8.2 TRANSPORT

The country's transport system which comprises rail, roads, seaports and airports have witnessed a rapid growth in the last fifty years and contributed to the development process in the country. The Indian Railways are one of the largest railway systems in the world with a vast network of about 63,000 route kilometre and is a principal mode of transportation for long haul freight movement in bulk and long distance passenger traffic and for mass rapid transit in sub-urban areas. The total freight and passenger traffic carried by railways increased over six fold during 1950-51 - 1999-2000(RE). The aggregate road length which was 0.4 million kms. in 1950-51 has increased eight -fold to nearly 3.32 million kms. including road length constructed under JRY in 1996-97. In the port sector there has been around thirteen-fold increase in sea traffic from 19.38 million tonnes in 1950-51 to 251.70 million tonnes in 1998-99. The traffic carried by the Indian Airlines increased from 83 million RTKMS in 1960-61 to 709 million RTKMS in 1998-99.

Problems And Areas Of Concern

2. In spite of the impressive achievements, the transport sector has to gear itself to resolve the various weaknesses and problems with which it suffers. The entire transport system is facing capacity saturation. There is, thus, a pressing need to develop/strengthen the existing network and also to redress the imbalances in the spread of the transport infrastructure and facilities in inaccessible areas including NE and J&K. At the same time, it is necessary to remove distortions in the inter modal mix which have developed over the years to favour more energy intensive and polluting modes of transport.

3. The transport sector plays a very important role in the economic growth and development process of the country. The transport sector, however, has not been allocated required resources over the years. In order to ensure that the bottlenecks in the transport infrastructure do not become a hindrance in the current pace of economic growth, it is absolutely necessary that adequate investments are made in various modes of transport. The magnitude of the resource requirement for the transport sector, however, is beyond normal budgetary financing ability of the Government. This calls for augmentation of internal resources through rationalisation of freight and fare rates and involvement of private sector in the development of transport infrastructure.

8.2.1 RAILWAYS

4. Indian Railways would need to continue with its efforts so as to (i) generate adequate transport capacity for handling the increasing traffic, (ii) complete the rehabilitation, replacement and renewal of assets, (iii) reduce the cost and improve reliability, safety and quality of customer services, (iv) improve manpower productivity and work culture and (v) expedite the completion of the on-going projects by reprioritising the existing portfolios.

Sectoral Trends

5. During 1999-2000, Railways carried 450.0 mt. of revenue earning originating freight traffic (revised estimates) showing increase of 6.91 per cent over the previous year mainly because of general economic upswing in the economy. In case of originating passenger traffic, the achievement of 4630 million in 1999-2000 revealed a growth rate of

3.62 per cent as compared to 1998-99. In terms of passenger kms. there was an increase of around 6 per cent during the same period. The progress in the freight and passenger traffic carried by the Railways over the years is given in Annexures 8.2.1 and 8.2.2 respectively.

6. Wagon productivity during 1998-99 was slightly higher by 0.5 per cent compared to 1997-98 as may be seen from the following Table 8.2.1 below. During 1998-99, 260 kms. underwent gauge conversions, 2967 kms. track renewals, 617 route kms. were electrified and 167 kms. of new lines added.

TABLE 8.2.1
Wagon Productivity

Year	NTKM per wagon per day	Improvement over the last year (%)
1994-95	1591	5.6
1995-96	1792	12.6
1996-97	1840	2.7
1997-98	1894	2.9
1998-99	1904	0.5

Targets For 2000-01

7. For the year 2000-01, a target of 475 million tonnes of revenue earning freight traffic has been laid down and the physical targets of various programmes along with outlays laid down for gauge conversion, track renewals, electrification and addition of new lines are 385 kms. (Rs.600 crore), 3250 kms. (Rs.2000 crore), 500 route kms. (Rs.325 crore) and 217 kms. (Rs.825 crore) respectively. The physical progress in respect of acquisition of rolling stock, track renewals and electrification is detailed in Annexure 8.2.3.

Plan Outlay

8. An outlay of Rs.11000 crore was approved for the Railways for the year 2000-01. The outlay comprises (a) budgetary support, Rs.3291 crore (30 per cent) (b) Market borrowings Rs.3668 crore (33 per cent) (c) Internal resources, Rs.4041 crore (37 per cent). Plan headwise outlays in respect of Indian Railways are at Annexure 8.2.4.

9. A review of the trend in budgetary support to Railways indicates that as a percentage of total outlay it has increased over the past few years as shown in Table 8.2.2 below.

TABLE 8.2.2
Budgetary Support To Railways

(Rs. crores)

1997-98 (Actual)	1998-99 (Actual)	1999-2000 (RE)	2000-01 (BE)
1992 (24%)	2185 (25%)	2540 (28%)	3291 (30%)

Further, expansion and strengthening of the Railways will have to be financed mostly by Railways through generation of internal resources and market borrowings. The dividend payable to general revenues, as projected in the budget estimate of 2000-01, is Rs.2115 crore but due to shortfall in internal resource generation by the Railways, it is proposed to pay to General Revenues only Rs.615 core with the balance of Rs.1500 crore going to the Deferred Dividend Liability Account. The high operating ratio of Indian Railways of over 98.8 per cent will have to be improved. This will require better operational and commercial management with emphasis on aggressive revenue generation on the one hand and rigorous cost control on the other.

Externally Aided Projects

10. In 2000-01, a total amount of Rs.111.5 crore is required for EAP, out of which Rs.55.0 crore would be the external aid component and Rs.56.5 crore would be the non-aid portion. The project wise budget provision required in 2000-01 for EAPs is listed at Annexure 8.2.5.

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 habitants 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

(Rs. crore)

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

8.2.3 PORTS

22. Eleven major ports handle 90 per cent of India's total port throughput. The contribution of five major ports namely Kandla, Vizag, Chennai, Mumbai, and Calcutta/Haldia is 68 per cent of the total traffic handled by the major ports. There was impressive traffic growth at major ports in the first year of the Ninth Plan. The traffic handled by major ports increased from 227.26 MT in 1996-97 to 251.66 MT in 1997-98. The traffic growth, however, has been stagnant in 1998-99 and is likely to be 270 MT in 1999-2000. The details of traffic handled at major ports, commodity-wise and Port-wise, are in Annexure 8.2.10 and 8.2.11. The aggregate port handling capacity was 239.50 MT as on 31.3.99 and is likely to be 260 MT as on 31.3.2000. Details of commodity-wise and port-wise handling capacity are given in Annexure 8.2.12 and 8.2.13.

23. Productivity indicators at major ports have shown improvement. For example, average turn - round time of ships has come down from 7.5 days in 1996-97 to 5.9 days in 1998-99. The port-wise details are given in Annexure 8.2.14. During the Annual Plan 1999-2000, the likely utilisation of Plan outlay is 94 per cent (Rs.1530.46 crore against the approved outlay of Rs.1623.70 crore). The details of port-wise outlay and expenditure are given in Annexure 8.2.15. During the Annual Plan 2000-01, an outlay of Rs.1957.17 crore has been approved for the ports sector, excluding Rs.50 crore for the survey vessels, out of which Rs.1477.23 crore (75 per cent) is expected to be mobilised though internal and extra-budgetary resources (IEBR). The funding pattern for the Port sector is given in Table 8.2.4 below.

TABLE 8.2.4
Funding Pattern - Port Sector

Source	Amount (Rs. crore)	%age
Internal Resources	1144.94	58.5
ICL/ECB	180.29	9.2
Others (Users)	152.00	7.8
Gross budgetary Support (of which external aid 148.42)	479.94	24.5
Total	1957.17	100.00

The detailed financing pattern (port-wise) is at Annexure 8.2.16.

24. During 2000-2001, the following major projects are likely to be commissioned at various major ports.

i) Replacement of Sub-marine pipelines at Mumbai (Estimated cost Rs.165.15 crore).
ii) Coal Handling facility at Paradip (Estimated cost Rs.815.14 crore).
iii) Construction of new port at Ennore (Estimated cost Rs.927.10 crore).
iv) Extension of Container terminal at Chennai (Estimated cost Rs.52.70 crore).
v) BOT Container berth at JNP (Estimated cost Rs.700.00 crore).

Private Sector Participation

25. In the past and during the Ninth Plan, a number of steps were taken to involve private sector in the development of port infrastructure. These have borne fruits now and a number of projects are being taken up in the private sector or by the resources provided by the captive users as indicated in Box 8.2.3 below.

BOX 8.2.3
Private Sector Participation

- Thirteen private sector/captive port projects of 54 MT capacity with an investment of Rs.3926 crore have already been approved and they are at different stages of construction. One project “Fifth Oil Jetty at Kandla” has been completed. One of the two container terminal berth at JNPT being set up by the private sector and the other berth is expected to be completed by November 1999.

Corporatisation Of Major Ports

26. The functioning of major ports under the Port Trust is operationally inflexible and due to delay in decision making process they are unable to respond quickly to market situation. In view of this, it has been proposed to initiate the process of phased corporatisation of the major ports. A beginning has been made by registering Ennore Port Company Ltd. for managing Ennore Port being constructed near Chennai as 12th Major Port. It has also been decided that the existing major ports may be corporatised starting with JNPT and Haldia.

Externally Aided Projects

27. For Externally aided projects, an outlay of Rs.267.56 crore has been provided during the Annual Plan 2000-01. Out of this, Rs.148.42 crore (Annexure 8.2.17) only is to be routed through budget and the remaining amount (Rs.119.14 crore) is direct aid to the ports i.e. not routed through budget. Among the Externally aided projects, the two important projects are: Construction of New Port at Ennore [originally estimated cost (Rs.593.90 crore), ADB Loan component (US $ 150.15 million) out of which an amount of US $ 80 million has been disbursed so far and physical progress is 87 per cent] and Mechanised coal handling facilities at Paradip [originally estimated cost (Rs.587.41 crore), ADB loan component is (US $ 134.85 million) and the total loan disbursement is US $ 91.94 million so far and the

physical progress is 70 per cent up to February 2000]. These projects are likely to be completed by July and December 2000 respectively.

Dredging Corporation Of India (DCI)

28. An outlay of Rs.317 crore has been approved for DCI during the Annual Plan 2000-01. The important schemes are acquisition of Trailer Suction Dredger (TSD) of 7400 C.U.M two numbers), TSD of 4500 CU.m/pump hour (three numbers). An expenditure of Rs.180.68 crore is likely to be incurred by DCI during the Annual Plan 1999-2000.

Development Of Minor Ports

29. The traffic handled by minor ports has increased from 24.93 MT in 1996-97 to 35 MT in 1998-99. Currently, nearly 12 per cent of the total traffic is accounted for by the minor ports. The contribution of Gujarat is 70 per cent to the total traffic handled by minor ports. Various maritime states like Gujarat, Andhra Pradesh and Orissa have embarked upon ambitious port development programmes through private sector participation, as indicated in Box 8.2.4 below.

BOX 8.2.4
Port Development Programmes - Private Sector Participation

- In Gujarat, the first development phase of Pipava has been completed and work for the second phase is on hand. Similarly, the first phase of development of the Mundra Port comprising a jetty was completed and the Port became operational from September 1998. In principle approval has been given to Dholera, Dahej (L.N.G terminal) and Marolo. Captive users like Gujarat Ambuja Cement (Mul Dwarka), Reliance Petroleum Ltd. (27 MT at Sikka) and Sanghi Cement (Kutch) are also adding port handling facilities in Gujarat.

- Orissa have signed an MOU with the M/s International Sea Port (ISP) Ltd. to develop Dhamara Port with private investment through Build, Own, Operate, Share and Transfer (BOOST) route. The planned capacity augmentation is 10 MT. Environmental clearance from Ministry of Surface Transport is awaited. The port is scheduled to be operational by July, 2002.

- In Andhra Pradesh, the development of deep water port at Kakinada was taken up with the ADB loan assistance. Three berths have been completed. All three newly constructed berths have been privatised and are under operation through the Operate, Maintain, Share and Transfer (OMST) route. Contract for the construction of another Port at Krishnapatnam through private sector has been awarded.

8.2.4 SHIPPING

30. The total fleet owned by the 106 Indian Shipping Companies is 515 with a GRT of 7.066 Million. Shipping Corporation of India (SCI), the largest Shipping company in the country, owns 115 ships with a tonnage of 3.026 million GRT, accounting for 43 per cent of total Indian tonnage (Annexure 8.2.19). The share of Indian flag ships in the overseas sea-

borne trade of the country has been hovering around 30 per cent during the last few years. Although volume of cargo carried by them increased from 42.66 MT in 1992-93 to 53 MT in 1996-97 and 63.53 MT in 1997-98.

31. During 1999-2000, an amount of Rs.610.23 crore (41 per cent) is likely to be spent against the approved outlay of Rs.1478.86 crore. The low utilisation of plan outlay is due to (i) difficulty in raising external commercial borrowings (ECB); (ii) prevailing market condition is highly depressed where charter/freight rates have fallen considerably especially in the dry-bulk and liner sector; (iii) the trade pattern underwent considerable change which compelled SCI to withdraw many of their projects.

32. During Annual Plan 2000-01, the thrust will be to fulfill the past and existing commitments. In addition, SCI intend to acquire/place order for the two new projects: (a) two Capsize Bulk Carriers and two Chemical Tankers. The approved outlay during the same period is Rs.567.01 crore. The details are given in Annexure 8.2.20. The net profit after tax of SCI was Rs.246.2 crore in 1997-98 against Rs.233.27 crore in 1996-97. During 1998-99 the likely net profit is Rs.201.00 crore.

8.2.5 INLAND WATER TRANSPORT

33. Important schemes under implementation by Inland Waterways Authority of India (IWAI) are construction of terminal at Ghaighat, Patna, construction of terminal at Karimganj, Pandu Terminal, fairway development and navigational aids. An amount of Rs.31.8 crore is likely to be incurred under IWAI during 1999-2000. During 2000-01, an outlay of Rs.48.15 has been approved for IWAI. Similarly, an outlay of Rs.9.26 crore has been approved for the various schemes like acquisition/repairs of vessels to be executed by Central Inland Water Transport Corporation (CIWTC). The details are given in Annexure 8.2.18. Loan Interest Subsidy Scheme (LISS), introduced in 1983 for the acquisition of new inland vessels at a subsidised interest rate of 5.5 per cent has been modified recently to make this scheme more effective. It includes registration of vessels under any State Act, in addition to Inland Vessel Act, 1917 and acquisition of second hand vessels also. The scheme will be reviewed again with a view to assess its need and continuation. Meanwhile, as an interim measure, the scheme is extended further for one year beyond 01.04.2000 or till a final decision is taken, whichever is earlier.

8.2.6 CIVIL AVIATION

34. The Civil Aviation sector is broadly structured into three distinct functional entities, namely regulatory-cum-developmental, operational and infrastructural. The regulatory functions are performed by the Directorate General of Civil Aviation (DGCA) and the Bureau of Civil Aviation Security (BCAS). The operational functions are performed by Air India Ltd., Indian Airlines Ltd., Pawan Hans Helicopters Ltd. and other scheduled/non-scheduled airline operators. Air India Ltd. (AI) provides international air services to/from India. Indian Airlines Ltd. (IA) and other scheduled/non-scheduled operators are responsible for providing domestic air services in the country. Indian Airlines Ltd. also provides international air services to some of the neighbouring countries. Pawan Hans Helicopter Ltd. provides helicopter support service primarily to the petroleum sector.

35. The infrastructural facilities are provided by the Airports Authority of India, which is responsible for the management of 92 airports, including the five international airports at Delhi, Mumbai, Calcutta, Chennai and Thiruvananthapuram, and 28 civil enclaves at the defense airports. The Indira Gandhi Rashtriya Uran Akademi (IGRUA) is the premier flying institute responsible for imparting flying training for award of Commercial Pilots License and Commercial Helicopters Pilots License. Hotel Corporation of India, a subsidiary of Air India Ltd., is responsible for providing in-flight catering and it also operates hotels in the vicinity of airports for catering to the transit passengers. In the Central Sector, an outlay of Rs.2229.52 crore has been provided for Civil Aviation in 2000-01. The organisation-wise break-up of the outlay is given at Annexure 8.2.21.

Directorate General Of Civil Aviation

36. The Annul Plan 2000-01 outlay of DGCA is Rs.5.00 crore. The major part of the outlay (Rs.3 crore) is to meet the revenue expenditure on Plan Posts and specific schemes of Government like COSCAP, SARAS etc. The plan expenditure is to be financed from Budgetary Support.

Bureau Of Civil Aviation Security

37. An outlay of Rs.5.72 crore has been provided for BCAS during 2000-01. The major part of the outlay (Rs.3.90 crore) is for construction of office building for the four regional offices of BCAS at Delhi/Mumbai/Calcutta/Chennai. The entire outlay is to be financed from Budgetary Support.

Air India Limited

38. The traffic of Air India Ltd. is estimated to have decreased from 1473.6 million RTKm in 1998-99 to 1411.3 million RTKm (Revised Estimates) in 1999-2000. The Airlines incurred net loss of Rs.146.18 crore (Estimates) in 1999-2000. Air India has projected a net loss of Rs.92.13 crore during 2000-01. An outlay of Rs.675.30 crore has been provided for the programmes of Air India during 2000-01. The major part of the outlay (Rs.276.85 crore) is for loan repayment in respect of aircrafts acquired by the airline. A provision of Rs.248.45 crore has been made for meeting the expenditure toward end of lease term purchase price of B-747-300 Combi Aircraft. The outlay of Air India is to be financed from internal and extra-budgetary resources.

Indian Airlines Limited

39. The traffic of Indian Airlines is estimated to have increased from 709 million RTKm in 1998-99 to 718 million RTKm (Revised Estimates) in 1999-2000. The Airlines earned net profit of Rs.35.25 crore (Estimates) in 1999-2000. Indian Airlines have projected a net profit of Rs.25.85 crore during 2000-01. An outlay of Rs.550 crore has been provided for Indian Airlines in 2000-01. The major part of the outlay (Rs.496.48 crore) is for meeting the expenditure toward Aircraft projects. The outlay is to be financed from internal and extra budgetary resources.

Airports Authority of India

40. An outlay of Rs.329.81 crore has been provided for International Airports Division of Airports Authority of India in 2000-01. The major part of the outlay is for improvement and upgradation of existing facilities, including Terminal Buildings and other operational work, cargo, cargo complex etc. The entire outlay is to be financed from internal resources. An outlay of Rs.505.72 crore has been provided in 2000-01 for the development programme of the National Airports Division of Airports Authority of India. The emphasis in the Plan is on the development of aerodromes for which an outlay of Rs.270.33 crore has been provided. The outlay is to be financed from internal and extra-budgetary resources of Rs.468.19 crore and budgetary support of Rs.37.53 crore. Airports Authority of India earned net profit of Rs.208.40 crore (Estimates) in 1999-2000. The Authority has projected a net profit of Rs.213.97 crore during 2000-01.

Pawan Hans Helicopters Limited

41. An outlay of Rs.126.45 crore has been provided in 2000-01 for Pawan Hans Helicopters Ltd. The major part of the outlay (Rs.102.35 crore) is for acquisition of new fleet. Pawan Hans earned net profit of Rs.56.77 crore (RE) in 1999-2000. The Company has projected a net profit of Rs.72.54 crore during 2000-01. The entire plan outlay would be met out of its internal resources.

Indira Gandhi Rashtriya Uran Academy

42. An outlay of Rs.6.75 crore has been provided for Indira Gandhi Rashtriya Uran Academy in 2000-01 to be financed from budgetary resources. The major part of the outlay (Rs.4.00 crore) is for meeting the cost of Airfield Navigation and Landing equipments.

Hotel Corporation of India

43. The Annual Plan 2000-01 outlay of HCI is Rs.24.77 crore. The major part of the outlay (Rs.20.00 crore) is for renovation/upgradation of hotel rooms and normal departmental capital expenditure. The entire outlay will be financed from internal and extra budgetary resources.