

8.2.2 ROADS

Background

11. The growth of road system has not kept pace with the growth of freight and passenger traffic in the country. To keep up the momentum of growth in the post liberalisation era, road development is likely to receive a greater fillip in the coming years with the National Highway Development Programme ready to take off.

Thrust Areas

12. More than 52,000 kms. of National Highway constitute an important component of the arterial transport system in India. The Annual Plan 2000-01 would continue its focus on the removal of deficiencies, namely, construction of missing links, improvement of low grade sections, rehabilitation and reconstruction of weak bridges, construction of bypass and 4-laning and 2-laning of single lane stretches. Backward and remote areas such as North Eastern region will continue to require greater attention during the next Plan. The improvement of road network in these areas will accelerate growth as well as provide employment opportunities to millions of people. As regards State Roads, the priority would be to consolidate the existing road network rather than expansion.

Rural Roads

13. Basic Minimum Services Programme (Rural Roads) envisaged connectivity of all villages and habitans by all-weather roads by 2002 AD. Latest estimate indicate that about 56.5 per cent villages (1991 census) are connected by the end of 31st March, 1997. This programme has since been replaced by another scheme called "Pradhan Mantri Gramodaya Yojana" (PMGY). The objective of this scheme would be to undertake time bound programmes to fulfil the critical needs of the rural people. A sum of Rs.2500 crore have been provided for launching a nation-wide programme of constructing rural roads and improving rural connectivity. Ministry of Rural Development will be the nodal ministry for monitoring and implementation of this scheme.

Review of Programmes in 1999-2000

14. The physical progress of work on the National Highways system during the first three years of the Ninth Plan and also the targets fixed for Ninth Plan (1997-2002) are given in Annexures 8.2.6. As against the outlay of Rs.2163.08 crore in 1999-2000, the revised estimate of expenditure is Rs.4056.46 crore (including Rs.1900 crore on account of cess on fuel).

Private Sector Participation

15. With a view to attract private investment in road development, the Government on 6th April 1995 approved the concept of private sector participation in the development, maintenance and operations of National Highways, including expressways. Since then, various measures have been taken to facilitate involvement of private sector in road construction activity. The following Box 8.2.1 describes briefly the progress of private sector participation in road sector.

BOX 8.2.1	
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.1000 crore. Of these 20 projects, 7 pertain to construction of bypasses and remaining 13 are construction of bridges. Seven projects have since been completed and remaining 13 are at various stages of implementation. A concession document for Jaipur – Kishangarh stretch of NH-8 has been finalised and bids invited.
➤	Several State Governments have also taken steps to associate private sector in the development of roads. The State of Gujarat has developed a long term plan for development of roads which envisage a major role for private sector. The State Government has identified two State Highways for development on BOT basis at an estimated cost of Rs.506 crore. Similarly, 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. The State Government has also given maintenance work for 135 kms. of road on BOT basis.

Annual Plan 2000-01

16. An outlay of Rs.2506 crore has been provided for the development of roads in the Central Sector. Scheme-wise details are indicated in Annexure 8.2.7. The Outlay/Expenditure on the Central/State sector roads during the Ninth Plan (1997-2002), 1997-98, 1998-99, 1999-2000 and 2000-01 is given in Table 8.2.3 below.

TABLE 8.2.3
Outlay/Expenditure – Road Sector

Sector	(Rs. crore)				
	Ninth Plan (1997-2002) Outlay	1997-98 (Exp.)	1998-99 (Exp.)	1999-00 (RE)	2000-01 (outlay)
Central Sector					
Roads	8862.02	1565.31	1505.87	4056.42	5506.00*
State Sector					
Roads	29785.18	4121.45(RE)	6277.56(RE)	8143.43	-

* Includes Rs.2010 crore for NHA and Rs.990 crore for Central Assistance to the States

Externally Aided Projects

17. Details of Externally Aided National Highway Projects funded by different international donor agencies are shown in Annexure 8.2.8. At present, there are 9 on-going projects with likely cost of completion of Rs.4283.28 crore. Against this an expenditure of Rs.1927.65 crore has been incurred upto 31st March, 1999. A sum of Rs.397.23 crore has been provided during 1999-2000. Most of these projects are likely to be completed by the end of Ninth Plan.

National Highway Development Project (NHDP)

18. Under the directions from the Task Force on Infrastructure, National Highway Development Project which consists of Golden Quadrilateral (GQ), linking Delhi-Mumbai-Chennai and Calcutta and North-South Corridor connecting Kashmir to Kanyakumari and East-West Corridor connecting Silchar to Saushrashtra is being executed by National Highway Authority of India (NHAI). A synoptic view of this is given in Box 8.2.2 below.

BOX 8.2.2
National Highway Development Project

- Out of the total length of 5952 kms. under GQ project alone, 729 kms. is under implementation by NHAI and MOST. 504 kms. have already been four laned. This four laning would help shift the emphasis from accessibility to enhancing mobility and add to the capacities. This work is moving as per the Ninth Plan statement that “a well defined plan taking a perspective of 15-20 years would help to address the important issue of capacity constraint being experienced in this sector”. In the first phase, it is proposed to complete the development of GQ by December, 2003. For North-South and East-West corridors, 228 kms. is under implementation in the current financial year and 373 kms. is to be awarded by the end of financial year 2000-01. The North-South and East-West corridors would be 4-laned by 2009.

ROAD TRANSPORT

19. The road transport is a dominant mode of transport in the movement of goods and passengers. It is sole mechanised means of surface transport to serve the hilly, rural and backward areas not connected by railways. The freight traffic is generally owned and operated by private sector whereas the passenger services are shared by both the private and public sectors. The share of State Road Transport Undertakings in the national bus fleet as on 31st March, 1997 was 22.7 per cent.

Review Of Annual Plan 1999-2000

20. An outlay of Rs.9 crore was available under central sector road transport during 1999-2000. The expenditure incurred was Rs.6.94 crore. The major schemes implemented were National Highway Patrolling Scheme, Road Safety, Pollution Control and Publicity measures on road safety (Annexure 8.2.9). As against an outlay of Rs.1230 crore for road transport in State/UT for the Annual Plan 1999-2000 an amount of Rs.868.72 is likely to be spent. There was overall improvement in the physical performance of State Road Transport Undertakings. The fleet utilisation, vehicle productivity, staff productivity and fuel efficiency have improved. The undertakings, however, continued to incur financial losses. The aggregate net loss in 1999-2000 (LE) was Rs.1779.92 crore as compared to Rs.1593.08 crore in 1998-99. The major reasons for losses are increase in input cost, operation of services on uneconomic routes, free and concessional travel, high motor vehicle tax and uneconomic fare structure.

Annual Plan 2000-2001

21. An outlay of Rs.11.35 crore has been approved for the central sector in the Annual Plan 2000-2001. Major schemes proposed to be taken up are National Highway Patrolling

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Scheme, Publicity measures on road safety, pollution control measures and training programme.