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GOVERNMENT OF INDIA

MINISTRY OF ROAD TRANSPORT & HIGHWAYS

Government of India
Ministry of Road Transport & Highways

ROADS WING

1. Background

India has about 33 Lakh kilometers of road network, which is the second largest in the world.

1.1 The length of various categories of roads is as under:

➤ National Highways	70,548 km
➤ State Highways	1,28,000 km
➤ Major District Roads	4,70,000 km
➤ Other District Roads & Village Roads	26,50,000 km

2. National Highways

National Highways comprise only 2% of total road network. National Highways carry about 40% of the road traffic, out of 70,548 km of NHs.

2.1. The Central Government is responsible for development and maintenance of National Highways. The development and maintenance works are being implemented on the agency basis. The State Governments (State PWDs), Border Roads Organisation (BRO) and National Highways Authority of India (NHAI) are implementing the development and maintenance works on National Highways.

❖ Total Length	70,548 km
❖ State PWD	42,019 km
❖ NHAI	20,193 km
❖ BRO	3,992 km
❖ Yet to be entrusted	4,344 km

2.2. National Highways Lane wise

4 & above -Lane	17 % (12,053 km)
2-Lane	53 % (37,646 km)
Intermediate /Single Lane	30 % (20,849 km)

3. National Highways Development Project (NHDP)

Looking at the need to improve the road sector, the Government of India has taken up a major development project for improvement of NHs i.e. National Highways Development Project (briefly known as NHDP) in a phased manner.

NHDP-Phases-I & II are divided into following components:

- (a) Golden Quadrilateral (GQ) connecting 4 major metropolitan cities viz. Delhi-Mumbai-Chennai-Kolkata-Delhi.
- (b) North South & East West Corridors (NS-EW) connecting Srinagar to Kanyakumari and Silchar to Porbandar with a spur from Salem to Cochin.
- (c) Road connectivity of major ports of the country to National Highways.
- (d) Other National Highway stretches

3.1 NHDP Phase I:

Government approved NHDP-Phase-I in December 2000 at an estimated cost of Rs. 30,300 crore (1999 prices) comprises 5,846 km of GQ, 981 km of NS-EW corridors, 356 km of Port Connectivity and 315 km of other National Highways, a total of 7,498 km.

3.2 NHDP Phase II

Government approved NHDP-Phase-II in December 2003 at an estimated cost of Rs. 34,339 crore (2002 prices) comprises mostly NS-EW Corridor (6,161 km) and other National Highways of 486 km length, the total length being 6,647 km.

The Golden Quadrilateral connecting Delhi-Mumbai-Chennai-Kolkata, having a length of 5,846 km is almost (98%) complete.

The work for construction of about 7,142 km for North-South and East-West has been completed in a length of about 4,238 km and a length of 2,904 km is under implementation. The remaining length is to be awarded.

3.3 NHDP Phase-III

Government approved NHDP Phase III programme consisting of stretches aggregating to 12109 km of National Highways in the country for total estimated cost of Rs. 80,626 crore. Out of this, implementation of 4,815 km on BOT basis has been approved under NHDP Phase IIIA at an estimated cost of Rs. 33,069 crore as per the following details: -

- (i) 4,000 km in March 2005;
- (ii) 35 km in October, 2006;

(iii) 780 km in April, 2007.

NHDP-III A is targeted for completion in December, 2009.

NHDP Phase IIIB for implementation of 7,294 km was approved in April, 2007 at an estimated cost of Rs. 47,557 crore. This is targeted for completion in December, 2013. Under this programme the stretches have been identified as per the following criteria:

- (i) High density traffic corridors not included in Phases-I & II;
- (ii) Providing connectivity of state capitals with NHDP (Phases-I&II);
- (iii) Connectivity of centers of tourism and places of economic importance.

Under NHDP-III, the work for construction of about 982 km road length has been completed and 2,463 km is under implementation. So far 46 projects covering a length of about 3446 km have been awarded with estimated cost of about Rs. 26,416 crore.

3.4 NHDP Phase IV: The Government has approved upgradation of 20,000 km of NHs to 2-lane standards with paved shoulders under NHDP-IV. Out of this, the Government has approved in July, 2008 the proposal upgradation / strengthening of 5,000 km of single / intermediate / two lane NHs to 2-lane standards with paved shoulders under NHDP Phase-IVA on BOT (Toll) and BOT (Annuity) basis at an estimated cost of Rs. 6,950.00 crore.

Work of Feasibility studies for 28 nos. of projects for a total of 3,594 km of NHDP Phase IVA and other selected stretches have been sanctioned and awarded to the Consultants by Ministry of Road Transport & Highways (MORTH)/ State Governments. Further, letter of Award (LOA) has also been issued to the selected bidder M/s IL&FS Transport Network Ltd. (ITNL) for the development of Beawer-Gomti Section of NH-8 in Rajasthan through Public Private Partnership (PPP) on Design, Build, Finance, Operate and Transfer (DBFOT) basis.

3.5 NHDP Phase V: The Government approved NHDP-Phase-V for six laning of 6,500 km of NHs on Design Build Finance and operation (DBFO) basis in October, 2006. This includes 5,700 km of GQ and 800 km of other stretches. The total estimated cost is Rs. 41,210 crore.

- Six laning of one section of 148 km, viz Vadodra - Surat section of NH-8 falling on GQ has already been awarded on BOT basis during 2006-07.
- During 2007-08 (concession of 882 km) has been awarded. Total 1,030 km is under implementation. Remaining 5,470 km to be awarded.
- NHDP Phase – V is targeted for completion by December 2012.

Sections other than GQ included under NHDP-Phase-V:

S. No.	Section	NH No.	Length (km.)
1.	Panipat - Jalandhar	1	300

2.	Delhi-Hapur-Moradabad	24	170
3.	Samakhiali-Gandhidham	8A	56
4.	Indore- Dewas	3	55
5.	Agra-Gwalior	3	85
6.	Chandikhhol-Paradeep	5A	77
7.	Ludhiana-Chandigarh	95, 21	82
	Total		825

The work for construction of about 148 km road length has been completed and 886 km is under implementation. So far 8 projects covering a length of 1,034 km with an estimated cost of Rs. 8073 crore have been awarded.

3.6 NHDP Phase VI: The Government approved construction of 1,000 km of Expressways under NHDP Phase-VI at a cost of Rs. 16,680 crore on DBFO basis in November, 2006. Stretches identified under NHDP-Phase-VI: -

Sl. No.	Section	Length (km)
1	Vadodara—Mumbai	400
2	Bangalore—Chennai	334
3	Delhi—Meerut	66
4	Kolkata—Dhanbad	277

NHDP Phase-VI is targeted for completion by December, 2015.

The alignment study of Vadodara-Mumbai expressway has been completed. The consultant for feasibility of this corridor has been appointed and same is expected to be completed by October, 2009. Similarly, the alignment study of Delhi-Meerut, Bangalore-Chennai and Kolkata-Dhanbad Expressway has been completed and consultant has been appointed for feasibility with expected date of completion as Oct, 2009, May 2010 & May 2010 respectively.

3.7 NHDP Phase-VII

The Government has approved in December, 2007 the proposal for construction of stand alone ring roads, by pass (including improvements of NH links in city), Grade Separated Intersections, Flyovers, Elevated Highways, Road Over Bridges, Underpasses and Service Roads on BOT Toll basis under NHDP PH-VII for an estimated cost of Rs. 16,680 crore. This includes Rs.

6,302 crore from Government and Rs. 10,378 crore from private sector. It is expected that the NHDP PH-VII would be completed by December 2014.

The main criteria is to mitigate traffic congestion in and around the selected cities/towns etc. under NHDP-VII. The criteria inter-alia includes cities having population of more than 1 million and facing acute problem of traffic congestion All stand alone bypasses and ring roads are envisaged to be developed as access control facility with grade separators, service roads, underpasses as integral part of the project under NHDP Phase-VII. These would also include the improvement of NH linkages (by construction of elevated roads and tunnels) passing through the city portions to provide free flow to NH traffic and to provide efficient connectivity to sea ports and air ports.

The proposal for construction of 4-lane elevated road from Chennai Port to Maduravoyal in Tamil Nadu with an estimated cost of Rs. 1,485 crore has been awarded in January, 2009. Proposal for upgradation of NH-7 from Hebbal Flyover to New Airport (22 km) in Bangalore costing Rs. 680 crore referred to PPPAC for clearance. Request for Pre-Qualification (RFQ) is, however, under evaluation.

Consultants for Feasibility study of :

- i) Ring road in Patna & Dhanbad awarded in Mar-09
- ii) Madurai Ring Road was awarded in Apr-09.
- iii) Ring road in Kanpur, Aligarh & Meerut (Pkg – I) awarded in May -09 .
- iv) Ring road in Lucknow, Varanasi (Pkg – II) awarded in June-09
- v) Ring road in Hyderabad, Vishakhapatnam will be awarded by this month end.
- vi) Proposal for Thiruvananthapuram initiated

3.8. Overall Status of NHDP as on 30.9.2009

Phases	Total Length in km	Date of Approval	Approved Cost (Expenditure till 30.9.2009) in Rs Crore	Length Completed in km	Length under Imp. (in km)	To be awarded (in km)	Likely date of Completion
I GQ,EW-NS corridors, Port connectivity & others	7,498	12.12.2000	30,300 (35948.68)	7234	258	6	99% of GQ will be completed by Mar -10

II 4/6-laning North South- East West Corridor, Others	6,647	18.12.2003	34,339 (33302.84)	3683	2307	657	Dec - 2010
III A Upgradation, 4/6- laning	4,815	05.03.2005, 27.10.2006 & 12.4.2007	33,069	982	2464	1369	Dec-2013
III B Upgradation, 4/6- laning	7,294	12.4.2007	47,557	-	-	7294	Dec-2013
Total phase III (phase III A + III B)	12,109	-	80,626 (10788.71)	982	2464	8663	Dec. 2013
IV 2 - laning with paved shoulders	20,000	Phase IV A approved in July -2008 for 5000 km	27,800	-	-	-	Dec. 2015 (as per financing plan)
V 6-laning of GQ and High density corridor	6,500	05.10.2006	41,210 (1718.47)	148	886	5466	Dec - 2012
VI Expressways	1000	02.11.2006	16,680 (NIL)	NIL	NIL	NIL	Dec - 2015
VII Ring Roads, Bypasses and flyovers and other structures	700 km of ring roads/ bypass + flyovers	06.12.2007	16,680 (NIL)	-	19	681	Dec-2014

3.9. The Physical Targets and achievements for NHDP sections during 2007-08 and 2008-09 are given below: -

S. No.	Category	2007-08		2008-09		2009-10
		Target	Achv.	Target	Achv.	Target
1	Widening to 4-lanes (km)	2885	1683	3520	2203	3165
2	Strengthening (km)					

3.10. Mobilization of resources for NHDP: -

- Public Private Partnership (DBFO) – Financing
- External Assistance & domestic Financial Institutions
- 100% Foreign Direct Investing, Duty Free Road Building Equipments
- Capital grant up to 40% of project cost
- Fuel Cess @ Rs. 2 Per Liter – Central Road Fund. The Government of India, under the Central Road Fund Act, 2000 created a non-lapsable dedicated fund for NHDP by levying cess on High-Speed Diesel and Petrol.
- User charges and betterment levy

3.11. Initiatives taken for Implementation of National Highway Projects through Public-Private Partnership basis: -

- Public Private Partnerships (PPP) to be the main mode of delivery for the future phases of National Highways Development Project.
- The common forms of PPP for development of National Highways are :
- Build, Operate and Transfer (Toll) Model
- Build, Operate and Transfer (Annuity) Model
- Design, Build, Finance and Operate (DBFO) Model
- The Government has put in place appropriate policy, institutional and regulatory mechanisms including a set of fiscal and financial incentives to encourage increased private sector participation in road sector.

3.12. Incentives given by Government for implementation of NH projects on PPP basis: -

- Viability Gap Funding up to 40% of project cost to make project viable
- Duty free import of high capacity and modern construction equipments
- 100% tax exemption in any 10 consecutive years within a period of twenty years after completion of the project

- Agreements to avoid double taxation with a large number of countries
- Provision of encumbrance-free land for construction of roads
- Procurement procedure
- Well defined and transparent with standard tender documents
- Investor friendly Concession Agreement
- International Competitive Bidding
- Foreign Direct Investment up to 100% in road sector
- Concession period up to 30 years
- Concessionaire to have the right to collect and retain user fee (toll)
- Award of PPP projects based on new Model Concession Agreement (MCA)
- Simplified procedure for Land Acquisition – 50% land on or prior to the Appointed Date and balance 50% at mutually agreed date

3.13. Policy and appraisal for PPP Projects

- Committee on infrastructure headed by Prime Minister set up to :
- Frame policies to ensure time bound development of world class infrastructure
- Develop structures to maximize the scope of Public Private Partnership
- Monitor progress of key projects
- Standing Finance Committee (SFC) under Secretary, Department of Road Transport & Highways appraises PPP projects of cost greater than Rs. 100 crore but less than Rs. 500 crore.
- Public Private Partnership Appraisal Committee (PPPAC) under Secretary, Deptt. of Economic Affairs and with Secretaries of Planning Commission, Deptt. of Expenditure, Deptt. of Legal Affairs and Department of Road Transport & Highways as Members appraises projects costing Rs. 500 crore and above.

3.14. Constraints in implementation of the NHDP

- (i) Delay in Land Acquisition (LA), disbursement of compensation by the Competent Authority to the affected land owners despite advance deposition of the compensation among by NHAI.
- (ii) Delay in obtaining Environment and Forest clearances.
- (iii) Delay in getting Clearance of Railways for ROB designs.
- (iv) Difficulty and delay in shifting of Utilities
- (v) Local Law and Order problems
- (vi) Poor performance by some contractors

3.15. Steps taken to expedite progress of NHDP: -

- (i) Regular monitoring of the Contracts and progress reviews at various levels.
- (ii) State Governments have appointed Senior officers as nodal officers for resolving problems associated with implementation of the NHDP such as LA, removal of utilities, forest /

pollution / environment clearances etc. These nodal officers hold periodic meetings to review the projects and take action to resolve the problems.

- (iii) A Committee of Secretaries has been constituted under Cabinet Secretary to address inter-ministerial and Centre - State issues such as land acquisition, utility shifting, environment approvals, clearance of ROBs .
- (iv) The procedure of issue of LA notifications has been simplified.
- (v) To expedite the construction of ROBs an officer of the Railways has been posted to NHAI to coordinate with Ministry of Railways. MOU has also been signed with M/s. IRCON for construction of some of the ROBs.
- (vi) Action has been taken against non performing contractors and they are not allowed to bid for future projects unless they improve the performance in existing contracts.
- (vii) Steps have been taken to improve cash flow problems of contractors by granting interest bearing discretionary advance at the request of contractor, release of retention money against bank guarantee of equal amount, deferment of recovery of advances (on interest basis) and relaxation in minimum IPC amount.

3.16. Status of Award of Projects under various phases of NHDP

Year	Award of Projects (km)	
	Target	Achievement
2007-08	5,738	1,203
2008-09	10,610	639
2009-10	9,800	937 (upto September 2009)

3.17. Reasons for Delay in Award

- (i) New Procedure for Approval of PPP Projects
- (ii) Frequent Modifications in the new MCA.
- (iii) New RFQ process and New MCA conditions.
 - (a) Capping on maximum number of pre-qualified bidders.
 - (b) Invitation & Evaluation of RFP Document for individual packages.
 - (c) Evaluation of voluminous information consumed substantial time.
 - (d) Shortage of Financial Consultant due to conflict of interest clause.
- (iv) Factors affecting bankability of projects
 - (a) Lenders perception of high risk due to provision related to premature termination of concessions.
 - (b) Non-availability of long-term debt funds.
 - (c) Lingering doubts of lenders on interpretation to many provisions of new MCA.
- (v) Economic slowdown.

3.18. Action taken/being taken to increase the pace of award under NHDP

- (i) Restructuring Project to reduce TPC to make them financially viable
- (ii) Release of entire VGF (maximum upto 40%) during the construction period
- (iii) Removal of the provision in RFQ limiting the maximum numbers of pre-qualified bidders
- (iv) Convincing lenders to resolve issues inhibiting financial close
- (v) Expeditious LA and shifting of utilities

3.19. Revised Strategy for Implementation of NHDP

Keeping in view the requirement to accelerate the pace of Road Development in the country, it is being contemplated to target completion of development of 35,000 km of NHs @ 7,000 km per year (20 km per day) during next five years (2009-14). Since, at present works on about only 6,500 km is in progress, to achieve the target of completing 20 km per day, works of about 20,000 km should be in progress at any point of time. NHAI has accordingly formulated Work Plan for awarding 12,000 km each during the years 2009-10 and 2010-11.

Hon'ble Minister (RT&H) has taken an initiative to conduct Road shows in various developed countries in order to attract foreign investment and participation in projects under NHDP. Many such Road shows have been conducted already.

In addition to the above, for achieving the above targets, the following strategies are considered desirable to adopt:-

- (i) Widening to 6 / 4 / 2 lanes based on Traffic.
- (ii) Mode of implementation (e.g. BOT (Toll), BOT (Annuity) and EPC) may be decided concurrently at one go based on feasibility as sequential system of bidding leads to delay.
- (iii) Projects non-viable on PPP mode may be taken up straight away under EPC mode. However, this would necessitate more Public investment in coming years.
- (iv) Huge requirement of borrowings for implementation of projects non-viable on BOT basis may result into NHAI falling into a debt-trap situation. Therefore, there would be requirement to bring down the level of borrowings and provide matching budgetary support to the extent of deficit of funds over expenditure.
- (v) Separate mechanism required for arranging long term debt by attracting investment from long term Investors like Pension Funds, etc.
- (vi) Making Dispute settlement process in NHAI faster and more effective
- (vii) Review of MCA to evince better response from Developers / Financing Organizations
- (viii) Completion of Land Acquisition in a time bound manner
- (ix) Obtaining State Support for BOT Projects
- (x) Ensure that Feasibility Reports are of desired quality.
- (xi) Resolving issues pertaining to Environment & Forest Clearance and requiring approval of Railways, Defence and others Ministries like Mines
- (xii) Use of latest Technologies and New Materials
- (xiii) Flexibility available to the Concessionaires under DBFO projects – Ensure availability of adequate safeguards from Employer's perspective
- (xiv) Ensure timely financial close
- (xv) Full time Legal Cell in Employer's Organisation
- (xvi) Training in Contract Management

- (xvii) Constituting Dispute Resolutions Tribunals under NH Act
- (xviii) Review of Toll Policy
- (xix) Empowerment and Capacity Building of NHA
- (xx) Consultancy and Contracting Firms – Training and Testing facilities to be created to augment capacities
- (xxi) Putting in place Fast Track Mechanism for Resolving Inter-Ministerial issues.
- (xxii) A committee set up under Shri B.K.Chaturvedi, Member, Planning Commission has recommended revised strategy for implementation of NHDP. The recommendations inter-alia include modifications in the provisions of MCA/RFP/RFQ in order to evince better response from private sector for participating in the projects and also to improve bankability of the projects. This is under consideration by the Government.

4. Special Accelerated Road Development Programme in the North Eastern Region (SARDP-NE) and the progress:

The Special Accelerated Road Development Programme for North Eastern region (SARDP-NE) aims at improving the road connectivity to state capitals, district headquarters and remote places of NE region. It envisages two / four laning of about 9,940 km length of roads (5,184 km of NHs and 4,756 km of State roads). This would provide connectivity to 85 district headquarters in the North-Eastern states, to NHs/ State Roads. The programme has been divided into the following two phases:

SARDP-NE-Phase A includes improvement of 2,796 km of roads (2,039 km of NHs and 757 km of State roads) at an estimated cost of Rs. 19,827 crore. Out of this, 1,580 km of roads at an estimated cost of Rs. 5,565 crore has been approved for execution and balance 492 km has been approved ‘in-principle’ by the Government. Improvement of remaining length of 724 km of National Highways is to be done by NHA. Although the target for completion of this phase was 2012-13, it is anticipated that it would be completed by 2014-15. Main reason for delay is on account of delay in acquisition / handing over of land and shifting of utilities by State Govt. of Assam and also delay in execution of work by BRO. State Govt. of Assam has been requested from time to time to expedite the process of land acquisition and utility shifting. BRO has also been requested to expedite the progress of works entrusted to them.

Phase B involves 2 laning of 4,825 km of NHs and 2-laning/ improvements of State roads. Phase B is approved only for DPR preparation and investment decision is yet to be taken by the Government. So far, preparation of DPR has been completed for a total length of about 900 km.

The Arunachal Pradesh Package for Road and Highways involving roads of 2,319 km length was also approved by the Government. Out of this, 1,472 km is NHs & 847 km is State/General Staff/Strategic roads. Out of the total length of 2,319 km, 776 km are proposed to be implemented on BOT(Annuity) basis directly by the Ministry and the remaining 1,543 km on EPC mode through the State PWDs of Arunachal Pradesh and Assam and BRO. The package was approved in 2009-10 and preliminary works such as DPR preparation, land acquisition and other clearances, etc. are in progress. The actual construction works are targeted to start by March, 2010. The entire Arunachal Package is targeted for completion by March 2015. Bids for development of the two stretches of roads from Nechipu to Hoj (311 km length) and from Potin to Pangin (407 km length) on BOT(Annuity) was received in August 2009 and have been rejected owing to high costs; these bids are again proposed to be re-invited based on DPR.

The Ministry of Road Transport & Highways has set up a high-powered Inter Ministerial Committee (HPC) to appraise and co-ordinate individual sub projects under SARDP-NE including Arunachal Pradesh Package. The Committee has approved various sub-projects covering 1,149 km length at a cost of Rs. 3,680 crore under SARDP-NE Phase-A Programme and 10.5 km length at a cost of Rs. 19.32 crore under Arunachal Pradesh Package.

5. Development of National Highways not covered under NHDP, SARDP-NE, etc.: -

5.1. Ministry's Initiatives for Development of entire NH Network to minimum acceptable standard of 2-lanes

Keeping in view the targets stipulated in the Eleventh Plan for Accelerated efforts to bring NHs network to a minimum of two-lane standard within the next 10 years (i.e. by end of Twelfth Plan) and also for removing existing deficiencies the Ministry has taken initiatives to develop the entire NH network to minimum acceptable standard of 2-lanes. Initiative has been taken to explore the possibility of securing World Bank Loan so that development of about 6,000 km length of single / intermediate lane NHs (which are not covered under any approved programmes) to minimum acceptable standards could be taken up. The approximate estimated cost for taking up these works is about Rs. 18,500 crore, comprising of proposed World Bank Loan component of Rs. 14,800 crore (i.e. 80% of Rs. 18,500 crore) and counterpart funding of Rs. 3,700 crore. It is envisaged that the development of these 6,000 km of stretches of NHs would be completed by December 2014. The year-wise fund requirement for the remaining two years of 11th Plan (i.e. 2010-11 & 2011-12) is envisaged as Rs. 1,850 crore and Rs. 5,550 crore respectively for total of loan component and counterpart funding. Separate action has been initiated for securing World Bank Loan as mentioned above.

5.2. Development of National Highways under National Highways Original [NH(O)] for NHs entrusted with State PWDs: -

During 2009-10 as against a projected fund requirement of Rs. 4,000 crore under NH(O), available outlay is Rs. 3,017.55 crore for development of NHs entrusted with State PWDs. Therefore, there is total additional fund requirement of about Rs. 1,000 crore under NH(O) during 2009-10. Availability of this additional allocation would also enable sanctioning of Works under Special Programme of 2-laning initiated by the Ministry as mentioned in para 5.1 above.

Since expenditure incurred during 2009-10 upto the month ending September, 2009 for these works was Rs. 1,628.27 crore against available allocation of Rs. 3,017.55 crore (i.e. about 54%) and also since working season for NH works is mainly from November onwards, it is envisaged that the available allocation is likely to be exhausted by December 2009 or at the most by January, 2010, Planning Commission has, accordingly, been requested to consider enhancing the allocation under NH(O) at RE stage by Rs. 1,000 crore during 2009-10.

5.3. Development of NHs entrusted with Border Roads Organization: -

At present, the total length of NHs entrusted with BRO is about 3,892 km. These NHs are located in the North Eastern States and in the States of Andhra Pradesh, Chhatisgarh, Himachal Pradesh, Jammu & Kashmir, Maharashtra, Uttarakhand and West Bengal. During the Annual Plan 2009-10, as against the projected fund requirement of Rs. 994 crore by BRO, allocations made for these works was Rs. 600 crore. An expenditure of Rs. 304 core was incurred including firm liability

of Rs. 22 crore upto the month ending September 2009. Since working season for NH works is mainly from November onwards, therefore, keeping in view the progress of works and the targets fixed for 2009-10, Planning Commission has been requested for enhancing the allocation under this sub-head from Rs. 600 crore to Rs. 800 crore at RE stage.

5.4. Development of Dandi Heritage Route (NH-228) in the State of Gujarat

It was being considered to take up development of about 386 km length of NH-228 from Ahmedabad to Dandi (i.e. Dandi Heritage Route) to 2-lane standards with paved shoulders under NHDP-Phase-IV A. However, considering the urgency to take up this project of National Importance early, low volume of traffic on this road and also because of the likelihood of tolling of the road (which symbolizes National Freedom Movement) going against national sentiments, decision was taken during a meeting held on 5.12.2007 at PMO that upgradation of this entire road is to be taken up on EPC basis through budgetary support. A budgetary allocation of Rs. 50 crore was made for this project out of overall available allocation under NH(O) during 2008-09. The expenditure incurred during 2008-09 for this project was Rs. 35 crore. An allocation of Rs. 125 crore has been made for development of Dandi Heritage Route (NH-228) in the State of Gujarat. Based upon the interim report submitted by the Consultants preparing DPR for development of the entire 386 km length of this route, the estimated cost of the project is worked out as Rs. 1,785 crore during the remaining period of the Eleventh Plan. Ministry is taking initiatives to get dedicated additional allocation for this project.

5.5. Physical progress for development of Non- NHDP sections of NHs:

The physical targets and achievements on the non-NHDP sections during the first two years and the targeted for the year 2009-10 are given below:

S. No.	Category	2007-08		2008-09		2009-10
		Target (km/nos.)	Achv. (km/nos.)	Target (km/nos.)	Achv. (km/nos.)	Target (km/nos.)
1	Construction of missing links (km)	22	36	26	16	23
2	Widening to 2-lanes (km)	919	950	1176	1153	1709
3	Strengthening (km)	577	911	706	1010	1283
4	Improvement of Riding Quality (km)	1602	1657	1350	2470	2336
5	Widening to 4-lanes (km)	34	36	51	63	156
6	Bypasses (No.)	3	6	8	4	29

7	Bridges /ROBs (No.)	107	86	92	77	200
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5.6. Special Programme for Development of Roads in the Left Wing Extremism (LWE) affected areas:

The Government has approved in Feb 2009 the proposal for development of about 1,202 km of National Highways and 4,362 km of state Roads in Left Wing Extremism (LWE) affected areas as a special project estimated to cost about Rs. 7,300 crore. The projects covers 33 districts in eight states namely in Andhra Pradesh, Bihar, Chhattisgarh, Jharkhand, Madhya Pradesh, Maharashtra, Orissa and Uttar Pradesh. Technical and financial sanction for all identified National Highways & State Road Projects would be as per stipulated procedure for National Highways works. An allocation of Rs. 500 crore has been made from GBS under Annual Plan during 2009-10 for this programme.

5.7. Programme for Development of Vijaywada-Ranchi Road

The total length of Vijaywada to Ranchi route is about 1,632 km passing through the State of Andhra Pradesh, Orissa and Jharkhand and consist of different categories of roads. The length of this route in the State of Orissa is about 1,219 km (239 km NH and 980 km state roads). This programme was also not envisaged at the time of finalization of the document for Eleventh Five Year Plan.

Out of total length of 980 km of State roads in Orissa falling on this route, State Government has already taken up the work in 149.90 km under Additional Central Assistance (ACA), State Plan, Planning Commission Allocation (PCA) and Central Road Fund (CRF) schemes and also undertaken tender process for a length of 107.70 km sanctioned under CRF and Special Area Rural Connectivity Authority (SARCA) Fund. The improvement of about 166.0 km is contemplated by State Government under World Bank scheme. Out of remaining length, State Government has already prepared DPR for a length of 434.45 km and preparation of DPR is in progress in about 120.65 km which is expected to be finalized by December, 2009. Dedicated allocation of Rs. 200 crore has been provided under Annual Plan of this Ministry for 2009-10 for development of this route falling within the State of Orissa. This fund is to be utilized for development of the State road segments. The development of the NH falling on this road is being taken up from available allocations under NH(O).

6. Financial Targets vis-à-vis Achievement:

The Eleventh Plan budgetary support for central sector roads is Rs 72,530 crore at 2006-07 prices (Rs 82,032.97 crore at current price). In addition, the sector is expected to generate IEBR amounting to Rs 34,829 crore and private sector investment of Rs 86,792 crore during this period. The amount provided during the 11th Plan at the BE stage is in year 2007-08 was Rs. 14,530 crore including Rs. 2,090 crore IEBR, in year 2008-09 Rs. 17,370 crore including Rs. 4,100 crore in IEBR and for the year 2009-10 is Rs. 20,198 crore including Rs. 5,000 crore IEBR. The expenditure for the period 2007-08 and in 2008-09 was Rs. 14,429.92 crore and Rs. 17,049.41 crore respectively. Thus, the total expenditure during 11th Plan till 31.03.2008 is Rs. 31,251.15 crore. Year wise details of outlay (BE) are given below:

(Amount in Rs. crore)

S. No.	Scheme	11 th Plan Outlays	Allocations (BE)			Total BE allocated
			2007-08	2008-09	2009-10	
1.	NH(O) including Machinery & Equipment, etc.	16500.00	1959.25	2154.79*	3359.55*	7473.59
2.	NH works under BRDB	2500.00	499.76	650.00	600.00	1749.76
3.	NHAI (Investment)	36238.00	6541.06	6972.47	8578.45	22091.98
4.	Externally aided Projects (EAP) (NHAI)	4454.00	2236.00	1894.00	340.00	4470.00
5.	Others	12138.00	1203.93	1598.74	2320	5122.67
	Sub Total	71830.00**	12440.00	13270.00	15198.00	40908.00
6.	Internal and Extra Budgetary Resources (IEBR)	34829.00	2090.00	4100.00	5000.00	11190.00
	TOTAL	106659.00	14530.00	17370.00	20198.00	52098.00

*including allocation for development of Dandi Heritage Route

The year-wise details of the allocations and expenditures (BE and RE) for 2007-08, 2008-09 are at **Annex-I**.

7. Initiatives taken for formulation of the Master Plan for the National Expressway Network: -

The Ministry had awarded a Consultancy Services for Formulation of a Master Plan for the National Expressway Network in India in December, 2008 for a total sanctioned cost of Rs. 59.66 lakh. The objective of the Consultancy Services is to prepare Master Plan in order to establish a

National Expressway Network identifying therein the expressway corridors for the horizon year 2022 i.e. end of 13th Five Year Plan giving prioritised phasing for completion by the year 2012, 2017 and 2022. The Consultants, duly considering the view received from some of the State Governments, submitted the Draft Project Report in July, 2009 inter-alia identifying therein the proposed National Expressway Network. All State Governments were requested in August 2009 to offer their views on the same. The Consultants are finalizing the Report based upon the views / observations received from the State Govts. so far. It is expected that the study would be completed by November 2009.

8. Proposal for Rationalization / Modification of Numbering System of National Highways (NHs)

The total length of the National Highways (NHs) Network at present is 70,548 km. The NHs are presently numbered as NH-1 to NH-235 series with some having suffixes such as A, B, etc. The National Expressways are numbered as NE-1 and NE-2. The numbering of National Highways presently being done is not based on scientific method. A Committee was set up in the Ministry to recommend a systematic rationalized system of re-numbering of NHs in the country, so that the revised numbering of NHs could enable appreciation of a broad idea of spatial / geographical location of NHs and also have the flexibility to accommodate new NHs declared after its introduction. The Committee finalized its Report in August 2009 duly considering the best practices followed World-wide. The Report is under consideration of the Government.

9. Setting up of Expressway Authority of India

The 11th Five Year Plan inter-alia stipulates consideration of establishing an Expressways Authority of India as a priority in order to formulate and implement a Master Plan for 15600 km of access-controlled expressways for high-density corridors and initiate action for determining the alignment and acquiring the land for 6000 km, simultaneously expedite construction of 1000 km of expressways under NHDP Phase VI to provide unhindered, high-speed, and safe movement of traffic. Action has been initiated for setting up the Authority.

HIGHWAYS WING

INTRODUCTION:

National Highways Development Program (NHDP) of India, the world's largest PPP road development program and consists of seven phases and these cover 53639 Kms. The program primarily involves up-gradation of existing 2 lane highways to 4/6 lane.

This is despite the fact that India has a road network of length 3.3 million Kms of which National Highways constitute 70548 Kms and these roads carry 65 % of passenger and 86 % of freight traffic. National Highways constitute only 2% of length, but carry 40% of the traffic on Indian Roads. As per the planned projections, the total estimated investment by India in Road/Highways infrastructure during 2007-08 till 2011-12 period is around US \$128.25 billion if India is to execute its ambitious plan to build roads and Highways Infrastructure at the pace of 20 Kms per day. However, this is certainly at variance with the scarce Government resources and therefore this situation envisages an important role for the private investments in road sector development. As things stand today, India envisages private sector investments in highways over US\$40 billion. India believes that such Roads infrastructure development would lead to an inclusive growth and provide connectivity to all stakeholders in socio-economic development across the length and breadth of the country.

Foreign Direct Investment(FDI) equity inflows in the country has increased from US\$ 5.5 Billion in 2005-06 to US\$ 27.31 Billion in the year 2008-09, despite the economic slowdown, showing 11% growth over the previous financial year. India actively seeks foreign investment. India has put in place a liberal and investor-friendly policy on FDI under which FDI up to 100% is permitted on the automatic route in most sectors/ activities, including infrastructure. Rather than infrastructure provisioning by government being taken for granted, it has now come to be accepted that the user would pay for use of quality infrastructure. This has enabled a commercial orientation to infrastructure development.

There is growing realization in India that if the scale of infrastructure accretion is to be maintained, then, Private Public Partnership (PPP) will be the predominant mode of execution.

Quick and aggressive policy responses both by our Government and our Central Bank mitigated the adverse impact of the global financial crisis. The large domestic demand bolstered by government consumption, provision of Forex and rupee liquidity coupled with sharp cuts in policy rates, a sound banking sector and well-functioning financial markets helped cushion the economy from the worst impact of the crisis. There are now signs of an upturn in industrial production and revival of credit demand.

Even according to the latest assessment by the International Monetary Fund (IMF), while the global economy is projected to shrink by 1.4 per cent in 2009 before recovering and expanding by

2.5 per cent in 2010, the growth outlook for developing Asia has been revised especially for India and China by them.

World over, the developers and financial institutions need to take a fresh look at the immense possibilities and opportunities for building the road infrastructure in India where the traffic is increasing rapidly at the rate of 7 to 10 per cent per annum along with the number of automobiles. This needs to be looked into from the point of view that a large number of Indian companies are launching new models while automobile companies around the world are facing difficulties. To cater to these increasing numbers, certainly more roads would be required.

In the next two years India will build more highways than any other country in the world and is determined to build a comprehensive high quality infrastructure in the country. In fact, the next decade would belong to infrastructure sector in India, as the last decade had been the decade of IT.

Government of India has a positive approach towards the private sector and has already taken some initiatives in this regard. A High Level Committee headed by Shri B K Chaturvedi, Member, Planning Commission has already submitted its first report suggesting certain progressive mechanism to handle the issues/problems in the Model Concession Agreement, RFQ, RFP and Standards Manual to allay the concerns of investors and developers and provide them much needed comforts.

India offers a lot of fiscal incentives for concessionaires, lenders/investors and a whole lot of incentives by way of VGF, waiver of Import duties on modern and high capacity road construction equipments, facilitation of land acquisition by way of state support agreements etc.

India now looks at the Road development not only as asset creation but also with a service orientation. There is a need to structure the road development programme in such a fashion so as to provide maximum amenities and safety to users so that users are also encouraged to vigorously support the Public Private Partnership in Infrastructure development.

Indeed there are a lot of challenges including long term debt financing, realistic costing of projects with market rates and faster mechanism for dispute resolution. All clearances should be available in advance so that construction could commence early and finish quickly. Government of India has already taken positive steps to increase the comfort level of the private investors.

Lastly, it is important to note that the private investors are feeling surer about the growth story of India. The middle class in India is growing fast. Personal disposable income has almost doubled since the year 2000 and consumer spending is increasing, propelling a demand-led growth cycle. India's savings rate is almost 35% of GDP and its investment rate stands at 35.9% of GDP. Increased domestic demand should partially protect the Indian economy from the effects of a global downturn. India has accumulated Forex reserves of US\$ 295 billion. Therefore, India offers very encouraging scenario for investments in Road sector Infrastructure.

INITIATIVES UNDERTAKEN:

A. Investor meets held overseas to attract investments and build up awareness on the Indian Road sector.

Hon'ble Minister, Shri Kamal Nath assisted by MoRTH and NHAI Officials held Highways Infrastructure International Investment Road Shows in Zurich (11-12 August 2009), London (1-2 September 2009) and New York (14-16 September 2009)

These road-shows received good response and from the response NHAI has been able to perceive increased investments in the Indian Roads and Highways sector can be anticipated.

These Road shows had 3 three components in each, namely:

- **“Building India: Road Infrastructure Summit”**- This was an investors’ meet with a focus on highlighting a potential investors, investment opportunities in the Roads and Highways sectors.
- **“Highways Infrastructure Round Table”**- This was a closed door discussion to understand policy related issues experienced by overseas investors which would need to be addressed by the Government. These round table discussions were organized jointly with WEF, UKIBC and USIBC in Zurich, London and New York, respectively.
- **“Media Interaction”**

B. LAND ACQUISITION MATTERS

1. Targets have been set for completion of land acquisition for ongoing and future projects. As per these targets, land acquisition for ongoing projects is to be completed by March 2010 and land acquisition for future projects (pertaining to Work Plan-I) is to be completed by June 2010.

2. Hon'ble Minister (RT&H) has written letters to all the State Governments (wherein large areas are to be acquired for projects under Work Plan-I) requesting for setting up dedicated Special Land acquisition Units (SLAUs). Approximately 50 such SLAUs have been set up in Kerala, Tamil Nadu and Orissa Governments of Jharkhand, Rajasthan and Assam etc have also initiated action for setting up SLAUs.

3. Upon constitution of the SLAUs by respective State Governments, officers of the SLAUs are being trained by NHAI officers for land acquisition under the National Highways Act, 1956 (State Government officials having experienced of land acquisition only under the Land Acquisition Act, 1894). Training programs are being scheduled for SLAU officers as and when the SLAUs are constituted by the respective State Government.

4. Procedure for award of projects has been modified for avoiding liabilities on account of delays in land acquisition. As per the modified procedures, Letter of Award (LOA) for PPP projects is to be issued only subsequent to issue of 3D Notification for all land required for the project.

5. High level meetings have been held between NHAI and State Government officers for resolving the issues, removing obstacles and stumbling blocks coming in the way of timely land acquisition and utility shifting. Such meetings have been attended by NHAI'S Member (A) and CGM (LA) and the State Government's Chief Secretary / Nodal Officer.

C. ORGANIZATIONAL STRENGTHENING AND CAPACITY BUILDING.

In order to handle the road development programme of this magnitude, Government of India is taking lot of initiatives to build capacity of National Highways Authority of India with respect to augmenting the Quality Human Resources at middle level, senior level and Top Management. The number of the Members is also proposed to be increased as well as the term of office and age limit to hold the office in order to give continuity and stability to NHAI Board.

Similarly, for field operations also, efforts have been made to augment the capacity building as explained below:

1. Strengthen Field Level operations
 - (a) Opening of 15 Regional offices. Three level organization structure instead of the existing two level with an introduction of Regional Office RO headed by CGM's.
 - (b) Role of Headquarter – Planning and Procurement.
 - (c) Field unit: Operational matters.
2. Recruitment being effected at various levels to induct the required staff strength.
3. Regular strength of NHAI cadre being considered for enhancement to 50% of the staff strength.

Efforts are being made in consultation with Ministry of Finance, Ministry of Corporate affairs and Department of Industrial policy and Promotion, which could increase the capacity building initiatives of the private sector also. There is a need to create an environment which helps in augmenting the capacity of the Private sector also in respect of construction and consultancy to match the targets set for Highways construction.

D. ENTERPRISE RESOURCE PLANNING (ERP) in NHAI

NHAI executes and monitors highway work through more than 115 PIU's. Data management is done through various IT applications like CPIS, PFMS (basically supporting the financial transaction of projects), Toll Fee Software and Road Information System (RIS). Now, NHAI is about to implement Enterprise Resource Planning (ERP) to integrate these systems and also achieve the following objectives:

- (i) To integrate all data and processes of the organisation into a unified system

- (ii) To develop interface with one another between the various applications that do not talk to each other and do not effectively interfaced
- (iii) To establish online and real-time integration of all functional departments of the organisation in one system
- (iv) Standardization, lower maintenance requirement, and easier and greater reporting capabilities of IT applications
- (v) To integrate and customize various information flow from field units to Head office, and quick response to key issues.

Full implementation is targeted to be completed by December 2011

E. RESOLUTION OF ISSUES RELATED TO MCA/ RFQ/ RFP

There are many aspects related project/ bid document MCA/ RFQ/ RFP which has been found to be affecting the bid response by developers. These matters have been placed before Shri B. K. Chaturvedi Committee, whose first report has been received and the recommendations made there under are under active consideration of the Government. It has been recommended in the said report that powers to make amendments in RFQ/ RFP would henceforth be vested in Ministry to simplify amendment procedure. Further, as per the directions of the Hon'ble prime Minister, the committee headed by Shri B. K. Chaturvedi has been requested to look into issues relating to Corporate affairs (Company Laws), Dispute Redressal and Resolution Mechanism and other sundry issues so that Government could facilitate the environment for encouraging private sector investment in the Highways Infrastructure sector. This committee is also likely to look into the demand of the Private Sector Road Developers for recognition of the Limited Liability Partnership as an alternative and progressive Corporate Business Vehicle.

STATISTICS OF PROJECTS AWARD AND THE PROGRESS OF NHDP AT A GLANCE¹

1. POSITION REGARDING WORK PLAN- I AWARD 2009-10

Status of projects awarding	No of projects	Km	Total Project Cost (in Cr)
Projects awarded	10	939	8782
Pending award	8	796	10427
To be placed for award	108	11183	78964
Total	126	12918	98173

2. AWARD POSITION SINCE JANUARY 2009 TO OCTOBER, 2009

	No. of Concessions	Total Length (in Km.)	Total Cost in (in Cr)
(i) BOT Toll			
Awarded	16	1509	16912
Awards under process	8	801	8061
(ii) BOT (Annuity)			
Awarded	1	71	625.07
Awards under process	1	63	671

3. PPP in NHDP: PROGRESS SO FAR

	No. of Concessions	Total Length (in km.)	Cost in (Rs. Cr)	No. of Indian Firms	No. of Foreign firms
(i) BOT Toll					
Awarded	76	5737	45930.99	42	12
Awards under process	29	1546	10356.19	-	-
(ii) BOT (Annuity)					
Awarded	26	1451	10036.95	28	4
Awards under process	10	638	3341.7	-	-

¹ The figures are updated till September 2009.

4. STATUS OF DIFFERENT PHASES OF NHDP²

Phases	Total Length in (km.)	Approved Cost (Expenditure till 30.9.2009)	Length completed (in km.)	Length under Imp.(in km.)	Likely date of completion
I GQ, part of EW-NS corridors, Port connectivity & others	7,498	30300 (35948.68)	7234	258	Substantially completed
II 4/6 laning North South-East West Corridor, others	6,647	34339 (33302.84)	3683	2212	
III 4/6 laning links from network to capital etc.	12,109	80626 (10788.71)	982	2464	Dec-2013
IV 2-laning with paved shoulders	20,000	27800	-	-	Dec-2015
V 6-laning of GQ and high density corridors	6,500	41210 (1718.47)	148	886	Dec-2012
VI Expressways	1000	16680 (NIL)	NIL	NIL	Dec-2015
VII Ring roads, bypasses and flyovers and other structures	700 km of ring roads / bypass + flyovers etc.	16680 (NIL)	NIL	19	Dec-2014

² The figures are updated till September 2009.

ROAD TRANSPORT DIVISION

- **Review of Motor Vehicles Act, 1988.**

A Committee under the Chairmanship of Shri S. Sundar, former Secretary, erstwhile Ministry of Surface Transport and Distinguished Fellow, TERI, has been constituted to review the Motor Vehicles Act, 1988 comprehensively to cater to the present day requirement of regulation of motor vehicle traffic vis-à-vis similar laws applicable in other leading Asian countries, such as, China, Malaysia, Japan etc. The Committee is actively considering the amendment proposals received from various stakeholders including general public and has already held two meetings.

- **Carriage by Road Rules, 2009.**

The Carriage by Road Act, 2007 was notified on 01.10.2007 with a view to regulate the middle-men involved in the transportation business by road and also to provide a framework for apportionment of liability between the common carrier and the consignor / consignee. The Rules under this Act are now being finalized. The Act once implemented, would repeal the old Carriers Act, 1865.

- **Establishment of Inspection and Certification Centres.**

The Motor Vehicles Act, 1988 and Rules made thereunder provide regular check-up of motor vehicles, especially, the transport vehicles to ensure their roadworthiness. The State Governments are responsible for implementation of these provisions. Keeping in view the lack of proper infrastructure for enforcement of strict inspection and maintenance regime for motor vehicles, a need was felt to provide Central assistance to the States to establish such Centres. Accordingly, this Ministry is in the process of finalizing a scheme to provide assistance to the States for establishment of model Inspection and Certification Centres with a view to equip them to have a scientific system of inspection and certification of roadworthiness of motor vehicles. The scheme would envisage establishment of one model I&C Centres in each of the States. These Centres would provide facilities for visual inspection, equipment based inspection and emission inspection besides assisting the authorities to develop testing standards and networking of data between various test stations and Government authorities.

- **Central assistance to the States / State Road Transport Undertakings for improvement of public transport system.**

Keeping in view the present state of affairs of State owned public transport undertakings, it was decided to provide financial assistance to these organisations for strengthening public transport system in the country and allocation was made in the Eleventh Five Year Plan. Accordingly, the Ministry has finalized a scheme for providing Central assistance to the States / State Road Transport Undertakings for implementation of IT projects to improve the performance of the public transport institutions.

Ministry of Road Transport & Highways										Annexure-I
Budget Estimates (BE), Revised Estimates (RE) & Expenditure during the 11th Five Year Plan (from year 2007)										
										(Amount in Rs. Crore)
SI No.	Scheme	11th Plan Approved Outlays (2007-2012)	Annual Plan (2007-08)			Annual Plan (2008-09)			Annual Plan (2009-10)	Total BE allocated
			BE	RE	Expenditure	BE	RE	Expenditure		
1	2	3	4	5	6	7	8	9	10	11
1	Externally Aided Projects (A+B-F+g)	4454.00	2236.00	2220.00	2220.00	1894.00	1894.00	1894.00	340.00	4470.00
a	Externally Aided (RW)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
b	Counterpart Funds (RW)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A	EAP Ministry (a+b)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
c	Externally Aided (NHAI)	3563.20	1788.80	1776.00	1776.00	1515.20	1515.20	1515.20	272.00	3576.00
d	Counterpart Funds/	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
e	Loan to NHAI	890.80	447.20	444.00	444.00	378.80	378.80	378.80	68.00	894.00
B	EAP NHAI (c+d+e)	4454.00	2236.00	2220.00	2220.00	1894.00	1894.00	1894.00	340.00	4470.00
f	Strengthening of PIC	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g	Head 04.00.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2	Other Schemes (a+b+c+d)									
a	NH (O)									
b	Travel Expenses	16500.00	1959.25	1908.64	1891.07	2154.79	2859.79	2857.01	3234.55	7348.59
c	Machinery & Equipment									
d	Development of NH under NHDP Phase-III									
3	Works under BRDB	2500.00	499.76	649.76	623.93	650.00	650.00	645.80	600.00	1749.76
4	Other Charges & IT (a+b)									
a	Other Charges	64.00	10.00	3.25	0.82	4.00	4.00	0.84	4.00	18.00
b	Development of IT									
5	Strategic Roads under RW	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	Strategic Roads under BRDB	500.00	74.00	74.00	67.80	78.00	78.00	76.96	60.00	212.00
7	R&D and Training									
a	R&D Planning Studied	100.00	10.00	3.36	0.55	10.00	5.00	0.89	7.00	27.00
b	Training									
8	Charged Expd.	36.00	6.00	6.00	5.93	6.00	6.00	2.07	6.00	18.00
9	NHAI (Investment)	36238.00	6541.06	6541.06	6541.06	6972.47	6972.47	6972.47	8578.45	22091.98
10	E&I for States from CRF									
		900.00	198.93	173.93	130.74	185.74	185.74	175.65	230.00	614.67
11	E&I for UTs from CRF									
12	Special Accelerated Road Development Programme for North Eastern Region, including Kaladan Multi Modal Project, (Mizoram)	9877.65	710.00	710.00	698.02	1200.00	1000.00	643.72	1200.00	3110.00
13	Rail Cum Road Bridge at Ganga, Munger (Bihar)	392.00	120.00	120.00	120.00	40.00	40.00	40.00	60.00	220.00
14	Mughal Road in Jammu & Kashmir	127.50	30.00	1.00	0.00	30.00	30.00	0.00	20.00	80.00
15	Improvement of Duburi-Brahmanipal-Harichandanpur-Naranpur State Road in Orissa (POSCO)	140.85	40.00	40.00	40.00	40.00	40.00	40.00	30.00	110.00
16	Dandi Heritage Route (NH-228)		0.00	0.00	0.00	0.00	0.00	0.00	125.00	125.00
17	Sansari Nalla Killar, Thirod Road in Himachal Pradesh		5.00	0.00	0.00	5.00	5.00	0.00	3.00	13.00
18	Special Programme for development of road connectivity (NH and State Roads) in Naxalite Affected Areas								500.00	500.00
19	Spl. Grant for Vijayawada-Ranchi Road								200.00	200.00
	TOTAL*	71830.00	12440.00	12451.00	12339.92	13270.00	13770.00	13349.41	15198.00	40908.00
	IEBR	34829.00	2090.00	2090.00	2090.00	4100.00	3700.00	3700.00	5000.00	11190.00
	Grand Total	106659.00	14530.00	14541.00	14429.92	17370.00	17470.00	17049.41	20198.00	52098.00

* excluding Rs. 700 crore outlay for Rail Cum Road Bridge at Boghibeel, Assam for 11th Plan, shifted to Min. of Rlys

Total Expenditure
12
4114.00
0.00
0.00
0.00
3291.20
0.00
822.80
4114.00
0.00
0.00
4748.08
1269.73
1.66
0.00
144.76
1.44
8.00
13513.53
306.39
1341.74
160.00
0.00
80.00
0.00
0.00
0.00
0.00
0.00
25689.33
5790.00
31479.33