV

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

Sl. No	Name of Scheme/ Programme	Objective/outcome	Outlay 2009-10 (Rs. in crores)	Quantifiable deliverables/ physical outputs	Projected outcomes	Processes/ time lines	Remarks/ risk factors
2.	<b>National Data Base Network</b>						
	(i) Computer System and National Data Base	To evolve standardized upto- date information on motor vehicle registration, driving licenses etc. and networking of all RTOs/STAs.	50.00	Quantitative targets cannot be indicated.	NA	NA	State Govts' readiness has to be there.
	(ii) Data Collection, Research Development and transportation studies including Total Engineering Solution.	To undertake/entrust studies/R&D projects concerning Road Transport Sector.	6.00	Number of Studies / R&D Projects to be undertaken.	3 No. of Studies/R&D Projects to be undertaken	Annual	Response from Bidders.
3.	<b>New Schemes of XI Plan</b>						
	Setting up of Inspection and Maintenance Centres	To set up Inspection and Maintenance centres through public private partnership	10.00	Schemes to be finalized	2 to 3 centres to be sanctioned	Annual	The model Inspection & Maintenance Centre is being devised.
	Improving and Strengthening of public transport system including introduction of IT like Automatic Fare Collection system based on GPS	To strengthen public transport system	35.00	Cannot be quantified in terms of physical output		Annual	MOU to be signed between State/Central Govt. States are to take up reforms
	Creation of National Road Safety Board	To set up National Road Safety Board	72.00	Cannot be quantified at this stage.			Approval of the Cabinet is required.
			<b>252.00</b>				

## **CHAPTER-III**

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

#### **ROADS WING**

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

#### **LAND ACQUISITION**

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

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

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

#### **ROB CLEARANCE**

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

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

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

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

- An empowered Committee of Secretaries (CoS) has been constituted under Cabinet Secretary to address Central-States issues including bottlenecks in ongoing projects arising from State level constraints, problems impeding land acquisition.

## **ROAD TRANSPORT**

### **Repeal of Carriers Act, 1865**

Movement of goods or property is an important and integral part of the economic development of the country. The role of various players in the entire chain of activities enabling movement of goods, therefore, assumes importance. At present, the law relating to the rights and liabilities of the common carrier is contained in the Carriers Act, 1865. At the time of enactment, the carriers Act covered transportation by all means of transport of cargo i.e. by rail, road and inland water navigation.

Many changes have taken place since the enactment of the Carriers Act, 1865. The road transport industry has also undergone a sea-change since 1865. A class of middlemen or booking agents/brokers has emerged who play an increasing role in the transportation of goods / property by road. The liability for compensation specified in the Carriers Act, 1865 is Rs.100/- which has become grossly inadequate and insignificant keeping in view the present price index and the price of goods carried. The Act has no provision for registration of common carriers. Moreover, the Act has not foreseen the sophistication and complexity of the transport trade by road as it exists today. In addition, now various modes of transport have separate enactments, for example, transport by the Railways is being regulated by Railways Act, 1989. Similarly Multimodal Transport Act, 1993 takes care of the transport of goods and property where various modes of transport are involved and the Carriage by Air Act, 1972, governs the carriage of goods etc. by air. It has, therefore, become necessary to re-define the scope and applicability of the Carriers Act, 1865 in order to cater to the present day requirement of the trade and transport by road.

Keeping in view the above fact, the Carriage by Road Bill was prepared after extensive consultation with the States/ Central Ministries including the transporters. The Union Cabinet in its meeting held on 19.4.07 approved the Carriage by Road Bill, 2007 which was later passed by the Parliament in September, 2007. The Carriage by Road Act, 2007 has been notified on 1<sup>st</sup> October, 2007 after obtaining the Presidential assent on the Bill. The enactment of this Act has paved the way for making the carriage by road system transparent and modernize the systems and procedures of the transportation trade through registration of common carrier and equitable apportionment of liability between the common carrier and the consignor. A working group has been constituted to frame the rules under the Act before it is brought into force.

## **NATIONAL ROAD TRANSPORT POLICY**

A draft National Road Transport Policy was framed in the year 2004 and the same was circulated to the State Governments / other stakeholders for their comments. The draft Policy was also placed in the official website of this Ministry. There was huge response

from all quarters on the draft National Road Transport Policy. In order to finalise the National Road Transport Policy, keeping in view the comments received from various stakeholders, a Committee under the Chairmanship of Shri D.Thangaraj, former Principal Secretary (Transport), Government of Karnataka, was set up in October, 2006. The Committee submitted its report on 27.3.2008, recommending inter alia, a National Road Transport Policy for adoption.

2. The National Road Transport Policy recommended by the Thangaraj Committee covers the issues relating to motorization level in the Indian economy and lays thrust on the need for such a policy. The policy aims at achieving the following major objectives:

- ✓ To promote modern, energy efficient and environment friendly road transport services.
- ✓ To promote road infrastructure support for transportation of passenger and goods to sustain high growth rate of Gross Domestic Product (GDP).
- ✓ To promote public transport and ensure requisite quality of service.
- ✓ To promote road safety, traffic management and post-accident trauma care.
- ✓ To promote strengthening of data collection and management system.
- ✓ To ensure availability of adequate trained manpower.

3. The policy outlines the measures for promotion of road infrastructure support i.e. for both National Highways and other roads, Public Private Partnership in road transport sector, the need for a road transport regulator to ensure level playing field between public and private operators, to ensure smooth passage of freight traffic, to tackle the problem of overloading, human resource requirement and training. It also dwells upon the issues relating to road accidents, road safety and traffic management, sustainable road transport development, R&D in road transport sector, improvement of data collection system and analysis, etc. The policy document suggests various measures that needs to be pursued for the growth of road transport sector in the country.

4. A draft Cabinet Note has been circulated on 18.12.08 to all the concerned Ministries/Departments inviting their comments/views.

## **NATIONAL ROAD SAFETY POLICY**

A national policy on road safety was drafted in 2004 and forwarded to the Committee on Road Safety and Traffic Management constituted under the Chairmanship of Shri S.Sundar, former Secretary (Ministry of Surface Transport), along with comments/suggestions from general public and stakeholders for finalization. The policy which envisages creation of a dedicated agency, namely, National Road Safety and Traffic Management Board to oversee implementation of road safety laws/guidelines was recommended by the Sundar Committee to the Government. The proposal for creation of the Board is under consideration at the highest level.

Objectives / salient features of the Road Safety Policy recommended by the Committee are as under:

- ❖ To promote awareness about road safety issues. This would also enable and empower the different stakeholders to play a meaningful role in promoting road safety.



- ❖ To establish a road safety information database.
- ❖ To ensure safer road infrastructure by way of designing safer roads, encouraging application of intelligent transport system etc.
- ❖ To ensure fitment of safety features in the vehicles at the stage of designing, manufacture, usage, operation and maintenance.
- ❖ To strengthen the system of driving licenses and training to improve the competence and capability of drivers.
- ❖ To take measures to ensure safety of vulnerable road users keeping in view the need of non-motorised transport as well as physically challenged persons.
- ❖ To create awareness on road safety education and training.
- ❖ To take appropriate measures for enforcement of safety laws.
- ❖ To ensure emergency medical attention for road accident victims.
- ❖ To encourage human resource development and R&D for road safety.
- ❖ To strengthen the enabling legal, institutional and financial environment for promoting road safety culture in the country.
- ❖ The implementation of the policy guidelines on road safety should be looked into by a dedicated agency, namely, National Road Safety and Traffic Management Board.

2. A draft Cabinet Note for adoption of National Road Safety Policy as well as creation of the National Road Safety and Traffic Management Board has been circulated to the concerned Ministries/Departments on 11.02.2009.

## CHAPTER - IV

### REVIEW OF PERFORMANCES DURING 2007-08 AND 2008-09

#### ROADS WING

##### Scheme-wise Physical Performance

##### National Highways:

2007-08 (Plan)		2008-09 (Plan)		2009-10 (Plan)
BE	RE	BE	RE	*20198.00
14530.00	14541.00	*17370.00	*17470.00	

\*This includes IEBR amount also

The total length of the National Highways system stands at present at 70,548 kms. This constitutes only 2 percent of the Indian road network, but carries 40 percent of the total traffic. The budget provision for the development of National Highways system covering both the on going as well as new works during 2008-09 amounted to Rs 17,470.00 crore at RE stage. It also includes the investment provided to NHAI.

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

Apart from the development of National Highways included under the various phases of NHDP, there are about 50,952 kms of National Highways which are being developed/ maintained with the funds available from the budgeted amount. Various development works like improvement of riding quality, widening to four and six lanes, strengthening, construction of bypasses and rehabilitation/construction of bridges, etc. have been undertaken on the National Highways. During 2008-09, fresh proposals involving a total cost of Rs 4,579.00 crores have been sanctioned. A total of 1,153 km of single lane roads have been widened to two lanes, 1009 km have been strengthened and work on rehabilitation/ construction of 77 bridges has been completed. The details of the major projects are given below:

##### A. Major on-going projects costing more than Rs 20.00 crores under implementation by the State PWDs as on 31-03-2009:-

There are a total of 37 number of projects (non-NHDP) aggregating to Rs.2,086.62 crores, each costing Rs 20.00 crores or more under implementation by the Ministry through State PWDs / NHAI during the year 2007-08 and 2008-09. The details of the cost of projects, results achieved, present stage of progress and the future plans and the targets are given in **Annexure-A**.

##### B. Maintenance and repairs

2007-08				2008-09				2009-2010
BE		RE		BE		RE		BE
Plan	Non-Plan	Plan	Non-Plan	Plan	Non-Plan	Plan	Non-Plan	Non-Plan
-	814.38	-	1001.68	-	792.03	-	948.47	1036.44

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

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

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

- **BOT (Toll based) projects:** So far, 94 number of projects valued about Rs 38,168.04 crore on BOT (toll based) were awarded. Out of this, 43 numbers of projects have been completed and 51 projects are under progress.
- **BOT (annuity based) projects:** 25 number of projects valued about Rs 9,411.88 crores were awarded BOT (annuity basis) and out of this, 9 numbers of projects have been completed.

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

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

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

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

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

- 1313 number of works for improvement of State roads involving expenditure of Rs 5126.81 crore have been sanctioned from the CRF for 2008-09. From the commencement of the CRF scheme in 2000, a total of 5993 number of works amounting to Rs.14945.64 crores have been sanctioned till March, 2009. The details of these are given at **Annexure-B**.

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

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

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

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

**(Rs in crores)**

Year	Economic Importance (EI)		Inter-State Connectivity (ISC)	
	No. of projects approved	Central share (50%)	No. of projects approved	Full funded by Central Govt.
2001-02	23	53.92	52	220.98
2003-04	28	46.26	18	67.31
2004-05	30	101.13	46	232.94
2005-06	16	60.99	29	187.06
2006-07	14	51.66	41	239.87
2007 - 08	20	74.22	31	342.78
2008-09	20	81.19	27	303.20
<b>Total</b>	<b>151</b>	<b>469.37</b>	<b>244</b>	<b>1594.14</b>

The State-wise details of proposals approved in 'principle' under Economic Importance and Inter state Connectivity scheme so far may be seen at **Annexure-C**.

An outlay of about Rs 283.00 crore has been proposed during the year 2009-10, which includes Rs 30.00 crore for the Duburi-Brahmanipal-Naranpur-Keonjhar Road project in Orissa, Rs 20.00 crore for the Mughal road in Jammu & Kashmir and Rs. 3.00 crore for Tandai-Thirot-Killar-Sansari road in Himachal Pradesh.

**Annexure – A**

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

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

## Annexure – A

## NATIONAL HIGHWAY ONGOING PROJECTS COSTING RS. 20 CRORE &amp; ABOVE AS ON 31 March 2009

Sl. No.	State	Name of project	Sanctioned cost of project Original (O) Revised (R) (Rs. in Cr.)	Date of Start of Project	Date of Completion of project as per contract	Target Date of Completion	Cumulative Physical Progress achieved as on 31. March 2009	Expenditure as on 31. March 2009 (Rs. in Cr.)	Remarks
1	2	3	4	5	6	7	8	9	10
6	Assam	STRENGTHENING FROM Km. 62/000 TO 64/260 AND FROM 69/760 TO 90/760 INCLUDING PAVED SHOULDERS (Km. 24.107) OF NH - 36	26.76 (O)		March 2010 (T)				R.E. RECEIVED IN THE MINISTRY.
7	Assam	STRENGTHENING FROM Km. 115/000 TO 134/000 INCLUDING IMPROVEMENT OF JUNCTION AT ROAD LEADING TO PALASHBARI AT Km. 125/000 OF NH - 37	20.01 (O)		March 2010 (T)				LIKELY TO BE AWARDED SHORTLY BY THE STATE PWD.
8	Assam	4 LANNING FROM Km. 134/000 TO 140/000 INCLUDING CONSTRUCTION OF FLYOVER AT LGBI AIR PORT JUNCTION OF NH - 37	46.16 (O)						LIKELY TO BE AWARDED SHORTLY BY THE STATE PWD.
9	BIHAR	WIDENING TO TWO LANE FROM Km. 0/000 TO 14/500 OF NH - 101	20.99 (O)						HAS BEEN AWARDED WORK HAS STARTED.
10	BIHAR	CONSTRUCTION OF 15 X 24 BHUTAHI BALAN BRIDGE OF NH - 104	24.66 (O)						IN THE PROCESS OF AWARD.
11	GUJARAT	CONSTRUCTION OF FLY-OVER AT ISCON JUNCTION OF NH - 8C	25.27 (O)						TENDER IS UNDER APPROVAL IN THE MINISTRY.
12	Haryana	CONSTRUCTION OF RAIL OVER BRIDGE OVER RAILWAY CROSSING No. 4/43 ON REWARI - BHATINDA RAILWAY LINE AT Km. 255/850 OF NH - 10	34.22 (O)	7-Nov-2008	7-May-2010	7-May-2010	0%	0.86	DESIGN APPROVAL UNDER EXAMINATION.

## Annexure – A

## NATIONAL HIGHWAY ONGOING PROJECTS COSTING RS. 20 CRORE &amp; ABOVE AS ON 31 March 2009

Sl. No.	State	Name of project	Sanctioned cost of project Original (O) Revised (R) (Rs. in Cr.)	Date of Start of Project	Date of Completion of project as per contract	Target Date of Completion	Cumulative Physical Progress achieved as on 31. March 2009	Expenditure as on 31. March 2009 (Rs. in Cr.)	Remarks
1	2	3	4	5	6	7	8	9	10
13	Himachal Pradesh	RECONSTRUCTION OF 540 mt. SPAN MAJOR BRIDGES IN Km. 12/000 ON PCM ROAD INCLUDING APPROACHES OVER CHAKKI KHAD OF NH - 20	20.76 (O) 34.10 ( R )	4-Jan-2008	1-Mar-2010	1-Mar-2010	53%	17.11	THE WORK IS IN PROGRESS
14	Himachal Pradesh	CONSTRUCTION OF HAMIR PUR BYPASS FROM Km. 140/800 TO 145/800 OF NH - 88	27.51 (O)	SANCTIONED ON 2.3.2009					
15	Jharkhand	CONSTRUCTION OF ROAD OVER BRIDGE-CUM-FLY OVER AND CONSTRUCTION OF HIGH LEVEL BRIDGE WITH APPROACHES OVER RIVER SUBARNAREKHA AT NAMKUM OF NH - 33	26.30 (O) 45.22 (R) (Ministry's Share Rs. 18.69)	16-Oct-2008	15-Oct-2010	15-Oct-2010	5%	3.66	THE WORK IS IN PROGRESS
16	Jharkhand	WIDENING AND STRENGTHENING FROM Km. 177/000 TO 189/000 OF NH - 75E	27.81 (O)	BID UNDER EVALUATION.					
17	Jharkhand	WIDENING AND STRENGTHENING FROM Km. 190/000 TO 202/000 OF NH - 75E	31.48 (O)	BID UNDER EVALUATION.					
18	Karnataka	IMPROVEMENT OF RIDING QUALITY FROM Km. 237/000 TO 264/000 (Km. 27.0) OF NH - 48	14.21 (O) 21.99 (R)	4/Jan/2008	May-09	May-09	74%	17.81	CONTRACT RESCINDED MATTER IS UNDER ARBITRATION.

## Annexure – A

## NATIONAL HIGHWAY ONGOING PROJECTS COSTING RS. 20 CRORE &amp; ABOVE AS ON 31 March 2009

Sl. No.	State	Name of project	Sanctioned cost of project Original (O) Revised (R) (Rs. in Cr.)	Date of Start of Project	Date of Completion of project as per contract	Target Date of Completion	Cumulative Physical Progress achieved as on 31. March 2009	Expenditure as on 31. March 2009 (Rs. in Cr.)	Remarks
1	2	3	4	5	6	7	8	9	10
19	Karnataka	WIDENING FROM Km. 92/000 TO 118/000 OF NH - 218	23.15 (O)	WORK ORDER HAS BEEN ISSUED. WORK IS TO BE AWARDED.					
20	Karnataka	IMPROVEMENT OF RIDING QUALITY FROM Km. 30/000 TO 57/300 OF NH - 207	21.13 (O)	AT TENDER STAGE.					
21	Karnataka	WIDENING TO TWO LANE FROM Km. 91/000 TO 103/000 AND FROM 106/000 TO 118/000 OF NH - 206	22.23 (O)	AT TENDER STAGE.					
22	Karnataka	WIDENING TO TWO LANE FROM Km. 212/000 TO 227/000 OF NH - 206	22.33 (O) 35.64 ( R )	17-Jan-2009	16-Jan-2012	16-Jan-2012	8%	0.31	THE WORK IS IN PROGRESS
23	Karnataka	CONSTRUCTION OF MAJOR BRIDGE ACROSS RIVER KABINI IN Km. 240/500 OF NH - 212	36.56 (O)	AT TENDER STAGE.					
24	Kerala	CONSTRUCTION OF CALICUT BYEPASS PHASE - II FROM 5100 mt. TO 11960 mt. OF NH - 17	32.62 (O) 35.64 ( R )	30-Mar-2009	29-Sep-2011	30-Sep-2011		3.76	THE WORK IS IN PROGRESS
25	Kerala	REALIGNMENT FROM Km. 434/000 TO 438/827 AND CONSTRUCTION OF IMMEDIATE APPROACHES TO ROAD OVER BRIDGE AT EDAPPALLY AT Km. 437/375 BETWEEN Km. 436/380 (ch. 1875) INCLUDING 280.80 mt. LONG VIADUCT ON EIGHTER SIDE OF NH - 17	14.25 (O) 17.29 (Ist R) 24.16 ( 2nd R )	25-Aug-2005	1-Sep-2007	1-Jun-2009	49%	12.92	THE WORK IS IN PROGRESS



## Annexure – A

## NATIONAL HIGHWAY ONGOING PROJECTS COSTING RS. 20 CRORE &amp; ABOVE AS ON 31 March 2009

Sl. No.	State	Name of project	Sanctioned cost of project Original (O) Revised (R) (Rs. in Cr.)	Date of Start of Project	Date of Completion of project as per contract	Target Date of Completion	Cumulative Physical Progress achieved as on 31. March 2009	Expenditure as on 31. March 2009 (Rs. in Cr.)	Remarks
1	2	3	4	5	6	7	8	9	10
26	Kerala	LAND AQUESTION FOR CONSTRUCTION OF KODUNGALLOOR BYPASS OF NH - 17	56.73 (O)	TENDER R.E. APPROVED. WORK TO BE AWARDED.					
27	Kerala	CONSTRUCTION OF APPROACHES TO PADANAKKAD ROAD OVER BRIDGE AT Km. 93/600 OF NH - 17	14.68 (O) 29.94 ( R )	17-Jan-2009	16-Jan-2012	16-Jan-2012	8%	0.31	THE WORK IS IN PROGRESS
28	Maharashtra	CONSTRUCTION OF BYPASS OUTSIDE AKOLA CITY OF NH - 6	44.75 (O) 67.50 ( R )	21-Mar-2007	27-Mar-2009	27-Mar-2010	52%	39.12	THE WORK IS IN PROGRESS
29	Maharashtra	CONSTRUCTION OF MISSING LINK FROM ZARAP TO PATRADEVI OF PANVEL - MAHAD - PANJI ROAD FROM Km. 0/000 TO 21/508 (Km. 21.508) (4 LANING) OF NH - 17	99.85 (O) 183.43 ( R )	26-Oct-2007	25-Oct-2010	25-Oct-2010	33%	52.89	THE WORK IS IN PROGRESS
30	ORISSA	CONSTRUCTION OF APPROACHES TO ROAD OVER BRIDGE AT Km. 5/287 NEAR CHAINPAL IN LIEU OF EXISTING LEVEL CROSSING AT CH. 490/600 BETWEEN BUDHAPARK AND TALCHER RAILWAY STATION OF NH - 23	23.10 (O) (Ministry's Share Rs. 11.55 Cr.)	ON SEAL CALL OF THE TENDER, ONE BID RECEIVED ABOUT 231.29% EXTRA OVER THE SANCTIONED COST. THE FA, STATE PWD REQUESTED FOR REBIDING THE WORK.					
31	Tamil Nadu	IMPROVEMENT OF EXISTING TWO LANE AND CONSTRUCTION OF PAVED SHOULDER ON EITHER SIDE FROM KARUR (Km. 218/200) TO COIMBATORE (Km. 332/600) OF NH - 67	178.00 (O)	21-Aug-2006	20-Aug-2008	20.8.2008 (O) 31.12.2009 ( R )	65%	133.69	DELAY DUE TO LAND AQUESTION AND SHIFTING OF UTILITIES.

## Annexure – A

## NATIONAL HIGHWAY ONGOING PROJECTS COSTING RS. 20 CRORE &amp; ABOVE AS ON 31 March 2009

Sl. No.	State	Name of project	Sanctioned cost of project Original (O) Revised (R) (Rs. in Cr.)	Date of Start of Project	Date of Completion of project as per contract	Target Date of Completion	Cumulative Physical Progress achieved as on 31. March 2009	Expenditure as on 31. March 2009 (Rs. in Cr.)	Remarks
1	2	3	4	5	6	7	8	9	10
32	Tamil Nadu	IMPROVEMENT OF ACCESS TO GOLDEN QUADRILATERAL (GQ) CORRIDOR BY CONSTRUCTION OF FREE FLOW FACILITIES ALONG NH - 4, 45 AND 205 WITHIN CHENNAI CITY	196.00 (O)489.34 ( R )	7-Apr-2005	06.04.2007(O) 30.03.2008 ( R )	03.2008 (O) 31.12.2008 ( R ) 03.2009 ( R ) 31.12.2009( R )	82%	501.89	DELAY DUE TO LAND ACQUISITION AND SHIFTING OF UTILITIES.
33	Uttar Pradesh	WIDENING AND STRENGTHENING OF EXISTING 2 LANE ROAD ( LUCKNOW BYPASS ) TO 4 LANE DUAL CARRIAGEWAY CONNECTING NH - 24 AND NH - 28 IN A LENGTH 10.794 KM. AROUND LUCKNOW CITY	73.73 (O) 99.83 ( R )	08.05.2002 (O) 02.08.2007 ( R )	07.11.2004 (O) 01.11.2008 ( R )	15/Feb/2009	100%	94.83	DUE TO VARIOUS REASONS, THE EXTENSION OF TIME WAS GRANTED UP TO 7TH MAY 2005 AND SUBSEQUENTLY THE CONTRACT WAS TERMINATED.THE BALANCE WORK WAS AWARDED IN MAY 2007. THE WORK HAS BEEN COMPLETED BY 15-FEBRUARY - 2009
34	Uttarakhand	CONSTRUCTION OF 4 Nos. OF BRIDGES AT Km. 112/000, 123/000, 136/000 AND 143/000 OF NH - 72	19.75 (O) 25.32 ( R )	October-07	October-09	October-09	60%	10.00	THE WORK IS IN PROGRESS

## Annexure – A

## NATIONAL HIGHWAY ONGOING PROJECTS COSTING RS. 20 CRORE &amp; ABOVE AS ON 31 March 2009

Sl. No.	State	Name of project	Sanctioned cost of project Original (O) Revised (R) (Rs. in Cr.)	Date of Start of Project	Date of Completion of project as per contract	Target Date of Completion	Cumulative Physical Progress achieved as on 31. March 2009	Expenditure as on 31. March 2009 (Rs. in Cr.)	Remarks
1	2	3	4	5	6	7	8	9	10
35	Uttarakhand	CONSTRUCTION OF ROAD OVER BRIDGE AT LACHHIWALA AND DOIWALA BYPASS (EXISTING CHAINAGE 174.200 TO 180.160) OF NH - 72	38.34 (O)	22-Jan-2009	21-Jan-2010	21-Jan-2010	10%	12.00	THE WORK IS IN PROGRESS
36	West Bengal	CONSTRUCTION OF 5.50 Km. DALKHOLA BYPASS INCLUDING ROAD OVER BRIDGE OF NH - 34	74.78 (O)	September-06	August-08	July-09	29%	21.02	DELAY DUE TO NON-HANDING OVER OF COMPLETE LAND BY NHAI ELECTRICAL UTILITY SHIFTING AND POOR RESOURCE MOBILISATION BY CONTRACTOR. ANTICIPATED DATE OF COMPLETION JULY - 2009.
37	West Bengal	STRENGTHENING OF EXISTING PAVEMENT FROM Km. 566/000 TO 594/000 AND WIDENING 1.5mt. WIDE PAVED SHOULDER ON BOTH SIDE FROM Km. 566/000 TO 577/500 OF NH - 31	26.26 (O)	YET TO BE AWARDED.					

## ANNEXURE-B

**DETAILS OF PROPOSALS SANCTIONED UNDER CRF TO STATES/UTs  
UPTO MARCH 2009**

Sl.No.	STATES/UTs	Total	
		Nos	Cost (Rs. in Crores)
1	Andhra Pradesh	724	1892.33
2	Arunachal Pradesh	38	137.69
3	Assam	89	348.24
4	Bihar	65	264.45
5	Chhattisgarh	50	299.01
6	Goa	15	52.48
7	Gujarat	752	1153.65
8	Haryana	83	517.05
9	Himachal Pradesh	55	152.18
10	Jammu & Kashmir	69	456.94
11	Jharkhand	23	223.98
12	Karnataka	1296	1292.88
13	Kerala	55	354.85
14	Madhya Pradesh	171	814.75
15	Maharashtra	569	1732.73
16	Manipur	12	33.57
17	Meghalaya	23	57.44
18	Mizoram	27	48.47
19	Nagaland	15	46.15
20	Orissa	162	540.27
21	Punjab	118	404.10
22	Rajasthan	589	1034.76
23	Sikkim	18	14.78
24	Tamil Nadu	688	973.23
25	Tripura	7	28.36
26	Uttarakhand	55	162.98
27	Uttar Pradesh	105	1063.45
28	West Bengal	40	646.50
<b>Total</b>		<b>5913</b>	<b>14747.27</b>
29	A&N Island	2	7.58
30	Chandigarh	7	12.68
31	Dadra & Nagar Haveli	8	2.52
32	Daman & Diu	0	0.00
33	Delhi	60	167.84
34	Lakshdweep	0	0.00
35	Puducherry	3	7.75
<b>Total</b>		<b>80</b>	<b>198.37</b>

## ANNEXURE-C

**State-wise Details of Proposals Accorded 'In-principle' Approval Under the Scheme of Economic Importance (EI) & Inter State Connectivity (ISC) from 2001-02 to 2008-09**  
(Amount Rs. in Crore)

Sl. No.	State	EI			ISC		
		No.	Cost	Central Share	No.	Cost	Central Share
1	Andhra Pradesh	10	77.50	38.75	13	100.37	100.37
2	Arunachal Pradesh	2	17.78	8.89	6	102.32	102.32
3	Assam	8	17.94	8.97	12	37.07	37.07
4	Bihar	2	27.81	13.91	3	17.43	17.43
5	Chhattisgarh	2	17.17	8.59	5	45.70	45.70
6	Goa	2	6.72	3.36	1	0.33	0.33
7	Gujarat	26	57.92	28.96	23	80.37	80.37
8	Haryana	4	33.01	16.50	7	46.37	46.37
9	Himachal Pradesh	1	8.91	4.46	11	51.46	51.46
10	Jammu & Kashmir	7	15.98	7.99	1	67.55	67.55
11	Jharkhand	2	42.18	21.09	2	19.00	19.00
12	Karnataka	13	80.83	40.42	17	126.66	126.66
13	Kerala	0	0.00	0.00	4	31.56	31.56
14	Madhya Pradesh	10	19.46	9.73	9	67.19	67.19
15	Maharashtra	7	21.87	10.94	27	82.67	82.67
16	Manipur	1	30.00	15.00	3	18.92	18.92
17	Meghalaya	1	7.00	3.50	2	9.00	9.00
18	Mizoram	7	64.02	32.01	2	29.02	29.02
19	Nagaland	5	88.83	44.41	4	46.00	46.00
20	Orissa	13	52.09	26.04	7	58.74	58.74
21	Punjab	0	0.00	0.00	7	45.87	45.87
22	Rajasthan	0	0.00	0.00	28	100.68	100.68
23	Sikkim	7	64.99	32.49	9	82.00	82.00
24	Tamil Nadu	9	88.41	44.21	8	39.74	39.74
25	Tripura	6	43.40	21.70	0	0.00	0.00
26	Uttarakhand	2	20.86	10.43	9	63.80	63.80
27	Uttar Pradesh	1	13.44	6.72	8	64.17	64.17
28	West Bengal	1	17.08	8.54	5	121.27	121.27
29	A&N Island	0	0.00	0.00	0	0.00	0.00
30	Chandigarh	2	3.57	1.79	1	4.98	4.98
31	Dadra & Nagar Haveli	0	0.00	0.00	8	25.25	25.25
32	Daman & Diu	0	0.00	0.00	2	8.66	8.66
33	Delhi	0	0.00	0.00	0	0.00	0.00
34	Lakshadweep	0	0.00	0.00	0	0.00	0.00
35	Puducherry	0	0.00	0.00	0	0.00	0.00
<b>Total</b>		<b>151</b>	<b>938.75</b>	<b>469.38</b>	<b>244</b>	<b>1,594.14</b>	<b>1,594.14</b>

## **SARDP-NE Outcome Budget for the year 2009-10**

An amount of Rs 1200 crore was allocated for SARDP-NE during 2008-09. Out of this, expenditure of Rs 623 crore was incurred. Total 270 km roads of 2-lane equivalent standards were constructed. Together with the roads completed upto the previous year, total of 450 km roads have been completed under SARDP-NE against 1400 km approved for execution on EPC basis. The notable roads/highways on which the work was executed during 2008-09 and the importance thereof are given below:

### **National Highways**

#### **NH 52**

The work of 2-laning of this highway was partly done during 2008-09. The highway connects North Lakhimpur and Dhemaji district headquarter of Assam and runs parallel to the border of Assam and Arunachal Pradesh. This highway is also an important link to Arunachal Pradesh. It also connects Passighat, an important district headquarter of Arunachal Pradesh.

#### **NH 53**

Raising and widening to 2-laning of NH 53 nearabout Silchar was executed during 2008-09. The National Highway prior to raising and widening was grossly sub-standard and used to be sub-merged under water during floods, cutting of the traffic line for Barak Valley, Mizoram and Manipur. Raising and widening of this highway provides a great relief to the people of these areas.

#### **NH 54**

Raising and widening to 2-laning of NH 53 nearabout Silchar was executed during 2008-09. The National Highway prior to raising and widening was grossly sub-standard and used to be sub-merged under water during floods, cutting of the traffic line for Barak Valley, Mizoram and Manipur. Raising and widening of this highway has provided a great relief to the people of these areas.

#### **NH 36**

Two laning with paved shoulders of 71 km length of this highway progressed during 2008-09. This highway connects the remote Karbi Anglong area of Assam with East-West corridor. This area is also affected by insurgency as in the case of NC hills. The improved highway would provide a road to this remote area on which the traffic can travel with the speed of 80 - 100 km/hr.

#### **NH 51**

22 km length of this highway was in progress during 2008-09. This highway connects Tura, which is an important district headquarter of Garo hills in Meghalaya.

#### **NH 61**

The remote portion of this highway was widened to 2-laning with paved shoulders. The highway connects Nagaland with Assam.

#### **NH 152**

The total length of this highway is 38 km. It connects Bhutan with East-West corridor at Pathsala in Assam

### **NH 153**

NH 153 is a part of famous stilwell road. The total length of this stilwell road is 57 km in India. Out of this, 24 km length is in Assam. The widening to 2-laning with paved shoulders of entire length of 24 km was in progress during 2008-09.

### **NH 154**

This highway connects the remote areas of Barak Valley, including Hailakandi district headquarter town of Assam. About 80 km length of this highway gets submerged in the water during rainy season, cutting of the traffic line to the areas of Hailakandi districts and also large parts of Mizoram. Work of about 26 km length on this highway was in progress during 2008-09.

### **Non National Highway roads**

#### **Gangtok – Nathula road**

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

#### **Maram-Peren road**

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

The brief of SARDP-NE is given below:

### **SPECIAL ACCELERATED ROAD DEVELOPMENT PROGRAMME IN THE NORTH EASTERN REGION (SARDP-NE)**

- |  |                              |
|--|------------------------------|
| ➤ <b>Salient features</b>  | 9760 km                      |
| • Total length covered   |                              |
| • To be implemented under phase A and B and Arunachal Pradesh Package for Roads and Highways |                              |
| <b>Phase ‘A’</b>   |                              |
| • Length   | 2616 km                      |
| • Cost   | Rs.16,286.00 crore (Approx.) |
| • GBS  | Rs.5,259.00 crore.           |
| • Target for completion  | 2012-13                      |

List of roads is at Annexure-D-1

### **Phase 'B'**

- Length 4825 km
- Cost Rs.21,094.00 crore (Tentative)
- GBS Rs.64.00 crore.
- Target for completion 2015-16

List of roads is at Annexure-D-2

### **Arunachal Pradesh Package for Roads and Highways**

- Length 2319 km
- Cost Rs.12,513.00 crore (Tentative)
- GBS Rs.7,096.00 crore.
- Target for completion 2014-15

List of roads is at Annexure-D-3

#### **➤ Objective of the programme**

- Upgrade National Highways connecting State Capitals to 2/ 4 laning.
  - To provide connectivity to 58 District Headquarter towns of NE region by at least 2-lane road;
  - Provide road connectivity to backward and remote areas of NE region to boost socio - economic development
  - Improve roads of strategic importance in border areas.
  - Improve connectivity to neighbouring countries
- Phase 'A' of the programme covers 1400 km to be implemented by BRO and State PWDs and the Department, for which the Government has accorded approval for execution. Out of the remaining 1216 km, 824 km is to be implemented by National Highways Authority of India, 150 km will be implemented by the Department/Arunachal Pradesh PWD for providing 4-lane connectivity to Itanagar and 242 km length of Alternate Highway to Gangtok and 2-laning of NH-31A including improvement of critical stretches will be implemented by BRO. Out of 824 km to be implemented by NHAI, investment decision for 494 km of roads to be undertaken on BOT (Annuity) basis will be sought from CCEA on case-to-case basis, after completing bidding following PPPAC route and for the remaining 330 km roads, CCEA has given approval for tendering on EPC basis and Department would seek investment decision from CCEA based on tenders.
- Phase 'B' of SARDP-NE has been approved only for DPR preparation.
- The Arunachal Pradesh Package of Roads and Highways covering 2319km of road stretch was approved by the Government as part of SARDP-NE on 09/01/2009. Out of this, 776km has been approved by the Government for execution under BOT (Annuity) basis and for the remaining 1543km approval for tendering under EPC basis has been given. The Department has invited Request for Qualification for the stretch to be taken up under BOT (Annuity) basis and the Request for Proposal (REQ) in respect of 718km has been issued by the



Department. For the other stretches to be taken up under EPC basis, DPRs are under preparation by the executing agencies.

- Out of Non NHAI portion of 1400km roads under SARDP-NE Phase 'A', sub projects covering length of 1,055 km at an amount of Rs 3,253 crore has been approved by High Powered Inter- Ministerial Committee (HPC) set up for SARDP-NE works till date. In respect of Arunachal Pradesh Package of Road and Highway sub-projects for 10 km length has been approved by HPC for an amount of Rs.125.00 crore. The details of approval as well as the performance in the previous years since the implementation of the programme are as given below.

<b>Year</b>	<b>Allocation (Rs. in crore)</b>	<b>Length approved (km)</b>	<b>Approved cost (Rs. in crore)</b>	<b>Expenditure (Rs. in crore)</b>	<b>Length completed (in km)</b>
2006-07	550	501	1275	449	Preliminary
2007-08	700	240	543	650	180
2008-09	1000	314	1403	623	270
2009-10	1200	10	157	-	-
	<b>Total</b>	<b>1065</b>	<b>3378</b>	<b>1772</b>	<b>450</b>

#### **Training including professional services:**

Ministry of Road Transport & Highways is the cadre controlling authority for the Central Engineering Services – CES (Roads). Recruitment to the services is through the Combined Engineering Services Examination. The CES (Roads) Service officers are from the civil engineering and mechanical engineering services. The cadre training plan of the officers envisages foundation training at entry level at structure refresher courses for in-service technical officers. In addition, officers are deputed for training to various professional programmes / workshops organized by various Institutes of repute, both in India and abroad. Officers of this Department are also sent to attend various workshops / seminars organized by Construction Industries Development Council (CIDC), the Indian Roads Congress (IRC), Indian National Group of International Association for Bridge & Structural Engineers (ING-IABSE) etc.

## ANNEXURE-D1

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

Sl. No.	State	Scope of work	Category of road	Road Length (in Km)
1	Assam	Improvement of existing 2-lane NH-37 from Nagaon-Dibrugarh to 4-lane ( <i>BOT(Annuity)</i> ).	NH	301
2	Meghalaya	Construction of new Shillong By-pass connecting NH-40 & NH-44 (2-lane) ( <i>BOT(Annuity)</i> ).	NH	50
3	Meghalaya	Four laning of existing 2-lane road stretch from Jorabat to Barapani on NH-40( <i>BOT(Annuity)</i> ).	NH	62
4	Nagaland	Four laning of Dimapur to Kohima Road including Dimapur/Kohima Bypass on NH-39 ( <i>BOT(Annuity)</i> ).	NH	81
5	Assam	Improvement of existing single lane road stretches on NH-36, 51, 52, 53, 54, 61,152, 153 & 154 to double lane with paved shoulders, including Silchar bypass	NH	576
6	Manipur, Meghalaya, Mizoram & Assam	2- laning of NH- 44, 53, 54 & 154, including Jowai bypass in Meghalaya	NH	180
7	Meghalaya	Improvement of existing 2 lane Barapani - Shillong section of NH-40 and flyovers in Shillong city	NH	54
8	Assam & Arunachal Pradesh	Re-alignment and improvement to 2-lane with paved shoulders of NH-37 from Dibru-garh to Rupai and improvement of Stilwell road and NH-38 to 2-lane with paved shoulders	NH	161
9	Tripura	Four laning of NH-44 from Churaibari to Sabroom ( <i>tendering on EPC basis</i> ).	NH	330
10	Assam & Arunachal Pradesh	4 - lane connectivity to Itanagar	NH 37A, 52 & 52A	150
11	Assam	2-lane Dibrugarh bypass on NH-37 (on EPC basis)	NH	14
12	Sikkim/West Bengal	Improvement of critical stretches of NH-31A	NH	-
13	Sikkim/West Bengal	Alternative Highway to Gangtok		242
15	Manipur/ Nagaland	Two laning of State road from Maram to Paren to provide connectivity of Manipur State with Nagaland State	State road	116
16	Arunachal Pradesh	Improvement of road from Lumla to Tashigong via Dudunghar ( Indo- Bhutan road)	State road	36
17	Sikkim	Double laning of existing single lane Border Road from Gangtok to Nathula	GS road	87
18	Arunachal Pradesh	Improvement / 2-laning of Taliha- Tato and Migging- Bile inter basin roads	State road	176
		<b>Grand Total</b>		<b>2616</b>

## ANNEXURE-D2

## List of the roads under modified Phase 'B' of SARDP-NE

Sl. No.	Category of road	Scope/ Section of road	State	Tentative Length (km)
<b>I. National Highways</b>				
1	NH- 150	2 laning of Ukhrul to Yaingangpokpi section of NH-150	Manipur	92
2	NH- 44E	2 laning of Nongstoin- Shillong section of NH-44E	Meghalaya	83
3	NH- 62	2 laning from Assam/Meghalaya border to Dalu via. Baghmara	Meghalaya	161
4	NH- 54	2 laning of NH-54 from Aizawl to Tuipang section	Mizoram	380
5	NH- 44A	2 laning/ realignment of NH-44A from Km 11.500 to 130	Mizoram	119
6	NH- 54A	2 laning of NH-54A fromLunglei- Theriat section	Mizoram	9
7	NH- 54B	2 laning of NH-54B from Zero point to Saiha section	Mizoram	27
8	NH- 61	2 laning of Assam/ Nagaland border to Kohima section	Nagaland	200
9	NH- 150	2 laning from Kohima to Nagaland/Manipur border	Nagaland	132
10	NH- 155	2 laning of Mokokchung to Jessami section	Nagaland	340
11	NH- 44A	2 laning/ realignment of NH-44A from Manu to Tripura/Mizoram Border.	Tripura	130
		<b>Total (I)</b>		<b>1673</b>
<b>II. State roads</b>				
12	State road	2 laning of Golaghat- Rangajan road	Assam	7
13	State road	2 laning of of Lumding - Diphu- Manja road	Assam	56
14	State road	2 laning of Haflong- Jatinga road	Assam	8
15	State road	2 laning of Dhubri- Gauripur road	Assam	8.5
16	State road	2 laning of Baska- Bamara road	Assam	25
17	State road	2 laning of Morigaon- Jagi road	Assam	23
18	State road	2 laning of Barpeta- Howly road	Assam	12
19	State road	2 laning of Goalpara- Solmari road	Assam	6.5
20	State road	2 laning of Kokrajhar- Karigaon road	Assam	18
21	State road	2 laning of Udalguri - Rowta road	Assam	13
22	State road	2-laning of Alternative route between Barak Valley (Silchar) - Guwahati road via Harangajao- Turuk	Assam	285
23	State road	2 laning of Tamenglong- Khonsang road	Manipur	40
24	State road	2 laning of Pallel Chandel road	Manipur	18
25	State road	2 laning of Nongstoin- Rongjeng-Tura road	Meghalaya	201

## ANNEXURE-D2

## List of the roads under modified Phase 'B' of SARDP-NE

Sl. No.	Category of road	Scope/ Section of road	State	Tentative Length (km)
26	State road	2 laning of William nagar to Nengkhra road & other road (2 side connectivity with respective length of 14 & 8 km)	Meghalaya	22
27	State road	2 laning/ Repair/ Upgradation of road between Domiasiat & Nongstoin	Meghalaya	54
28	State road	Construction of alternate 2 lane road from Boko (bypassing Guwahati) to Nongstoin	Meghalaya	125
29	State road	2 laning of Lunglei- Demagiri road	Mizoram	92
30	State road	2 laning of Champai - Thau road	Mizoram	30
31	State road	2 laning from Pfutsero- Zhamai road	Nagaland	18
32	State road	2 laning from Athibung- Khelma	Nagaland	55
33	State road	2 laning of Phek- Pfutzero road	Nagaland	79
34	State road	2 laning of Longleng- Changtongya road	Nagaland	35
35	State road	2 laning of Tamlu- Merangkong road	Nagaland	50
36	State road	2 laning of Peren- Kohima road	Nagaland	96
37	State road	2 laning of Tarku- Namchi road	Sikkim	32
38	State road	2 laning of Gyalshing- Singtam road	Sikkim	80
39	State road	2 laning of Kailasahar- Kumarghat road	Tripura	26
40	State road	Improvement of road from Kukital to Sabroom	Tripura	310
		<b>Total (II)</b>		<b>1825</b>
<b>III. GS roads</b>				
41	GS road	2 laning of Champai- Seling road	Mizoram	150
42	GS road	2 laning of Zunheboto- Chakabama road	Nagaland	128
43	GS road	2 laning of Mon-Tamlu road	Nagaland	50
44	GS road	2 laning of Gangtok- Mangam road	Sikkim	68
		<b>Total (III)</b>		<b>396</b>
<b>IV. Strategic roads</b>				
45	Indo-Myanmar road	Improvement / 2 laning from Vijaynagar-Miao road	Arunachal Pradesh	157
46	Indo-Myanmar road	Improvement / 2 laning from Miao-Namchik road	Arunachal Pradesh	17
47	Indo-Myanmar road	Improvement / 2 laning from Changlang to Khimiyang road	Arunachal Pradesh	35
48	Indo-Myanmar road	Improvement / 2 laning from Khimiyang - Sangkuhavi road	Arunachal Pradesh	33
49	Indo-Myanmar road	Improvement / 2 laning from Sangkuhavi-Lazu road	Arunachal Pradesh	40

## ANNEXURE-D2

## List of the roads under modified Phase 'B' of SARDP-NE

Sl. No.	Category of road	Scope/ Section of road	State	Tentative Length (km)
50	Indo-Myanmar road	Improvement / 2 laning from Lazu-Wakka road	Arunachal Pradesh	75
51	Indo-Myanmar road	Improvement / 2 laning from Wakka- Khanu road	Arunachal Pradesh	21
52	Indo-Myanmar road	Improvement / 2 laning from Khanu - Konsa road	Arunachal Pradesh	30
53	Indo-Myanmar road	Improvement / 2 laning from Konsa-Panchao road	Arunachal Pradesh	29
54	Indo-Myanmar road	Improvement / 2 laning from Panchao – Nagaland Border road	Arunachal Pradesh	25
55	State road	Improvement / 2 laning from Yingkiong to Bishing (Porgo via Gette-Pugging-Likor-Paling-Jido) road	Arunachal Pradesh	160
56	State road	Improvement / 2 laning from Zido-Singha road	Arunachal Pradesh	94
57	State road	Improvement / 2 laning from Pango-Jorging road	Arunachal Pradesh	90
58	State road	Improvement / 2 laning from Sarkam point-Singa via Eko-Domping road	Arunachal Pradesh	125
		<b>Total (IV)</b>		<b>931</b>
		<b>Total (I+II+III+IV)</b>		<b>4825</b>

### Details and Mode of Delivery for Arunachal Pradesh Package of Roads & Highways

#### A. Roads forming Trans Arunachal Highway for improvement to 2-lane.

Sl. No.	Section of road	Tentative length (km)	Mode of delivery
1	Nechipu - Seppa road NH 229	99	Annuity
2	Seppa - Khodaso NH 229	110	Annuity
3	Khodaso - Kheel - Hoj NH 229, via Sagalee	102	Annuity
4	Hoj - Potin NH 229	20	EPC
5	Potin - Yazali - Ziro NH 229	71	Annuity
6	Ziro - Daporijo NH 229	160	Annuity
7	Daporijo - Bame NH 229	108	Annuity
8	Bame - Aalo NH 229	42	Annuity
9	Aalo - Pangin NH 229	26	Annuity
10	Pangin - Pasighat NH 229	84	EPC
11	Pasighat - Mahadevpur NH 52		
	(i) Major bridge of Debang valley, connecting roads with option of realignment from Digaru to Chowkham involving major bridge at Alubarighat	30	Annuity
	(ii) 2-laning with paved shoulders of remaining stretches after exclusion of length under (i) above.	140	EPC
12	Mahadevpur - Bordumsa - Namchik - Jairampur - Mammao NH 52B	97	EPC
13	Mammao - Changlang	42	EPC
14	Changlang - Khonsa NH 52B	67	EPC
15	Khonsa - Tissa NH 52B	48	EPC
16	Tissa - Longding - Kanubari NH 52B	80	EPC
17	Kanubari - Bimlapur NH 52B	16	EPC
18	Bimlapur to NH-37 link in Assam NH 52B	70	EPC
	<b>Total (A)</b>	<b>1412</b>	

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

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

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

Sl. No.	Section of road	Tentative length (km)	Mode of delivery
1	Koloriang - Joram road	158	EPC
2	Yingkiong - Mariyung - Pasighat road	140	EPC
3	Anini - Meka road	235	EPC
4	Hawai - Hawa Camp road	165	EPC
5	Hoj - Yupia - Pappu road	35	EPC
6	Bame - Iekabali - Akajan road	114	EPC
	<b>Total (C)</b>	<b>847</b>	
	<b>Grand Total (A + B + C)</b>	<b>2319</b>	

## NATIONAL HIGHWAYS AUTHORITY OF INDIA:

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

### TOOLS & PLANTS:

#### Machinery:

To meet the international standards, the task of road construction and its maintenance is being undertaken at a rapid pace in the country. The quality of construction and maintenance of National Highways as per specifications of the Ministry is possible only with the help of normal road making machines and sophisticated machines (indigenous or imported) capable of achieving the required standards. In the present scenario, the contractors are fully equipped with the modern / sophisticated road construction equipment except those in the North Eastern Region and hilly terrain States such as Himachal Pradesh, Uttarakhand, Sikkim and other needy States. To meet the requirement of North-Eastern states, many sophisticated machines have already been provided and this has improved the riding quality of most of the roads in these hilly terrains. During the year 2007-08, machines such as Excavator cum loader, Hot Mix Plant (40-60 TPH), Tandem Vibratory Road Roller (8-10T), Gen Set (125 KVA) and Mechanical Paver Finisher for Road Works costing Rs.3.93 crores were procured and supplied to the States. Maintenance and Repair Estimates of Central Machines, amounting to Rs.1.88 crores (one crore and eighty eight lakhs) were sanctioned during 2008-09.

### ROAD TRANSPORT

#### PERFORMANCE ON OUTCOME BUDGET TARGETS 2007-2008 & 2008-2009

S. No.	Name of the Scheme	Target 2007-2008	Performance in the year 2007-2008	Target 2008-2009	Performance in the year 2008-2009
<b>1</b>	<b>Road Safety</b>				
	Refresher Training to Drivers in Unorganized Sector and Human Resource Development including training	60,000 drivers to be trained. 20 training programmes to be conducted. To release outstanding amount to the States for setting up of Model Driver Trg. School depending on the progress report.	Sanctions to train 57,850 HMV drivers through 54 NGOs/institutions were issued during the year. The ongoing project of Model Drivers Training institutes sanctioned in U.P, Uttarakhand and IDTR, Sarai Kale Khan, Delhi were reviewed and	75,000 drivers to be trained. 20 training programmes to be conducted.	Refresher training imparted to 70,700 driver through 77NGOs.. 24 training programmes for the State Transport Department Personnel have been conducted.

S. No.	Name of the Scheme	Target 2007-2008	Performance in the year 2007-2008	Target 2008-2009	Performance in the year 2008-2009
			<p>funds were released. The IDTR, Sari Kale Khan has become operational. 20 training programmes for the State Transport Department Personnel were conducted during the year.</p>		
	Publicity measures and awareness campaigns	200 video spots and 400 radio spots to be telecast/broadcast. Further news paper advertisement on road safety to be undertaken.	180 TV spots, 600 radio spots were telecast/broadcast. Publicity material were printed and supplied to States/UTs for road safety campaign,. 121 NGOs were sanctioned Grants-in-aid for road safety awareness campaign.	250 video spots and 800 radio spots to be telecast/broadcast. Further news paper advertisement on road safety to be undertaken.	Rs. 2.56 crore was released to DAVP for carrying out road safety advertisements on publicity. 490 radio spots were broadcast. Publicity material was printed and supplied to States/UTs for road safety campaign. 100 NGOs were sanctioned Grants-in-aid for road safety awareness campaign.
	Road Safety Equipments and Pollution Testing and Control	15 interceptors to be sanctioned	Order for procurement of 74 smoke meters and 70 gas analysers has been placed.	15 interceptor to be sanctioned	<p>Order for supply of 121 smoke meters and 116 gas analysers has been placed.</p> <p>As regards procurement of road safety equipments such as multipurpose traffic regulation vehicle, although the tender process had been completed, no order could be placed for procurement. The scheme is being reviewed as to whether the multi-purpose traffic vehicles need to be provided or provision of independent components would suffice.</p>
	National Highways Accident Relief Service Scheme	50 cranes and 100 ambulances to be provided.	Order for procurement of 100 ambulances, 30 cranes and 19 small sized cranes has been placed	50 cranes and 100 ambulances to be provided.	72 ambulances have been sanctioned for hospitals/trauma centres along National Highways identified by Ministry of Health and Family Welfare under the scheme of upgradation of trauma



S. No.	Name of the Scheme	Target 2007-2008	Performance in the year 2007-2008	Target 2008-2009	Performance in the year 2008-2009
					centres. Supply order for 73 ambulances has been placed.  25 number of 10-ton crane have been procured and supplied to various States.  As regards procurement of medium and small cranes, work order for 21 cranes had been placed and procurement completely partly.
2.	National Data Base & Computer System, Data collection, research & development and transportation studies including Total Engineering Solution	3 No. of Studies/R&D Projects to be undertaken	Rs. 3.00 crore was released to NIC for migration of data to National Standard. During the year 2007-08, the following three studies have been awarded to one of the empanelled consultants namely M/s. JPS Associates (Pvt) Ltd: i) Volume of goods and passenger traffic on Indian roads ii) Economics of trucking industry iii) Economic cost of inter-state barrier In addition, second installments were released to ARAI and NATRIP towards the studies sanctioned last year.	3 No. of Studies/R&D Projects to be undertaken	Studies to be carried in RT Sector have been identified and the RFPs are being prepared.  The proposal for creation of National/State Registers of DL and RC has been sanctioned. Rs. 69.76 crore has been released to NIC.
3	Setting up of Inspection and Maintenance Centre	1 or 2 centres to be sanctioned	Could not be sanctioned due to non finalization of	1 or 2 centres to be sanctioned	Scheme is being finalized.

S. No.	Name of the Scheme	Target 2007-2008	Performance in the year 2007-2008	Target 2008-2009	Performance in the year 2008-2009
			the Scheme.		
4	Strengthening public transport system including introduction of IT like Automatic Fare Collection based on GPS		An amount of Rs. 80 lakhs has been sanctioned to BMTC for the pilot project on GPS/GPRS based vehicle tracking system and automatic fare collection system. An amount of Rs. 40 lakhs were released to BMTC as 1 <sup>st</sup> instalment. Further, a broad scheme to enhance the scope for providing financial assistance to the States/UTs/SRTC for strengthening of public transport system is being finalized.		The scheme was approved by Planning Commission in February, 2009. EFC note seeking approval of is under process in the Ministry.
5	Creation of National Road Safety Board		The CoS in its meeting held on 4.3.08, in principle accepted the proposal for creation of the Board. As directed by CoS, a note on creation of the Board including the mechanism for distribution of funds to the States/UTs from National Road Safety Fund is being finalized for consideration of Expenditure Finance Committee (EFC).		EFC in its meeting held on 3.12.08 have agreed to the proposal of creation of National Road Safety & Traffic Management Board. The Department is in the process of finalizing a Cabinet Note seeking approval of the Cabinet for creation of National Road Safety Board through an Act of Parliament.

## CHAPTER-V

### FINANCIAL REVIEW

The Annual Plan 2009-10 impresses gross outlay of Rs. 21931 crore in respect of Central and Centrally Sponsored Schemes in the Transport Sector as under:

(Rs. in crores)

Sector	Budgetary support (proposed)	IEBR (Proposed)	Total
1	2	3	4
Roads	15198.00	5000	20198.00
Road Transport	252.00	-	252.00
<b>Total</b>	<b>15450.00</b>	<b>5000</b>	<b>20450.00</b>

The actual expenditure incurred/anticipated expenditure during the years 2007-08 and 2008-09 is indicated in the statement given below:-

(Rs in crores)

Sl. No	Item	Actual Expenditure		2008-09		2009-10
		2007-08	2008-09 (Provisional)	BE	RE	BE
<b>ROADS</b>						
1	GBS	10119.92	11455.39	2236.00	2220.00	14858.00
	Other than GBS	2220.00	1894.00	12440.00	12451.00	340.00
	Total=	12339.92	13349.39	13270.00	13770.00	15198.00
2	Provision for NE and Sikkim Pool being 10% of GBS	846.68	849.72	1200.00	1206.00	1511.00

#### Road Development

At present, the length of National Highways (NH) stood at 70,548 km. Schemes/projects for improvement of National Highways include widening and strengthening of existing National Highways, reconstruction/ widening of bridges, and construction of bypasses. While the government is providing increasing budgetary allocation for projects in the highway sector and has undertaken major initiatives for upgrading high density corridors, it has not been possible to allocate sufficient funds matching the needs because of competing demands from other sectors. Inflow of private sector funds is expected to bridge the resource gap to some extent.

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

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

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

(Rs. in crores)

Item	2007-08			2008-09			BE 2009-10
	BE	RE	EXP.	BE	RE	EXP. (Provisional)	
<b>PLAN</b>							
National Highways (Original) works	1867.01	@2014.49	2007.88	2142.79	#2853.74	2852.70	3359.55
Works under BRO	499.76	649.76	623.93	650.00	650.00	645.80	600.00
Permanent bridge fee fund	90.00	90.00	61.57	90.00	90.00	68.71	90.00
SARDP-NE	710.00	710.00	698.02	1200.00	1000.00*	849.72	1511.00
<b>Total</b>	<b>3166.77</b>	<b>3464.25</b>	<b>3391.4</b>	<b>4082.79</b>	<b>4593.74</b>	<b>4210.93</b>	<b>5560.55</b>
<b>Non-Plan</b>							
NHs with State PWDs	794.32	971.62	952.64	792.03	948.47	807.12	1036.44
NHs with BRO	20.06	30.06	28.71	26.35	26.00	21.68	24.00
<b>Total</b>	<b>814.38</b>	<b>1001.68</b>	<b>981.35</b>	<b>818.38</b>	<b>974.47</b>	<b>828.8</b>	<b>1060.44</b>

@ B.E. Provision Rs.1,867.01 crore  
 Re-appropriated from MH-4552 Rs. 150.24 crore  
 Allocation made to M&E Head (-) Rs. 2.76 crore

# B.E. Provision Rs.2,242.79 crore  
 Re-appropriated from MH-4552 Rs. 206.00 crore  
 Allocation made to M&E Head Rs. 4.95 crore  
 Supplementary Rs. 500.00 crore

\* Rs.1000.00 crore for SARDP-NE and Rs.206.00 re-appropriated for NH(O) works in NE States and expenditure of Rs.206.00 has been made under NH(O) in item No.1 above.

The fund for development of National Highways by the NHAI is provided from cess levied on petrol and High Speed Diesel (HSD). NHAI is allowed to leverage cess fund for market borrowing. The present rate of cess on petrol and HSD is Rs.2.00 per litre. Funds are also provided to the NHAI from the budget for Externally Aided Projects.

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

The provision made for the NHAI in the budget of the Department of Road Transport & Highways during the years 2007-08, 2008-09 and proposed in 2009-10 is as under:

(Rs. in crores)

Item	2007-08			2008-09			2009-2010
	BE	RE	Exp.	BE	RE	Exp.	
Investment	6541.06	6541.06	4905.76	6972.47	6972.47	6972.47	8578.45
NHDP Phase-III	---	---	---	---	---	---	--
EAPs	2236.00	2220.00	1118.00	1894.00	1894.00	1894.00	340.00
<b>Total</b>	<b>8777.06</b>	<b>8761.06</b>	<b>6023.76</b>	<b>8866.47</b>	<b>8866.47</b>	<b>8866.47</b>	<b>8918.45</b>
IEBR	2090.00	2090.00		4100.00	4100.00	4100.00	5000.00
<b>Grand Total</b>	<b>10867.06</b>	<b>10851.06</b>		<b>12966.47</b>	<b>12966.47</b>	<b>12966.47</b>	<b>13918.45</b>

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

The fund has been given a statutory status by the Central Road Fund Act enacted in December, 2000. The fund consists of the cess collected on the sale of diesel and petrol. This Ministry provides funds for the development of State Roads from the CRF and also provides fund for the development of roads under the Schemes of Inter-state Connectivity & Economic Importance. The allocation and expenditure from this fund is as under:

(Rs. in crores)

Item	2007-08			2008-09			2009-10
	BE	RE	Exp.	BE	RE	Exp.	
Grants to states and UTs for State Roads (CRF)	1566.00	1565.32	1462.29	1671.64	2171.64*	2122.00	2070.06
Grants to States and UTs for Roads of ISC & EI	173.93	173.93	131.30	185.74	185.74	175.65	230.00

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

## Research and Development

The main thrust of Research and Development (R&D) in the road sector is on building a sustainable road infrastructure comparable to the best in the world. An outlay of Rs. 8.50 crore was provided for R&D in 2008-09 which was reduced to Rs.3.50 crore at RE stage. Out of this expenditure of Rs. 0.71 crore was incurred during the year 2008-09.

## Machinery and Equipment

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

## ROAD TRANSPORT

### Financial Performance 2007-2008 & 2008-2009

(Rs. in crores)

Name of the Scheme/ Project / Programme		BE 2007-08	Exp. 2007-08	BE 2008-09	Expd. 2008-09
1	Road Safety				
	(i) Refresher training to drivers in unorganised sector Human Resource Development including training	15.80	7.78	20.00	6.03
	(ii) Publicity measures and awareness campaigns	17.40	17.90	25.00	23.35
	(iii) National Highway Accident Relief Service Scheme	15.00	13.56	22.20	21.93
	(iv) Road Safety Equipment & Pollution Testing Equipment	3.80	3.63	5.80	3.44
2	National Database & Computer system, Data collection, research & development & transportation studies including total engineering solution	5.00	4.66	75.00	71.28
3	Setting up of Inspection and Maintenance Centre	1.00	0	7.00	0
4	Improving and Strengthening of public transport system including introduction of IT like Automatic Fare Collection system based on GPS	1.00	0.40	24.99	0.20
5	Creation of National Road Safety Board	1.00	0	0.01	0
	<b>Grand Total</b>	<b>60.00</b>	<b>47.93</b>	<b>180.00</b>	<b>126.23</b>

## **CHAPTER-VI**

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

#### **ROADS WING**

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

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

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

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

Since its inception, the NITHE has trained 16,548 Highway & Bridge Engineers and Administrators involved in road development from India and abroad through 717 training programmes (up to 31<sup>st</sup> March, 2009). Participants are drawn from Ministry of Road Transport & Highways, various State Public Works Department, Public Sector Undertakings and NGOs involved in the field of Highway Engineering. Engineers from foreign governments have participated in NITHE's International, SAARC and Technical Co-operation Scheme of Colombo Plan Programme. It has also compiled a number of manuals useful for engineers and their organizations.

During the year 2008-09 (up to 31<sup>st</sup> March, 2009), the Institute organized 78 training programmes in which 1700 engineers participated. These programmes included inter-alia the following sponsored and international training programmes/workshops:

- (i) Various Training programmes for NRRDA and State RRDA's on PMGSY projects.
- (ii) Road Safety Programmes for Engineers of Kerala PWD at Thiruvananthapuram.
- (iii) Workshop on the Control of National Highways (Land & Traffic) Act at Guwahati and Hyderabad.
- (iv) Training programme for the Engineers of BRO.
- (v) Four Training Programmes for the Engineers of RCD, Jharkhand at Ranchi.

- (vi) Orientation Programme for Managers of NHAI.
- (vii) International training programme under Technical Cooperation Scheme-Colombo Plan
- (viii) Seminar on Public Private Sector Participation in Highway Projects at Kolkatta.

## **NATIONAL HIGHWAYS AUTHORITY OF INDIA**

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 with or entrusted to it by the Central Government. It became operational in February, 1995.

Government has set ambitious plans for the upgradation of National Highways in a phased manner in the years to come. Following projects, In addition to the completion of the ongoing works included under NHDP Phase-I and Phase-II, the following projects will be taken up during 2009-10 & onwards:

- 4-laning of 12,109 km (NHDP Phase-III)
- Special Accelerated Road Development Programme for the North Eastern Region.
- 2-laning with paved shoulder of 5,000 km of National Highways (NHDP) Phase-IVA)
- 6-laning of GQ & some other selected stretches covering 6,500 km (NHDP Phase-V)
- Development of 1,000 km. of expressways (NHDP Phase-VI)
- Development of Ring roads, bypasses, grade separators, service roads etc. (NHDP Phase-VII)
- As a policy, Government has decided to take- up future projects of NHDP mainly through PPP format. Implementation of projects through construction contracts will be only in exceptional cases when there is an inadequate response to BOT mode of delivery.
- In view of the present financial crisis prevailing in the world over, Government has granted permission, on the suggestion of NHAI, to incorporate an across the board increase of 20 % in Total Project Cost (TPC) for DPRs submitted by Consultant during 2005-06 and 10 % for those DPRs submitted during 2007 to compensate for unadjusted road construction input cost escalation. The disbursement of Viability Gap Funding (VGF) would also be considered for disbursement in the Construction period. These projects will be selected in consultation with Ministry of Road Transport & Highways and bid out accordingly. In addition to above, some relaxation to EPC may also be considered by NHAI.
- Steps have been taken to improve cash flow problems of contractors by granting interest bearing discretionary advance at the request of contractor, release of retention money against bank guarantee of equal amount, deferment of recovery of advances (on interest basis) and relaxation in minimum IPC amount.
- The stimulus packages announced by GOI recently, will benefit all the companies in the infrastructure space inter alia the road sector for achieving financial close of their projects. In addition, IIFCL is allowed to raise by way of the tax free bonds for refinancing projects particularly in the highways & port sectors. These moves will surely inject some liquidity into the system, which is badly needed at this point of time.

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

<b>Sl.No.</b>	<b>Subject</b>	<b>Annexure No.</b>
1.	Statement of Financial Outlays/Targets: 2009-10 (Quarterly and Monthly)	1
2	Statement showing the status of North South- East West Contracts Under Implementation as on 31-03-2009	2
3	Statement indicating the Status of Projects-in-Hand as on 31-03-2009	3
4	Status showing the GQ Contract Under Implementation as on 31-03-2009	4
5	Statement showing Completed / 4 Laned Stretches in fully completed Projects of Golden Quadrilateral during the years 2007-08 and 2008-09	5
6	Statement showing Completed / 4 laned Stretches in fully completed projects of other projects	6
7	Statement showing Other Contracts Under Implementation as on 31-03-2009	7
8	Statement showing the Quarterly physical and financial targets during annual plan 2008-09.	8
9	Statement showing the completed / 4 Landed Stretches in fully completed stretches of North- South East- West Corridor as on 31-03-2009	9
10	Statement showing Balance Length for Award (North South - East West Corridor) as on 31-03-2009	10
11	Statement showing Port connectivity projects Under Implementation as on 31-03-2009	11



## ANNEXURE-1

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**  
**Statement of Financial Outlays and Outcomes/Targets : 2009-10 (Quarterly and Monthly)**

Sl. No.	Name of Scheme/ Programme	Targets/ Actual	Outlay (Estimated Expenditure) - 2009-10 (Rs. in Cr.)												Targets/ Actual	Quantifiable Deliverables (in Kms.)					
			Q1			Q2			Q3			Q4				Total	Q1	Q2	Q3	Q4	Total
			April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March							
1	NHDP Phase-I (Widening to 4/6 lane including strengthening)	Targets	484.34			435.21			310.97			322.79			1553.31	Targets for widening to 4 lane & above	49	4	53.00	95	201
			121.09	169.52	193.74	174.08	130.56	130.56	108.84	108.84	93.29	96.84	96.84	129.12	1553.31						
		Actual	0.00			0.00			0.00						0.00	Actual for completion					0
															0.00						
2	NHDP Phase-II (Widening to 4/6 lane including strengthening)	Targets	2775.61			2295.29			2492.14			2804.73			10367.77	Targets for widening to 4 lane & above	597	299	413	476	1785
			693.90	971.46	1110.24	918.12	688.59	688.59	872.25	872.25	747.64	841.42	841.42	1121.89	10367.77		Actual for completion				
		Actual	0.00			0.00			0.00						0.00	Targets for award	60	0	235	27	322
															0.00		Actual for award				
3	NHDP Phase-III (Widening to 4/6 lane including strengthening)	Targets	1654.75			2124.36			2622.01			2869.87			9270.99	Targets for widening to 4 lane & above	255	152	285	410	1102
			413.69	579.16	661.90	849.74	637.31	637.31	917.70	917.70	786.60	860.96	860.96	1147.95	9270.99		Actual for completion				
		Actual	0.00			0.00			0.00						0.00	Targets for award	1030	3112	1339	910	6391
															0.00		Actual for award				
4	NHDP Phase-IV (Widening and strengthening of 2-lane with Paved Shoulder)	Targets	32.50			32.50			32.50			32.50			130.00	Targets for award					
			8.13	11.38	13.00	13.00	9.75	9.75	11.38	11.38	9.75	9.75	9.75	13.00	130.00		Actual for award				
		Actual													0.00						



## ANNEXURE-2

## Statement showing North South &amp; East West Contracts Under Implementation as on 31.03.2009

S.No.	Station from to	NH No	Length (in K.Ms.)	Date of Start	Completion Date	Anticipated Completion Date	Cummulative Physical Progress(%) Target	Cummulative Physical Progress(%) Achieved	Funded By	Total Project Cost	Award Cost	Exp. Till 3/2009	Exp during CFY	Cumm Exp.	Contractor
<b>East West Corridor</b>															
1	Purnea - Gayakota (EW-12/BR)	31	28	Sep-01	Sep-04	Dec-09	100	90.06	NHAI	205.73	176.11	175.8	65.11	240.89	Lanco Construction Ltd - Rani (JV)
2	Lucknow Bypass (EW-15/UP)	56A & B	22.85	#	#	#	#	#	NHAI	185.52		0	0.59	0.59	NKG Infrastructure Ltd.
3	Lucknow - Kanpur (EW/3A)	25	16	Dec-03	May-05	Dec-09	100	79.21	NHAI	51.28	44.95	37.23	1.61	38.84	Villayati Ram Mittal
4	Silchar-Udarband (AS-1)	54	32	Sep-04	Sep-07	Jun-09	61.9	39.25	NHAI	154.57	115.86	61.32	42.21	103.53	Punj Lloyd Ltd.
5	Harangajo to Maibang (AS-21)	54	26	Jan-07	Jul-09	Dec-09	90.75	2.19	NHAI	212.00	253.08	24.38	8.01	32.39	Continental Eng. Corporation
6	Harangajo to Maibang (AS-22)	54	24	Jan-07	Jul-09	Dec-09	90.12	0.1	NHAI	196.00	241.53	21.55	1.77	23.32	Continental Eng. Corporation
7	Harangajo to Maibang (AS-23)	54	16	Aug-06	Feb-09	Dec-09	100	18.25	NHAI	280.00	317.11	69.04	20.42	89.46	HCC Ltd.
8	Maibang to Lumding (AS-27)	54	21	Oct-06	Apr-09	Dec-09	36.54	1.24	NHAI	200.00	198.68	14.1	14.45	28.55	Gayatri -ECI (JV)
9	Maibang to Lumding (AS-26)	54	23	May-06	Nov-08	Nov-09	7.19	6.47	NHAI	167.64	179.25	13.13	25.22	38.35	Gammon India Ltd.
10	Maibang to Lumding (AS-25)	54	28	Oct-06	Apr-09	Dec-09	99.13	1.74	NHAI	199.81	226.17	4.18	22.10	26.28	Valecha - TBL
11	Maibang to Lumding (AS-24)	54	15	May-06	Nov-08	Nov-09	1.5	1.12	NHAI	155.04	171.62	12.76	13.66	26.42	Gammon India Ltd.
12	Lumding to Daboka (AS-15)	54	18.5	Feb-08	Aug-10	Sep-10	5.74	3.62	NHAI	130.00	143.97	3.88	19.99	23.87	Patel - KNR (JV)
13	Lanka to Daboka (AS-16)	54	24	Dec-05	Jun-08	Jun-09	78.81	56.39	NHAI	225.00	198.65	63.46	36.39	99.85	Punj Lloyd Ltd.
14	Daboka to Nagaon (AS-17)	36	30.5	Dec-05	Jun-08	Jun-09	53	48.2	NHAI	225.00	202.18	59.71	26.76	86.47	Maytas Infrastructure Ltd.

## ANNEXURE-2

## Statement showing North South &amp; East West Contracts Under Implementation as on 31.03.2009

S.No.	Station from to	NH No	Length (in K.Ms.)	Date of Start	Completion Date	Anticipated Completion Date	Cummulative Physical Progress(%) Target	Cummulative Physical Progress(%) Achieved	Funded By	Total Project Cost	Award Cost	Exp. Till 3/2009	Exp during CFY	Cumm Exp.	Contractor
15	Nagaon bypass (AS-18)	37	23	Dec-05	Jun-08	Jun-09	100	63	NHAI	230.00	238.72	119.2	17.87	137.07	Patel - KNR (JV)
16	Nagaon to Dharmatul (AS-2)	37	25	Dec-05	Jun-08	Dec-09	100	21.85	NHAI	264.72	273.80	35.55	39.99	75.54	Madhucon Projects Ltd.
17	Dharmatul to Sonapur (AS-19)	37	25	Dec-05	Jun-08	Jun-09	74.57	27	NHAI	200.00	173.15	45.77	32.75	78.52	Maytas Infrastructure Ltd.
18	Dharmatul to Sonapur (AS-20)	37	22	Nov-05	May-08	Dec-09	35.6	18	NHAI	160.00	137.75	31.52	14.28	45.8	KMC Construction Ltd.
19	Sonapur to Guwahati (AS-3)	37	19	Sep-05	Jun-09	Dec-09	58.88	13.13	NHAI	245.00	166.71	144.7	18.37	163.09	Maheshwari Brothers Ltd.- Telecommunication Consultant India Ltd.
20	Brahmaputra Bridge (AS-28)	31	5	Oct-06	Apr-10	Apr-10	55.5	14	NHAI	217.61	238.34	16.94	31.57	48.51	Gammon India Ltd.
21	Guwahati to Nalbari (AS-4)	31	28	Dec-05	Apr-08	Jun-09	100	19.2	NHAI	175.96	173.62	28.66	10.83	39.49	Punj Lloyd Ltd.
22	Guwahati to Nalbari (AS-5)	31	28	Oct-05	Apr-08	Jun-09	42	27.55	NHAI	198.16	192.87	42.98	17.91	60.89	Punj Lloyd Ltd.
23	Nalbari to Bijni (AS-6)	31	25	Nov-05	Jun-09	Jun-09	59	33.4	NHAI	225.00	182.48	54.57	17.05	71.62	Dinesh Chandra R. Agarwal - Infracon Pvt. Ltd. - Banowari Lal Agarwalla Pvt. Ltd. - Brahmaputra Constorium Ltd.
24	Nalbari to Bijni (AS-7)	31	27.3	Oct-05	Apr-08	Jun-09	37.84	16.65	NHAI	208.00	207.17	19.31	18.27	37.58	KMC Construction Ltd.
25	Nalbari to Bijni (AS-8)	31	30	Dec-05	Jun-08	Jun-09	96.75	56.5	NHAI	200.00	187.07	47.25	52.17	99.42	Punj Lloyd Ltd.
26	Nalbari to Bijni (AS-9)	31	21.5	Dec-05	Jun-08	Jun-09	80	44.164	NHAI	142.00	131.22	28.99	50.17	79.16	Punj Lloyd Ltd.

## ANNEXURE-2

## Statement showing North South &amp; East West Contracts Under Implementation as on 31.03.2009

S.No.	Station from to	NH No	Length (in K.Ms.)	Date of Start	Completion Date	Anticipated Completion Date	Cummulative Physical Progress(%) Target	Cummulative Physical Progress(%) Achieved	Funded By	Total Project Cost	Award Cost	Exp. Till 3/2009	Exp during CFY	Cumm Exp.	Contractor
27	Bijni to Assam/WB Border (AS-10)	31C	33	Nov-05	Jun-08	Jun-09	37.23	15.25	NHAI	237.80	248.69	40.5	16.45	56.95	GPL-ECI (JV)
28	Bijni to Assam/WB Border (AS-11)	31C	30	Nov-05	Jun-08	Jun-09	47.82	16.59	NHAI	195.00	199.41	32.94	19.56	52.5	GPL-ECI (JV)
29	Bijni to Assam/WB Border (AS-12)	31C	30	Nov-05	Jun-08	Jun-09	28.94	18.76	NHAI	230.00	218.37	48.29	28.38	76.67	Progressive Construction Ltd.
30	Assam/WB Border to Gairkatta (WB-1)	31C	32	Jun-06	Nov-08	Jun-09	100	33	NHAI	221.82	228.43	55.97	40.78	96.75	Italian Thai Dev. Projects Co. Ltd.
31	Siliguri to Islampur (WB-7)	31	26	Jan-06	Jul-08	Jun-09	100	38.72	NHAI	225.00	211.07	50.41	66.23	116.64	IRCON International Ltd.
32	Purnea-Forbesganj (BR-1)	57	41	Nov-05	Apr-08	Apr-09	89	77	NHAI	276.00	281.87	160.4	96.31	256.75	Progressive Construction Ltd.
33	Purnea-Forbesganj (BR-2)	57	38	Nov-05	Apr-08	Apr-09	87	74	NHAI	310.00	318.05	164.1	99.53	263.65	Progressive Construction Ltd.
34	Forbesganj-Simrahi (BR-3)	57	40	Apr-06	Sep-08	Jun-09	65.5	33.75	NHAI	332.94	356.51	94.98	29.42	124.4	Gammon India Ltd.
35	Simrahi to Ring bund (missing link) (BR-4)	57	15	Apr-06	Apr-08	Jun-09	69	55.5	NHAI	100.50	115.56	72.97	55.32	128.29	Simplex Infrastructure Ltd.
36	Kosi Bridge including approaches and Guide Bond & Afflux Bond (BR-5)	57	10	Apr-07	Apr-10	Apr-10	57.479	42.466	Annuity	418.04	31.90	83.71	96.11	179.82	Gammon india Ltd. - GIPL Consortium
37	Ring bunds to Jhanjhapur (BR-6)	57	45	Jan-06	Jun-08	Jun-09	100	53.07	NHAI	340.00	383.42	144.2	105.94	250.12	BSCPL - C&C (JV)
38	Jhanjhapur to Darbanga (BR-7)	57	40	Apr-06	Sep-08	Dec-09	100	22.15	NHAI	340.00	388.23	84	43.50	127.5	Madhucon Projects Ltd.
39	Darbanga to Muzzaffarpur (BR-8)	57	40	Jan-06	Jun-08	Jun-09	100	59.78	NHAI	305.00	335.29	130.1	76.19	206.24	B. Seenaiiah & Co. (Projects) Ltd. - C & C (JV)

## ANNEXURE-2

## Statement showing North South &amp; East West Contracts Under Implementation as on 31.03.2009

S.No.	Station from to	NH No	Length (in K.Ms.)	Date of Start	Completion Date	Anticipated Completion Date	Cummulative Physical Progress(%) Target	Cummulative Physical Progress(%) Achieved	Funded By	Total Project Cost	Award Cost	Exp. Till 3/2009	Exp during CFY	Cumm Exp.	Contractor
40	Darbanga to Muzzaffarpur (BR-9)	57	30	Jan-06	Jun-08	Jun-09	100	61.4	NHAI	291.80	323.00	128.6	97.41	226.05	B. Seenaiiah & Co. (Projects) Ltd. - C & C (JV)
41	Muzzaffarpur to Mehsi (LMNHP-12)	28	40	Sep-05	Sep-08	Dec-09	100	26.94	WB	275.00	311.13	67.7	63.18	130.88	Progressive Construction Ltd. - MVR (JV)
42	Mehsi to Kotwa (LMNHP-11)	28	40	Sep-05	Sep-08	Dec-09	100	25.21	WB	239.00	318.77	63.53	46.00	109.53	Madhucon Projects Ltd.
43	Kotwa to Dewapur (LMNHP-10)	28	38	Nov-05	Nov-08	Dec-09	100	23.08	WB	240.00	263.97	59.22	31.88	91.1	Progressive Construction Ltd. - MVR (JV)
44	Deewapur to UP/Bihar Border (LMNHP-9)	28	41.085												
45	UP/Bihar Border to Kasia (LMNHP-8)	28	41.115	Dec-05	Dec-08	Dec-09	100	45.65	WB	227.00	259.77	109	101.71	210.67	Simplex
46	Kasia to Gorakhpur (LMNHP-7)	28	40	Dec-05	Dec-08	Dec-09	100	40.99	WB	242.00	253.12	154.6	51.90	206.52	NCC - VEE (JV)
47	Gorakhpur Bypass	28	32.6	Apr-07	Oct-09	Oct-09	76.74	29.25	Annuity	600.24	48.60	231.5	83.90	315.44	Gammon india Ltd. - GIPL - ATSL Consortium
48	Gorakhpur-Ayodhya (LMNHP-6)	28	43.7	Oct-05	Oct-08	Jun-09	75	56.85	WB	239.00	262.60	138.3	83.14	221.47	B. Seenaiiah & Co. (Projects) Ltd.
49	Gorakhpur-Ayodhya (LMNHP-5)	28	44	Oct-05	Oct-08	Dec-09	69	27.5	WB	227.00	266.06	81.74	61.99	143.73	Nagarjuna Construction Co. Ltd.
50	Gorakhpur-Ayodhya (LMNHP-4)	28	29	Nov-05	Nov-08	Dec-09	75	55	WB	205.00	255.21	131.1	60.63	191.73	Hindustan Construction Company Ltd.
51	Ayodhya-Lucknow (LMNHP-3)	28	41.925	Nov-05	Nov-08	Jun-09	100	66.01	WB	212.00	249.95	147.3	98.30	245.59	Hindustan Construction Company Ltd.

## ANNEXURE-2

## Statement showing North South &amp; East West Contracts Under Implementation as on 31.03.2009

S.No.	Station from to	NH No	Length (in K.Ms.)	Date of Start	Completion Date	Anticipated Completion Date	Cummulative Physical Progress(%) Target	Cummulative Physical Progress(%) Achieved	Funded By	Total Project Cost	Award Cost	Exp. Till 3/2009	Exp during CFY	Cumm Exp.	Contractor
52	Ayodhya-Lucknow (LMNHP-2)	28	47	Oct-05	Oct-08	Jun-09	100	73.72	WB	217.00	212.33	148.4	97.50	245.89	Hindustan Construction Company Ltd.
53	Ayodhya-Lucknow (LMNHP-1)	28	36	Oct-05	Oct-08	Jun-09	100	63.14	WB	193.00	198.06	129.6	84.71	214.27	Hindustan Construction Company Ltd.
54	Ganga Bridge to Rama Devi Crossing (UP-6)	25	5.6	Dec-05	Sep-08	Sep-09	100	14.43	NHAI	201.66	159.06	25.51	12.78	38.29	Gammon India Ltd.
55	Bara to Orai	39869	62.8	Oct-06	Apr-09	Dec-09	99	66	Annuity	465.00	44.82	17.69	5.94	23.63	NCC - KMC Consortium
56	Orai to Jhansi (UP-5)	25	50	Sep-05	Mar-08	Dec-09	81.5	33.04	ADB	340.68	302.97	61.01	72.20	133.21	IRCON International Ltd.
57	Orai to Jhansi (UP-4)	25	66	Oct-05	Apr-08	Dec-09	100	59.09	ADB	451.97	414.88	200.7	79.59	280.27	Sunway Construction Ltd.
58	Jhansi Bypass (UP-3)	25	15	Nov-05	May-08	Dec-09	100	55.19	ADB	158.06	115.24	63.53	42.36	105.89	Oriental Structural Engineers Pvt. Ltd.
59	Jhansi-Shivpuri (UP/MP-1) (UP-11 km & MP - 30 km)	25	41	Oct-05	Apr-08	Apr-09	100	98	ADB	220.31	150.03	98.29	40.36	138.65	Oriental Structural Engineers Pvt. Ltd.
60	RJ/MP Border to Kota (RJ-10)	76	59.85	Oct-05	Apr-08	Jun-09	100	91.74	ADB	430.21	347.36	235.2	129.84	365.05	KMC Construction Ltd.
61	RJ/MP Border to Kota (RJ-9)	76	43.15	Oct-05	Apr-08	Jun-09	100	94.69	ADB	359.43	286.65	146.7	143.16	289.88	Sunway Construction Ltd.
62	Kota Bypass (RJ-4)	76	25	May-06	Nov-08	Dec-09	52	32.2	NHAI	250.39	205.51	41.79	60.89	102.68	ITD- CemIndia (JV)
63	Chambal Bridge (RJ-5)	76	1.4	Nov-06	Feb-10	Sep-10	41.35	35.93	NHAI	281.31	213.59	33.74	85.83	119.57	Hyundai eng. Cons. Co. Ltd. - M/s Gammon India Ltd.
64	Gogunda to Udaipur (RJ-3)	76	31	Jan-06	Jul-08	Apr-09	100	86.3	NHAI	288.06	208.08	230.2	59.68	289.92	Ranjit - Tarmat (JV)

## ANNEXURE-2

## Statement showing North South &amp; East West Contracts Under Implementation as on 31.03.2009

S.No.	Station from to	NH No	Length (in K.Ms.)	Date of Start	Completion Date	Anticipated Completion Date	Cummulative Physical Progress(%) Target	Cummulative Physical Progress(%) Achieved	Funded By	Total Project Cost	Award Cost	Exp. Till 3/2009	Exp during CFY	Cumm Exp.	Contractor
65	Swaroopganj to Bakaria (RJ-1)	76, 14	43	Dec-05	Jun-08	Apr-09	100	92	NHAI	243.11	173.34	154.3	90.15	244.47	Agrawal JV
66	Palanpur to Swaroopganj (Rajasthan -42 km & Gujarat-34 km )	14	76	Sep-06	Mar-09	Jun-09	100	93.67	Annuity	498.00	43.21	79.18	2.85	82.03	Larsen & Toubro Ltd., ECC Division
67	Gagodhar to Garamore (Package-IV)	15, 8A	90.3	Feb-05	Nov-07	Nov-09	100	85.16	ADB	479.54	339.02	300.8	79.76	380.53	Daelim Industrial Corp. Ltd.-Nagarjuna Construction Co. Ltd. (JV)
68	Garamore to Bamanbore (Package-III)	0.33333	71.4	Feb-05	Nov-07	Jun-09	100	86.93	ADB	380.70	289.92	245.4	85.79	331.14	Daelim Industrial Corp. Ltd.-Nagarjuna Construction Co. Ltd. (JV)
<b>North South Corridor</b>															
69	Kunjwani to Vijaypur (NS-15/J&K)	0.04167	17.2	Jan-02	Dec-04	Dec-09	100	92.05	NHAI	110.00	83.88	111.3	23.77	135.1	Border Road Organization
70	Six laning of Panchi Gujran to Kamaspur (Sonepat) (NS-17/HR)	1	21.7	Jan-06	Jul-07	Jun-09	100	66.42	NHAI	83.67	75.28	69.86	20.27	90.13	Valecha Engineering ltd.
71	Eight laning of Haryana/ Delhi Border to Mukaraba Chowk (NS-18/DL)	1	12.9												
72	Gundla Pochampalli to Bowenpalli to Shivarampalli to Thondapalli (NS-23/AP)- Balance Work	7	23.1	Dec-05	Dec-06	May-09	100	83	NHAI	71.57	60.35	92.45	12.54	104.99	M.B. PATIL Construction Ltd.
73	Thumpipadi to Salem (NS-26/TN)	7	19.2	Sep-01	Aug-03	May-09	100	89.8	NHAI	82.49	70.61	99.66	9.89	109.55	Bhageeratha Engg. Ltd.



## ANNEXURE-2

## Statement showing North South &amp; East West Contracts Under Implementation as on 31.03.2009

S.No.	Station from to	NH No	Length (in K.Ms.)	Date of Start	Completion Date	Anticipated Completion Date	Cummulative Physical Progress(%) Target	Cummulative Physical Progress(%) Achieved	Funded By	Total Project Cost	Award Cost	Exp. Till 3/2009	Exp during CFY	Cumm Exp.	Contractor
74	Srinagar Bypass (Road Portion)(NS-30)	0.04167	17.8	Oct-03	Sep-08	Sep-09	100	94.25	NHAI	60.66	60.66	134.1	21.69	155.77	Prakash Builders Associates Infrastructure Ltd.
75	Srinagar Bypass (Bridge Portion) (NS-30A)	0.04167	1.23	Jun-06	Dec-08	Dec-09	100	50	NHAI	62.96	62.96	0	0.00	0	Valecha Engineering Ltd.
76	Jammu to Kunjwani (Jammu Bypass) NS-33/J&K	0.04167	15	Nov-05	May-08	Dec-09	100	47.63	NHAI	85.34	74.87	40.11	15.83	55.94	M. Venkata Rao Engineering
77	Vijaypur to Pathankot (NS-34/J&K)	0.04167	33.65	Sep-05	Feb-08	Dec-09	100	36.06	NHAI	193.09	158.08	68.14	11.45	79.59	ITD Cementation (I) Ltd.
78	Vijaypur to Pathankot (NS-35/J&K)	0.04167	30	Sep-05	Feb-08	Dec-09	100	36.46	NHAI	166.27	151.36	46.03	15.57	61.6	ITD Cementation (I) Ltd.
79	Pathankot to Jammu & Kashmir Border (NS-36/J&K)	0.04167	19.65	Nov-05	May-08	Dec-09	100	23.11	NHAI	97.73	90.11	69.42	24.37	93.79	M. Venkata Rao Engineering
80	Pathankot to Bhogpur (NS-37/PB)	0.04167	44	Nov-05	May-08	Dec-09	100	36.8	NHAI	284.00	286.70	160.1	39.27	199.36	ITD Cementation (I) Ltd.
81	Pathankot to Bhogpur (NS-38/PB)	0.04167	40												
82	Panipat to Panchi Gujran (Six laning work) (NS-89/HR)	1	20	Oct-06	Oct-08	Jun-09	100	72.9	NHAI	109.00	121.64	31.56	67.34	98.9	IRCON International Ltd.
83	New 4 laning Agra Bypass (NS-1/UP-1)	23	32.8	Oct-07	Oct-10	Feb-11	28.41	3.31	NHAI	348.16	326.70	7.12	33.81	40.93	JMC Projects - Sadbhav (JV)
84	Dholpur - Morena Section (including chambal bridge) NS-1/RJ-MP/1	3	10	Sep-07	Sep-10	Sep-10	23.33	5.88	NHAI	232.45	230.28	0	0.00	0	PNC-TRG (JV)
85	Gwalior - Jhansi	75	80	Jun-07	Dec-09	Dec-10	77.53	10.03	Annuity	604.00	52.29	86.1	33.48	119.58	DSC - Apollo consortium
86	Gwalior Bypass (NS-1/BOT/MP-1)	27454	42	Apr-07	Oct-09	Oct-10	72.26	26.99	Annuity	300.93	26.53	38.15	53.79	91.94	Ramky - Era - Shriram Consortium

## ANNEXURE-2

## Statement showing North South &amp; East West Contracts Under Implementation as on 31.03.2009

S.No.	Station from to	NH No	Length (in K.Ms.)	Date of Start	Completion Date	Anticipated Completion Date	Cummulative Physical Progress(% Target)	Cummulative Physical Progress(% Achieved)	Funded By	Total Project Cost	Award Cost	Exp. Till 3/2009	Exp during CFY	Cumm Exp.	Contractor
87	Jhansi to Lalitpur (NS-1/BOT/UP-2)	25, 26	49.7	Mar-07	Sep-09	Sep-09	79.85	59.2	Annuity	355.06	29.95	112.2	92.04	204.23	Gayatri - IDFC Consortium
88	Jhansi to Lalitpur (NS-1/BOT/UP-3)	26	49.3	Mar-07	Sep-09	Sep-09	82.32	47.33	Annuity	276.09	23.95	91.49	68.28	159.77	Gayatri - IDFC Consortium
89	Lalitpur Sagar (ADB-II/C-3)	26	38	May-06	Nov-08	Mar-10	100	22.14	ADB	198.00	140.39	31.91	34.93	66.84	Nagarjuna Construction Co. Ltd.
90	Lalitpur - Sagar (ADB-II/C-4)	26	55	Apr-06	Oct-08	Dec-09	43.5	45.65	ADB	225.00	171.46	78.22	45.31	123.53	IJM Corporation
91	Sagar Bypass (ADB-II/C-5)	26	26	Apr-06	Oct-08	Dec-10	100	38.79	ADB	151.30	116.07	37.4	46.38	83.78	Ssangyong Engineering Const co.
92	Sagar -Rajmarg Choraha (ADB-II/C-6)	26	44	Apr-06	Oct-08	Dec-10	100	18.86	ADB	203.43	163.87	40.38	22.90	63.28	Ssangyong Engineering Const co.
93	Sagar Rajmarg choraha (ADB-II/C-7)	26	42	Apr-06	Oct-08	Jun-09	100	84.09	ADB	206.96	189.64	51.79	0.00	51.79	B. Seenaih & Co. (P) Ltd.
94	Rajmarg Choraha to Lakhnadon (ADB-II/C-8)	26	54	Apr-06	Oct-08	Dec-10	100	34.51	ADB	251.03	219.01	51.15	10.98	62.13	Ssangyong Engineering Const co.
95	Rajmarg Choraha to Lakhandon (ADB-II/C-9)	26	54.7	Apr-06	Oct-08	Dec-10	100	19.7	ADB	229.91	203.50	10.21	18.97	29.18	Ssangyong Engineering Const co.
96	Lakhnadon to MP/MH Border (NS-1/BOT/MP-2)	7	49.35	Mar-07	Sep-09	Sep-09	83.5	66.5	Annuity	263.17	22.42	104.1	75.43	179.57	Navabharat - Ferro Alloys Ltd.(Malaxmi Higyways pvt. Ltd.)
97	Lakhnadon to MP/MH Border (NS-1/BOT/MP-3)	7	56.475	Dec-07	Jun-10	Jun-10	40.89	32.41	Annuity	407.60	35.40	56.69	80.36	137.05	Sadbhav - SREI (JV)
98	Six lanning of Vadakkancherry - Thrissuresection	47	30	#	#	#	#	#	BOT	617.00	243.99	0	0.00	0	M/s KMC- CR18G Consortium
99	Butibori ROB(NS-29/MH)	7	1.8	Jun-05	Dec-06	Sep-09	100	68.9	NHAI	26.00	24.27	16.89	7.54	24.43	JSR Construction Pvt. Ltd.

## ANNEXURE-2

## Statement showing North South &amp; East West Contracts Under Implementation as on 31.03.2009

S.No.	Station from to	NH No	Length (in K.Ms.)	Date of Start	Completion Date	Anticipated Completion Date	Cummulative Physical Progress(%) Target	Cummulative Physical Progress(%) Achieved	Funded By	Total Project Cost	Award Cost	Exp. Till 3/2009	Exp during CFY	Cumm Exp.	Contractor
100	Borkhedhi-Jam (NS-22/MH)	7	27.4	Jun-05	Dec-07	Dec-09	100	81	NHAI	110.00	89.39	54.71	44.12	98.83	JSR Construction Pvt. Ltd.- Ketan Construction Limited
101	Jam-Wadner (NS-59/MH)	7	30	Oct-05	Apr-08	Dec-09	100	39.17	NHAI	145.00	117.00	38.14	22.22	60.36	Ideal Road Builders Pvt. Ltd.
102	Wadner-Devdhari (NS-60/MH)	7	29												
103	Devdhari-Kelapur (NS-61/MH)	7	30	Oct-05	Apr-08	Dec-09	100	55	NHAI	144.00	115.23	47.36	38.05	85.41	Ideal Road Builders Pvt. Ltd.
104	Kelapur-Pimpalkhatti (NS-62)	7	22	May-06	Nov-08	Mar-10	100	17.32	NHAI	117.40	92.59	17.96	11.35	29.31	Devi Enterprises Ltd.
105	Islam Nagar to Kadtal (NS-2/BOT/AP-7)	7	48	Mar-07	Mar-10	Mar-10	56	45.29	Annuity	546.83	44.37	32.7	188.62	221.32	Patel - KNR (JV)
106	MH/AP border to Islam Nagar (NS-2/BOT/AP-6)	7	55	May-07	Nov-09	Nov-09	66.87	52.15	Annuity	360.42	31.48	46.97	156.86	203.83	SOMA - Avinash Consortium
107	Kadal to Armur (NS-2/BOT/AP-8)	7	31	May-07	Nov-09	Nov-09	73.1	79.04	Annuity	271.73	23.80	80.31	136.80	217.11	HCC Ltd.
108	Hyderabad Bangalore section (NS-2/BOT/AP-5)	7	74.65	Sep-06	Mar-09	May-09	100	88	Annuity	592.00	56.52	454.2	336.51	790.74	IL & FS CTNL Consortium (Andhra Pradesh Expressway Ltd.)
109	Hyderabad Bangalore section (ADB-11/C-10)	7	40	Mar-07	Aug-09	Aug-09	71.26	35.87	ADB	194.80	167.39	38.87	65.57	104.44	CGGC - SOMA (JV)
110	Hyderabad Bangalore section (ADB-11/C-11)	7	42.4	Mar-07	Aug-09	Aug-09	74.07	39.14	ADB	208.46	174.81	47.08	73.87	120.95	CGGC - SOMA (JV)
111	Hyderabad Bangalore section (ADB-11/C-12)	7	42.6	Mar-07	Sep-09	Sep-09	80.86	36.41	ADB	239.19	213.45	27.28	73.43	100.71	Continental Engg. Corporation
112	AP/Karnatka border-Nandi Hill crossing & Devenhalli to Meenu Kunte Village	7	61.38	Mar-07	Mar-09	Jun-09	97	77.05	Annuity	402.80	32.94	109.3	191.01	300.26	Patel - KNR Infrasturture Pvt. Ltd. (JV)

## ANNEXURE-2

## Statement showing North South &amp; East West Contracts Under Implementation as on 31.03.2009

S.No.	Station from to	NH No	Length (in K.Ms.)	Date of Start	Completion Date	Anticipated Completion Date	Cummulative Physical Progress(%) Target	Cummulative Physical Progress(%) Achieved	Funded By	Total Project Cost	Award Cost	Exp. Till 3/2009	Exp during CFY	Cumm Exp.	Contractor
113	Hyderabad Bangalore section (ADB-11/C-13)	7	40	Mar-07	Sep-09	Sep-09	87.92	30.42	ADB	243.38	231.27	20.28	69.57	89.85	Continental Engg. Corporation
114	Hyderabad Bangalore section (ADB-11/C-14)	7	42	Mar-07	Aug-09	Aug-09	79.64	44.26	ADB	205.92	183.98	47.96	74.88	122.84	CGGC - SOMA (JV)
115	Hyderabad Bangalore section (ADB-11/C-15)	7	45.6	Mar-07	Aug-09	Aug-09	79.61	49.42	ADB	243.64	218.29	52.19	103.95	156.14	CGGC - SOMA (JV)
116	Thopurghat to Thumpipadi (NS-25/TN)	7	16.6	May-05	Nov-07	May-09	100	93.2	NHAI	92.54	49.70	24.66	69.93	94.59	JSR Construction Pvt. Ltd.
117	Salem to Karur (NS-2/TN-2)	7	41.55	Aug-06	Feb-09	Apr-09	100	88.3	BOT	253.50	-46.00	160.5	166.85	327.33	Ms/ MVR - MRK - JTEC (JV) [MVR infrastructure & Tollway Pvt Ltd.]
118	Salem to Karur (NS-2/TN-3)	7	33.48	Jul-06	Jan-09	Apr-09	100	95.29	BOT	205.60	24.00	100	196.89	296.9	Reliance Energy Ltd. [NK Toll Road Ltd.]
119	Karur to Madurai (TN-4)	7	68.125	Oct-06	Apr-09	May-09	99.89	88.96	BOT	327.20	86.00	152.9	247.83	400.7	Madhucon Projects Ltd. - SREI [TN(DK) Expressways Ltd.]
120	Karur to Madurai (TN-5)	7	53.025	Jul-06	Jan-09	Apr-09	100	95.37	BOT	283.50	31.00	143.2	234.26	377.46	M/s Reliance Energy Ltd. [DS Toll Road Ltd.]
121	Salem to Kerala Border Section (TN-6)	47	53.525	Jul-06	Jan-09	Apr-09	100	68.06	BOT	469.80	129.00	81.23	512.46	593.69	IVRCL Infrastructure Projects Ltd. ( Salem Tollways Ltd.)
122	Salem to Kerala Border Section (TN-7)	47	48.51	Jul-06	Jan-09	Apr-09	100	97.86	BOT	379.80	17.50	111.8	317.61	429.4	IVRCL Infrastructure Projects Ltd. (Kumar Palayam Tollway Ltd.)
123	Madurai to km 120 of Madurai - Tirunelveli Section including Madurai Bypass (NS-39)	7	42	Sep-05	Apr-08	May-09	100	89.18	NHAI	567.38	282.58	203	163.38	366.37	Patel - KNR (JV)

## ANNEXURE-2

## Statement showing North South &amp; East West Contracts Under Implementation as on 31.03.2009

S.No.	Station from to	NH No	Length (in K.Ms.)	Date of Start	Completion Date	Anticipated Completion Date	Cummulative Physical Progress(%) Target	Cummulative Physical Progress(%) Achieved	Funded By	Total Project Cost	Award Cost	Exp. Till 3/2009	Exp during CFY	Cumm Exp.	Contractor
124	Madurai-Kanniakumari Section (NS-40/TN)	7	38.86	Sep-05	Apr-08	May-09	100	83.54	NHAI	474.21	219.05	140.8	87.68	228.44	IVRCL Infrastructure Projects Ltd.
125	Madurai-Kanniakumari Section(NS-41/TN)	7	39.51	Sep-05	Apr-08	May-09	100	76.92	NHAI	323.36	173.50	102.6	85.05	187.69	IVRCL Infrastructure Projects Ltd.
126	Madurai-Kanniakumari Section (NS-42/TN)	7	42.7	Sep-05	Mar-08	Jun-09	100	83.43	NHAI	507.49	232.46	178.1	87.08	265.19	Shakti Kumar M. Sancheti Ltd.
127	km 120 of Madurai - Tirunelveli Section to Panagudi (km 203) (NS-43)	7	43	Oct-05	May-08	Jun-09	100	82	NHAI	423.54	224.35	128.8	85.81	214.56	Patel - KNR (JV)
128	Kanniyakumari-Panagudi(NS-32)	7	30.6	Apr-08	Apr-10	Apr-10	21	3.5	NHAI	120.00	205.99	32.28	10.29	42.57	Patel - KNR (JV)
129	Thrissur to Angamali (KL-I)	47	40	Sep-06	Mar-09	Dec-09	100	48	BOT	312.50	-84.40	238.8	198.03	436.84	KMC - SREI (JV) [Guruvayoor Infrastructure Pvt. Ltd.]

## ANNEXURE-3

**National Highways Authority of India**  
**Statement indicating the Status of Projects-in-Hand as on 31.03.2009**

(Rs. in Crores)

NHDP Phase	Particulars	Sanctioned Cost	Scheduled Date of Completion	Total Cumulative Exp.		Estimated Exp. during 2009-10	Likely Date of Completion	Outputs/ Outcomes(Completed Kms)
				as on 31.12.08	Estimated Upto 31.03.09			
NHDP Phase-I	4-laning of NHs on GQ, NS&EW Corridor, road connectivity to major ports and some other projects	30300.00		34961.50	35659.60	1553.31		GQ 5704 Km(97.57%) NSEW 3083 Km(43.17%) Port Connectivity 206Km(54.21%)
NHDP Phase-II	4-laning of NHs on NS&EW Corridor and some other projects.	34339.00		25806.68	29480.73	10367.77		Other Projects 737 Km(76.61%)
NHDP Phase-III	4/6-laning of NHs on BOT basis.	76546.00		7030.15	9199.73	9270.99		_295km(2.4%)
NHDP Phase-IV [Yet to be approved]	2-laning of NHs with Paved Shoulder	27800.00		0.00	10.00	130.00		___ km (awarded)
NHDP Phase-V	6-laning of 6500 km. of existing 4-lane NH on DBFO basis.	41210.00		999.44	2153.22	7010.52		___ km (awarded)
NHDP Phase-VI	Construction of 1000 km. of Expressways on DBFO basis.	16680.00		0.00	5.00	403.00		
NHDP Phase-VII	Ring roads, By-passes, Grade Separaters etc.	16680.00		0.00	10.00	1199.00		
Liabilities on account of interest and re-payment of loans/borrowings and payment of annuities	-	-		11,229.61	13058.21	3859.66		
<b>Total</b>		<b>243555.00</b>		<b>80,027.38</b>	<b>89,576.49</b>	<b>33,794.25</b>		

**ANNEXURE-4**

**Status showing GQ Contracts Under Implementation as on 31.03.2009**

Sr. No.	Contract	NH No	Length	Start Date	Completion as per contract	Anticipated Completion	4 Lane Completed (km)	Target Progress %	Achieved Progress %	Funded By	Total Project Cost	Awarded Cost	Exp. Upto 3/2008	During CFY	Cumm. Expend.	Agency	km from to	Nationality of Agency	Supervision Consultant	Termination status	Supervision Nationality
1	Haveri Harihar	4	56	Nov-08	Jul-2010	Jul-10	46.85	**10	0.55	ADB	196.65	196.65	0.00	21.52	21.52	M/S Gamman India Ltd	km 340 - km 284	Indian	M/S ICT		Indian
2	Harihar - Chitradurga	4	77	Oct-08	Jun-2010	Jun-10	62.92	**15	0.6	ADB	207.56	207.56	0.00	23.67	23.67	M/S Gamman India Ltd	km 284 - km 207	Indian	M/S ICT		Indian
3	Chitradurga Bypass	4	18	Apr-07	Sep-2008	Jun-09	18	100	34	ADB	104.00	103.93	90.94	37.91	128.85	Supreme - MBL (JV)	km 207 - km 189	Indian	Louis Berger		USA
4	Tumkur Bypass	4	13	N/A		N/A	9.7	**#	#	NHAI	83.00	0.00	0.00	0.49	0.49	M/S NKC Projects(P) Ltd	km 75 - km 62	Indian	ST/UP Consultant		Indian
5	Bridges section (WB-III)	6	1.732														km 17.6 - km 136			Contract Terminated	
6	Balasore - Bhadrak (OR-III)	5	62.64	Dec-08	Dec-2010	Dec-10	35.56	4.4	0.26	NHAI	228.70	241.30		27.67		Elsamex - TWS - Shanker Narayan Shetty (JV)	km 136.5 - km 199.141	Spain - Indian JV	Sheladia Associates Inc.		USA
7	Bhubaneswar - Khurda (OR-I)	5	26.3	Jan-01	Jan-2004	Jun-09	26.3	100	98.6	NHAI	140.85	118.90	139.45	6.86	146.31	Gammon India Ltd. - Atlanta	km 387.7 - km 418	Indian	Sheladia - PBI Int. - MRC		USA
8	Sunakhala - Ganjam (OR-VII)	5	55.713														km 338 - km 284			Contract Terminated	
9	Ganjam - Iechapuram (OR-VIII)	5	50.8	Jul-06	Nov-2008	Jun-09	24.49	**51.69	30.37	NHAI	263.27	242.76	139.52	32.37	171.89	KMC - RK - SD (JV)	km 284 - km 233	Indian	DHV International BV		Netherlands
10	Agra-Shikohabad (GTRIP/I-A)	2	50.83	Mar-02	Mar-2005	Jun-09	50.76	100	98.2	WB	367.49	328.49	399.80	12.74	412.54	Oriental Structural Engineers Pvt. Ltd.- Gammon India Ltd. (JV)	km 199.66 - km 250.50	Indian	ICT Pvt. Ltd.		Indian

## ANNEXURE-4

## Status showing GQ Contracts Under Implementation as on 31.03.2009

Sr. No.	Contract	NH No	Length	Start Date	Completion as per contract	Anticipated Completion	4 Lane Completed (km)	Target Progress %	Achieved Progress %	Funded By	Total Project Cost	Awarded Cost	Exp. Upto 3/2008	During CFY	Cumm. Expend.	Agency	km from to	Nationality of Agency	Supervision Consultant	Termination status	Super-vision National-ality
11	Fatehpur Khaga (TNHP/II-C)	2	77	Mar-01	Oct-2004	Jun-09	75.43	100	90	WB	372.40	295.53	324.43	52.06	376.49	Centrodorstroy Russia	km 38 - km 115	Russian	BECOM - STUP - Aarvee		French - Indian
12	Allahabad Bypass Contract-II	2	38.987	Jun-04	Dec-2006	Jun-09	38.987	100	88.38	WB	440.93	446.99	457.42	95.61	553.03	Hindustan Construction Company Ltd.	km 158 km - km 198	Indian	BCEOM - Lea Associates South Asia Pvt. Ltd.		French - Indian
13	Allahabad Bypass Contract-III	2	44.708	Nov-04	May-2007	Jun-09	42.13	100	85.7	WB	534.39	505.27	473.01	102.83	575.84	Oriental Structural Engineers Pvt. Ltd.- KMC Construction Ltd.	km 198 km - km 242.708	Indian	BCEOM - Lea Associates South Asia Pvt. Ltd.		French - Indian
14	Varanasi Mohania (GTRIP/IV-A)	2	76	Mar-02	Mar-2005	Jun-09	74.72	100	94.29	WB	467.93	396.47	424.90	9.68	434.58	Progressive Construction Ltd.- Sunway Berhad (JV)	km 317 - 329(0) km 0 - km 65	Indian - Malaysian JV	N.D. Lea Intl.		Canada
15	Gorhar Barwa Adda (TNHP/V-C)	2	78.75	Sep-01	Mar-2005	Jun-09	75.28	100	89.44	WB	399.75	299.71	330.32	37.77	368.09	Progressive Construction Ltd.- Sunway Berhad (JV)	km 320 - km 398.75	Indian - Malaysian JV	SMEC India		Indian



**ANNEXURE-5**

**Statement showing Completed /4 Laned Stretches in fully completed projects of Golden Quadrilateral  
during the years 2007-08 and 2008-09**

Sr.No.	Station from to	Km From to	NH No.	Length	Funded By	Start Date	When Completed	State Name
1	Allahabad Bypass Contract-I (Bridge)	km 158 km - km 159.02	2	1.02	WB	Sep-03	Oct-08	Uttar Pradesh
2	Shikohabad-Etawah (GTRIP/I-B)	km 250.5 - km 307.5	2	59.02	WB	Sep-05	Sep-08	Uttar Pradesh
3	Sasaram - Dehri on-sona (GTRIP/IV-C)	km 110 - km 140	2	30.00	WB	Mar-02	Jul-08	Bihar
4	Etawah Bypass (Balance Work)	km 307.5 - km 321.1	2	13.60	NHAI	Feb-06	May-08	Uttar Pradesh
5	Etawah - Rajpur (GTRIP/I-C)	km 321.1 - km 393	2	72.83	WB	Mar-02	May-08	Uttar Pradesh
6	Kanpur-Fatehpur (GTRIP/II-B)	km 470 - 483(0) km 0 - km 38	2	51.50	WB	Mar-02	May-08	Uttar Pradesh
7	Chitradurga - Sira	km 189 - km 122.3	4	66.70	ADB	Mar-02	May-08	Karnataka
8	Handia - Varanasi (TNHP/III-C)	km 245 - km 317	2	72.00	WB	Mar-01	Apr-08	Uttar Pradesh
9	Bridges section (OR-V)	km 199.141 - km 61	5	11.59	NHAI	Aug-01	Apr-08	Orissa
10	Hubli - Haveri	km 404 - km 340	4	64.50	NHAI	Jun-01	Mar-08	Karnataka
11	Aurangabad - Barachatti (TNHP/V-A)	km 180 - km 240	2	60.00	WB	Sep-01	Jul-07	Bihar
12	Barachatti - Gorhar (GTRIP/V-B)	km 240 - km 320	2	80.00	WB	Mar-02	Jul-07	Bihar[10]/Jharkhand[70]
13	Vivekananda Bridge and Approach		2	6.00	BOT	Sep-02	Jun-07	West Bengal
14	Belgaum - Dharwad	km 495 - km 433	4	62.00	NHAI	Apr-02	Jun-07	Karnataka
15	Sikandara-Bhaunti (TNHP/II-A)	km 393 - km 470 through MDR route 16 km shorter.	2	62.00	WB	Feb-01	May-07	Uttar Pradesh
16	Laxmannath - Baleshwar (OR-4)	km 0 - km 53.41	60	53.41	NHAI	Mar-01	May-07	Orissa
17	Srikakulam - Champawati (AP-1) (Balance Work)	km 97 - km 49	5	48.00	NHAI	Dec-05	May-07	Andhra Pradesh
18	Kanchipuram - Poonamalee	km 70.2 - km 13.8	4	56.40	NHAI	Jul-01	May-07	Tamil Nadu
19	Dhankuni - Kolaghat (WB-I)	km 17.6 - km 72	6	54.40	NHAI	May-01	Mar-07	West Bengal
20	Katraj - Sarole (PS-3)	km 825.5 - km 797	4	28.50	NHAI	Nov-01	Mar-07	Maharashtra

**ANNEXURE-6****Statement showing Completed /4 Laned Stretches in fully completed projects during 2007-08 and 2008-09 of Other Projects**

S.No.	Contract	km from to	NH No	Length	Funded By	Start Date	When Completed	State Name
1	Delhi - Gurgaon Section (Access Controlled 8/6 Lane)	km 14.3 - km 42	8	27.70	BOT	Apr-2002	Jan-08	Delhi[9.7]/Haryana[18]
2	Addl. 2-Lane Bridge over Rapti River at Gorakhpur		28	0.40	NHAI	Mar-2004	Jun-07	Uttar Pradesh
3	Construction of 10 km service road and one 2 lane Flyover on Guwahati Bypass (AS -14A)	Km 146 to Km 156	37	10.00	NHAI	Aug-2005	Jan-09	Assam
4	Lalapet ROB	km 183.400	67	0.00	MORTH	Mar-2006	Jan-09	Tamil Nadu

## ANNEXURE-7

## Statement showing Other Contracts Under Implementation as on 31.03.2009

S. No.	Station from to	km from to	NH No	Length	Start Date	Completion Date	Anticipated Completion Date	Target Progress %	Achieved Progress %	Funded By	Awarded Cost	upto Mar.'08	During CFY	Cumm. Exp	Agency	Nationality	Supervision Consultant	State	Completed Length
<b>M/o RTH</b>																			
1	Improvement of Access of GQ within Chennai City including Construction of 4 grade Separators		205, 4 & 45	4	Apr-05	Apr-07	Jun-09	100	82.1	MORTH	196.00	425.99	75.90	501.89	Somduitt Builders-Simplex (JV)	Indian	STUP Consultant Pvt Ltd.	Tamil Nadu	4
2	Karur to Kangayam (KC-1)	km 218.200 to km 277.400	67, KC1	59.2	Aug-06	Aug-08	Jun-09	100	65.29	MORTH	63.01	32.22	23.84	56.06	SRC Projects (P) Ltd.	Indian	Feedback Turnkey Engg. Pvt. Ltd.	Tamil Nadu	59.2
3	Kangayam to Coimbatore (KC-2)	km 277.400 to km 332.600	67, KC2	55.2	Aug-06	Aug-08	Jun-09	100	64.31	MORTH	79.52	33.04	44.59	77.63	SRC Projects (P) Ltd.	Indian	Feedback Turnkey Engg. Pvt. Ltd.	Tamil Nadu	55.2
<b>NHAI</b>																			
4	Garhmukteshwar - Muradabad	Km 93 - 149.25	24	56.25	Mar-05	Sep-07	May-09	81.06	80.78	NHAI	221.42	158.98	67.55	226.53	PNC Construction Co. - BEL (JV)	Indian	M/s Span Consultant Pvt. Ltd.	Uttar Pradesh	56.25
5	Hapur Garhmukteshwar	km 58 - 93	24	35	Mar-05	Sep-07	Dec-09	100	35.07	NHAI	195.51	62.33	30.81	93.14	UP State Bridge Corporation Ltd. (UPSBCC)	Indian	M/s Span Consultant Pvt. Ltd.	Uttar Pradesh	35
6	Chennai Bypass Phase II		45, 4 & 5	32	May-05	Nov-07	Jun-09	100	80.97	NHAI	404.98	519.81	84.83	604.64	Hindustan Construction Company Ltd.	Indian	M/s Span Consultant Pvt. Ltd.	Tamil Nadu	32
7	Tindivanam - Ulundurpet (Pkg -VI-A)	km 121 - km 192.25	45	71.25	Oct-06	Mar-09	Apr-09	100	96.25	BOT	-152.10	498.71	352.39	851.1	GMR Infrass. Ltd. - GMR Energy Ltd.(GMR Ulundurpet Expr. Pvt. Ltd.)	Indian	ICT Ltd.	Tamil Nadu	71.25
8	Ulundurpet - Padalur (Pkg- VI-B)	km 192.25 - km 285.00	45	92.75	Dec-06	Jun-09	May-09	95.08	96.5	BOT	40.00	392.88	324.81	717.69	IJM - Sapoorji Pallonji (JV) (Trichy Tollway Pvt. Ltd.)	Malaysian - Indian JV		Tamil Nadu	92.75
9	Padalur - Trichy (Pkg -VI-C)	km 285.00 - km 325.00	45	40	Nov-06	May-09	May-09	96.76	90.75	BOT	60.00	227.53	256.32	483.85	Navayuga - Indu - Abhisek Consortium (Indu Navayuga Infrass. Pvt. Ltd.)	Indian		Tamil Nadu	40
10	Trichy Bypass end to Tovaramkurchi (Package -VII A)	Km 0 to Km 60.95	45B	60.95	Feb-06	Aug-08	Jun-09	100	70.57	NHAI	204.98	150.94	55.64	206.58	Aggarwal - JMC (JV)	Indian	Dalal Matt Macdonald	Tamil Nadu	60.95
11	Tovaramkurchi to Madurai (Package -VII B)	Km 60.95 to Km 124.84	45B	63.89	Feb-06	Aug-08	Jun-09	100	71.9	NHAI	214.98	155.67	76.85	232.52	Aggarwal - JMC (JV)	Indian	Dalal Matt Macdonald	Tamil Nadu	63.89
12	Chittorgarh Bypass	km 159 to km 213	79, 76	30	Aug-05	Aug-07	Jun-09	100	80.44	NHAI	133.03	179.89	32.73	212.62	Ashoka Valecha (JV)	Indian	CPCS Upham Corp.	Rajasthan	30
13	NH Connectivity to ICTT Vallarpadam		47C	17.2	Aug-07	Feb-10	Feb-10	61.94	30.28	NHAI	329.46	153.34	448.79	602.13	Suncon - Soma (JV)	Malaysian - Indian	Lea Associate South Asia(P)Ltd.	Kerala	17.2

## Statement showing the Quarterly Physical &amp; Financial Targets during Annual Plan 2008-09

Sl. No	Name of Scheme/ Programme	Targets/ Actual	Financial Targets (in Rs. Cr.)					Projected Outcome	Targets/ Actual	Physical Targets (in Kms.)				
			Q1	Q2	Q3	Q4	Total			Q1	Q2	Q3	Q4	Total
1	NHDP Phase - I (Widening to 4/6 lane including strengthening)	Targets	665.07	479.05	421.72	345.28	1911.12	Development of National Highways and related programmes	Targets for widening to 4 lane & above *	153.12	20.34	27	37.15	237.61
		Actual	334.3	272.58	204.1	446.74	1257.72		Actual for completion	64	36.48	2.44	28.73	131.65
2	NHDP Phase - II (Widening to 4/6 lane including strengthening)	Targets	3386.48	3329.3	3723.22	3856.65	14295.65	Development of National Highways and related programmes	Targets for widening to 4 lane & above *	579	336	616	1069	2600
		Actual	2741.89	2737.97	2612.94	3529.14	11621.94		Actual for completion	547	297.15	176.06	513.79	1534
									Targets for award	84	278.3	394.79	43.5	800.59
									Actual for award					0
3	NHDP Phase - III (Widening to 4/6 lane including strengthening)	Targets	1149.04	1239.45	1635.13	2527.38	6551	Development of National Highways on BOT(toll) basis.	Targets for widening to 4 lane & above	77.275	128.825	243	210	659.1
		Actual	777.5	780.67	1002.51	1400.91	3961.59		Actual for completion	87	53	32.3	203.82	376.12
									Targets for award	858		749.5	4412	6019.48
									Actual for award					
4	NHDP Phase - IV (Widening and strengthening of 2-lane with Paved Shoulder)	Targets	32.5	32.5	32.5	32.5	130	Development of NHs on BOT (toll) & BOT (annuity) basis.	Targets for award					
		Actual	0	0	0	0	0		Actual for award					

## Statement showing the Quarterly Physical &amp; Financial Targets during Annual Plan 2008-09

Sl. No	Name of Scheme/ Programme	Targets/ Actual	Financial Targets (in Rs. Cr.)					Projected Outcome	Targets/ Actual	Physical Targets (in Kms.)				
			Q1	Q2	Q3	Q4	Total			Q1	Q2	Q3	Q4	Total
5	NHDP Phase - V (6-lanning of selected stretches on GQ and Others)	Targets	460.21	518.32	1871.05	2031.42	4881	Development of National Highways on BOT(toll) basis.	Targets for widening to 4 lane & above *	35.5	10.5	37.5	34.5	118
		Actual	213.55	68.66	160.08	287.23	729.52		Actual for completion	0	25	12.44	68.56	106
									Targets for award	1988	0	435	1232	3655
									Actual for award					
6	NHDP Phase - VI of (Development Expressways)	Targets	5	5	5	5	20	Development of National Highways on BOT(toll) basis.	Targets for award	0				
		Actual	0	0	0	0	0		Actual for award					
7	NHDP Phase-VII (Ring Roads, Bypasses, Grade Separators, Service Roads etc.)	Targets	73.5	73.5	73.5	73.5	294	Development of National Highways on BOT-Toll/BOT-Annuity/EPC basis.	Targets for award	0	32	82	21	135
		Actual	0	0	0	0	0		Actual for award					
8	Liabilities on account of interest and repayment of loans/ borrowings and payment of annuities	Targets	144	144	144	1840	2272		Targets	Not Applicable				
		Actual	133.61	41.27	268.52	1574.88	2018.28		Actual					
Note : The figures for target and actual against outlay(estimated exp.) also included the expenditure by Private Sector in respect of BOT projects														

## ANNEXURE-9

**Statement showing Completed /4 Laned Stretches in fully completed projects of North South & East West Corridor as on 31.03.2009**

Sr.No.	Station from to	km from to	NH No	Length	Funding	By	Start Date	When Complete	State Name
<b><i>On North South &amp; East West Corridor Phase I</i></b>									
1	Nandi Hills Cross to Devanhalli & Six laning of Meenukunte to Habbal (NS-24/KN)	km 539 - 556 & km 527 - km 535	7	25.00	NHAI	NHAI	Sep-2001	Aug-08	Karnataka
2	Purnea - Gayakota (EW/4)	km 476.15 - km 470 & km 419 - km 410	31	15.15	NHAI	NHAI	Dec-1999	May-08	Bihar
3	Eight Laning of Mukarba Chowk to Mall Road (Delhi)(NS3/DL)	km 16.2 - km 8.2	1	8.50	NHAI	NHAI	Nov-2001	Jan-07	Delhi
<b><i>On North South &amp; East West Corridor Phase II</i></b>									
4	Kadloor Yellareddy to Gundla Pochampalli (NS-2/BOT/AP-2)	Km 367 to Km 447	7	85.74	Annuity	NHAI	Sep-2006	Mar-09	Andhra Pradesh
5	Farukhanagar to Kotakatta (NS-2/AP-4)	Km 80.050 to km 135.469	7	55.74	BOT	NHAI	Aug-2006	Mar-09	Andhra Pradesh
6	Bakaria to Gogunda (RJ-2)	km.73 km km 29	76	44.00	NHAI	NHAI	Nov-2005	Mar-09	Rajasthan
7	Farukhanagar to Kottakata (NS-2/AP-3)	Km. 34.140 to km 80.050	7	46.16	BOT	NHAI	Aug-2006	Feb-09	Andhra Pradesh
8	Jetpur to Bhiladi (Package-II)	km.117 to km 52.50	8B	64.50	ADB	NHAI	Feb-2005	Jan-09	Gujarat
9	Krishnagiri to Thopurghat (NS-2/TN1)	Km. 94.000 to 156	7	62.50	BOT	NHAI	Jul-2006	Jan-09	Tamil Nadu
10	Kota to Chittorgarh (RJ-8)	km.381 to km. 316	76	65.00	ADB	NHAI	Oct-2005	Dec-08	Rajasthan
11	Kota to Chittorgarh (RJ-7)	km.316 to km. 253	76	63.00	ADB	NHAI	Oct-2005	Dec-08	Rajasthan
12	Chittorgarh Bypass (RJ-6)	km.253 to km. 213	76	40.00	ADB	NHAI	Oct-2005	Dec-08	Rajasthan

## ANNEXURE-9

**Statement showing Completed /4 Laned Stretches in fully completed projects of North South & East West Corridor as on 31.03.2009**

Sr.No.	Station from to	km from to	NH No	Length	Funding	By	Start Date	When Complete	State Name
13	Jhansi-Shivpuri (EW-II - MP-2)	km 50 to km 15	25	35.00	ADB	NHAI	Aug-2005	Nov-08	Madhya Pradesh
14	Silliguri to Islampur (WB-6)	Km.551.00 to Km.526.00	31	25.00	NHAI	NHAI	Apr-2006	Oct-08	West Bengal
15	RJ/MP Border to Kota (RJ-11)	km.579 to km.509	76	70.00	ADB	NHAI	Sep-2005	Oct-08	Rajasthan
16	Shivpuri Bypass & upto MP/RJ Border(EW-II - MP-I)	km 15 to km 0 of NH 25 & km 610 to km 579 of NH 76	25, 76	53.00	ADB	NHAI	Aug-2005	Oct-08	Madhya Pradesh
17	Deesa to Radhanpur (Package-VI)	Km 372.60 to Km 458.0	14	85.40	ADB	NHAI	Feb-2005	Sep-08	Gujarat
18	Panipat Elevated Highway	Km 96.00 to 86.00	1	10.00	BOT	NHAI	Jan-2006	Jun-08	Haryana
19	Radhanpur to Gagodhar (Package-V)	Km 138.80 to Km 245.00	15	106.20	ADB	NHAI	Feb-2005	May-08	Gujarat
20	Rajkot Bypass & Gondal Jetpur (Package-VII)	km 117.00 to km 143.00 & km 175.00 to km 185.00	8B	36.00	BOT	NHAI	Sep-2005	Mar-08	Gujarat
21	Phagwara Junction on NH-1	(Flyover on existing 4-lane road)	1	1.00	NHAI	NHAI	Dec-2005	Jan-08	Punjab
22	Bhiladi to Porbandar (Package-I)	km 52.50 to km.2.00	8B	50.50	ADB	NHAI	Feb-2005	May-07	Gujarat

## ANNEXURE-10

**Statement showing Balance Length for Award (North South - East West Corridor) as on 31.03.2009**

S. No.	Station From To	Km From To	NH No	Length (km)	Project Cost (Rs. Crore)	Funded By	State Name	Category
1	Four laning of Jammu - Udampur section (NS-102/J&K)	Km. 27.5 to Km. 53.3	1A	15.48	365	NHAI	Jammu Kashmir	NS
2	Udarband to Harangajo (AS-14)	km 275.00 to km 244.00	54	31	155	NHAI	Assam	EW
3	Ghoshukur (km 351 to NH31) to Salasalabari (km 226 of NH 31 C) via Fulbari-Mainagnri-Dhumpgiri-Falkata (3 pacakages)		31,31C	201	1200	BOT	West Bengal	EW
4	Four laning of Jammu - Udampur section (NS-103/J&K)	Km.53 to km 67	1A	33.86	341	NHAI	Jammu Kashmir	NS
5	Srinagar-Khanbal-Banihal (only tunnel)- NS-93A/J&K	Km.220 to Km.188	1A	7	0	NHAI	Jammu Kashmir	NS
6	Udhampur - Banihal (only tunnel)- NS-99A/J&K	Km.90 to Km.130.00	1A	9	0	NHAI	Jammu Kashmir	NS
7	Udhampur - Banihal - NS-96/J&K	Km.130 to Km.151	1A	21	326	NHAI	Jammu Kashmir	NS
8	Udarband to Harangajo (AS-14)	Km 275.00 to Km 244.00	54	31	155	NHAI	Assam	EW
9	Ghoshukur (km 351 of NH 31) to Salsalabari (km 226 of NH 31C) via Fulbari- Mainagnri - Dhumpgiri - Falkata (3 Packages)		31, 31C	201	1200	BOT	West Bengal	EW
10	Udhampur - Banihal - NS-95/J&K	Km.151 to Km.171.00	1A	20	0	NHAI	Jammu Kashmir	NS
11	Four laning of Jammu - Udampur section from km 15 to km 19 of Jammu Bypass including Tawi Bridge and Nagrota Bypass (NS-101/J&K)	km 15 to km 20.4/9.2 to 9.9/0 to 24.4/18.8 to km 20	1A	20.1	285	NHAI	Jammu Kashmir	NS
12	Armur to Kadloor Yellareddy (NS-2/AP-1)	Km 308 to Km 367	7	60.25	390.56	BOT	Andhra Pradesh	NS
13	Udhampur - Banihal - NS-97/J&K	Km 67 to km. 89	1A	21	287	NHAI	Jammu Kashmir	NS
14	Srinagar-Khanbal-Banihal (Plain) - NS-88/J&K	Km 286 to km 256	1A	30	383	NHAI	Jammu Kashmir	NS
15	Srinagar-Khanbal-Banihal - NS-92/J&K	Km 256 to km 220	1A	30		NHAI	Jammu Kashmir	NS



**Statement showing Balance Length for Award (North South - East West Corridor) as on 31.03.2009**

S. No.	Station From To	Km From To	NH No	Length (km)	Project Cost (Rs. Crore)	Funded By	State Name	Category
16	Srinagar-Khanbal-Banihal (Except Tunnels) - NS-93/J&K	Km 220 to Km 188	1A	32	287	NHAI	Jammu Kashmir	NS
17	Four lanning of Walayar - Vadakkancherry section	Km. 182.000 to Km. 240.000	47	58	606	BOT	Kerala	NS
18	Four laning from MP/Maharashtra border to Nagpur I/C Kamptee Kanoon and Nagpur bypass	km 689 to km 723	7	95	0	BOT	Maharashtra	NS
19	Udhampur - Banihal - NS-94/J&K	km 171 to km 188	1A	17	0	NHAI	Jammu Kashmir	NS
20	Salem to km 100 & Salem - Coimbatore - Kerala Border Section	Km. 100 to Km. 182	47	82	500	BOT	Tamil Nadu	NS
21	Four laning of Jammu-Udhampur section ( Including Three Tunnels) (NS-102A/J&K)	Km 20 to Km 27.50	1A	8.5	365	NHAI	Jammu Kashmir	NS
22	Six lanning of Vadakkancherry - Thrissuresection	Km 240 to km 270	47	30	522	BOT	Kerala	NS

## ANNEXURE-11

## Statement showing Port Connectivity Contracts Under Implementation as on 31.03.2009

S. No.	Station from to	km from to	NH No	Length	Start Date	Completion Date	Anticipated Completion Date	Target Progress %	Achieved Progress %	Funded By	Total Project Cost	Awarded Cost	upto 3/2008	During CFY	Cumm. Exp	Agency	Completed Length	Nationality	Supervision Consultant	Supervision Nationality	State
1	Haldia Port	NH-41 (from Kolaghat on NH-6 to Haldia)	41	53	Sep-08	Sep-10	Sep-10	11.24	0.93	SPV	522.00	295.80	139.73	20.22	159.95	M/S Dinesh Chandra R. Agarwal Infracon Pvt. Ltd	0	Indian	M/s CES (I) Ltd.	Indian	West Bengal
2	Jawaharlal Nehru Port Phase-II	SH-54 + Amramarg + Panvel Creek Bridge	SH 54	14.35	Nov-04	May-07	Oct-09	100	97.088	SPV	143.00	127.21	120.27	0	120.27	Jog - Shirke (JV)	12	Indian	M/S Stup Consultants Pvt. Ltd.	Indian	Maha-rashtra
3	New Mangalore Port	NH-17 (Suratkal-Nantur Section), NH-48 (Padil Bantwal Sec.)	13, 17 & 48	37	Jun-05	Dec-07	Dec-09	100	48.63	SPV	196.50	168.22	44.62	87.82	132.44	IRCON International Ltd.	12	Indian	M/s SNC Lavalin International Inc - SAI Consl. Eng. Pvt Ltd. (JV)	Canadian - Indian	Karna-taka
4	Tuticorin Port	NH-7A (Tuticorin - Tirunelveli section)	7A	47.2	Feb-04	Aug-06	Dec-09	100	22.4	SPV	231.20	138.00	71.02	0	71.02	Mecon-GEA Energy System (I) Ltd. (JV)	0	Indian	M/S BCEOM French Engg. Consultant & Nag Infrastructure Ltd.	French - Indian	Tamil Nadu
5	Paradip Port	NH-5A (from km 0 to km 77)	7A	77	Feb-04	Feb-07	Jun-09	100	97.86	SPV	428.00	328.00	358.12	99.18	457.3	Hindustan Construction Company Ltd.	71.28	Indian	Lea Associates South Asia Pvt. Ltd.	Indian	Orissa
6	Chennai Ennore Express Way	Inner Ring Road & Manali Oil Refinery Rd.	SR	15	Aug-07	Aug-08	Aug-08	#	#	SPV	76.76	76.76	0	0	0		0				Tamil Nadu

## ANNEXURE-11

## Statement showing Port Connectivity Contracts Under Implementation as on 31.03.2009

S. No.	Station from to	km from to	NH No	Length	Start Date	Completion Date	Anticipated Completion Date	Target Progress %	Achieved Progress %	Funded By	Total Project Cost	Awarded Cost	upto 3/2008	During CFY	Cumm. Exp	Agency	Completed Length	Nationality	Supervision Consultant	Supervision Nationality	State
7	Chennai - Ennore Expressway	TPP Road,	SR	9	May-06	Dec-07	Jul-08	78	10.95	SPV	45.29	39.21	59.09	1.52	60.61		0				Tamil Nadu
8	Cochin Port	km 348/382 - km 358 750 Including 5 Major Bridges	47	10	Nov-08	Apr-10	Apr-10	18	6.74	SPV	193.00	114.00	44.59	13.27	57.86	RDS-CVCC(JV)	0	Indian	Dalal - Mott Mc Donald in association with Arch Consultancy	Indian	Kerala