Statement 27 A
Additional Information

Statement of Extra Budgetary Resources of Select commercially-run undertakings of the Government of India

Liabilities of Resources mobilized by the select commercially-run undertakings of the Government of India are not part of Central Government debt as per the Section 2(aa) (iii) of the FRBM, Act, 2003. However, details of resources raised by National Highways Authority of India (NHAI) and Indian Railways Finance Corporation (IRFC) are given below by way of information.

National Highways Authority of India (NHAI)

I. Created under a Parliamentary Statute - National Highways Authority of India Act, 1988- NHAI is mandated to undertake functions specified therein. Section 21 of the said legislation outlines the borrowing powers of the Authority.

II. The table below summarizes the borrowings of NHAI over the years. These NHAI borrowings do not constitute part of Central Government debt (as per section 2(aa) (iii) FRBM, Act, 2003). Resources raised by NHAI through toll collections are initially credited to the Consolidated Fund of India and then ploughed back to NHAI through the annual financial statement. These resources along with own receipts of NHAI are used to repay the debt.

FY	Outstanding Liabilities (₹ crore)	Net Addition During Year (₹ crore)
2004-05	5593	
2005-06	1289	-4303
2006-07	2789	1499
2007-08	3094	305
2008-09	3434	341
2009-10	3089	-345
2010-11	4944	1855
2011-12	15825	10882
2012-13	17574	1748
2013-14	23356	5782
2014-15	24188	832
2015-16	44567	20379
2016-17	74742	30176
2017-18	121931	47189
2018-19	178867	56936
2019-20	248281	69414
2020-21	306703	58423
2021-22	348522	41819
2022-23	342802	-5720
2023-24	335173	-7628
2024-25	244539	-90634
2025-26*	233288	-11251
2026-27*	219953	-13335

**Tentative*

Note: NHAI's liabilities on account of Annuity Projects can be seen in the Statement 4: Liability of Annuity Projects in Part-B of Receipt Budget.

Indian Railways Finance Corporation (IRFC)

I. M/o Railways (MoR) – a commercially-run departmental undertaking of the Union Government – engages with IRFC through standard financing lease agreements for rolling stock requirements etc.

II. MoR defrays lease charges to IRFC for the leased assets. These transactions do not fall within the definition of Central Government Debt as defined in the FRBM Act, 2003, and hence, are not treated as such. However, it may be noted that under the lease agreement, MoR undertakes that in the event of IRFC falling short of funds to redeem its bonds on maturity or to repay the term loans owing to inadequate cash flows during the year, MoR shall make good such shortfalls. Such payments can be adjusted against future payments by MoR to IRFC.

III. The table below indicates details of resources raised by IRFC under financing lease arrangement with MoR:

FY	Outstanding Liabilities (₹ crore)	Net Addition During Year (₹ crore)
2004-05	15687	
2005-06	17752	2065
2006-07	20575	2823
2007-08	22936	2361
2008-09	28512	5575
2009-10	35693	7181
2010-11	43046	7354
2011-12	54817	11770
2012-13	66198	11381
2013-14	76539	10341
2014-15	82236	5697
2015-16	105909	23674
2016-17	131288	25378
2017-18	163988	32701
2018-19	221449	57461
2019-20	295350	73901
2020-21	409014	113664
2021-22	460344	51330
2022-23	478489	18145
2023-24	460252	-18237
2024-25	455696	-4556
2025-26*	450493	-5203
2026-27*	428104	-22389

**Provisional*

Note: The phrase Extra-Budgetary Resources (EBRs) occurs in Statement I (Overview of Receipts and Expenditure) and Statement III on Railway Receipts in Part V on Railways Statements of the Expenditure Profile. Ministry of Railways, as commercially-run departmental undertaking, mobilizes resources through, inter alia, IRFC Bonds, Institutional Finance and Partnerships. These are not EBRs (Fully Serviced Bonds, etc.) of the Union Government enumerated in Statement 27 and do not constitute debt of the Union Government as defined in section 2(aa) (iii) of the FRBM, Act, 2003, as they are not to be repaid or serviced from the Annual Financial Statement.