

Roads and Road Transport

9.40 India has more than 3 million km of road network, making it one of the largest in the world. However, the quality of the roads is inappropriate and cannot meet the needs of efficient and fast moving transportation. National Highways that are the prime arterial route span about 57,737 km throughout the country and cater to about 45 per cent of the total road transport demand.

9.41 The National Highways Authority of India (NHAI) was constituted under the National Highway Authority of India Act, 1988 and was made operational in February, 1995. Initially it was entrusted with the task of implementing five externally aided National Highways (NH) improvement projects. Subsequently, it has been mandated to implement the National Highways Development Project (NHDP) comprising 4/6 laning of 13,252 km of national highways having two components, i.e. (i) the Golden Quadrilateral connecting four metropolitan cities of Delhi, Mumbai, Chennai and Calcutta (5,952 km) and (ii) North-South and East-West corridors (7,300 km), connecting Srinagar to Kanyakumari and Silchar to Saurashtra respectively and Salem to Cochin. A task force headed by Deputy Chairman, Planning Commission is monitoring the progress. NDHP is estimated to cost Rs 54,000 crore(1999 prices). The Golden Quadrilateral

part is to be completed by 2003 and North-South & East – West corridor by 2007. Project on the Golden Quadrilateral is making progress, 588 km have already been 4 laned and construction is in progress on 911 km. Project report preparation and contract award activities are in progress in 4,453 km. Similarly on the North-South and East-West corridors, 628 km have already been 4 laned and construction is in progress on 272 km and project report preparation activities are in progress in 403 km.

9.42 There is a considerable progress in the roads sector. The Central Road Fund Ordinance, 2000 was promulgated on November 1, 2000 to give statutory effect to the creation of Central Road Fund. The bill to replace the said ordinance has been passed by the two houses of the Parliament. Assured user charges in terms of additional cess is being levied on petrol and High Speed Diesel. An additional cess of Re. 1 per litre was levied on petrol with effect from June 2, 1998 and similar additional duty of Re. 1 per litre on imported and domestic High Speed Diesel Oil was levied with effect from March 1, 1999. The revenues from these levies are to accrue to a dedicated Central Road Fund. 50 per cent of the cess on High Speed Diesel Oil will be allocated for the development of Rural Roads. The balance of amount of 50 per cent on High Speed Diesel Oil and entire cess collected on petrol will be allocated for the development and maintenance of National Highways (57.5 per cent), for construction of road over/under bridges and other safety works at unmanned rail road crossing (12.5 Per cent) and development and maintenance of State Roads including roads of economic importance (30 per cent). The fund will be non-lapsable and will be used to fund the development of the total hierarchy of roads, right from National Highways through State Highways to Rural Roads. It has been assessed that an amount of about Rs. 6,000 crore would have been generated from the cess on petrol for the period from June 3, 1998 to March 31, 2000 and cess from diesel for the period from March 1, 1999 to March 31, 2000. During 2000-2001, an amount of Rs. 2,010 crore has been allocated for development of National Highways. Out of this Rs. 1,800 crore has been given to NHAI for NHDP. Further an amount of Rs. 990 crore has been earmarked for development of State Roads through the Central Road Fund.

BOX 9.5

Private Sector Participation: Roads Sector

- Pursuing the policy of private sector participation, the Ministry of Surface Transport has awarded 20 projects at an estimated cost of over Rs. 1,000 crore. Of these 20 projects, 6 pertain to construction of bypass and remaining 14 are construction of bridges ROB/tunnels.
- Several State Governments have also taken steps to associate private sector in the development of roads.
 - The State of Gujarat has a long-term plan for development of roads, which envisage a major role for private sector.
 - Maharashtra State has also identified four expressways to be taken up for development under private sector.
 - In Madhya Pradesh, 12 bridge projects and one bypass have been completed by the private sector.

9.43 To encourage private sector participation, a Model Concession Agreement for major projects costing more than Rs.100 crore has been finalized to be undertaken under BOT Scheme. Another Model Concession Agreement for projects less than Rs.100 crore

has also been finalized by MOST. A Model Concession Agreement based on annuity approach has also been finalized. To date, 20 projects involving an investment of around Rs. 1,020 crore have already been taken under BOT Scheme (Box 9.6).

| BOX 9.6 | | | | | | | | | |
|---|--------------------------------|---------------|----------------|---------------------|--------------------------|------------------------|--|---------------|------------------------------|
| List of Build-Operate-Transfer (BOT) Projects Awarded | | | | | | | | | |
| Sl. No. | Name of the Project | NH No. | State | Length in Km | Cost in Rs. Crore | Date of Signing | Likely/ Actual date of completion | Agency | Current Status |
| 1. | Thane-Bhiwandi Bypass * | 3&4 | Maharashtra | 24 | 103 | 12/9/95 | 31.12.2001 | MRTH*** | In Progress |
| 2. | Chalthan Road Over Bridge** | 8 | Gujarat | 4-LANE ROB | 10 | 19/09/96 | 15.07.1998 | MRTH | Completed |
| 3. | Udaipur Bypass** | 8 | Rajasthan | 11 | 24 | July 96 | 22.04.1998 | MRTH | Completed |
| 4. | Construction of six bridges | 5 | Andhra Pradesh | 6 nos. Bridges | 50 | 9.04.97 | 08.06.2001 | MRTH | In Progress |
| 5. | Coimbatore Bypass | 47 | Tamil Nadu | 33 | 90 | 3.10.1997 | 03.12.1999 | MRTH | Completed |
| 6. | Durg Bypass | 6 | Madhya Pradesh | 18.4 | 68 | 5.11.1997 | 05.05.2000 | NHAI | In Progress |
| 7. | Narmada bridge | 8 | Gujarat | 6 | 113 | 21.11.1997 | 10.11.2000 | MRTH | Completed |
| 8. | Nardhana ROB** | 3 | Maharashtra | 13 | 34.21 | 25.11.1997 | 22.07.1999 | MRTH | Completed |
| 9. | Patalganga Bridge & ROB** | 17 | Maharashtra | 1No. | 33.3 | 29.11.1997 | 20.07.1999 | MRTH | Completed |
| 10. | Hubli-Dharwar Bypass | 4 | Karnataka | 30.35 | 68 | 05.02.1998 | 05.11.2001 | MRTH | In Progress |
| 11. | Nellor Bypass | 5 | Andhra Pradesh | 18 | 73 | 17.2.1998 | 17.02.2001 | NHAI | Concession Agreement signed. |
| 12. | Koratalaiyar Bridge | 5 | Tamil Nadu | | 30 | 28.10.1998 | Oct., 2000 | MRTH | In Progress |
| 13. | Khambatki Ghat tunnel & road** | 4 | Maharashtra | 8 | 37.8 | 16.11.1998 | Nov., 2000 | MRTH | Completed |
| 14. | Nasirabad ROB** | 6 | Maharashtra | 30m | 10.45 | 16.11.1998 | Nov., 1999 | MRTH | Completed |
| 15. | Wainganga Bridge | 6 | Maharashtra | 530m | 32.6 | 16.11.1998 | May, 2001 | MRTH | Completed |
| 16. | Mahi Bridge** | 8 | Gujarat | | 42 | 16.11.1998 | April, 2000 | MRTH | Completed |
| 17. | Kishangarh Bypass ROB** | 8 | Rajasthan | | 16.66 | 27.11.1998 | 25.04.2000 | NHAI | Completed |
| 18. | Bridge across river Watrak | 8 | Gujarat | | 48.2 | 01.03.1999 | 31.3.2001 | MRTH | In Progress |
| 19. | Moradabad Bypass | 24 | Uttar Pradesh | 18 | 100 | 23.04 1999 | 23.10.2001 | NHAI | In Progress |
| 20. | Derabassi ROB | 22 | Punjab | | 35.76 | 08.09.1999 | | MRTH | Completed |
| TOTAL | | | | | 1019.98 | | | | |
| * Original Work Since completed and opened to traffic. Widening to four lanes is in progress. | | | | | | | | | |
| ** Since completed and opened to traffic. | | | | | | | | | |
| *** Ministry of Road Transport and Highways. | | | | | | | | | |