



GOVERNMENT OF INDIA

**MINISTRY OF ROAD TRANSPORT
AND HIGHWAYS**

OUTCOME BUDGET 2015-16

<u>TABLE OF CONTENTS</u>		
S. No.	Description	Page No.
1	Executive Summary	3-4
2	Chapter I – Introduction	5-7
3	Chapter II - DETAILS OF FINANCIAL OUTLAYS, PROJECTED PHYSICAL OUTPUTS AND PROJECTED BUDGET OUTCOMES	8-17
4	Chapter III - IMPACT OF REFORM MEASURES AND POLICY INITIATIVES TAKEN BY THE MINISTRY	18-23
5	Chapter IV - REVIEW OF PERFORMANCES DURING 2012-13 AND 2013-14	24-28
6	Chapter V - FINANCIAL REVIEW	29-32
7	Chapter VI - REVIEW OF PERFORMANCE OF STATUTORY AND AUTONOMOUS BODIES UNDER THE ADMINISTRATIVE CONTROL OF THE MINISTRY	33-35
8	ANNEXURES	36-45

EXECUTIVE SUMMARY

MINISTRY OF ROAD TRANSPORT & HIGHWAYS

(i) *The Central Government is primarily responsible for the development and maintenance of National Highways. The National Highways are very important as even though these comprise less than 2% of the road network but are carrying about 40 % of the total road traffic. The Ministry primarily follows the agency system to develop and maintain the National Highways. Besides the State Governments, the Border Road Organization, National Highways Authority of India, an autonomous organization under this Ministry and National Highways & Infrastructure Development Corporation Ltd. (NHIDCL), act as agencies of the Central Government. The Ministry has undertaken the National Highways Development Project which is being implemented in phases and envisages the improvement of more than about 54,500 km of arterial routes of National Highways network to international standards. The prime focus on developing roads of international standards is on creating facilities for uninterrupted flow of traffic with enhanced safety features including better riding surface, better road geometry, better traffic management and noticeable signage, divided carriageways, service roads, grade separators, over bridges and underpasses, bypasses and wayside amenities.*

(ii) *During the financial year 2015-16, about 6325 kms of the National Highways are to be improved along with construction/rehabilitation of 90 nos. of bridges and 04 nos. of bypasses as standalone projects at an estimated cost of Rs.39,852.65 crore. Besides budgetary support, Internal Extra Budgetary Resources (IEBR) through external borrowings will also be utilized.*

(iii) *The Ministry has taken up the Special Accelerated Road Development Programme in the North Eastern Region (SARDP-NE) involving widening of 10,141 km of National Highways and other roads in three phases ensuring connectivity of 88 district headquarters in the North Eastern Region to the National Highways. An outlay of Rs. 4,000 crore has been proposed for SARDP-NE for the year 2015-16.*

(iv) *The Government approved in February, 2009 a special programme for development of roads in Left Wing Extremism (LWE) affected areas including Tribal Sub-Plan in the country spread over 34 districts in 8 States of Andhra Pradesh, Bihar, Jharkhand, Chhattisgarh, Madhya Pradesh, Maharashtra, Odisha and Uttar Pradesh. The programme envisages development of 5,477 km roads (1,126 km National Highways and 4,351 km State Roads) to 2 lane standards at an estimated cost of Rs.7,300 crore. An outlay of Rs.1,200 crore has been proposed for this programme for the year 2015-16. Improvement of 600 km of State roads in Odisha under Vijayawada Ranchi corridor at a cost of Rs.1200 crore has been approved by the Government in November, 2010. An outlay of Rs.100 crore has been proposed for development of this corridor during 2015-16.*

(v) *This Ministry is also providing funds from the Central Road Fund (CRF) to the State Governments and Union Territories for the development of State roads other than rural roads and also for other roads under the Schemes of Inter-State Connectivity & Economic Importance.*

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

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

(viii) The Ministry frames policies and undertakes activities for improving road safety so as to minimise road accidents. The important schemes formulated and managed by the Ministry include awareness programmes through print & electronic media, setting up of Institute of Driving Training & Research, National Highways Accident Relief Service Scheme (NHARSS), refresher training to heavy motor vehicle drivers in unorganized sector, etc.

(ix) With a view to introduce information technology in the road transport sector, the rules for issuing smart card based driving licenses and registration certificates etc. have already been notified. The State Governments are in the process of implementing the same. As per reports, out of 1184 RTOs, 1151 RTOs have been computerized. Customization of standard software as per requirements of the State is complete for all 36 States/UTs and the software is running at least at pilot site in each State/UT. 994 RTOs in 36 States/UTs are connected. More than 16 crore Vehicle records and 6 crore License records are now available in National Register repository

CHAPTER-I

INTRODUCTION

MINISTRY OF ROAD TRANSPORT & HIGHWAYS:

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

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

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

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

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

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

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

ROADS WING

1.8 The Ministry of Road Transport & Highways is responsible for the development and maintenance of National Highways. The development and maintenance of National Highways are being implemented on agency basis. Out of the total length of 96,260 km of National Highways, 54,660 km is with the State Public Works Departments (State PWDs)/NHIDCL, 32,197 km with the National Highways Authority of India (NHAI) and 4,024 km with Border Roads Organization (BRO), balance length of 5,379 km is yet to be entrusted to the executing agencies.

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

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

1.10 Roads Wing is also administering the following Acts:

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

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

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

1.13 Besides, the Central Road Fund created under the CRF Act, 2000, for the accelerated and integrated development of National Highways, State Highways, Major Districts Roads and Rural roads.

Research and Development

1.14 The main thrust of Research and Development (R&D) in the road sector is to build a sustainable road infrastructure comparable to the best in the world. The various components of this strategy are: (i) improvement in road design, (ii) modernization of construction techniques, (iii) introduction of improved material conforming to latest trends, (iv) evolving better and appropriate specifications encouraging development and use of new technologies etc.

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

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

ROAD TRANSPORT

1.17 Road Transport Division of the Ministry is concerned with the formulation of broad policies relating to regulation of road transport in the country, besides making arrangements

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

- Motor Vehicles Act, 1988
- Central Motor Vehicles Rules, 1989
- Road Transport Corporations Act, 1950
- Carriage by Road Act 2007 (repealed to Carriers Act, 1865)

1.18 Besides formulating policies for the Road Transport Sector, the Division is also responsible for administering certain central sector schemes. These schemes relate to Human Resources Development involving training programmes for the State Transport/Traffic Department and Municipal Corporation personnel, refresher training to the drivers of heavy commercial vehicles in the unorganized sector, publicity measures and awareness campaign on road safety, providing road safety and pollution testing equipments to the States/Union Territories, National Highway Accident Relief Service Scheme, National Database/Computerisation in road transport sector, strengthening of public transport system, Setting up of Inspection & Certification centres and Model Institute of Drivers and Research, scheme for security of women in public transport in the country, creation of National Road Safety and Traffic Management Board and pilot projects for setting up of Transport Hub and Cashless scheme for road accident victims.

1.19 This Ministry has also been undertaking various publicity/awareness campaigns on Road Safety through electronic/print media, All India Radio, FM radio including observance of Road Safety Week. Implementation of Information Technology in the Transport Department and promotion of public transport system are the other areas of concern to the Ministry. Presently, the Ministry is actively pursuing the proposal for creation of a dedicated agency, namely the National Road Safety and Traffic Management Board, to oversee road safety activities in the country.

1.20 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.

CHAPTER-II

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

2.1 ROADS WING

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

2.1.2 An annual outlay of Rs. 82,547.15 Crore for 2015-2016 has provided for development in road sector. The break-up is as follows:

Item	Amount (Rs. in crore)
a) Gross budgetary support (of which EAP is Rs 600 crore)	39,852.65
b) Internal and extra budgetary resources (IEBR)	42694.50
c) Total outlay (a+b)	82,547.15

2.1.3 The major constituents of Road Sector are as follows:

Sl. No	Item	2015-2016 (Rs in crore)
1.	NHAI – ‘Investment’	22,920.09
2.	EAP	600.00
3.	National Highways (Original) works (including NH(O), Domestic Travel and Machinery	4211.56
4.	Special Accelerated Road Development Programme (includes allocation for Kaladan multi-modal transport project)	4,000.00
5.	Other Charges and Development of IT, R&D Planning Studies and Training including Professional Services, Charged Expenditure	27.00
6.	Centrally sponsored schemes – E&I for States/UTs from CRF	294.00
7.	Special programme for development of Road Connectivity (NH & State Roads in Left Wing Extremism (LWE) affected areas (Including Rs. 400.00 crore for Tribal sub-plan).	1,200.00
8.	Special programme for Vijayawada – Ranchi Road	100.00
9.	Remittance of Toll Receipts by NHAI	6,500
	TOTAL	39,852.65

2.1.4 The development and maintenance of National Highways are being done on agency basis. The details of physical targets for the year 2015-2016 are given as **Annexure-I**.

2.1.5 Besides, an outlay of Rs. 4,000 crore for SARDP-NE and 1,200 crore for LWE scheme have been proposed for the year 2015-16. Under these programmes 600 km and 1000 km length are targeted for completion during the year.

2.1.6 For development of roads other than National Highways which are of economic importance or provide inter-state connectivity an out lay of Rs. 294.00 crore has been made in the plan 2015-16.

Projected Outcomes:

2.1.7 Industrialization of the country has induced a traffic growth of 8 to 10% per year on many sections of National Highways and this growth trend is expected to continue for years to come. Many stretches of the National Highways are in need of capacity augmentation by way of widening, grade separation, construction of bypasses, bridges and expressways etc. The traffic movement on National Highways is also hindered due to large number of rail / road level crossings where road traffic is forced to stop due to frequent gate closures. The improvement of National Highways under the various schemes will provide better connectivity to all parts of the country besides faster movement of cargo, reduction in vehicle operating cost and reduction in fuel consumption. During the financial year 2015-16, about 6325 kms of the National Highways are to be improved along with construction/rehabilitation of 90 nos. of bridges and 04 nos. of bypasses as standalone projects at an estimated cost of Rs.39,852.65 crore.

Processes / time lines:

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

^s LWE area, North-East areas and hilly areas are difficult areas.

2.2. TRANSPORT WING

2.2.1 An annual outlay of Rs.150 Crore for 2015-2016 has provided for Transport sector. The break-up is as follows:

(amount in Rs Crores)

1	Road Safety	88
2	National Database & Computer system, Data collection, research & development & transportation studies including total engineering solution	12
3	Setting up of Inspection and Maintenance Centre	30
4	Strengthening public transport system including introduction of IT	20

	like Automatic Fare Collection based on GPS	
	Grand Total	150

Besides, for Operationalisation of scheme under “Nirbhaya Fund” for Security for Women and Girl Child in public road transport in the country an outlay of Rs 653 crores has been made by the Ministry of Finance.

2.2.2 Road Safety

2.2.2.1 The Ministry also recognizes the need for improving the country’s road safety scenario. There are four aspects bearing upon road safety, viz. Engineering, Enforcement, Education and Emergency care which are also known as four Es of Road Safety. The engineering related aspects are being taken care of right from the design stage of the NH itself. The Enforcement aspect of the Road Safety is vested with the respective States/Union Territories. The Education aspect of Road Safety is taken care by Ministry of Road Transport & Highways through campaigns in print and electronic media, in addition to the efforts made by the various States. Towards this an allocation of Rs.88 crore is proposed for the year 2015-16.

2.2.2.2 Publicity campaign is one of the best means of raising awareness and bringing about additional changes about road safety among citizens. These campaigns aim at prevention of road accidents and fatalities. These are being carried out by this Ministry through electronic/print media in the following manner:-

- a) Observance of Road Safety Week throughout the country involving State Governments, voluntary organizations, vehicle manufacturers, SRTC, etc.
- b) Media campaign through the entire Doordarshan network including the Regional Centres and Regional channels, All India Radio, Vividh Bharati and all Regional stations, Private TV Channels, Private FM radio stations throughout the country and in leading newspapers throughout the country with special emphasis on the Road Safety.
- c) Printing and distribution of Road Safety material viz. annual Calendars with Road Safety messages; children's activity books; Book on Road Signages & Sign; posters in Hindi, English and Regional languages across the country in order to raise awareness on road safety.
- d) Organisation of Conference/seminar/ workshop etc. on Road Safety with the States/UTs and other stakeholder to prepare action plan on road safety for their States. They were also requested to create an oversight mechanism such as a Road Safety Board or a Road Safety Council,
- e) Organizing meetings of National Road Safety Council, to periodically review the action being taken and share the best practices in the field of road safety.
- f) Inclusion of a chapter on road safety in the text books of Central Board of Secondary Education (CBSE) syllabus in Class VI to Class XII. State Governments have also been advised to include Road Safety education in the curriculum of the schools administered by the State Education Board.
- g) Identification of top 25 black spots in 13 States which account for 90% of road accidents in India. The short term remedial measures have been completed for most of the black spots identified. The effect of instituting the short term remedial measures would be monitored in association with the local administration of the area.

- h) A significant part of our population depends on bicycles for transport. Bicycle users happen to be one of the most vulnerable road users, susceptible to the high rate of road accident. Non-visibility of bicycle rider due to lack of proper reflective devices installed on each and every bicycle is the most critical reasons for the high rate of accidents with motorized vehicle. The Ministry has taken requisite action for framing the minimum standards for reflectors/reflective tapes on cycles. The Ministry has requested Department of Consumer Affairs to make the ISO norms mandatory for manufactures of the cycles. The Ministry has also requested Chief Secretaries of all the States to make Rules that bicycles should have installed proper reflectors which comply with BIS standards.
- i) National Ambulance Code -Based on the recommendations of the Working Group on Emergency care, the Ministry constituted an Expert Committee comprising representatives from Ministry of Health and Family Welfare, Ministry of Road Transport & Highways, AIIMS, ARAI, NHAI, GVK EMRI, Apollo Hospital and National Rural Health Mission. The Committee formulated 'National Ambulance Code' alongwith detailed specifications for various types of ambulances for the country. The Expert Committee has already submitted a draft National Ambulance Code for approval of the Ministry. CMVR-TSC committee has approved 'National Ambulance Code'. The Ministry is in the process of notifying it under the Central Motor Vehicles Rules 1989.
- j) Setting up of toll free national helpline: A committee was constituted by Ministry including members of MoRTH and NHAI to give its recommendations on matter relating setting up of toll free national helpline. The Committee had decided to engage NHAI to set up a toll free helpline and finalized an RFP document. Subsequently, it was decided to assign the work of National Help line number to Indian Highways Management Company Limited (IHMCL). IHMCL floated the tender but only one bid was received. IHMCL is in the process of revise the Request for Proposal. (RfP).
- k) Creation of National Road Safety and Traffic Management Board:- A Bill to create the National Road Safety and Traffic Management Board was introduced in Lok Sabha on 4.5.2010 which was referred to Department related Parliamentary Standing Committee for examination. However, this Bill has lapsed consequent upon dissolution of 15th Lok Sabha.
Now the Ministry has drafted Road Transport & Road Safety Bill 2014. NRSTMB has been made part of this Bill. Simultaneously, the Ministry is also in the process to create NRTMB through executive order pending the Road Transport & Road Safety Bill 2014

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

2.2.3.1 Refresher Training to Drivers: Under this scheme, financial assistance is given to the organizations for imparting two days refresher training course to the Heavy Motor Vehicle drivers in the unorganised sector. Besides, training is also imparted to the officers of State Governments to keep them abreast with developments of the road transport sector. The objectives of the scheme for setting up of IDTR are as follows:-

- a) To set up a model driving training institute in all states
- b) To conduct training course for trainers.
- c) To conduct induction training course in driving of Heavy Motor Vehicles.
- d) To conduct induction training course in driving of Light Motor Vehicles.

- e) To conduct refresher and orientation training courses for the drivers who are in service.
- f) To conduct training course for the drivers who carry dangerous/hazardous goods including random periodic evaluation.
- g) To carry out research on behavioral/attitudinal changes required to be brought out in the drivers.
- h) To organized road safety campaigns for schools children and other vulnerable groups
- i) To carry out periodic audit and accreditation of RDTCs in the allocated regions.

2.2.3.2 During 12th Five Year Plan, the Ministry has also decided to set up 10 more IDTR and 25 Regional Driving Training Centre (RTDC) centers in the country. Priority will be given to those States where no IDTR could be sanctioned during 10th and 11th Five Year Plan.

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

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

- (a) local driving training schools across the country to impart training to LMV drivers, HMV drivers and SV drivers, both induction training as well as refresher training.
- (b) IDTRs for training driver trainers and instructors; and
- (c) National level regulatory agency comprising of all IDTRs and DTIs headed by each IDTR/DTI on rotation basis to audit and give accreditation and oversight to the Driving Training schools and other DTIs and IDTRs.

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

2.2.4 National Highway Accident Relief Service Scheme (NHARSS)

The scheme entails providing cranes and ambulances to States/ UTs/NGOs for relief and rescue measures in the aftermath of accidents by way of evacuating road accident victims to nearest medical aid centre and for clearing the accident site. The scheme of Cashless treatment is being implemented at three stretches. These thee stretched may be continued during next year. Apart from this, the Ministry will also take two more new proposals (pilot projects) for cashless treatment of road accident victims.

2.2.5 Road Safety & Pollution Testing and Control Equipments

2.2.5.1 Road Safety Equipment: Under this head, assistance is provided to States in the form of road safety equipments, like breath analysers, multipurpose traffic regulation vehicles etc. During 2015-16, 200 breath analyzers are proposed to be provided.

2.2.5.2 Pollution Testing Equipment: Vehicular emission has become one of the major sources of environmental pollution. The Motor Vehicles Act/Rules contain some innovative provisions for checking this menace.

2.2.6. National database network

2.2.6.1 Computer System and National Database

With a view to computerizing all the Regional Transport Offices (RTOs) in the country and bringing about uniformity in the Driving License and Vehicle Registration documents issued by the Regional Transport Offices, a project was conceived and has been under implementation since 2001. The objective of the scheme is to introduce information technology in the road transport sector. The Back-end computerization envisages incorporation of details of existing driving licenses, registration certificates and Permit details on 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.

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

Out of 1184 RTOs, 1151 RTOs have been computerized. Customization of standard software as per requirements of the State is complete for all 36 States/UTs and the software is running at least at pilot site in each State/UT. 994 RTOs in 36 States/UTs are connected. State Transport Departments officials as well as enforcement authorities have been provided access to the data on the National Register to facilitate instant verification of all DLs/RCs which have been digitized by sending SMS from their registered mobile number. More than 16 crore vehicles records and 6 crore license records are now available in National Register repository.

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

2.2.6.2 Data Collection, Research and Development

Transport Research Wing (TRW) of the Ministry of Road Transport and Highways collects, compiles, analyses and disseminates data relating to roads, road transport and road

safety. This essentially involves the collection of data from various sources viz. Central Government Ministries and Departments, State Governments, Union Territory Administrations and public and private sector agencies. The information received from these sources is scrutinised, validated for consistency and reliability, and then compiled and analysed in annual publications covering important aspects of the transport sector. TRW renders assistance in terms of data inputs and economic analysis to various wings of the Ministry of Road Transport and Highways for policy planning, implementation and monitoring purposes.

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

I. Road Accidents in India

- (a) The above publication which is compiled on calendar year basis, State-wise, provides information on various facets of road accidents and fatalities in the country, international comparisons, and road safety initiatives taken by the Government of India. Data source for this publication is Police departments of all the States/Union Territories and Million Plus cities which is collected in a consolidated form, compiled and collated in a specially devised 19-item Asia Pacific Road Accident Data base (APRAD) format. The latest issue of 'Road Accidents in India: 2013' was released in August, 2014.
- (b) Black Spots: - TRW is also actively involved in the collection of accident/killed/injury data on black spots where accidents occur repeatedly from police departments of all states/UT's and assessing and monitoring the progress of short term & long term remedial measures taken by the officials of National Highways Authority in terms of reduction in road accident fatalities at the black spots. For these 25 top black spots data were collected from 13 States which accounted for more than 85 per cent of road accidents. TRW is also in the process of collecting data on 10 or more fatalities black spots for 35 States and Union Territories.

II. Road Transport Year Book

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

III. Review of the Performance of State Road Transport Undertakings

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

IV. Basic Road Statistics (BRS) of India

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

2.2.7 Setting up of Inspection and Maintenance Centre

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

A transport vehicle has to undergo fitness test every year after two years of the date of initial registration. There is no such requirement for non-transport vehicle for 15 years once they are registered. Hence this Ministry is of the considered view that proper inspection and maintenance system must be put in place to identify the vehicles which do not meet the emission and safety norms. Such inspection and maintenance centres would need to be set up in various states with Public, Private, Partnership. A model of automated Inspection & Certification (I&C) Centre was designed and a scheme for setting up of one such Centre in 10 States one each in the States of Andhra Pradesh, Karnataka, Gujarat, Maharashtra, Rajasthan, Himachal Pradesh, Haryana, Madhya Pradesh, U.P and Delhi on a pilot basis was approved. The total cost for setting up one such centre is around Rs. 1440 lakh. The civil construction of I & C Centre sanctioned during 11th Plan is in progress. It is expected that some of the centres (4 – 6) may be operational in next three to four months. During the year 2015-16, allocation of Rs.40.00 crore has been proposed under the scheme.

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

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

2.2.8.1 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 1.05% in 2012 while the number registered motor vehicles has been growing at 10.5% per annum during the period 2002 to 2012. This leads to increase in the personalized transport which in turn has a number of adverse consequences such as congestion, pollution, and accidents apart from being inequitable as the poor get excluded

from transport services. This needs to be reversed. In the 11th Five Year Plan, the provisions have been made at the central level to extend financial assistance to help the States to strengthen their public transport system including application of Information Technology like automatic fare collection system based on Global Positioning System. However such financial assistance shall be restricted to those States who undertake to take measures for reforms in the public transport system. The scheme was made effective from 15.3.2010. Under the scheme, twenty two projects of seventeen states namely Karnataka, Haryana, Tamil Nadu, Himachal Pradesh, Gujarat, Punjab, Kerala, Rajasthan, Odisha, Uttarakhand, Andhra Pradesh, Arunachal Pradesh, Assam, Nagaland, Sikkim, Goa and J&K for bringing latest IT related features in their road transport services covering rural / mofussil areas were sanctioned for central assistance during the year 2010-11, 2011-12, 2012-13 and 2013-14. During 2014-15, one or two more projects from SRTUs may be sanctioned as they are under process at different stages.

2.2.8.2 Development of Bus Terminals and Multi Modal Transport Terminal on BOT basis – A new scheme for development of bus terminals on BOT basis is being started under this head. The proposed scheme aims to provide a framework for scaling up the development of bus terminals on BOT basis in States/UTs in 70 cities i.e. 9 cities with population of more than 4 million population, 44 cities with population between 1 million to 4 million and 17 capital cities with population of less than 1 million during the 12th Five Year Plan period. The approximate cost of the scheme is Rs 375 crore, Rs 281 crore of the total cost of the project i.e. 75% will be shared by MoRTH and concerned state Governments / UTs & balance amount of 25% will be paid by successful bidder. Out of 75% of the total cost of the project i.e. Rs 281 crore, MoRTH will fund 80% i.e. Rs. 235 crore and balance amount will be funded by concerned state Government/ UTs. The Share of MoRTH and States/SRTUs/ UTs in the scheme would be 80% & 20% and in North-East Areas /Hilly Areas is 90 % & 10 % respectively. The entire cost of the scheme will be recouped from successful bidders and will go towards the replenishment of the funds spent by MoRTH and concerned state Governments / UTs. During 2015-16, the Ministry aims to implement this scheme in 33 cities by appointing project development consultants in these cities to assist the State Transport Deptt/SRTUs in undertaking of bus terminals on PPP basis. The consultant will also be appointed to develop the standard project reference documents for this scheme.

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

Funds for implementation of the scheme are being provided by Ministry of Finance from “Nirbhaya Fund. Scheme for Security of Women in Public Road Transport in the country was approved by Cabinet Committee on Economic Affairs on 02.01.2014. This Scheme envisages setting up a National Level Vehicle Security & Tracking System and City Command & Control Centre with installation of GPS/CCTV/panic buttons in public road transport in the Country. MoRTH has engaged Delhi Integrated Multi-Modal Transit Systems Ltd (DIMTS) for providing Project Management Consultancy for smooth implementation of the project. Presently, the scheme is in Project Preparation Phase under which Following activities has been undertaken:

- Concept Report has been finalized in Project Steering Committee (PSC) meeting held on 09.09.2014.
- Final Technology Analysis Report has been finalized on 22.12.2014.

- Detailed Specification document for GPS and draft detailed specification document is being examined.
- Draft State Support Agreement, Central Motor Vehicle Amendment Rules & Request for Pre- Qualification are being prepared by DIMTS.
- Concept Report & Technology Analysis Report have also been uploaded on MoRTH website.
- MoRTH has now started consultation with the beneficiary States/ UTs in a Phased manner for informing them the details of the Scheme and action required on their part for timely implementation of the Scheme.

The targeted outlay/outcome budget for 2015-2016 is at Annexure IV.

2.2.10 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. The scheme for creating awareness about road safety among general public are implemented by Government agencies such as Directorate of Audio and Visual Publicity (DAVP), All India Radio, Doordarshan, etc. In case of setting up of Model Drivers Training Schools, Central Institute of Road Transport has been engaged as an expert agency to monitor, supervise and extend technical assistance. On the basis of its report, 2nd and subsequent installments are released to the concerned States/Union Territories / Organizations.

CHAPTER-III

IMPACT OF REFORM MEASURES AND POLICY INITIATIVES TAKEN BY THE MINISTRY

3. ROADS SECTOR

3.1 PREFERRED MODE OF IMPLEMENTATION OF PROJECTS

The highways sector in the country has, of late, been facing difficulties in the award and implementation of project stretches, particularly through the Public Private Partnership (PPP) mode. This is due to overall economic downturn as well as sector specific issues. Though no effort is being spared by the Ministry in identifying and addressing the sector specific issues in consultation with the stakeholders, it is a fact that availability of equity in the market will be a critical factor to bring the sector back on track.

Till such time, it would be prudent to pursue the public funded, or EPC mode of implementation as the preferred mode by the Government, subject, of course to the availability of resources. As a consequence, when the award of projects will increase, the highways construction sector would regain its lost momentum and importantly, financial liquidity would become increasingly available in the sector. After the market reaches a certain level of maturity and stability as the private sector regains confidence, we may gradually switch back to PPP mode, particularly the BOT (Toll) mode, as the preferred mode of implementation.

3.2 OPERATION, MAINTENANCE AND TRANSFER (OMT) MECHANISM FOR NHS:

Earlier the maintenance of road stretches implemented through public funds was being done separately through short term Operation and Maintenance Contracts funded from budgetary resources. User fee was being collected through different agencies on annual contract basis.

Under the new policy, maintenance of all sections of Highways are outsourced to a private entity for a definite time period (4 to 9 years) on Operate, Maintenance and Transfer (OMT) basis, whether publicly funded or under Public Private Partnership (PPP) mode with private funds, whose concession period have expired and which are not likely to qualify for further lane upgradation. The main features of the policy are as under:

The project section of the Highways is handed over to the Concessionaire for a fixed concession period who will be responsible for carrying out the annual and periodic maintenance during the concession period including Incident Management. The concessionaire is authorized to levy, collect and retain user fee from road users.

3.3 HARMONIOUS SUBSTITUTION OF CONCESSIONAIRE IN THE NH PROJECTS

While the primary reasons for acute slow-down in the roads sector are external factors, lack of equity in a constrained environment has resulted in many otherwise sound viable projects either not receiving any response, or where projects have been awarded, not being able to achieve financial closure with the lenders. To revitalise the sector, a policy to

facilitate harmonious substitution of concessionaire in the projects that have achieved COD have been implemented.

3.4 RE-SCHEDULING OF THE PREMIUM WITHOUT AFFECTING NET PRESENT VALUE (NPV) OF THE AMOUNT DUE TO NHAI

The projects that were bid on a premium, the bidders are finding it difficult to pay the premium upfront. The high premium was quoted by the bidders in times of high economic growth and an overall bullish environment, as such re-bidding would certainly not attract such a high premium. Accordingly it has been decided that existing developers, who are finding it difficult to pay premiums quoted upfront, are allowed to re-schedule their premium payments over the concession period keeping the NPV of the total premium payable as the same.

3.5 BANKING NORMS

Bankers have reached their sectoral exposure ceilings in case of road projects as per the prudential norms prescribed by the RBI. Therefore, many bankers have already tied up their purse strings and not lending easily to the road projects anymore. Conventionally, debt as a part of project finance considered as unsecured as per the prudential norms of RBI. Considering the debt part at least to the extent guaranteed by the Authority as secured loan would result in credit enhancement.

3.6 PROJECT MONITORING GROUP

With a view to putting in place an institutional mechanism to track stalled investment project, a cell in the nature of Project Monitoring Group (PMG) has been set up in the Cabinet Secretariat for proactively pursuing the stalled projects, both in the public and private sectors, so that the projects are commissioned on time. The objective of the PMG is to create and evolve an institutional mechanism and put in place structures and processes to address and resolve issues adversely affecting commissioning of projects of Rs. 1,000 crore or more. CCI had nominated Joint Secretary (Highways) as nodal officer for PMG.

3.7 SIMPLIFICATION IN ENVIRONMENT AND FOREST CLEARANCE:

Normal Time Taken in Statutory Clearances

S. No.	Clearance required	Statutory authority	Time taken
1.	Environmental Clearance	Ministry of Environment and Forest, GOI, New Delhi	12-15 months
2	Forest Clearance	Ministry of Environment and Forest	1-2 years
3	Wildlife Clearance	National Board of Wildlife and Supreme Court of India	More than 3 years

Number of obstacles causing delay has been identified and has been resolved by the Ministry of Environment & Forests and the Ministry of Tribal Affairs.

- Now Highway projects are exempted from Environment Clearance if widening within standard ROW for National Highways i.e. 60m and up to 100km.
- “Special Exemption” or ‘No Objection Certificate’ under Forest Rights Act (FRA), 2006 be granted in respect of strengthening and widening of the National Highways projects specifically pertaining to diversion of Protected Forest land under Forest Conservation Act, 1980.

- Earlier environment clearance was linked to forest clearance. As a result the projects could be started only after obtaining the forest clearance, even if a small portion of the project passes through the forest land. Now grant of Environment Clearance has been delinked from the Forest Clearance for highway projects.

3.8 DELEGATION OF POWER TO SECRETARY RTH

Department of Expenditure delegated Secretary (Road Transport & Highways) or the Expenditure Finance Committee (EFC) headed by him powers for appraisal of projects upto Rs.1000 crores and the corresponding level for approval by the Minister (Road Transport & Highways).

3.9 DISPUTE RESOLUTION MECHANISM

The present dispute resolution mechanism for highway projects suffers from severe limitations in terms of effective resolution of disputes. NHAI continues to be plagued with large number of pending claims, arbitrations and court proceedings resulting in huge financial liabilities including a major interest component.

In order to address the above, a three stage dispute resolution mechanism has been recommended and approved by the NHAI Board for one time settlement, particularly for its old item rate contracts. After approval of the Competent Authority, the pending claims/issues shall be referred to the Settlement Negotiation Committee (SNC) comprising 3 CGMs, to be nominated by the Chairman, NHAI. The composition of SNC may vary from case to case. Initial negotiation shall be carried out by the above said SNC. After initial negotiations, matter to be placed before an Independent Settlement Advisory Committee (ISAC) comprising a retired High Court Judge and two other members with adequate experience in administration/finance. The SNC in consultation with ISAC may frame the broad principles and guidelines for one time settlement. ISAC recommendations are to be placed before NHAI Board for approval.

On adoption, of this process disputes relating to 65 contract packages have been resolved. The amount in dispute was Rs. 15,708 crore approx, which has been settled for Rs. 1,208 crore.

3.10 LAND ACQUISITION

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

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

Administration for facilitating the NHAI in pre-construction matters and also to provide support to concessionaires/contractors in resolving any issues with implementation of projects, which are within the purview of the State Governments.

3.11 ELECTRONIC TOLL COLLECTION SYSTEM

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

Traffic data is one of the essential elements for highways development and planning. Volume of traffic decides the number of lane in a stretch of the highway, concession period for BOT(Toll) and BOT(Annuity) projects, facilities along highways and land acquisition for present and future expansions. Traditional way of collecting traffic data by conducting traffic surveys manually through regional transport authorities or independent agencies is not a scientific method and needs standardization. In order to have correct traffic survey and estimations for highways projects, planning and feasibility, traffic survey on the whole length of National Highways will be done, using ATCC. All Toll plazas should have a system which can identify the class and configuration of the vehicle to complete traffic survey on the whole length of National Highways across the country. 1609 location all over India have been identified for installing ATCC. Country has been divided into 7 zone to carry out traffic survey. Traffic survey will be conducted six monthly. There will be a control room for monitoring traffic survey. It will help in real estimations for highways projects, planning and feasibility. The central control room has been setup and the traffic survey has started.

[b] Electronic Toll Collection System

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

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

Interoperable ETC facility has been implemented on Delhi-Mumbai arm of Golden Quadrilateral.

ETC system will be implemented on pan India basis by 2015.

[c] Weigh-in Motion Bridge (WIM) System

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

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

Necessary action has already been initiated so that all Toll Plaza on National Highways have this system.

[d] **Automatic Vehicle Counter & Classifier (AVCC) System**

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

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

[e] **CCTV Surveillance System**

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

This system will be installed at all Toll Plazas.

3.12 E-GOVERNANCE INITIATIVES

For bringing transparency in mode of governance, ministry has undertaken certain initiatives which include online bill payment, online access permission, web based application approval system for overweight cargo/over dimensional cargo. Further, online issuance of National Permit has been initiated by the Ministry.

ROAD TRANSPORT SECTOR

3.13 Cashless Treatment for Road Accident Victim

The Ministry launched a pilot project for cashless treatment of road accident victims on following stretches:-

- (i) Gurgaon-Jaipur stretch of National Highways No.8.
- (ii) Vadodara – Mumbai stretch of National Highways No. 8
- (iii) Ranchi – Rargaon – Mahulia stretch on National Highways No. 33.

The pilot project at Gurgaon-Jaipur stretch and Vadodara – Mumbai stretch are being implemented in association with ICICI Lombard General Insurance Company whereas IFFCO – Tokio General Insurance Company Limited is executing at Ranchi – Rargaon – Mahulia stretch.

A Memorandum of Understanding (MoU) has been signed with ICICI Lombard General Insurance Company and IFFCO – Tokio General Insurance Company for executing the pilot project. The objective of the project is to save lives of accident victims by providing prompt and appropriate medical care during 'Golden Hour", and thereby reduce fatalities in road accidents. The project envisages transport of accident victims from the accident scene to hospital and, where required, from one hospital to another for treatment at a public or private hospital for the first 48 hours or Rs. 30,000/-, whichever is earlier.

A Toll free No. 1033 has been started for reporting of accidents. A 24x7 Call Centre to receive reports of accidents, deploy nearest ambulance and alert local police authorities, hospital and Road Safety Volunteers. 45 private hospitals have been empanelled to provide treatment at CGHS /AIIMS rates in case of Gurgaon – Jaipur stretch. In addition, there are seven Government hospitals located on the stretch. Data from the Pilot Project would be used for formulating a pan-India scheme for cashless treatment of road accident victims.

3.14 Transport Hub

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

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

Apart from the above, the following initiatives are also proposed to be taken up during the year 2015-16 in road transport sector :-

- (i) The Ministry has constituted a Committee on 05.02.2014 under the chairmanship of the Principal Secretary (Transport), Government of Bihar to give its recommendations for a National Permit System for tourist buses and goods vehicle (below 7.5 ton GVW(gross vehicle weight), within two months time. The report has been submitted by the committee for goods vehicle and same is under examination.
- (ii) In the 36th meeting of Transport Development Council (TDC) meeting held on 28.10.201 following decisions were taken :
 1. Additional system of All India Permit for Tourist Buses would be introduced on payment of annual consolidated permit fee at the following rates:
 - Rs 50,000/- for ordinary tourist buses
 - Rs 75,000/- for luxury tourist buses; and
 - Rs 1,00,000/- for super luxury tourist buses
 - 2 State Government and Union Territories would take necessary action on their part for the smooth implementation of additional system for All India Permit for Tourist Buses.
 3. All States/UTs would adopt recommendation of the Task Force constituted for the use of technology by toll plazas and border check posts within one year.
 4. All States Governments/UTs would take immediate steps to implement RFID bases ETC system at toll plazas in state roads.
 5. All concerned States Governments/UTs would take immediate steps required on their part for the implementation of the Scheme for Security for Women in Public Transport in the country.
 - 6 All States/UTs would take initiatives to develop high quality bus stations in 70 cities and towns in India .

CHAPTER – IV

REVIEW OF PERFORMANCES DURING 2013-14 AND 2014-15

ROADS WING

Scheme-wise Physical Performance

4.1 National Highways:

(Rs in crore incl. IEBR)				
2013-14(Plan)		2014-15(Plan)		2015-16 (Plan)
BE	RE	BE	RE	BE
37,300	30,890	35,088	32,581.51	82,547.15

Achievement on National Highways:

Sl. No.	Category	2013-14	2014-15*
1.	NH(O)		
	Construction (km)	1458	1141
	Improvement of Riding Quality (km)	2495	1565
	Bypasses (No.)	4	6
	Bridges / ROBs / RUBs (No.)	76	55
2.	NHDP	1914	964
3.	SARDP-NE	363	110
4.	LWE	545	370
5.	NHIIP	Nil	10

*upto Dec. 14

4.2 Maintenance and Repairs

(Rs in crore)

2013-14		2014-15				2015-2016
BE		RE		BE		RE
Plan	Non - Plan	Plan	Non- Plan	Plan	Non- Plan	Non- Plan
-	1925.32	-	1849.15	-	2099.93*	-
						2599.40*
						2701.40

*Including funds for Border Roads Organization

Under this head, funds are provided for the preservation and proper upkeep of National Highways all over the country. Over the past six decades, the volume of traffic on Indian roads has increased exponentially. However, notwithstanding the vast network of roads and of National Highways, there are serious concerns about their quality and capacity. The rise in labour wages and steep increase in prices of materials, particularly, of petroleum products in recent years are reflected in the high cost of maintenance and repair of National Highways.

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

4.3 Up-to-date, the detailed estimates for 5469 km length have been sanctioned at an estimated cost of Rs 8415 crore, out of which, works on 4908 km length costing Rs 6566 crore have been awarded. Development in 3299 km length has been completed up to December, 14 and cumulative expenditure incurred so far is Rs 4374 crore. The development of roads under the programme is scheduled to be completed by March, 2015.

Development of Vijayawada Ranchi route:

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

4.5 So far, the detailed estimates for all the 9 packages in an aggregate length of 594 km have been sanctioned at an estimated cost of Rs 1126 crore and have been awarded. The development on 163 km has been completed at the cumulative expenditure of Rs 357 crore up to December, 2014.

SARDP-NE

4.6 Special Accelerated Road Development Programme in North East (SARDP-NE) covering construction/improvement/DPR preparation of 10,141 km road stretches, approved by Cabinet Committee on Economic Affairs (CCEA) /Cabinet from time to time. The programme has been divided under 3 phases, as follows:-

Phase 'A' of SARDP-NE

4.7 Phase 'A' involve improvement/ construction of 4,099 km of roads (2,041 km NH and 2,058 km State roads and other roads) at an estimated cost of Rs.21,769 crore. Out of these 3,213 km roads, has been approved for execution and balance 886 km has been approved 'in-principle'. The implementation of these roads has been entrusted to various Agencies such as State PWDs, BRO and NHAI. So far, 2,835 km roads (incl. 112 km on BOT (Annuity)) at Rs 17,000 crore under SARDP-NE Phase 'A' have been sanctioned/awarded and balance lengths are being targeted for award during 2015-16. The likely target date of completion for sanctioned road stretches of Phase 'A' is March 2017.

Arunachal Pradesh Package of Roads and Highways.

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

4.8 Road stretches aggregating to 1543 km length have been approved for execution on Cash contract basis. Out of these, about 585 km length has been sanctioned/awarded amounting to Rs 3,023 crore, till date.

4.9 The total sanctions accorded is for 1360 km roads at Rs 11,377 crore. The entire Arunachal Pradesh Package is targeted for completion by March, 2017.

Phase 'B' of SARDP-NE

4.10 Improvement of 34 roads stretches of various categories such as NHs, State Roads, GS roads and Strategic roads etc. aggregating to 3723 km has been included under Phase 'B' of SARDP-NE. Phase 'B' has been approved by the Government for preparation of DPR only.

4.11 An amount of Rs. 3,000 crore was allocated for SARDP-NE during 2014-15. Out of this, expenditure of Rs. 1260 Crore was incurred as on 31.12.2014. Total 110 km roads of 2-lane standards were completed and together with the roads completed upto the previous year, total 1,625 km roads have been completed so far under Phase 'A' and Arunachal Pradesh Package of Roads and Highways of SARDP-NE against 6,418 km approved for implementation under SARDP-NE.

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

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

4.13 NATIONAL HIGHWAYS DEVELOPMENT PROJECT (NHDP)

4.13.1 The Government of India has launched major initiatives to upgrade and strengthen National Highways through various phases of National Highways Development project (NHDP). The overall status of NHDP as on 31.12.2014 is as follows:

Overall status of NHDP:

Status of NHDP as on 31.12.2014

Sl. No.	NHDP Component	Total Length (km)	Completed 4/6 lane (km)	Under implementation		Balance for award of civil works (km)
				Length (km)	No. of contracts	
1.	NHDP Phase I (GQ, Port Connectivity, Others)	7,522*	7,519	3	1	-
2.	NS-EW Corridors	6,647	5,836	441	45	370
3.	NHDP Phase III	12,109	6,352	4,708	125	1,049
4.	NHDP Phase IV	20,000	907	7,759	114	11,334
5.	NHDP Phase V	6,500	1,973	2,107	27	2,420
6.	NHDP Phase VI	1,000	0	0	0	1,000
7.	NHDP Phase VII	700	22	19	1	659
	Total	54,478	22,609	15,037	313	16,832

* Chennai - Ennore port connectivity two projects (24 km) has been re-awarded , these two projects was merged to another projects (6 km) under Phase - I . Total length increased by 24 km.

Financing of NHDP

4.13.2 NHA is implementing National Highway Development Programme (NHDP) and some other allied projects in accordance with the mandate approved by the Government. The Government of India (GoI) provides cess funds, funds for Externally Aided Projects (EAPs) and market borrowings, which are in the form of Internal and Extra Budgetary Resources (IEBR) through the Union Budget in addition to the budgetary support for special projects and for Maintenance & Repairs. The borrowing requirements of the Authority are determined keeping in

view the resource requirement and the resource availability. The development and maintenance of National Highways is financed by following modes:

- a) GoI's Gross Budgetary Support (GBS) and Additional Budgetary Support (ABS) including:-
 - i. Dedicated accruals under the Central Road Fund (share in the levy of cess on fuel) allocated through Union Budget.
 - ii. External Assistance in respect of International Institutions (World Bank; ADB; JBIC) funded projects allocated through Union Budget.
 - iii. Ploughing back of toll revenue including toll collection, negative grant, premium and revenue share deposited by NHAI into Consolidated Fund of India and in turn equivalent amount released to NHAI for development, maintenance and management of National Highways entrusted to it.
- b) Private financing under PPP frameworks
 - (i) Build Operate and Transfer (BOT)-Toll/Design Build Finance Operate and Transfer (DBFOT)-Investment by private agencies and return through levy and retention of user fee;
 - (ii) BOT (Annuity)-Investment by private agencies.; and
 - (iii) Special Purpose Vehicle (SPV)-with equity participation by other stakeholders. i.e. port trust etc.
- c) Funding of the NHDP Projects under SARDP-NE and in J&K with Additional Budgetary Support (ABS) over and above cess allocation; and
- d) Market borrowings (including funds raised through Capital Gain Tax Exemption Bonds under section 54 EC of Income Tax Act and Tax free Bonds) as authorized by GoI on year to year basis.

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

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

Financial Year	FINANCING OF NHDP						
	Cess Funds	Plough back of Toll Remittance	External assistance (Grant)	External Assistance Loan	Borrowings	Additional Budgetary Support	Estimated Private Sector Participation
1999-2000	1192	0	492	-	-	-	49.72
2000-01	1800	0	461	12	656.62	-	225.10
2001-02	2100	0	887	113	804.44	-	510.48
2002-03	2000	0	1202	301	5592.94	-	846.25
2003-04	1993	0	1159	290	-	-	1830.80
2004-05	1848	0	1239	361	-	50.00	1462.84
2005-06	3269.74	0	2350	600	1289.00	700.00	649.08
2006-07	6407.45	0	1582.50	395.50	1500.00	110.00	1578.28
2007-08	6541.06	0	1776	444	305.18	-	7062.40
2008-09	6972.47	0	1515.20	378.80	1630.74	-	8184.73
2009-10	7404.70	0	272.00	68.00	1153.63	-	8572.54
2010-11	8440.94	1623.00	320	80	2160.10	0	15354.37

2011-12*	6187.00	2692.89	-	-	12511.52	320.01	25998.57
2012-13	6003.00	1777.00	-	-	1668.85	367.00	19886.52
2013-14**	6857.45	4770.00	-	-	7942.25	15.00	21155.47
2014-15 ***	6885.89	4086.00	-	-	2122.52	0	9718.78
	*- Borrowings Including NHAI Tax Free Bond of Rs.10,000 Crore ** Borrowings Including NHAI Tax Free Bond of Rs. 5,000 Crore *** Figures are upto 31.12.2014.						

4.14 Physical & Financial performance of NHDP

4.14.1 Performance on Outcome Budget targets for the years 2014-15 & outlays for 2015-16 of works on National Highways being implemented by NHAI are given in **Annexure II and III**.

4.15. Road Transport

4.15.1 Performance on Outcome Budget Targets in respect of Road Transport for the years 2013-14 and 2014-15 is given in **Annexure-V**.

CHAPTER-V

FINANCIAL REVIEW

5.1 The Annual Plan 2015-16 proposed gross outlay of Rs. 82,697.15 crore in respect of Roads and Road Transport Sector as follows:

Sector	Budgetary support (proposed)	IEBR (Proposed)	Total (Rs. in crore)
1	2	3	4
Roads	39,852.65	42,694.50	82,547.15
Road Transport	150.00	-	150.00
Total	40,002.65	42,694.50	82,697.15

5.2 The actual expenditure incurred during the years 2013-14 and the expenditure incurred during 2014-15 till 31.12.2014 is indicated in the statement given below:-

(Rs in crore)						
Sl. No.	Item	Actual Expenditure		2014-15		2015-16
		2013-14	2014-15 as on 31/12/14	BE	RE	BE
ROADS						
1	GBS	20,905.50	15079.20	25,338.00	23614.40	39252..65
	Other than GBS (EAP)	0.00	97.86	750.00	350.00	600.00
	Total	20,905.50	15177.06	26088.00	23964.40	39852.65
2	Provision for NE and Sikkim Pool being 10% of GBS	2,965.01	3000.00	3,000.00	3000.00	4000.00

Road Development

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

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

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

Item	2013-14			2014-15			BE 2015-16 (Rs. In crore)
	BE	RE	EXP.	BE	RE	Exp as on 31/12/14	
PLAN							
National Highways (Original) works	5420.83	5420.83	4497.79	5202.56	4702.56	2552.46	4207.56
Works under BRO	500.00	450.00	355.94	400.00	298.00	141.23	0
Permanent bridge fee fund	150.00	150.00	59.81	150.00	100.00	24.64	50.00
SARDP-NE	3300.00	3300.00	3009.27	3000.00	3000.00	1262.20	4000.00
LWE incl Vijayawada Ranchi	2050.00	1035.00	1021.02	1350.00	1100.00	606.66	1300.00
Total	11420.83	10355.83	8943.83	10102.56	9200.56	4587.19	8257.56
Non-Plan							
Maintenance NHs with State PWDs	1925.32	1849.15	1721.34	1974.93	2458.65	1579.22	2701.40
Maintenance NHs with BRO	70.00	128.00	81.20	125.00	140.75	33.22	0.00
Total	1995.32	1977.15	1802.54	2099.93	2599.40	1612.44	2701.40

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

5.5 The fund for development of National Highways by the NHAI is provided from cess levied on petrol and High Speed Diesel (HSD) and toll collected by NHAI on the NH stretches entrusted to NHAI. NHAI is allowed to leverage cess fund for market borrowing. The present rate of cess on petrol and HSD is Rs.2.00 per litre. The provision made for the NHAI in the budget of the Ministry of Road Transport & Highways during the years 2013-14 and expenditure made and proposed in 2014-15 is as follows:

(Rs. in crore)

Item	2013-14			2014-15 (Actuals upto Dec -14)			2015-16 (BE)
	BE	RE	Actuals	BE	RE	Actuals	
Investments (Cess)	6857.45	6857.45	6857.45	9565.81	9565.81	6885.89	22920.09
Ploughing back of Toll Revenue #	4770.00	4770.00	4770.00	5448.00	6508.88	4086.00	6500.00
IEBRs	14000.00	8000.00	7942.25	9000.00	7617.11	2122.52	42694.50
Sub-Total	25627.45	19632.45	19569.7	24013.81	23691.8	6208.52	72114.59.26

Central Road Fund (CRF) for the State Roads

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

(Rs. in crore)

Item	2013-14			2014-15			2015-16
	BE	RE	Exp.	BE	RE	Exp as on 31/12/14	
Grants to states and UTs for State Roads (CRF)	2359.91	2971.41 ^s	2923.73	2643.00	2635.60	1382.65	2910.00
Grants to States and UTs for Roads of ISC & EI	262.22	262.22	236.68	293.63	250.00	47.49	294.00

^s - Rs. 611.50 crore additionally allocated out of the unspent balance of previous years.

Research and Development

5.7 The main thrust of Research and Development (R&D) in the road sector is on building a sustainable road infrastructure comparable to the best in the world. An outlay of Rs.10.00 crore was provided for R&D in 2015-16.

5.8 ROAD TRANSPORT

Financial Performance 2013-2014 & 2014-2015 (Rs. in crore)				
Name of the Scheme/ Project/Programme	BE 2013- 2014	Expd. 2013- 2014	BE 2014- 2015	Expd. 2014-2015 (as on 16.01.2015)
1 Road Safety	81.00	62.86	87.00	62.86
2 National Database & Computer system, Data collection, research & development & transportation studies including total engineering solution	48.00	36.99	48.00	36.99

3	Setting up of Inspection and Maintenance Centre	50.00	15.05	45.00	15.05
4	Strengthening public transport system including introduction of IT like Automatic Fare Collection based on GPS	20.00	18.15	20.00	18.15
5	Creation of National Road Safety Board	1.00	0.00	1.00	0
	Grand Total	200.00	133.05	200.00	133.05

CHAPTER-VI

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

INDIAN ACADEMY OF HIGHWAYS ENGINEERS (IAHE)

6.1 IAHE is a registered Society under the administrative control of the Ministry of Road Transport & Highways. It is a collaborative body of the Central and State Governments which was set up in the year 1983 with the objective of fulfilling the long felt need for training of highway engineers.

6.2 The Academy has been functioning effectively for 31 years and is now functioning from its own campus developed in 10 acres of land at A-5, Institutional Area, Sector-62, NH-24 bypass, Noida (UP) w.e.f. 1st Oct. 2001. The vision and scope of the Academy has been recently discussed in the Council and broadened covering setting up of centres of excellence in different areas of Highway Engineering.

BROAD ACTIVITIES:

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

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

6.4 Since its inception, IAHE has trained 25611 Highway Engineers and Administrators involved in road development from India and abroad through 1100 training programmes upto 31st December, 2014. Participants are drawn from Ministry of Road Transport & Highways, NHAI, NRRDA, various State PWDs, Public Sector and Private Sector.

Training programmes conducted during the year 2014-15

6.5 During the year 2014-15 (upto 31st December, 2014) the Academy has organised 24 training programmes in which 581 Engineers and professionals have participated.

6.6 Regional Connectivity initiative at MoRTH-

National Highways & Infrastructure Development Corporation Ltd. (NHIDCL)

- 6.6.1 Regional Connectivity amongst neighbouring countries in the South Asian and South East Asian region has lately been accorded high priority. It is aimed at enhancing cross border trade and commerce and safeguarding the country's landlocked international borders. In a meeting of the National Security Council on Border Infrastructure and Border management held on 1st November, 2013, it was decided to create an organization separate from BRO to take over certain strategic roads.
- 6.6.2 Enhanced regional connectivity is imperative to form an economically integrated South and South East Asia. It is important not only for trade & commerce but also for security and strategic reasons.
- 6.6.3 In view of increasingly significant role of regional connectivity and the proposal of creating a new entity for taking responsibility of strategic roads as mentioned above, MoRTH is proactively promoting regional connectivity through a streamlined institutional framework.
- 6.6.4 A proposal for setting up and operationalizing a new company under MoRTH dedicated to the task of constructing/ up-grading/ widening of Highways along the border areas of the country and other similar initiatives has been approved by the Cabinet in March 2014.
- 6.6.5 Accordingly, a company named National Highways & Infrastructure Development Corporation Ltd (NHIDCL) has been incorporated on 18.07.2014. Manpower procurement, identification of projects and initial activities on some identified projects are currently under progress for the Company.

6.7 NATIONAL HIGHWAYS AUTHORITY OF INDIA

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

6.7.2 The details of Financial Outlays including complimentary extra budgetary resources (share of private sector in respect of BOT projects), Quantifiable deliverables/Projected Physical Output etc. have been explained under respective chapters.

6.7.3 PERFORMANCE DURING 2014-15 (Upto 31st Dec. 2014)

- a) Total 50618 Kms of National Highways have so far been entrusted to NHAI under various phases of NHDP for development. Out of which 23,315 km NHs under various phases of NHDP, have been completed, as per details given below. Constraints faced in the timely completion of NHDP include delays in land acquisition, removal of structures and shifting of utilities, law and order problem in some States, and poor performance of some contractors.

Progress of NHAI projects: Status as on December 31st, 2014

Sl.No.	NHDP Component	Total Length (km)	Completed 4/6 lane (km)	Under implementation		Balance for award of civil works (km)
				Length (km)	No. of contracts	
1	GQ	5846	5846	0	0	0
2	NS-EW	7142	6352	373	44	417
3	Port connectivity	380	379	1	1	0
4	Other NHs	1754	1414	340	10	0
5	SARDP-NE	388	98	13	1	277
6	NHDP Phase III	12109	6352	4414	89	1343
7	NHDP Phase IV	14799	879	5624	52	8296
8	NHDP Phase V	6500	1973	2108	27	2419
9	NHDP Phase VI	1000	0	0	0	1000
10	NHDP Phase VII	700	22	19	1	659
	Total	50618	23315	12892	225	14411

OUTLOOK FOR THE YEAR 2014-15 AND BEYOND

6.7.4 It is proposed to awards about 5000 km under NHDP during the year 2015-16.

Summary of Work Plan

Particulars	Award (Kms)					
	2014-15*			2015-16		
	BOT	EPC	Total	BOT	EPC	Total
By MoRT&H	0	1305	1305	200	2000	2200
By NHAI	516	1493	2009	500	2900	3400
Total	516	2798	3314	700	4900	5600

*up to Dec 14

ANNEXURE-I**Statement of Physical Targets, 2015-16**

SN	Scheme	Award	Completion
1.	NH(O)		
	Construction (km)	1200 km	1775 Km
	Improvement of Riding Quality (km)	0	2000 Km
	Bypasses (No.)	0	4 Nos.
	Bridges / ROBs / RUBs (No.)	0	90 Nos.
2.	NHDP	5600 km	2700 Km
3.	SARDP-NE	900 km	600 Km
4.	LWE	450 km	1000 km
5.	NHIIP	350 km	250 km

Annexure II

NATIONAL HIGHWAYS AUTHORITY OF INDIA		
Statement of Financial Outlays/Targets : 2015-16		
(Rs. In Crore)		
S.No.	Name of Scheme/Programme	Targets Total 2015-16
1	NHDP Phase-I (Widening to 4/6 lane including strengthening)	65.10
2	NHDP Phase-II (Widening to 4/6 lane including strengthening)	1377.79
3	NHDP Phase-III (Widening to 4/6 lane including strengthening)	8264.33
4	NHDP Phase-IV (Widening and strengthening of 2-lane with Paved Shoulder)	21161.29
5	NHDP Phase-V (6-lanning of selected stretches on GQ and Others)	3381.47
6	NHDP Phase-VI (Development of Expressways)	4056.80
7	NHDP Phase-VII (Ring Roads, Bypasses, Grade Separators, Service Roads etc.)	1994.39
8	SARDP-NE & NH (O)	1464.99
9	Liabilities on account of interest and repayment of loans/ borrowings and payment of annuities & Claims	13830.72
10	Provisions for Land Acquisitions	15709.32
	TOTAL	71306.20
11	Capital Expenditure for office of HQ & PIUs	104.39
12	Repairs & Maintenance of National Highways	1327.26
13	Administrative Expenses	294.46
14	Grant Total	73032.31

Summary of Expenditure upto 31.12.2014

	Total Public Sector Expenditure		15468.86	
	Total Private Sector Expenditure		9,718.78	
	Grand Total		25,187.64	

<u>NATIONAL HIGHWAYS AUTHORITY OF INDIA</u>				
Statement showing a Consolidated Physical Outlays and				
Outcomes/Targets: 2014-15 (upto 31.12.2014)				
Name of the Scheme/Programme	Quantifiable Deliverables (in Kms)			
	<u>Awards</u>		<u>Completion</u>	
	Targets	Achievements	Targets	Achievements
NHDP Phase-I	0	0	5.19	3.5
NHDP Phase-II	228	0	239.11	82.69
NHDP Phase-III	686	346.22	788.52	251.61
NHDP Phase-IV	7240	1466.91	534.40	432.09
NHDP Phase-V	305	0	370.73	173.56
NHDP Phase-VI	300	0	0	0
NHDP Phase-VII	0	0	0	0
	8759	1813.13	2000.75	991.3

Annexure IV**Targeted Outlay/Outcome Budget For 2015-2016****(Rs. in crore)**

SN	Name of Scheme/Programme	Outlay 2015-2016 (proposed)	Quantifiable deliverables/ physical outputs	Projected outcomes	Processes/ time lines
1.	Road Safety				
	i) Refresher Training to Drivers in Unorganized Sector and Human Resource Development	20.00	Number of drivers to be trained and number of training programmes for officers of State Transport Department/ Ministry to be conducted.	(i) Around 30,000 HMV drivers will be imparted refresher training. (ii) 4 new IDTRs / RDTC will be sanctioned. (iii) Fund will be required to complete the construction of IDTR sanctioned during 11 th Plan. (iii) 50 training programmes for transport/traffic department officials to be conducted.	Annual
	(ii) Publicity measures and awareness campaigns	75.00	Number of video spots and radio spots to be telecast/broadcast.	25000 video spots and 40000 radio spots will be telecasted / broadcasted on television and radio channels. Around 20,000 video spots will also be telecasted / broadcasted in 3000 cinema halls. Road safety messages Road safety material will also be sent to different stakeholders for creating awareness about road safety.	Annual
	(iii) Road Safety Equipments and Pollution Testing and Control	06.50	Various traffic enforcement equipments such as speed detection radar and breath analyzer etc are proposed to be provided to States/ UTs.	200 Breath Analyzers to be procured. Order for pollution testing equipments i.e. 275 smoke meters and 275 gas analyzers have been issued. The equipments will be provided to the States during 2015-16.	Annual
	(iv) National Highways Accident Relief Service Scheme	20.00	Number of cranes and ambulance to be provided to the States/UTs/NGOs.	Scheme of Cashless treatment is being implemented at three stretches. These three stretched may be continued during next year. Apart from this, the Ministry will also take two more new proposals (pilot projects) for cashless treatment of road accident victims.	Annual

			Lower rate of fatalities in road accidents.		
2.	National Data Base Network				
	(i) Computer System and National Data Base	23.00	Quantitative targets cannot be indicated.	To complete National Register and State register of Driving Licenses for enforcement and various other applications 4 studies in key issues of RT Sector to be undertaken.	Annual
3	Setting up of Inspection and Maintenance Centre including setting up of transport hub	40.00	No. of centres to be sanctioned.	5 new I& C centre to be sanctioned. Procurement of equipment for I&C Centre sanctioned during previous years. Operation expenditure of the I&C Centre sanctioned during previous years. Road worthy vehicles on roads to enforce road safety and efficiency of transportation.	Annual
4	Strengthening public transport system including introduction of IT features like GPS / GSM based VTS, computerized reservation system, AFCS, ETMs, inter-modal fare integration, PIS etc.	120.00		5 proposals of States/UTs to be sanctioned. Committed liability for previous year for release of 2nd and 3rd installment to be considered. During 2015-16, the Ministry aims to implement this scheme in 33 cities by appointing project development consultants in these cities to assist the State Transport Deptt/SRTUs in undertaking of bus terminals on PPP basis	Annual
5	Creation of National Road Safety Board	05.00	Cannot be quantified at this stage.	A Bill to create the National Road Safety and Traffic Management Board was introduced in Lok Sabha on 4.5.2010 which was referred to Department related Parliamentary Standing	

				<p>Committee for examination. However, this Bill has lapsed consequent upon dissolution of 15th Lok Sabha.</p> <p>Now the Ministry has drafted Road Transport & Road Safety Bill 2014. NRSTMB has been made part of this Bill. Simultaneously, the Ministry is also in the process to create NRTMB through executive order pending the Road Transport & Road Safety Bill 2014.</p>	
6	Scheme for Safety of Women on Public Road Transport	653.00	<ul style="list-style-type: none"> • Standard empanelment document preparation for GPS and CCTV • Setting up of National DC-95% • Establishm ent of city control centres-8 cities-90% • Establishm ent of city control centres - 24 cities-75% • Operation for NBDC-6 Months • Opration of city control centres of 20 cities 	<p>A unified system at the National Level (National Vehicle Security and Tracking System) and State level (City Command and Control Centre) for GPS tracking of the location of, emergency buttons in and video recording of incidents in public transport vehicles would be set up in 32 cities of the country with a population of 1 million or more in the first phase.</p>	Annual

ROAD TRANSPORT
PERFORMANCE ON OUTCOME BUDGET TARGETS 2013-2014 & 2014-2015

(Rs. In crores)

	Name of the Scheme	Target 2013-2014	Performance in the year 2013-2014	Target 2014-2015	Performance in the year 2014-2015 (as on Jan, 2015)
1	Road Safety				
	Refresher Training to Drivers in Unorganized Sector and Human Resource Development including training	Around 20,000 HMV driver will be imparted refresher training. 2 new IDTRs will be sanctioned. 25 training programmes to be conducted.	Training was imparted to around 35,200 HMV drivers. The scheme for setting up of IDTR is being restructured. 39 training programmes on various issues relating to transport, traffic and municipal corporations have been sanctioned for personnel of Transport/ Traffic Department of States.	(i) Around 35,000 HMV drivers will be imparted refresher training. (ii) 4 new IDTRs will be sanctioned. (iii) 50 training programmes for transport/traffic department officials to be conducted.	Training was imparted to around 30,000 HMV drivers. The proposals from the State Govt. have been received. Meeting has been fixed to consider the proposal in February 2015. 50 training programmes for State Transport/ Traffic Department and Municipal Corporation personnel for development of Human Resources in the Transport Sector have been sanctioned.
	Publicity measures and awareness campaigns	5000 video spots and 10000 radio spots will be telecasted.	6500 video spots and 22500 radio spots were telecast/broadcast during the period.	15000 video spots and 25000 radio spots will be telecasted. Road safety material will also be sent to different stakeholders for creating awareness about road safety.	14,500 video spots and 22,000 radio spots were telecast/broadcast during the period.
	Road Safety Equipments and Pollution Testing and Control	200 Breath Analyzers to be procured 300 each of smoke meter and gas analyzer to be	DGS&D was requested to bring breath analyzers on Rate Contract. DGS &D is yet to finalize the Rate Contract. Therefore the breath analyzers could not be procured. Due to delay in	200 Breath Analyzers to be procured 600 pollution testing equipments i.e. 300	Procurement has to be done through but they did not shortlist the supplier. Therefore, breath analyzer could not be procured. Work order for procurement and

		procured.	finalization of work order, pollution testing equipments could not be procured during 2013-14. However, most of the pollution testing equipments awarded during 2011-12 were dispatched/installed/operationalised.	smoke meters and 300 gas analyzers to be procured.	supply of pollution testing equipments i.e. 275 smoke meters and 275 gas analyzers has been issued.
	National Highways Accident Relief Service Scheme	17 Ten ton crane and 20 small recovery cranes to be procured.	Work order has also been issued for procurement of 20 small cranes for hilly areas and 17 ten ton cranes.	For procurement of 40 advanced life support ambulances. Procurement of 25 Ten ton crane and 20 small recovery cranes. Two new proposal (pilot projects) for cashless treatment of road accident victims : (i) Ranchi-Maholia stretch of NH-33 and (ii) Mumbai-Vadodara stretch of NH-8 are likely to be launched.	17 no. ten ton crane and 20 no. of small recovery crane procured. Pilot project of cashless treatment at Mumbai-Vadodara stretch of NH-8 and Ranchi-Maholia stretch of NH-33 has been launched.
2.	National Data Base & Computer System, Data collection, research & development and transportation studies including Total Engineering Solution	Number of Studies/R&D Projects to be undertaken.	Rs. 20 crore was issued to NIC for meeting committed liability in connection with completion of National Register and State register of Driving Licenses for enforcement and various other applications.	To complete National Register and State register of Driving Licenses for enforcement and various other applications 10 Studies in key issues of RT Sector to be undertaken.	As per the B.E. 2014-15, Rs. 10 crore was llocated for this scheme. As on 09-01-2015 a total of Rs. 12.48 crore have been spent including re-appropriation from other fund. Despite our best efforts, only one study could be conducted during 2014-15.

3	Setting up of Inspection and Maintenance Centre	<p>2 new I& C centre to be sanctioned.</p> <p>Technical equipment for I&C Centre sanctioned during previous years will be procured.</p> <p>Road worthy vehicles on roads to enforce road safety and efficiency of transportation.</p>	<p>The scheme for setting up of I&C Centre is being restructured.</p> <p>Letter of Award(L.O.A) for procurement of equipment has been issued. It is expected that supply of equipment will start by the Feb '14. At least two centre may be operational by March '14.</p>	<p>5 new I& C centre to be sanctioned. Procurement of equipment for I&C Centre sanctioned during previous years. Operation expenditure of the I&C Centre sanctioned during previous years.</p> <p>Road worthy vehicles on roads to enforce road safety and efficiency of transportation.</p> <p>To complete the Pilot Project at Railmagra (Raj.) sanctioned during 2012-13.</p>	<p>2 I & C Centre has been sanctioned. 2 more centres are likely to be sanctioned by March 2015.</p> <p>The civil construction of 6 I & C Centre is nearly completion. Around 4 – 6 centre will be operational in next 2 – 3 months.</p>
4	Strengthening public transport system including introduction of IT like Automatic Fare Collection based on GPS	10 proposals of States/UTs to be sanctioned.	During 2013-14, four project of STUs namely, North-Eastern Karnataka Road Transport Corporation (NEKRTC), Kadamba Transport Corp(KTC), Goa, JKSRTC, and CIRT, Pune were sanctioned under this scheme.	10 proposals of States/UTs to be sanctioned. Committed liability for previous year for release of 2nd and 3rd installment to be considered.	During 2014-15, despite our best efforts only two proposals from SRTUs are received which are being processed.
5	Creation of National Road Safety Board	Cannot be quantified at this stage.	The Government has examined the recommendations of the Parliamentary Standing Committee made on the bill for creation of National Road Safety and Traffic Management Board. The note has been sent to Cabinet Secretariat for consideration of the Cabinet to introduce the bill in the Parliament House.	A Bill to create the National Road Safety and Traffic Management Board was introduced in Lok Sabha on 4.5.2010 which was referred to Department related Parliamentary Standing Committee for examination. The Committee submitted its report to the Chairman, Rajya Sabha on 21.7.2010. The recommendation of the Committee has	A Bill to create the National Road Safety and Traffic Management Board was introduced in Lok Sabha on 4.5.2010 which was referred to Department related Parliamentary Standing Committee for examination. However, this Bill has lapsed consequent upon dissolution of 15th Lok Sabha. <p>Now the Ministry has drafted Road Transport & Road Safety Bill</p>

				been examined. Draft note for consideration of the Cabinet has been circulated amongst concerned departments for comments.	2014. NRSTMB has been made part of this Bill. Simultaneously, the Ministry is also in the process to create NRTMB through executive order pending the Road Transport & Road Safety Bill 2014
6	Scheme for Safety of Women on Public Road Transport	Not Applicable	Not Applicable	<ul style="list-style-type: none"> •Concept Report Preparation •Technology Analysis Report Preparation •Detailed Device Specification document for GPS & CCTV •Detailed Project Report 	<ul style="list-style-type: none"> •Concept Report & Technology Analysis Report finalized •Detailed Device Specification for GPS & CCTV and DPR are being prepared.