

Chapter 25

TRANSPORT

Introduction

An efficient transport system is absolutely necessary for sustaining other crucial economic activities. Considering the inadequacies and imbalances in transport, the Ninth Five Year Plan envisaged devising a comprehensive package to address various issues facing the sector. It emphasised the need for improving the capacity and quality of the transportation system through technological upgradation and removing distortions in the inter-modal mix by evolving a rational tariff and investment policy. It also laid stress on improvement of the self-financing capacity of this sector and on the need for ensuring an improved transport system to provide speedy, efficient, safe and economical carriage of goods and people. While the achievement of objectives and targets set for some sub-sectors has been very encouraging, the progress in case of others is not as rosy. The targets set for roads and ports sector are likely to be achieved while in case of railways shortfalls in achievement of physical and financial targets as well as policy objectives are anticipated. In what follows, the position with respect to each sub-sector has been elaborated.

RAILWAYS

2. Considering India's continental size, geography and resource endowment, it is natural that Railways should have a lead role in the transport sector - not to mention other considerations such as greater energy efficiency, eco-friendliness and relative safety. However, Indian Railways has experienced a continuous decline in its position relative to the road transport system. Some reduction in share in favour of road transport was to be expected and is in line with trends elsewhere but there is reason to believe that in India this has been excessive. A skewed tariff policy, which overcharges freight, concentration on movement of bulk goods at the cost of high value commodities, sub-optimal investment strategy and inadequate emphasis on technological upgradation have all contributed to creating this situation.

3. The broad objective of the Ninth Plan is to strengthen the capacity of the railway system as the prime carrier of long distance bulk freight and passenger traffic. In order to achieve this, Railways needs to concentrate on multiplexing and electrification of dense corridors, improve reliability of operations, containerise and optimise total systems operations. The financial position of the Railways also needs urgent attention.

Review of Performance in 1997-98 and 1998-99

Physical

4. The performance of Railways in carriage of freight measured in terms of originating tonnage was below target in 1998-99. The passenger traffic for this period was also below target. Freight performance was on target in first and third year of the Ninth Plan (see Table 1) but fell short of expectation during second year of the Plan. However, the freight traffic in terms of billion NTKM (Net Tonne Kilometre) fell short of targets both during 1997-98 and 1998-99. As shown in Table 1, during first three years of the Plan, the annual growth in originating tonnage was a little over 10 million tonnes. This was at par with the annual growth achieved during the corresponding period of the Eighth Plan but was considerably short of the Ninth Plan targets. As against a growth rate of 5% assumed for freight traffic during the Ninth Plan, the likely growth in this sector was expected to be only around 3.2% by 1999-00.

Table 1
Growth of Cargo Traffic

	9 th Plan Target	1997-98 Target Actual	1998-99 Target Actual	1999-2000 Target RE
Revenue Earning Traffic				
a)Originating tonnage (million tonnes)	525.0	430.0 429.4	450 420.9	450.0 450.0
b)Traffic carried (billion net tonne kms)	353.0	293.5 284.3	308.2 281.1	301.9 301.5
c)Average lead(km)	673.0	682.5 662.0	684.8 668.0	671.0 670.0

5. The sluggish growth in freight traffic in 1998-99 is partly due to a slower-than expected growth of the economy but it is also a reflection of the fact that the Railways is becoming uncompetitive in moving freight. The decline in traffic in 1998-99 has arisen mainly in movement of coal and steel where the freight offerings are primarily from the core sector (Annexure-I).

6. Table 2 indicates the growth of passenger traffic in first three years of the Plan. The growth of passenger traffic has clearly exceeded targets laid down for the Plan period. If this rate of growth continues, the achievements would far exceed the targets set in the Ninth Plan (2.63% for non- suburban and 3% for suburban traffic) especially for non- suburban traffic. With 1918 million passengers for 1999-2000 (Budgetary Estimates), the growth rate for non- suburban passenger traffic is already about 6.8%.

The more rapid growth in passenger traffic as compared to freight traffic reflects the policy of subsidizing passenger traffic at the cost of freight traffic.

**Table 2
Growth of Passenger Traffic**

	9 th Plan Target	1997-98		1998-99		1999-2000	
		Target	Actual	Target	Actual	Target	RE
Passenger Traffic							
a)Suburban							
i) No. of passenger(million)	2989	2656	2657	2802	2725	2989	2823
ii)Passenger km (billion kms)	86.50	75.35	78.84	83.59	83.50	83.26	93.20
b)Non suburban							
i)No. of passengers(million)	1793	1660	1691	1729	1744	1918	1807
ii)Passenger km (billion kms)	312.90	275.95	301.05	306.15	321.10	339.35	335.50
c)Total							
i)No. of Passengers(million)	4782	4316	4348	4531	4469	4907	4630
ii)Passenger km (billion km)	399.4	351.3	379.89	389.74	404.60	422.61	428.70

Financial

7. Outlays and expenditure of the Railway sector during the Ninth Plan along with the sources of financing have been indicated in Table 3. The likely Plan expenditure for first three years of the Plan works out to Rs.23,145 crore (at constant prices), which is 51% of the total plan outlay of Rs.45,413 crore. The utilisation of budgetary support provided to Railways in those three years works out to Rs.5,947 crore (at constant prices) which is about 50% of the total budgetary support of Rs.11,791 crore. The shortfall in expenditure is because the Railways could not realise its internal resource targets; mainly, the freight earning has been less due to change in pattern of commodity mix/lead, non-recovery of outstanding dues amounting to over Rs.1,500 crore from electricity boards and to the impact of the Fifth Pay Commission award on staff cost and pensions.

**Table 3
Outlay and Expenditure & Financing Pattern of Railways**

(Rs. crores)

	Budgetary Support		Railway Borrowings		Internal Resources		Total	
Ninth Plan	11791		33622				45413	
1997-98	Outlay 1831 (1733)	Expdt. 1992 (1886)	Outlay 3050 (2887)	Expdt. 2795 (2646)	Outlay 3419 (3237)	Expdt. 3452 (3268)	Outlay 8300 (7857)	Expdt. 8239 (7799)
1998-99	2200 (1950)	2185 (1937)	2900 (2570)	3217 (2851)	4400 (3900)	3455 (3062)	9500 (8420)	8857 (7850)
1999-2000 (Likely)	2540 (2124)	2540 (2124)	3000 (2508)	3000 (2508)	4160 (3478)	3425 (2864)	9700 (8110)	8965 (7496)

NB: Figures in parenthesis indicate outlay/expenditure at constant prices.

8. The targets of resource mobilisation (bonds, market borrowings as well as internal generation) in 1999-00 were also not likely to be achieved. Railways has taken certain new initiatives for raising revenue during 1999-2000 (Box).

New Initiatives for Raising Revenue

- Leasing of front break van in all passenger trains for parcel traffic.
- Recommence manufacture of parcel vans with a view to increasing parcel traffic.
- Running of special parcel trains between important stations and trading centres in which some space will be available on lease.
- Increase Minimum penalty for ticket-less travel from Rs.50 to Rs.250.
- Having obtained the necessary Cabinet approval, various steps are being taken for commercial utilisation of land/airspace. Pilot projects are being undertaken using public sector organisations like IRCON International and RITES under the Ministry of Railways as "special purpose vehicles" for ensuring that private initiative is brought into the development of land/airspace. Some specific steps taken by Railways include utilising the airspace above newly re-built railway stations for commercial purposes, undertaking afforestation activities, licensing vacant lands for growing vegetables and selling mature trees.
- Utilisation of its "right of way" for laying of optical fibre cables for telecommunication on the same lines as envisaged for commercial utilisation of land/airspace.

9. The likely expenditure is expected to be only around 92% of the Plan outlay this year mainly because the Railways has not been able to realise its internal resource generation targets. The Plan head-wise outlays/expenditure for first two years and as budgeted for 1999-2000 may be seen at Annexure II.

10. It may be relevant to mention that in spite of increase in outlay on doubling in 1999-00 by around 40% as compared to 1998-99, the target of 2500 kms set for 2001-02 may not be achieved because only 710 kms (28.4%) was likely to be achieved in first three years of the Plan. Achieving the targets for EMU coaches also appears unlikely. Thus targets of rolling stock need to be scaled down in the terminal year of the Plan in view of reduced traffic targets. It is absolutely essential to prioritise projects which are cluttered with a profusion of uneconomic "new lines." The expenditure on these projects can be drastically reduced to boost expenditure where it is most needed. The achievement in respect of important programmes in first three years of the Plan is at Annexure-III.

Tariff Policy

11. Given the policy of cross subsidisation and several distortions arising from it, it has become imperative to rationalise tariffs and align passenger fares more closely with

cost in order to reduce the extent of cross subsidisation. No significant progress has been made towards this objective.

12. Freight rates increased by around 12% in 1997-98 followed by a year in which there was no hike in those rates barring some modification in the freight structure. There was a modest increase in freight rates of about 4% in 1999-2000. The 2000-01 Budget Speech of the Minister of Railways envisaged a 5% increase in freight rate. Although the latest Railway Budget claims to have rationalised the fare structure, no tangible steps have been taken in this direction. On the contrary, the decision of not increasing the Second Class fare or increasing it marginally during the first three years since 1.4.94 (and consequently sparing more than 90% of inter-city passenger from any fare increase) implies that cross subsidisation has actually increased. The total subsidy on Second Class fares and suburban passenger traffic amounts to approximately Rs.3,000 crore. The profitability of coaching services is estimated on the basis of the expenses and earnings on different kinds of passenger segments and reflects their respective loss or gain. This estimate is available for 1997-98 and it indicates an overall loss of about Rs. 1,568 crore for ordinary passenger services (First Class, Sleeper Class and Second class). For First Class itself the loss is estimated at about Rs. 36 crore; the loss in Sleeper Class and Second Class is much higher at Rs. 98 crore and Rs. 1,434 crore. Quite clearly the Second Class contributes a predominant share of the overall loss for ordinary passenger services. The loss on account of passenger services on Mail/Express amounts to about Rs. 1,140 crore on Sleeper Class and Rs. 267 crore on Second Class.

13. Passenger services are estimated to account for 59% of the total traffic in 1999-2000 but contributed only 30% of the revenue. Freight services on the other hand, constituting 41% of railway throughput, are estimated to generate the balance 70% of the revenues. Thus rationalisation of tariff policy remains an area of concern and a phased adjustment over the remaining two years is absolutely crucial. The Railways has to correct these distortions by reducing the extent of cross- subsidy between freight and passenger in a phased manner. A Rail Traffic Authority on the lines of the Telecommunication Regulatory Authority may be set up with a mandate to fix tariffs on a rational basis with automatic adjustment based on cost of inputs, including fuel/electricity tariff.

14. The Railways has often raised a demand for financial compensation for Social Service Obligations borne by it. Any such compensation should be on the basis of an overall package which may take into account a time- bound programme of phasing out subsidies through appropriate fare and freight policies and reduction in operating expenditure.

Private Sector Participation

15. Considering the urgent need for creation of capital- intensive assets (especially permanent ways as opposed to rolling stock), private sector participation becomes crucial to Railways' funding plans. The response of the private sector has been rather

lukewarm in most cases (Own Your Wagon Scheme-OYWS) and negative in some (Build Own Lease Transfer-BOLT).

16. One of the main reasons for lack of success of BOLT project is inequitable sharing of risk between the contractor and the Railways during project implementation, leading to bidders/contractors building an inordinately large component of unforeseen contingencies into the bid price. The committee constituted by Ministry of Railways to review the BOLT scheme has submitted an interim report which is under examination. So far, only 2 gauge conversion projects have been awarded under the BOLT scheme, out of which Viramgam-Mehsana on Western Railway was terminated after the agency had failed to adhere to the completion schedule while the other Mudkhed -Adilabad on South Central Railway is not progressing on prescribed lines. BOLT and OYWS are also being used for procurement of rolling stock. Details of funds mobilised through private sector show a decline (Table 4).

Table 4
Funds Mobilised through Private Sector

	(Rs. crore)		
	1997-98	1998-99 (Provisional)	1999-2000 (Targetted)
BOLT	284.20	92.25	87.60
OYW	236.24	192.85	127.91
Total	520.44	285.10	215.51

17. The Railways has recognised the massive potential of private participation and some initiatives have been taken. It has agreed in principle to enter into an agreement with M/s Gujarat Adani Port Limited (GAPL) for construction and maintenance of 53 kms of new rail link to Mundra Port. The line will be constructed and maintained by M/s. GAPL. Railways has taken steps to develop terminal facilities.

18. With the setting up of Indian Railways Catering and Tourism Corporation, the existing set-up of departmental and private catering would be upgraded. However, no significant steps have been envisaged for involving private sector in rail transport services in a major way. The private sector is not forthcoming either, for various reasons. The developer and the financier lack requisite confidence to invest in creation of rail assets. The Railways should identify projects with a high rate-of- return offer to the private sector based on the concept of Build, Own and Operate (BOO) or Build, Operate and Transfer (BOT).

19. Indian Railways now proposes to commercialise its right of way for laying optical fibre cables for telecommunications. There is a great deal of potential in this proposal since the Railways' right of way extends along 62,800 kilometres of track.

Investment Strategy

20. The Ninth Plan places emphasis on prioritisation of the very large portfolio of ongoing projects to manage them better. A tendency to spread resources thinly across several projects continues to be a major problem in the railway sector. The Railways has a large shelf of projects particularly under the categories "New Lines" and "Gauge Conversion" having a huge throw-forward of around Rs.20,000 crore and Rs.9,000 crore respectively. At the present rate of fund allocation, it will take about 40 years to clear the backlog for new lines and 11 years to complete gauge conversion projects. The highest priority must be given to projects which augment the capacity of the railway system in high-density corridors apart from investments needed for ensuring safety and reliability of the services. In this context, priority may be accorded to multiplexing and electrification of the system around the Golden Quadrilateral where it is under maximum strain.

21. The prioritisation exercise carried out by the Railways recently is not convincing; it has not taken cognizance of the likely availability of resources as well as the need to complete the projects in a reasonable time period. A fresh exercise of prioritisation which takes into account the above factors will certainly be more meaningful and is required to be undertaken urgently.

22. In order to strengthen the institutional framework and improve implementation of projects, Railways has decided to appoint nodal officers who would be responsible for execution of projects costing Rs.50 crore and above.

Improving Market Share

23. A growth rate of 5% in freight traffic has been assumed for the Ninth Plan period. In order to achieve this and improve quality of rail services, Railways has taken certain steps (Box).

Initiatives to Increase Market Share

- Reduction in the classification of some commodities and introduction of Volume Discounts to make Railways more competitive.
- Introducing the facility of two-point rake loading (as against one) at some stations and making available supply of rakes in less than 48 hours.
- Special package for the Steel sector to attract traffic. .
- Introduction of high speed trains with new-technology wagons between Delhi and JawaharLal Nehru Port Trust (JNPT) by Container Corporation. This has resulted in reduction of transit time between Delhi and Mumbai from 95 hours to 48 hours.

24. However, keeping in view the target growth rate of 5% assumed during the Ninth Plan, the traffic would have to grow at a phenomenal rate of around 8% for the remaining two years of the Plan to achieve the projected figure of 525 million tonnes of freight by 2001-02. This seems highly unrealistic. On the other hand, the rate of growth in passenger traffic specially non-suburban is expected to overshoot Plan targets. For a proper balance between the rates of growth of passenger and of freight without detriment to the need for mobilization of resources, Railways has decided to increase the composition of trains to 24 coaches and restrict introduction of new trains strictly on the basis of costs and benefits. The Railways also needs to accelerate the programme of containerisation not only to promote inter-modal transport but also as a strategy for increasing its own market share and catering to high value traffic.

Productivity and Technology Upgradation

25. The Ninth Plan places special emphasis on improvements in productivity as a major strategy to increase capacity. In first year of the Plan, the efficiency index in respect of freight traffic -- Net Tonne Kilometre (NTKM) -- increased to 1894 NTKMs per wagon per day showing an improvement of 2.9% as compared to 1996-97. The wagon productivity targeted by Railways for the terminal year of the Plan at 1950 NTKM per wagon per day appears to be rather low (a growth rate of 1.17% during the Ninth Plan period as compared to a growth of 5.04% during the Eighth Plan period) and may have to be set at 2050 NTKM per wagon/day as against the original target of 1950 NTKM per wagon/day.

26. Railways is taking a number of steps to increase productivity. In the area of technological upgradation, it is phasing out inefficient and unreliable vacuum-braked four wheeler wagon stock and replacing it with eight wheeler air-braked bogie wagons. Railways has also entered into a contract for purchase and transfer of technology for making high horsepower electric and diesel locomotives, light weight, high capacity coaches and heavier rail in Railways' production units for increasing the throughput. It is also necessary to improve freight car designs to secure higher payload to tare ratios for freight and to improve speed differential between freight and passenger services, which in turn would also improve the traffic throughput in the system. Also in areas such as track maintenance and washing of coaches, productivity is being improved through progressive mechanisation. For improvement in signaling and telecommunications, Railways is going in for solid state interlocking, auxiliary warning system and optical fibre cables.

27. The total requirement of railway track renewal during the Plan period is estimated at 24,000 kms. In the first two years, 5917 kms of track have been renewed, The target for 1999-00 is 2550 kms. The likely achievement in the first three years is thus expected to be around 61% of the targeted Plan figure. Although track renewal is proceeding as per schedule, a more vigorous effort is required. Under rolling stock, it is planned to replace 350 diesel locos, 200 electric locos, 90,000 (four wheeler units) wagons, 750 EMU coaches and 4000 non- EMU coaches during the Ninth Plan period.

Organisational Restructuring

28. The Ninth Plan has emphasized the need for restructuring Indian Railways. As a starting point, it is being suggested that manufacturing units of the Railways should be split into units of cost and efficiency centers thereby generating pressure on efficiency and competition. The Plan also emphasized the need for distinguishing between the provision of track services, which is a 'natural monopoly' because of economies of scale, and the use of these services by individual freight or passenger rail operating companies which need not be a monopoly. These issues are being considered in an Expert Group set up by the Railways.

29. Historically, like Railways in other countries, Indian Railways too developed as a monolithic organization with controlling responsibility over all aspects of operations including development and maintenance of the network, operation of transport services and controlling its own production facilities as also determining the nature of services to be provided. As Indian Railways serves almost a captive market, it overlooked consumer preferences and priced its services without any regard to inter-modal competition. With increasing competition from other modes of transport, Railways needs to improve its efficiency. The trend all over the world is to restructure the Railway unit. Some countries have successfully achieved this.

30. Indian Railways would have to consider various options for restructuring which other countries have followed so as to adopt the one suitable to meet the objectives of rail development in India. The reorganization of Indian Railways is the most important pre-condition for increasing its market share and its successful survival.

Safety

31. Indian Railways is a labour intensive organisation. Hence, proper training and motivation of its labour force would directly impinge on the safety of the operations. The instances where human error has contributed to accidents are too many. About 75% of accidents are attributed to failure of Railway staff. While the staff is disciplined and dedicated, it lacks adequate training. There is great scope for improving the training of all categories of employees, particularly drivers, so that they are able to deal efficiently with all crisis situations. A diploma in engineering would increase the efficiency of train drivers just as much a training at ITI would improve the skills of other skilled employees.

32. Regular training of labour force has to be accompanied with introduction of latest technology. Indian Railways is still struggling with outdated technology of the 1960s. In its priorities, the outlay on safety is not given highest priority compared to other competing demands. Maintenance – both corrective and preventive – needs more importance. In particular, the dynamic brake system has to be in working order. Use of state-of-the-art signalling and telecommunication devices along with a skilled and

motivated labour force will reduce the incidence of accidents and improve the image of the Railways as a carrier of goods and services.

33. Railways is also aware of this and thus growing emphasis is being placed on safety over the years. In fact, the increased outlay on track renewals and signalling and telecommunication in the Annual Plan 1999-2000 is expected to improve safety. During 1997-98, there were as many as 35 collisions and 289 derailments. Various measures have been taken to improve safety of operations (Box).

Safety Measures : A Step Forward

- Drivers and Guards of trains running on high speed "A" and "B" routes have been given "walkie talkie" sets for making emergency contacts. As this has proved to be effective, this facility will be made available on all passenger trains in the first phase. It will be provided in the goods train in the second phase, next year.
- To prevent accidents due to human failure, track circuiting is being provided every year in a planned manner and around 600 stations are being covered annually.
- To prevent overshooting of signal by the driver inadvertently, a pilot project of Radio based Automatic Train Control System is being tried out in Delhi-Mathura section experimentally and, if successful, it would be further extended.
- In order to reduce accidents due to rail fractures and welding failures, intensive checking is being done with the help of Ultra Sonic Flaw Detectors (USFD) .
- Creation of a Fund by Railways and utilisation of "Member of Parliament Local Area Development Scheme" for converting unmanned level crossing to manned level crossings and for construction of road overbridges/underbridges at busy level crossings to prevent accidents at such sites. A separate Plan Head would also be created to focus attention on the funding for such works and monitoring their progress.
- Financing of construction of road over- bridges and under- bridges out of a dedicated fund to be financed through levy of cess on diesel would increase the availability of resources for the safety oriented programme.
- Setting up of a Railway Safety Review Committee for undertaking a complete review of Railway operations from the point of view of safety.

34. Railway safety also depends critically upon adequate investment in track renewal and other safety related investment. This aspect has been reflected and there is a large and growing backlog of tracks to be replaced. The Report (Part-I) of a Railway Safety Review Committee set up by the Railways has recommended a one-time grant of Rs.15,000 crore to take care of all aspects of railway safety. There is no specific provision for this one time grant in the Ninth Plan outlay. To this extent the shortfall in actual expenditure is even greater than brought out in Table 3 above.

Externally Aided Projects

35. There are three multilateral and five bilateral on-going externally aided projects in Railways with an estimated cost of Rs.3,007 crore. Barring one multilateral project, the other projects are expected to be completed during the Ninth Plan period. Details of all the projects, including the cost, projected date of completion, etc. are given in Annexure IV.

Environment & Rail Transport

36. Sale of cigarettes /bidis on railway platforms and inside passenger trains has been banned with effect from 5th June 1999, the Environment Day.

37. Afforestation drive on railway land is proposed to be launched vigorously. This would ensure proper utilisation of available land, prevent encroachment and in the long run meet the needs of wooden sleepers and benefit Railways financially.

Task Ahead

38. Indian Railways has been consistently making profits and offering a return on capital. It once had a very healthy operating ratio. Contrary to the Plan objective there is steady deterioration in the operating ratio. The operating ratio which was 86.2 per cent in 1996-97 is likely to touch 99% by the end of 2000-01.

39. Other negative factors include persistence with the policy of cross subsidisation which encourages greater deployment of capacity into money - losing passenger traffic and moves profitable freight traffic away from Railways, continuation of the sub-optimal investment strategy favouring investment in unremunerative projects at the cost of much needed capacity augmentation and technology upgradation and failure to adapt to changing marketing environment in customer needs and competitive services. All these could spell financial ruin of Railways. The marginalisation of Indian Railways and consequent transport bottlenecks may strangle an economy which is increasingly becoming open. This may in turn have adverse impact on the competitiveness of the industry. It is therefore necessary that the Railways take steps to regain its past glory. Some of these steps are listed below:

- (i) Regain share in freight traffic with the help of a rationalised tariff policy. Heavy cross subsidisation on passenger fares to be phased out gradually over the remaining Plan period. Consideration should be given to establishing a Rail Tariff Regulatory Authority for Tariff fixation.
- (ii) Restructure Indian Railways in order to attract greater private sector investment into it and maximise efficiency by generating competition. The manufacturing units of the Railways could be spilt into independent corporation.
- (iii) Augment capacity on the saturated high density corridors particularly on the Golden Quadrilateral by undertaking doubling, opening up of alternative routes through new lines, gauge conversion etc.

- (iv) Greater emphasis on completion of existing projects. Proper prioritisation of all ongoing projects to derive maximum benefits to ensure that resources are not spread too thinly across projects and the existing throw-forward position of the projects is not jeopardised further.
- (v) Accelerate the programme of containerisation, not only to promote inter-modal transport but also as a strategy for increasing its own market share and catering to high value traffic.
- (vi) Enlarge the scope of private sector participation gradually in acquiring rolling stock through innovative leasing schemes.
- (vii) Upgrade safety infrastructure through induction of technical aids to support human element and enhance asset reliability.
- (viii) Expenditure on staff has been increasing at a rapid pace. To maintain staff cost including pension at the level of 45% of gross traffic receipt in the year 2010, the staff strength will have to be reduced to around 12 lakh.

ROADS

40. Although the country has a large road network of over 3 million kilometres most of this is of very poor quality and needs massive investment to provide adequate road connectivity. The network needs upgradation both in terms of carpet width and riding quality. The Ninth Plan has emphasised the need for improving the accessibility by linking up villages with all-weather roads and strengthening as well as improving crucial sections of the highway network through phased removal of deficiencies and multi-laning of high density corridors.

Growth of National Highways

41. The National Highway (NH) network in the country grew from 21,440 kms as on 1st April, 1947 to 34,298 kms at the beginning of the Ninth Plan. In first three years of the Ninth Plan, 17,712 kms of State road has been added to the NH network.

Central Sector

42. In the Central sector, an outlay of Rs. 8,862.02 crore has been provided for the development of roads in the Ninth Plan. The bulk of it is for development of National Highways and related programmes. In first three years of the Plan, a sum of Rs. 4,625 crore (Rs. 5,234 crore at current prices) was likely to be spent. Programme-wise outlay/expenditure details for the Ninth Plan and Annual Plans 1997-98, 1998-99 and 1999-2000 are given in Annexure-V.

43. Utilisation of the outlay in the first two years was only 75% of the budgeted amount mainly because of procedural bottlenecks for release of funds and for sanction of works.

Physical Targets and Achievements

44. The position about physical achievements is not very rosy either. While progress with respect to four-laning is satisfactory, achievement in other programmes is deficient (Annexure- VI).

45. A tendency to take up schemes without adequate project preparations and lack of emphasis on “Quality of Entry” have led to a longer completion period and cost overruns. It is, therefore, necessary that attention be paid to proper project preparation and to issues such as land acquisition and removal and relocation of utilities. It is also equally important that monitoring of the road projects particularly the large ones is done on a regular basis to identify bottlenecks and find remedial measures to speed up their completion.

National Highway Development Project (NHDP)

46. The National Highway network suffers from a large number of deficiencies especially in the high density corridors. A National Highway Development Project (NHDP) has been finalised to ease congestion and improve the riding quality of country’s major NH corridors. (BOX)

National Highway Development Project

NHDP consists of Golden Quadrilateral (GQ), a key portion of the road network linking Delhi, Mumbai, Calcutta and Chennai, and an additional North-South corridor connecting Kashmir to Kanyakumari and an East-West corridor which links Silchar to Saurashtra. This network has been taken up on a priority basis for upgradation to four laning and six- laning in some stretches to meet the network requirement for arterial highways and to remove congestion. The development of these corridors would improve the mobility in these corridors apart from resulting in saving in the vehicle operating cost.

The total length of the project is 13,252 kms {Golden Quadrilateral – 5952 kms, North-South, East and West corridors (Spurs) 4,400 kms, North, South, East and West corridors (Spines) 2900 kms}. In the first phase, it is proposed to complete the development of GQ by December, 2003. Under GQ, 732 kms. of the works for a value of Rs. 1,770 crore was awarded during financial year 1999-2000. Another 1,905 kms. is planned to be awarded during financial year 2000-01.

New Sources of Funding

47. Recognising the need for a dedicated source to finance road construction, the Government decided to create a Road Development Fund for the development and maintenance of National Highways. The Fund will be financed through a cess on fuels which was imposed in the Ninth Plan. It will be dedicated to (i) Development and maintenance of National Highways (for financing the NHDP till its completion and thereafter for NH works); (ii) Development and maintenance of other State roads; and

(iii) construction of Rail overbridges and railway safety works and unmanned railway crossings and (iv) Development and maintenance of rural roads. Since this Fund would not be sufficient to meet the requirement of developing the road sector, it would be necessary to augment it by raising levy on fuels periodically and cess on sale of vehicles, spare parts and through other direct or indirect user charges.

Toll Roads

48. The amendment to National Highways Act, 1956 empowers the Government to levy toll on select stretches of National Highways. Apart from bridges and bypasses, the Ninth Plan envisages levy of tolls on some of the newly four- laned developed roads. A beginning has been made with the imposition of a toll on Amer (Jaipur)-Kotputli Section on National Highway-8. (BOX).

Kotputli-Amer : First Tolled Four Laned National Highway

- Kotputli-Amer Section (86 kms) on NH-8 was upgraded from 2-lane to 4-lane divided carriageway in 1997 at a cost of Rs. 115 crore. As a first case, Government decided to levy the fee on this section and entrusted it to the National Highway Authority of India (NHAI).
- NHAI developed it as a toll highway with all facilities viz. toll plazas, road signs, road markings, enforcement of no parking, accident relief measures, stalled vehicles removal, maintenance unit, guard rail, bus base, truck parking facilities, ambulance, petrol facilities, road safety barriers.
- Toll is collected on prescribed rates per trip or on the basis of toll passes which give some discounts to frequent users.
- Private agency is collecting tolls on contractual basis and would pay a sum of Rs. 30 crore per annum to NHAI.
- Toll collection has begun from 30th March, 1998. Due to general resistance from truckers (such incidence could increase with more four laning and bringing those stretches under tolling), the Government would have to take a view in the matter. Several writ petitions have been filed in various High Courts and in the light of the litigation alternative methods of raising resources would have to be found for the development of roads.

49. State Government of Gujarat has taken an initiative to develop a high density NH route – Ahmedabad-Rajkot (200 kms.) with the financial assistance of Housing and Urban Development Corporation (HUDCO). This section would be operated as toll road by the State Government on behalf of the Central Ministry of Surface Transport.

Private Sector Participation

50. To a large extent, road construction will remain in public domain. However, there is a niche for private sector participation in developing the road sector where the traffic densities are extremely high and where the facility provided results in appreciable saving in time and vehicle operating cost. To provide a legal framework for private participation, the National Highways Act, 1956 was amended in June, 1995. A number of steps have been taken to encourage private sector participation in road sector. (BOX)

Steps taken to promote private sector investment in National Highways

- ❖ Government / NHAI authorised to provide capital grant up to 40% of the project cost to make the project viable.
- ❖ Government agreed to permit activities like development of housing as an integral part of BOT road projects. For this purpose, profits ploughed back to the road projects within a maximum period of three years would be treated as investment in infrastructure for tax benefits.
- ❖ A five-years corporate tax holiday and deduction of 30% on profits for the purpose of tax in the next five years, to be availed of in 20 years of commissioning of the project.
- ❖ External Commercial Borrowings up to 35% of project cost permitted.
- ❖ Import duties on identified modern high capacity road construction equipment removed.
- ❖ Foreign Direct Investment up to 100% (with total foreign equity up to Rs. 1,500 crore) allowed.
- ❖ Specialised equipment allowed to be imported free of custom duty.
- ❖ Two separate Model Concession agreements (MCA) for projects costing more than Rs. 100 crore and less than Rs. 100 crore have been finalised by Ministry of Surface Transport.

51. As a result of various measures taken, a number of projects of bypasses and over-bridges have been taken up by the private sector (Box).

Private Sector Investment - National Highways

Private Sector has been awarded 20 projects at an estimated cost of more than Rs. 1,000 crore. Of those projects, 7 pertain to construction of bypasses while remaining 13 are construction of bridges. These stretches of Highways are located in Maharashtra, Gujarat, Rajasthan, Andhra Pradesh, Tamil Nadu, Madhya Pradesh, Karnataka and Uttar Pradesh. Seven of these projects have been completed and the others are at various stages of implementation.

52. Several States have also taken steps to involve private sector in the development of roads.

Private Sector Investment – State Sector Roads

53. Gujarat has developed a long term plan for development of roads which envisages a major role for private sector. The State Government has decided to improve two State highways, viz. Ahmedabad-Mehsana and Vadodara-Halol through private participation on BOT basis at a cost of Rs. 506 crore. The projects will be implemented through special purpose vehicles formed for this purpose. The work on Vadodara-Halol was planned to be started in the current year while work on Ahmedabad-Mehsana is in progress. Government of Gujarat is participating in these projects in the form of equity and debt.

54. In Maharashtra, four expressways Mumbai-Pune, Mumbai-Nashik, Mumbai-Sawantwadi and Mumbai-Talasari are taken up under the programme of privatisation. In addition, a number of projects relating to construction of bypasses, flyovers and bridges are being taken up with similar private participation.

55. 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.

Externally Aided Projects

56. The Ninth Plan outlay includes a sum of Rs. 5007.05 crore for taking up externally aided projects. There are 11 such on-going works with an estimated cost of completion of Rs. 4,595.88 crore. Against this an expenditure of Rs. 1,927.65 crore was incurred up to March, 1999. A provision of Rs. 1,055.10 crore has been made in the Annual Plan 1999-2000. Most of the projects are likely to be completed by the end of Ninth Plan. Details are in Annexure-VII.

57. The reason for delay in the use of funds especially from the Overseas Economic Cooperation Fund (OECF) was that these loans were signed before the projects were fully prepared. However, future loan agreements would be signed only after projects are ready for implementation.

State Sector Roads

58. An outlay of Rs. 30,469 crore has been provided in the Ninth Plan for development of roads in the State sector. During the first two years a sum of Rs. 9,513 crores (at 1996-97 prices) was likely to be spent. Considering the finances of States and the past expenditure on development of roads, it is highly unlikely that the States would be achieving the financial targets indicated in the Ninth Plan. Considering the constraint of resources and the emergent need to meet the requirement of State roads, it is necessary that alternative sources of finance be explored.

Village Connectivity

59. A large part of expenditure on roads in the State sector is accounted for by rural road links. The Ninth Plan envisages linking up all villages in the country with all weather roads. It is estimated that a sum of Rs. 50,000 –Rs 60,000 crore is required for this purpose.

60. Data about village connectivity programmes of all the States are not available. It is estimated that these programmes now cover about 60%, an increase of 3 percentage points over the figures at the beginning of the Ninth Plan. In all, 13 States/Union Territories (UTs) achieved village connectivity up to 85 per cent and above, 5 States achieved connectivity between 60 per cent and 85 per cent and 14 States/UTs had connectivity levels below 60 per cent.

61. Ropeway is an alternative to village connectivity in remote and backward areas where difficult terrains pose a major obstacle to building rural roads. Although this proposal is comparatively more capital intensive, it can solve the connectivity problem of remote areas such as the North-East.

62. One of the main problems is the absence of coordination and integration of various programmes of construction of rural roads in the country. The main source of financing of rural roads is the normal State Plan provision. In the Union Budget 2000-01, a new scheme called the “Pradhan Mantri Gramodaya Yojana” has been announced with the objective of undertaking time-bound programmes to fulfil critical needs of the rural people. A sum of Rs. 2,500 crores will be earmarked for the launching of a nationwide programme of constructing rural roads and improving rural connectivity. Central Assistance will be provided under this scheme to the State Governments for implementing specific projects in the sector.

63. Integration and coordination of various Centrally Sponsored and State programmes for rural roads is essential to create durable assets and eliminate duplication of efforts and avoidable wastage of limited resources. It is also important that there should be a single agency in the State to implement and coordinate all road development programmes.

64. There is also a need to find resources for the development of rural roads. Efforts need to be made to organise communities and mobilise people’s contribution to this programme.

Road Transport

65. Road Transport Programmes are implemented both in State and Central sectors. . In the State sector, a major scheme relates to operation of road transport services through State Road Transport Undertakings (SRTUs). There has been improvement in the physical performance of SRTUs in first three years of the Ninth Plan. Vehicle productivity, staff productivity and fuel efficiency have improved substantially (see Annexure – VIII).

66. There is however, variation in the performance of productivity parameters among the SRTUs. Undertakings in Andhra Pradesh, Gujarat, Karnataka and Uttar Pradesh have exceeded the Plan target for vehicle productivity, while Bihar, Jammu & Kashmir, Madhya Pradesh, West Bengal and North Eastern States remain deficient and are not likely to reach the target. Bus- staff ratio maintained by SRTUs in Punjab, Haryana, Arunachal Pradesh, Andhra Pradesh, Karnataka, Rajasthan, Uttar Pradesh and Himachal Pradesh are satisfactory. State Road Transport Corporations in Bihar, Madhya Pradesh, West Bengal and North Eastern States, however, maintained a very high bus-staff ratio and are not likely to reach the Ninth Plan target. The SRTUs in Andhra Pradesh, Gujarat, Karnataka, Kerala, Goa, Punjab and Uttar Pradesh have achieved the Plan target in respect of staff productivity but Bihar, J&K, Madhya Pradesh and North Eastern States performed poorly and may not achieve the target. In respect of fuel efficiency, all SRTUs are likely to achieve the target of the Ninth Plan. SRTUs in Andhra Pradesh, Gujarat, Karnataka, Kerala, Maharashtra, Punjab and Uttar Pradesh have already exceeded the target.

Financial Health of State Road Transport Undertakings

The financial performance of 48 SRTUs whose resources are assessed in the Planning Commission continued to be unsatisfactory. Their losses are increasing year after year. In the beginning of the Ninth Plan, they recorded a net loss Rs. 770 crore which increased to Rs. 1,196.08 crore in 1997-98 and Rs. 1,385.79 crore in 1998-99 and Rs. 1,576.60 crore in 1999-2000 (LE). (Annexure - IX)

Main reasons for the loss are uneconomic fare, delay in revision of fares, concessional travel, operations on uneconomic routes, impact of pay revisions and higher bus- staff ratio. There is urgent need to improve productivity of SRTUs through measures like replacement of overaged buses, improvement in the productivity of operational staff and improved management practices. The States should also allow timely increase in fares and bring down bus- staff ratio and reimbursement of concessions.

67. At the time of formulation of the Plan, the contribution to plan assessed for 48 SRTUs put together was Rs. 3,026.42 crore of which Additional Resource Mobilisation (ARM) through passenger fare revision was estimated at Rs. 10,189.79 crore. These projections are not likely to materialise (Annexure - X). The SRTU-wise position is given in Annexure - XI.

In order to meet the demand for Road Transport passenger services, it is necessary to encourage private sector to provide safe and reliable services.

68. In the Central sector, major schemes relate to road safety programmes, training to drivers and instructors, introduction of new technology and pollution control. During first three years of the Plan, the tasks taken up include refresher training programmes for

drivers, setting up five regional training centres and awareness programme on road safety through road signals, road signs, road markings, T.V. spots on unmanned railway crossings, Essay competitions, procurement of cranes and ambulances to rescue road victims/damaged vehicles, strict enforcement of traffic laws and studies on road traffic flows. For vehicles on the roads of NCT (National Capital Region) of Delhi, compliance of India-2000 norm was made compulsory from April 1, 1999 and of a modified India-2000 from April 1, 2000. Reduction in sulphur content in fuel supplied through petrol pump outlets was also effected. In other steps, guidelines have been issued to the State Governments to charge 25% less composite fee in respect of multi-axle vehicles than the rate applicable for conventional two-axle vehicles to popularise use of the former. Some State Govts. have already permitted the differential rate of composite fee. Octroi has been abolished by most State Governments (except in five states of Maharashtra, Rajasthan, Haryana, Punjab and Orissa) to facilitate uninterrupted traffic flow.

69. The approved outlay for the Ninth Plan and approved outlay and expenditure for the Annual Plans in the Central Sector and State Sector are given in Annexure – XII.

PORTS

Development of Major Ports

70. Eleven major ports handle 90 per cent of India's port throughput. The contribution of five of those ports (Kandla, Vizag, Chennai, Mumbai, and Calcutta/Haldia) is 68 % of the total traffic handled by the major ports.

71. The Ninth Plan has projected a traffic of 424 MT (million tonnes); that includes throughput by minor ports. There was impressive traffic growth at major ports in the first year of the Plan. The actual traffic handled by major ports increased from 227.26 MT in 1996-97 to 251.66 MT in 1997-98. The growth however has been stagnant thereafter. It seems that the port traffic target fixed for the Plan may not be achieved. A major shortfall in the Plan arget could be in Coal and POL (petrolelum, oil & lubricants) traffic. Details of traffic handled at major ports commodity - wise and Port-wise are in Annexure XIII & XIV.

72. The Plan visualised a capacity addition of 159 MT at major ports to take the total capacity to 374 MT by end of the Plan. However, the likely addition may be only 157 MT (though the schemes financed by the Port Trusts is about 104 MT and by the private sector /captive users 53 MT). Likely Port-wise capacity as on 31.3.2000 is given in Annexure XV. In first three years of the Plan, only 40 MT capacity is likely to be added but the progress of various port development schemes indicates that the target of capacity augmentation in the Ninth Plan would be well achieved.

73. Productivity improvement at major ports is another important thrust area in the Plan. According to Port-wise details, productivity has improved at all ports (Annexure XVI). Through productivity improvement, it is expected, a capacity equivalent of 11MT-15 MT could be added during the Plan. The augmentation of capacity and

improvement in productivity should make for a situation where berths wait for ships rather than ships for berths.

Productivity At Major Ports

- Productivity indicators have witnessed considerable improvement during first three years of the Plan. For example, the average turn-round of ships has come down from 7.5 days in 1996-97 to 4.7 days in 1999-2000. Similarly, average pre-berthing waiting time has come down from 1.7 days to 0.9 day during the same period (i.e. waiting time is less than one day). .
- Port-wise analysis show that productivity indicators vary widely from port to port. For example, average pre-berthing waiting time (all ports) was reported at 0.9 day in 1999-2000 but at the port level it varied between 0.2 day (Calcutta, Cochin & New Mangalore) to 2.5 days (Tuticorin). Likewise, average turn- round time (all ports) was reported at 4.7 days but it varied from 1.7 days (JNPT) to 6.8 days (Chennai).

74. An outlay of Rs. 9,428 crore has been approved for the ports sector as a whole during the Plan. It excludes Rs. 262 crore for survey vessels. Out of the outlay, Rs. 7,528 crore (79.8%) is expected to be mobilised through internal and extra budgetary resources (IEBR). The likely utilisation of Plan outlay during the first 3 years is 29%. Utilisation of GBS (Gross Budget Support) is 41.4% and IEBR 26%. The utilisation of IEBR is just 9.8% in New Mangalore, 15.5% in Vizag and 16.5% in Mormugao. This could be attributed to delays in sanctioning of new schemes; many sanctioned projects are yet to pick up, slow progress of work by contractors, contractual disputes/litigation and inability of ports to mobilise resources through IEBR. The details of port-wise outlay and expenditure are given in Annexure-XVII.

75. The funds approved in the Ninth Plan for 142 new schemes (each costing more than Rs. 5 crore) constitute only 26 per cent of the total estimated cost of the schemes. This implies that outlay is thinly distributed over a large number of new projects. This is particularly true for schemes at Chennai, Cochin, JNPT and Mormugao ports. It would be desirable to prioritise the new schemes to be taken up during remaining years of the Plan.

Private Sector Participation

76. The Ninth Plan has envisaged a crucial role for the private sector/ captive users in augmentation of capacity at various ports..To this end, a number of steps have been taken in the past and during the current Plan period. These have borne fruit now and several projects are being taken up in the private sector or through the resources provided by the captive users. (Box).

Private Sector Participation in Ports-Central Sector

- The Ninth Plan has envisaged private sector/captive users investment of Rs. 8,000 crore with capacity addition to the tune of 76 MT.
- 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 two berths of a private container terminal at JNPT has been set up; the second berth was expected to be completed by November 1999.
- Thirteen more private sector/captive users port projects are in the pipeline. Out of these eight projects for 34.4 MT capacity involving an investment of Rs. 3,400 crore are under bidding process. Five projects of 6 MT capacity with an investment of Rs. 550 crore have been identified for which bids are to be invited.

Corporatisation of Major Ports

77. The functioning of major ports under various Port Trusts is operationally inflexible; due to delay in the decision making process they are unable to respond quickly to market situation. Some steps have been taken (Box) towards corporatisation of the major Ports, but the process needs to be expedited.

Corporatisation of Major Ports

- Central Government has already decided to establish a company for the new port under construction at Ennore which is expected to be commissioned by July 2000. Articles of Association and Memorandum of Association for registration of the company have been prepared. Proposals for financial structuring of the company are under examination.
- It has also been decided that existing major ports may be corporatised, starting with JNPT and Haldia.

Externally Aided Projects

78. For externally aided projects an outlay of Rs. 1,200 crore has been provided during the Ninth Plan. Among them two important projects are construction of a new Ennore port and mechanised coal handling facilities at Paradip.

79. The originally estimated cost for Ennore is Rs. 593.90 crore. The ADB (Asian Development Bank) loan component is US \$ 150.15 million out of which an amount of \$ 80 million has been disbursed so far. The overall physical progress of the scheme was 87% up to February, 2000.

80. The mechanised coal handling facilities at Paradip was originally estimated to cost Rs. 587.41 crore. The ADB loan component is US \$ 134.85 million against which US \$ 91.94 million has been disbursed. The physical progress was 70% up to February, 2000. This project is likely to be completed by December 2000.

Dredging Corporation Of India (DCI)

81. An outlay of Rs. 695 crore has been approved for DCI during the Ninth Plan out of which GBS is Rs. 65 crore. DCI has important schemes like acquisition of Trailer Suction Dredger (TSD) of 6500 C.U.M (two numbers), Cutter Suction Dredger (CSD) of 2000 CU.m/pump hour, TSD of 4500 CU.m (three numbers) and replacement of CSD Acquarius. An expenditure of Rs. 325.00 crore was likely to be incurred by DCI in first three years of the Plan.

Development of Minor Ports

82. The traffic handled by minor ports has increased from 24.93 MT in 1996-97 to 35 MT in 1998-99. Currently, they account for nearly 12% of the total traffic. Among the maritime States, the contribution by Gujarat is 70% of the minor port throughput. The likely expenditure is Rs. 81.33 crore in first 2 years of the Plan against the approved outlay of Rs. 318.0 crore.

83. Various maritime states like Gujarat, Andhra Pradesh and Orissa have embarked upon ambitious port development programmes through private sector participation.

Private Sector Participation in Ports – State Sector

- Gujarat has taken the lead in the development of port infrastructure through private sector. Gujarat Maritime Board has identified six ports out of ten green field ports exclusively for development by private sector.
- The first development phase of Pipavav has been completed in the State and work on 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 Maroli port projects as well.
- 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 has signed an MOU with the M/s International Sea Port Ltd. (ISPL) to develop Dhamra Port with private investments through Build, Own, Operate, Share and Transfer (BOOST) route. The planned capacity augmentation is 10 MT. Environmental clearance from Ministry of Surface Transport was awaited. The port is scheduled to be operational by July,2002.
- In Andhra Pradesh, the development of a deep water port at Kakinada was taken up with ADB loan assistance. Three berths have been completed and all of them have been privatised and are under operation (through Operate, Maintain, Share and Transfer, OMST, route. Contract to build another port at Krishnapatnam through private sector has been awarded.

Inland Water Transport

84. Important schemes under implementation by Inland Waterways Authority of India (IWAI) are construction of terminals at Ghaighat, Patna and Karimganj, Pandu Terminal, fairway development and navigational aids. An amount of Rs. 84 crore was likely to be incurred by IWAI in first three years of the Plan. The details are given in Annexure-XVIII.

85. A Loan Interest Subsidy Scheme (LISS), which was introduced in 1983 for the acquisition of new inland vessels at a subsidised interest rate of 5.5%, has been modified recently to make it more effective. The subsidy will now be available for vessels registered under any State Act (in addition to Inland Vessel Act, 1917) as also for acquisition of second hand vessels. The scheme will be reviewed again to assess its need and continuation.

86. Under Centrally Sponsored Schemes (CSS) important projects under implementation are terminal facilities in river Hooghly in West Bengal, terminal facilities in Kerala, capital dredging of rivers Mandovi, Zuari and Mapusa in Goa, and hydrographic survey in rivers Ghagra, Gandak and Kosi.

87. Central Inland Water Transport Corporation (CIWTC), a public sector undertaking (PSU) active in river water transport, has been incurring losses since its inception. During 1997-98, Corporation incurred a net loss to the tune of Rs. 51.72 crore. The accumulated loss as on 31.3.1998 was reported at Rs. 447.07 crore. A revival package to improve CIWTC's financial performance is under consideration of the Government.

88. Under State sector, the likely expenditure is Rs. 32 crore in first two years of the Plan against the approved outlay of Rs. 89.00 crore under Inland Water Transport.

SHIPPING

89. India's 102 shipping companies together own a fleet 517 vessels with a GRT (gross registered tonnage) of 7.09 Million. Shipping Corporation of India (SCI), the country's largest carrier, owns 112 ships with 2.95 million GRT, accounting for 42% of national tonnage. The share of Indian flag ships in the overseas sea-borne trade of the country has been hovering around 30% during the last few years, although the 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.

90. Liberalisation and simplification of ship acquisition, a process which was initiated in the Eighth Plan, has continued into the Ninth Plan. To buy vessels, the earlier requirement of approval by Ship Acquisition Licensing Committee of Department of Shipping, Ministry of Surface Transport, has been dispensed with. All

vessels except launches, boats and barges have been put under Open General License (OGL) to make their imports easier.. In spite of this, there is likely to be considerable shortfall in the achievement of the Ninth Plan target. For example, it may be realistically hoped that SCI would place order/acquire 21 vessels (including 5 vessels already ordered/acquired) aggregating 16.85 lakh DWT while the the Plan target was to order/acquire 53 vessels totalling 28.34 lakh DWT. (Annexure XIX).

91. The slow progress in tonnage acquisition is due to 1) difficulty in raising external commercial borrowings (ECB); 2) prevailing market condition which is highly depressed where charter/ freight rates have fallen considerably especially in dry-bulk and liner sector; 3) considerable changes in the trade pattern which has compelled SCI to quit many of its projects.

92. SCI has been granted the status of “Mini Ratna” which would entail enhanced delegation of financial powers to the state-owned undertaking as far as investment decisions are concerned and also help the national flagship to add more tonnage to its fleet.

93. In addition, it is expected that the SCI would be able to acquire/ order (on part-ownership basis) two or three LNG (liquefied natural gas) carriers during the Plan period. SCI has already signed an MOU for one such sophisticated tanker jointly with M/s Enron and M/s. Mitsui OSK Lines for transportation of LNG to M/s Dabhol Power Company (DPC). SCI is making an investment of US\$ 11 million, representing a 20% share in this LNG transport consortium. With this SCI – and India – makes a debut into this highly capital- intensive sector. Currently, none of the Indian companies owns a LNG carrier.

94. For the Ninth Plan an outlay of Rs. 5,752 crore has been approved for SCI. The likely expenditure in the first three years of the Plan was estimated at Rs. 1,797 crore. The details are given in Annexure XX. The net profit after tax of SCI was Rs. 201.3 crore in 1998-99 against Rs.246.2 crore in 1997-98. During 1999-2000 the anticipated net profit was Rs. 160 crore.

Director General (Shipping)

95. An outlay of Rs. 160 crore (of which NBS is Rs. 60 crore) has been approved during the Ninth Plan for Director General (Shipping). Important schemes envisaged are acquisition of simulators (Phase III) and Welfare schemes for the benefit of Seamen. The expenditure in first three years of the Plan was estimated at Rs. 27.60 crore. The low utilisation of the Plan outlay is due to non-finalisation of an agreement with the Government of Japan for acquisition of simulator under grant-in-aid programme.

CIVIL AVIATION

96. An outlay of Rs.11,112.37 crore -- comprising budgetary support of Rs.495.37 crore and Internal and Extra Budgetary Resources of Rs.10,617.00 crore -- has been approved for Ninth Plan of the Ministry of Civil Aviation. Details of the organisation-wise outlays and the expenditure incurred/anticipated in first three years of the Plan are given at Annexure-XXI.

Policy Framework for Ninth Plan

97. The objective in the Ninth Plan is to provide adequate capacity in the civil aviation sector, ensure healthy competition between private and public sector and make air travel safe and reliable. It is proposed that all operators equitably share the financial losses of taking air services to backward and remote areas in the country.

98. In order to promote orderly development of domestic air transport services in a healthy competitive environment, Government brought out a framework of policy in January 1997. Further, to attract foreign investment, a new policy for foreign equity investment in the civil aviation sector was announced in April 1997, allowing 100% NRI/OCB equity and 40% foreign equity participation in domestic airlines. However, equity participation by foreign airlines, directly or indirectly, has been kept out of domestic air services.

Airport Infrastructure Policy

A comprehensive policy on Airport Infrastructure was formulated in December 1997. The Government has recognised the need for the participation of private parties (including foreign ones) in management of airports both for reasons of bridging the gap in resources and to bring in greater efficiency. An Airport Restructuring Committee in the Ministry of Civil Aviation would identify existing airports where such private sector involvement was contemplated for development and upgradation of infrastructure. The committee would also prepare a shelf of green-field airport projects.

The Government will create a fair and independent airport regulatory board comprising representatives of Ministry of Civil Aviation, DGCA (Director General of Civil Aviation) and airport and airline operators to redress grievances over fixation of tariff rates, allotment of slots, working of air traffic controllers and allocation of space in the airports..

99. The development of airports in the country has remained in the domain of public sector. However, a beginning has been made to involve private sector in the

development of airport infrastructure. Success has been achieved in developing green-field airport in the country. With the formulation and operationalisation of new policy it would be possible to attract much needed private investment in airport infrastructure.

Private Sector Initiative In Airport Infrastructure

A new airport at Nedumbassery near Cochin has been constructed and commissioned in May 1999 by Cochin International Airport Limited (CIAL), a company promoted by Kerala State Government with equity participation from a large number of non-resident Indians and financial institutions. This is the first of its kind which has been completed with the initiative of State Government. Airports Authority of India has provided CNS equipment as its equity in the share capital of CIAL subject to a maximum of Rs.11 crore.

Government has also approved in principle setting up of new airports at Bangalore, Hyderabad and Goa with private sector participation. State Governments will be choosing joint venture partners to build and operate the new airports.

100. To encourage tourism, the Government has decided to declare existing airports at Bangalore, Hyderabad, Goa, Ahmedabad, Cochin airport at Nedumbassery, Amritsar and Guwahati as international airports

Air Transport Agreements

101. Capacity shortages in passenger traffic have been noticed on several international sectors connecting India such as Delhi-London, Delhi-Frankfurt and Delhi-Hongkong. Besides causing hardship to prospective travellers, shortages result in loss of potential trade and tourists to the country. There is, therefore, an urgent need to mitigate the capacity constraints through appropriate measures including liberal grant of traffic rights to the international carriers having regard to the fleet limitations of Air India.

102. The achievements during first three years of the Plan and the major issues/thrust areas in respect of the various organisations are as under:-

Air India

103. An outlay of Rs.3,664.00 crore has been approved for Air India (AI) in the Ninth Plan. The anticipated expenditure of Air India in the first three years of the Ninth Plan is Rs.1,501.22 crore, which is substantially lower than the approved outlay of Rs.2,269.44 crore for the period. Main reason for the shortfall is deferment of purchase of 7th Boeing 747-400 aircraft amounting to Rs. 617.95 crore and of certain capital schemes due to resource constraints.

104. The growth in capacity and traffic carried by Air India at the end of the Eighth Plan and during first three years of the Ninth Plan are shown in Annexure-XXII.

105. The capacity available with Air India decreased by 8.9% (Estimated) at the end of three years of the Ninth Plan. The annual traffic carried by it also dropped by 4.9% during the period. AI's load factor increased to 63.4% in 1997-98, decreased to 61.5% in 1998-99 and thereafter increased to 63.2% (Estt.) in 1999-2000.

106. The financial performance of Air India during first three years of the Plan period is indicated in Annexure -XXIII.

107. The net loss incurred by the carrier decreased from Rs.181.01 crore in 1997-98 (Rs. 296.94 crore in 1996-97) to Rs.174.48 crore in 1998-1999 and Rs. 89.75 crores (Revised Estimate) in 1999-2000. This would show that the financial performance of Air India is improving in the Ninth Plan. The results for 1999-2000 were adversely affected by the increase in aircraft fuel prices (impact of Rs. 177 crore as compared to previous year prices).

Indian Airlines

108. An outlay of Rs.3,640.75 crore has been approved for Indian Airlines (IA) in the Ninth Plan. The anticipated expenditure in first three years of the Plan is Rs.1,503.94 crore as against the approved outlay of Rs.1,640.01 crore for the period.

109. The growth in capacity and traffic carried by IA during the period are shown in Annexure -XXIV.

110. The capacity available with Indian Airlines increased by 4.28% at the end of first three years of the Plan. The traffic carried by it registered a growth of 2.82 % during the period. The load factor of Indian Airlines decreased to 64.1% in 1997-98, 63.1% in 1998-99 and thereafter increased to 64.0% (R.E) in 1999-2000.

111. The financial performance of Indian Airlines during the period is shown in Annexure - XXV.

112. After making losses for eight years since 1989-90, IA has started earning profits from 1997-98. The company earned net profit of Rs.47.27 crore in 1997-98, Rs.13.12 crore in 1998-99 and Rs.35.25 crore (R.E.) in 1999-2000. The turn-around is attributed mainly to improved product and aircraft utilisation and higher productivity achieved through route rationalisation.

113. The market share of Indian Airlines, which was hovering around 61-64% in the last three years of the Eighth Plan, declined from 66.6% in 1997-98 (Est.) to 60.4% in 1998-99 (Est.). The airlines has targeted a market share of around 60% in remaining years of the Plan.

114. Kelkar Committee, appointed by the Government to suggest turn around strategy for Indian Airlines recommended induction of additional capital into the company.

Based on the recommendations, the Government has approved induction of fresh equity of Rs.325 crore, linking it to aircraft acquisition by the company.

Airports Authority of India (AAI)

115. Airports Authority of India (AAI) had proposed to spend Rs.3421.87 crore in the Ninth Plan period. The anticipated expenditure in first-three years of the Ninth Plan is Rs.1,356.38 crore which is substantially lower than the approved outlay of Rs. 2107.51 crore for the period.

116. The domestic and international passenger traffic handled at various airports in the country increased marginally from 36.6 million in 1997-98 to 37 million in 1998-99. The domestic and international cargo traffic declined marginally from 705.59 thousand tonnes in 1997-98 to 699.15 thousand tonnes in 1998-99.

117. The achievements during first two years of the Plan in capacity, demand and augmentation plan for passenger terminals at the five international airports are set out at Annexure - XXVI. Similar achievements for international cargo terminal at the international airports in the Ninth Plan period are summarised at Annexure - XXVII. The progress of miscellaneous works at the international airports is summarised at Annexure - XXVIII. The financial performance of AAI is at Annexure - XXIX.

118. AAI has been improving its financial performance in the Ninth Plan. Its net profit was up from Rs.196.14 crore in 1997-98 to Rs.208.42 crore in 1998-99. The net profit estimated for 1999-2000 is Rs. 208.40 crore.

119. A Task Force on Infrastructure under the chairmanship of Deputy Chairman, Planning Commission, was considering a proposal by Ministry of Civil Aviation for restructuring the existing airports at Delhi, Mumbai, Chennai and Calcutta through long-term lease to make them world-class. The move would help in attracting investments to improve the infrastructure and services at these airports. AAI would develop the other airports with the lease rental receipts from those four airports. The consortia/lessee would be chosen through a global bidding process. The process is likely to be completed by the end of year 2001.

Pawan Hans Helicopters Ltd. (PHHL)

120. An outlay of Rs.209.20 crore (at 1996-97 prices) has been approved for PHHL in the Ninth Plan period. The anticipated expenditure of the company in first three years of the Plan (at current prices) is Rs.133.95 crore, which is substantially less than the approved outlay.

121. Disinvestment Commission has recommended dilution of Government equity in PHHL. The proposal is under consideration.

Directorate General of Civil Aviation

122. An outlay of Rs.27 crore has been provided in the Ninth Plan for the Directorate General of Civil Aviation (DGCA). The requirements of DGCA are mainly towards purchase of accident investigation/research equipment and also for certain minor construction works. The anticipated expenditure during first three years of the Plan is Rs. 8.85 crore.

Bureau of Civil Aviation Security

123. An outlay of Rs.25.00 crore has been approved for Bureau of Civil Aviation Security (BCAS) in the Ninth Plan. The anticipated expenditure during first three years of the Plan is Rs.5.94 crore.

124. Major scheme proposed to be taken up by BCAS pertains to setting up of the Civil Aviation Akademi at an estimated cost of Rs.16.87 crore. The scheme is yet to be formulated in detail.

Indira Gandhi Rashtriya Uran Akademi (IGRUA)

125. The projected requirement of the IGRUA for the Ninth Plan is of the order of Rs.35 crore which is mainly meant for upgradation of a simulator (Rs.16.50 crore) and purchase of 6 TB-20 aircraft (Rs.9.54 crore). The anticipated expenditure incurred by IGRUA in the first three years of the Plan is Rs.27.0 crore.

Hotel Corporation of India (HCI)

126. A provision of Rs.89.55 crore has been made for Hotel Corporation of India in the Ninth Plan, which is essentially for repayment of term loans and renovation of existing properties. No new major schemes are proposed to be taken up during the Plan period. The anticipated expenditure incurred by HCI in first three years of the h Plan is Rs. 38.71 crore.

127. The Disinvestment Commission had recommended that HCI's hotels at Mumbai and Delhi be sold as separate units through a transparent and competitive process after undertaking proper valuation through a Financial Adviser.

Conclusion

128. A Mid Term review of the performance of the transport sector brings out achievements and short-falls in each of its sub-sectors. Although the Railways has taken a number of steps to improve its performance, it remains deficient in several respects.

The self-financing capacity of Railways has deteriorated as it has failed to rationalise its tariff policy. While there is no let-up in growth of passenger traffic there is a significant shortfall in loading of freight. The tendency of Indian Railways to spread resources thinly over a large number of projects continues to be an area of concern. Apart from tariff rationalisation, there is a need to take up an accelerated programme of containerisation, concentrate on augmenting capacity on the high density corridors instead of taking a large number of unviable projects. Steps are urgently needed to restructure Indian Railways so as to attract increasing amount of private investments and to maximise efficiency.

129. The process of strengthening and expanding the road system to meet the passenger traffic requirements is under way. The targets set for major programmes are likely to be achieved. The self-financing capacity of the sector has also improved through levy of a cess on fuel. A National Highway Development Project (NHDP) has been launched and work on the project is progressing on schedule. Considering the task ahead it is necessary that there is no let-up in raising resources. Private sector participation in development of roads has also begun to show results. The momentum built up needs to be carried to the remaining years of Ninth Plan and also into the Tenth Plan.

130. The target for capacity creation at major ports during Ninth Plan is likely to be achieved. Although there has been improvement in productivity of terminals there is a long way to go before a situation is created when berths waiting for cargo. This will require injection of competition among the major ports for cargo holding facilities. The efforts in this direction need to be speeded up.

Annexure-I

	1997-98				1998-99				1999-2000		
	BE		Actual		BE		Actual		BE		
	MT	NTKM	MT	NTKM	MT	NTKM	MT	NTKM	MT	NTKM	
	(in billion)		(in billion)		(in billion)		(in billion)		(in billion)		
1	Coal	2050	125.12	208.8	127.52	218.0	135.85	197.6	120.83	214.0	133.75
2	RawMaterial for Steel Plants	43.0	15.48	37.81	13.39	43.0	15.7	36.1	12.74	41.0	14.64
3	Pig Iron & finished Steel	15.0	15.38	11.79	11.56	14.0	14.0	10.8	11.26	12.0	12.24
4	Iron ore for exports	11.0	6.38	12.16	6.81	12.0	6.84	11.5	6.35	12.0	6.84
5	Cement	38.0	22.8	37.46	20.95	38.0	23.18	36.8	21.18	39.0	22.62
6	Foodgrains	26.0	35.1	26.31	30.96	27.0	33.08	27.7	33.27	27.0	31.82
7	Fertilisers	25.0	23	26.67	22.02	27.0	24.3	27.7	22.89	28.0	23.8
8	POL	31.0	17.83	30.73	19.66	33.0	21.44	33.1	20.13	35.0	22.05
9	Other goods	36.0	32.4	37.8	31.39	38.0	32.3	39.7	32.44	42.0	34.65
	Total	430.0	293.48	429.4	284.25	450.0	306.69	420.9	281.1	450.0	301.91

Annexure II

Plan Headwise Outlays and Expenditure for Indian Railways (Rs. in crore)

S. No.	Plan Head	1997-98		1998-99		1999-2000 (Target)
		Target	Actual	(Target)	Prov.	
1.	Rolling Stock	4002	3614	4305	4265	39053
2.	Workshops & Sheds	120	130	175	144	250
3.	Machinery & Plant	65	49	80	63	110
4.	Track Renewals	1250	1367	1425	1391	1500
5.	Bridge Works	85	73	100	66	125
6.	Gauge Conversion	910	1130	650	673	645
7.	Doublings	195	291	510	447	625
8.	Other Traffic Facilities	125	128	220	147	220
9.	Signalling & Safety	230	251	350	310	375
10.	Computerisation	45	31	60	28	70
11.	Electrification	350	319	340	328	350
12.	Other Electrical Works	70	66	150	94	130
13.	New Lines	400	400	500	391	600
14.	Staff Quarters	60	45	60	51	55
15.	Staff Welfare	55	56	55	48	55
16.	Users' Amenities	80	89	100	91	130
17.	Other Specified Works	65	40	65	39	55
18.	Inventories	10	-83	75	91	170
19.	M.T.P.	170	146	250	184	300
20.	Railway Research	3	5	10	8	10
21.	Investment in PSUs	10	92	20	-	20
	Total :	8300	8239	9500	8857	9700

Annexure -III

**Physical Targets for Ninth Five Year Plan and Likely Achievements
in the first three years**

S No.	Area of activity	Ninth Plan Targets	1997-98	1998-99	1999-00	Likely achievement in 1st three years
1.	New Lines (Kms.)	819	26	224	241	491
2.	Gauge Conversion (Kms.)	3710	847	693	541	2081
3.	Doubling (Kms)	2500	160	260	290	710
4.	Track Renewals (Kms)	13922	2950	2967	2550	8467
5.	Railway Electrification (Kms)	2334	445	617	500	1562
6.	Rolling Stock (Nos.)					
	Diesel Locos	785	153	177	131	461
	Electric Locos	851	221	170	130	521
	Coaches	10909	2030	2253	2159	6442
	(Conventional)					
	EMUs/MEMU/DMUs	1973	205	213	250	668
	Wagons (FWUs)					
		136000	27865	25235	18750	71850

ANNEXURE-IV

Provision for Externally Aided Projects 1999-2000

(Rs. Crore)

S.No	Name of the Project		Loan No./ Credit No.	Budgetary Provision	IEBR	Total Plan Provision for 1999-2000	External Assistance (Disb) 1999-2000	Non-aid (7-8) 1999-2000	Likely PDC
1	2	3	4	5	6	7	8	9	10
	Multilateral								
1	1st Railway Project	654	857-IND(ADB)	30.0	-	30.0	11.0	19.0	31.3.2004
2	2nd Railway Project	1605	1140-IND(ADB)	60.0	-	60.0	34.4	25.6	30.6.1999
3	Rail Sector Improvement Project	-	ADB Loan	250.0	-	250.0	170.0	80.0	-
	Subtotal	2259		340.0	0.0	340.0	215.4	124.6	
	Bilateral								
4	(a)Koraput -Rayagada Project	54.07	SFD-3/188	2.0	-	2.0	2.0	0.0	31.12.2000
	(b)Lanjigarh -Titlagarh Doubling	108.5		11.9	-	11.9	7.0	4.9	31.12.2000
5	CATC System for Metro Railway, Calcutta	31.75	French Credit	3.6	-	3.6	3.6	0.0	30.6.1999
6	Procurement of 3 phase AC/DC Traction Drives	95	French Credit	36	-	36	36	0.0	-
7	Modernisation of Signalling System	459	KFW Loan	5.5	-	5.5	4.0	1.5	31.12.2001
	Subtotal	748.32		59	0.0	59	52.6	6.4	
	Total	3007.3		399.0	0.0	399.0	268.0	131.0	

ANNEXURE – V

CENTRAL ROAD SECTOR OUTLAY/EXPENDITURE

Sl. No	Scheme	9 th Plan 1997- 2002 Outlay	1997-98		1998-99		1999- 2000
			Outlay	Expend	Outlay	R.E.	Outlay
1	National Highways I) Externally Aided						
	a) Externally Aided (RW)	1496.95	469.10	404.54	346.80	283.41	249.00
	b) Counterpart funds (RW)	584.56	122.50	83.76	115.00	102.80	123.00
	c) Externally Aided (NHAI)	2079.04	150.00	150.00	376.00	107.17	570.87
	d) Counterpart funds	846.00	50.00	50.00	80.00	56.00	123.00
	e) Strengthening of PIC	0.50	0.10	0.10	0.10	0.10	0.10
2	Other Schemes NH(O)	2753.34	491.24	491.24	675.50	707.13	772.41
3	Works Under BRDB	358.00	60.00	60.00	85.00	85.00	103.00
4	E&I Works	79.00	20.00	19.00	20.00	20.00	30.00
5	Development & Planning	0.20	0.01	0.00	0.01	0.00	0.10
6	Strategic Roads under Roads Wing	13.49	2.50	3.99	2.50	7.50	2.00
7	Strategic Roads under BRDB	18.60	2.50	2.50	2.50	3.50	7.60
8	SBA Roads	0.64	2.50	0.64	1.00	0.00	0.00
9	R&D Planning Studies	23.64	5.00	4.14	20.00	4.50	10.00
10	Training under World Bank	3.69	0.20	0.29	0.20	0.20	1.70
11	Other training	0.46	0.05	0.01	0.05	0.05	0.20
12	Machinery & Equipment	20.00	5.00	5.00	5.00	5.00	5.00
13	NHAI (Investment)	551.00	500.00	290.00	500.00	101.00	160.00
14	Charged Exp.	32.41	0.00	0.00	0.00	22.41	5.00
	TOTAL	8862.02	1880.80	1565.31	2229.76	1505.87	2163.08

Annexure VI

**Physical Targets and Achievements during 9th Plan
Roads & Bridges – Central Sector**

Schemes	9 th Plan Target	Likely Achievements during			Achv. 1997-2000	Balance 2000-02
		1997-98	1998-99	1999-2000		
Widening to 2-lanes (Kms)	1194	164	217	218	599	595
Widening to 4-lanes (Kms)	202	49	127	29	205	-
Strengthening Weak 2-lanes (Kms)	2908	340	471	584	1395	1513
Bypasses (Nos)	20	0	1	4	5	15
Major Bridges (Nos)	40	6	8	7	21	19
Minor Bridges including ROB's (Nos)	226	18	49	44	111	115

Annexure - VII

FINANCING OF EXTERNALLY AIDED ROADS / BRIDGE PROJECTS

Sl. No.	Projects	Likely cost of completion	Likely date of completion	Total Expdr. Upto 3/99	Balance amount as on 1/4/99	Budget allocation 1999-2000
1	Second World Bank on going contracts (PB, HR & OR)	875.10	Oct.,2000	502.92	292.18	151.00
	Tenders awarded in 97-98 (MP, MH & WB)	650.43	April,2001	239.23	411.20	190.00
2	OECF (IDP-81) UP	150.93	Feb., 2000	108.91	47.02	35.00
3	OECF (IDP-91), Naini Bridge	393.00	April, 2003	4.84	388.15	#
4	OECF (IDP-92), AP	377.00	May, 2002	17.48	359.52	#
5	OECF (IDP-100) OR	173.00	March 2002	0.23	172.77	#
6	OECF (IDP-101), UP	120.00	April, 2002	0.25	119.75	#
7	JICA (Grant-in-aid), NIZAMUDDIN Bridge		Work completed in March, 1998			
8	ADB-I (AP, HR & UP)	312.60	completed in March 1998	299.81	12.79	4.50
9	ADB-II (KR, KNT & RAJ)	322.42	Substantially completed	296.87	25.24	16.73
10	ADB-III, (AP, HR, RAJ, BR & WB)	1221.40	June 2001	377.10	844.30	#
11	OECF (Tourism), UP & BR) Balance work	-	-	-	-	-

657.87 crore consolidated amount for ADB-III and OECF projects being carried out by NHAI

OECF - Overseas Economic Cooperation Fund

JICA - Japan International Cooperation Agency

Annexure - VIII**Performance of State Road Transport Undertakings**

Sl. No.	Performance Indicator	9th Plan Target	1997-98	1998-99	1999-2000
1.	Vehicle productivity (km. Per bus held per day)	302.00	277.88	282.61	290.76
2.	Bus Staff Ratio (on fleet operated)	7.3	7.52	7.43	7.24
3.	Staff Productivity (km. Per worker/day)	44.5	40.91	41.73	43.81
4.	Fuel Efficiency (kms. per litre)	4.5	4.49	4.51	4.54

Annexure.-IX

NET PROFIT / LOSS IN STATE ROAD TRANSPORT UNDERTAKINGS

(Rs. Crore)

Name of the SRTU	9th Plan estimates 1997-2002	1997-99 actual	1998-99 actual	1999-2000 (L.E.)	Total of 1997-2000 (3+4+5)	Total Balance To reach IX Plan estimate
<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>
Andhra Pradesh	473.41	-49.73	-98.64	-95.03	-243.40	716.81
Arunachal Pradesh	-43.05	-8.81	-10.82	-9.96	-29.59	-13.46
Assam	-88.37	-22.43	-23.59	-25.23	-71.25	-17.12
Bihar	-262.53	-25.3	-39.18	-34.49	-98.97	-163.56
Kadamba (Goa)	-16.56	-2.5	-3.7	-0.85	-7.05	-9.51
Guajarat	148.11	-210.72	-156.73	-159.82	-527.27	675.38
Haryana	37.97	-45.96	-72.23	-107.59	-225.78	263.75
Himachal Pradesh	-317.96	-10.96	-16.25	-50.10	-77.31	-240.65
Jammu & Kashmir	-213.84	-29.61	-34.24	-32.58	-96.43	-117.41
Karnataka	48.42	-62.37	-9.16	-13.56	-85.09	133.51
Kerala	-70.27	-51.00	-70.39	-59.51	-180.90	110.63
Madhya Pradesh	-18.95	-66.37	-80.83	-57	-204.20	185.25
Maharashtra	655.2	-169.64	-142.06	-344.70	-656.40	1311.60
Manipur	-14.94	-1.54	-1.99	-2.32	-5.85	-9.09
Meghalaya	-9.02	-3.34	-2.19	-3.45	-8.98	-0.04
Mizoram	-39.6	-6.46	-6.72	-8.02	-21.20	-18.40
Nagaland	-36.04	-7.94	-8.82	-9.32	-26.08	-9.96
Orissa	18.3	-13.95	-14.18	-16.58	-44.71	63.01
Punjab Roadways	-223.05	-53.3	-69.8	-91.65	-214.75	-8.30
Pepsu RTC	14	-29.92	-27.52	-27.41	-84.85	98.85
Rajasthan	53.15	-18.24	-37.47	-80.00	-135.71	188.86
Sikkim	-18.15	-4.04	-3.26	-8.32	-15.62	-2.53
Tamil Nadu	935.53	-225.92	-409.9	-289.16	-924.98	1860.51
Tripura	-25.96	-5.57	-6.43	-8.25	-20.25	-5.71
Uttar Pradesh	179.8	-44.97	-17.60	-32.33	-94.90	274.70
Calcutta STC	-381.79	-7.99	-4.45	-0.4	-12.84	-368.95
North Bengal	-136.85	-14.64	-12.81	-7.06	-34.51	-102.34
South Bengal	-157.21	-2.86	-4.83	-1.91	-9.60	-147.61
TOTAL	489.75	-1196.08	-1385.79	-1576.60	-4158.47	4648.22

Annexure – X

Contribution to the Plan by State Road Transport Undertakings

(Rs. Crore)

Plan	Contribution to plan	Of which ARM
I. 9th Plan (Target)	3026.42	10189.79
1. 1997-98 (Actuals)	(-) 808.92	789.60
2. 1998-99 (LE)	(-) 1099.85	1464.10
3. 1999-2000 (Estimate)	(-) 1188.65	1684.89
II. Total	(-) 3097.42	3938.59
III. Gap in nominal terms to be covered in 2000-2001 2001-2002	6123.84	6251.20

Annexure XI

Contribution to Plan by State Road Transport Undertakings (Rs. Crore)

	9th Plan		1997-98		1998-99		1999-2000		Total of 1997-98 1998-99 1999-2000	Total of ARM 1997-98 1998-99 1999-2000	Total	Total
	Estimates		Actual		Actual		Estimates					
	Total	of which ARM	Total	of which ARM	Total	of which ARM	Total	of which ARM	1997-98 1998-99 1999-2000			
1	2	3	4	5	6	7	8	9	10	11	12	13
1. Andhra Pradesh	1340.45	2370.00	80.91	63.00	45.28	171.49	25.40	176.85	151.59	411.34	1188.86	1958.66
2. Arunachal Pr.	-33.05	4.95	-6.99	0.60	-9.86	0.85	-8.63	1.16	-25.48	2.61	-7.57	2.34
3. Assam	-63.37	21.22	-18.64	0.50	-20.04	2.07	-21.88	5.92	-60.56	8.49	-2.81	12.73
4. Bihar	-213.28	2.64	-24.35	0.45	-38.18	0.89	-41.28	10.07	-103.81	11.41	-109.47	-8.77
5. Goa (Kadamba)	-9.31	10.17	-2.10	0.98	-4.97	1.83	-7.38	4.30	-14.45	7.11	5.14	3.06
6. Gujarat	386.16	990.91	-179.75	67.70	-118.62	88.49	-128.37	47.53	-426.74	203.72	812.90	787.19
7. Haryana	169.37	237.98	-22.01	22.59	-47.34	43.96	-83.39	45.11	-152.74	111.66	322.11	126.32
8. Himachal Pr.	-293.67	117.59	-4.65	6.12	-9.60	12.60	-44.13	12.88	-58.38	31.60	-235.29	85.99
9. Jammu & Kashmir	-216.48	27.11	-29.25	1.30	-35.04	3.35	-33.81	7.60	-98.10	12.25	-118.38	14.86
10. Karnataka	6.34	737.55	-34.40	37.46	18.40	75.37	36.28	68.18	20.28	181.01	-13.94	556.54
11. Kerala	-90.52	332.66	-48.43	0.00	-60.37	5.21	-53.01	40.35	-161.81	45.56	71.29	287.10
12. Madhya Pradesh	17.55	153.30	-59.08	18.00	-76.25	24.00	-52.50	46.00	-187.83	88.00	205.38	65.30
13. Maharashtra	1328.37	1805.33	-41.53	158.11	-41.51	198.45	-209.66	386.14	-292.70	742.70	1621.07	1062.63
14. Manipur	-13.32	2.25	-1.26	0.20	-1.70	0.25	-2.04	0.33	-5.00	0.78	-8.32	1.47
15. Meghalaya	-4.57	4.77	-2.54	0.03	-1.39	0.03	-2.75	0.52	-6.68	0.58	2.11	4.19
16. Mizoram	-32.66	1.47	-5.29	0.21	-5.52	0.21	-7.26	0.30	-18.07	0.72	-14.59	0.75
17. Nagaland	-26.34	9.66	-6.39	0.27	-7.31	0.44	-7.56	0.99	-21.26	1.70	-5.08	7.96
18. Orissa	9.14	39.30	-12.02	1.09	-12.41	1.83	-14.02	7.32	-38.45	10.24	47.59	29.06
19. Punjab Roadways	-130.25	170.65	-40.05	0.00	-57.98	100.42	-81.15	63.19	-179.18	163.61	48.93	7.04
20. PEPUSU RTC	2.55	95.04	-27.16	0.00	-25.60	16.59	-28.19	19.96	-80.95	36.55	83.50	58.49
21. Rajasthan	214.55	360.85	4.19	31.10	-13.96	66.66	-50.30	54.00	-60.07	151.76	274.62	209.09
22. Sikkim	-12.45	4.56	-4.04	0.00	-3.26	0.20	-6.82	11.60	-14.12	11.80	1.67	-7.24
23-41. Tamil Nadu	946.63	2065.81	-290.95	321.31	-311.24	0.00	-354.36	264.92	-956.55	586.23	1903.18	1479.58
42. Tripura	-22.71	1.51	-5.65	0.02	-6.43	0.08	-8.58	0.11	-20.66	0.21	-2.05	-8.70
43. Uttar Pradesh	239.76	470.33	-32.53	26.70	15.77	57.98	-34.88	91.14	-51.64	175.82	291.40	294.51
44. Calcutta STC	-298.02	54.22	-2.79	1.76	-1.25	5.10	-2.45	7.67	-6.49	14.53	-291.53	39.69
45. North Bengal	-73.95	77.71	-11.04	0.97	-7.01	1.23	-4.26	5.43	-22.31	7.63	-51.64	70.08
46. South Bengal	-100.5	20.25	-1.19	0.87	-4.07	1.90	0.01	4.05	-5.25	6.82	-95.25	13.43
TOTAL	3026.42	10189.79	-828.98	761.34	-841.46	881.48	1226.97	1383.62	-2897.41	3026.44	5923.83	7163.35

Outlay & Expenditure -- Road Transport

(Rs. Crore)

Scheme	9th plan Outlay	1997-98		1998-99		1999-2000	
		Outlay	Exp.	Outlay	Exp.	Outlay	Anti.
1. Capital contribution to SRTCs	8.63	5.63	5.63	3.00	1.52	1.00	0.00
2. Road Safety Programmes	37.42	2.57	1.89	8.40	4.40	5.66	4.95
Road Safety Cell	0.75	0.12	0.10	0.20	0.09	0.15	0.15
Publicity measures	8.67	1.00	0.79	2.50	1.68	1.00	1.00
Grant in aid	3.00	0.20	0.20	1.00	0.08	0.50	0.40
Pollution testing equipment	6.00	0.50	0.30	1.50	0.64	1.00	0.50
Road Safety equipment	4.00	0.25	0.02	0.70	0.00	0.01	0.15
National Highways/ Patrolling scheme	15.00	0.50	0.50	2.50	1.91	3.00	2.75
3. Training & Computer	4.45	0.26	0.50	2.10	0.26	0.68	0.64
National Institute of Road Safety	2.00	0.00	0.40	1.50	0.26	0.33	0.30
Training of drivers in unorganised sector	0.75	0.15	0.00	0.25	0.08	0.15	0.15
Training Programme (HRD)	0.50	0.01	0.00	0.15	0.05	0.05	0.40
Computer System	1.20	0.10	0.10	0.20	0.13	0.15	0.15
4. Research & Development	1.15	0.20	0.10	0.20	0.00	0.15	0.00
5. Strengthening of CIRT, Pune	4.65	0.20	0.00	1.00	0.40	1.00	1.00
6. Misc. including Studies	3.70	0.36	0.33	1.30	0.24	0.51	0.35
Transport studies	1.50	0.20	0.20	0.50	0.07	0.25	0.19
Data collection	0.50	0.05	0.05	0.10	0.06	0.10	0.05
National data base network	0.95	0.00	0.00	0.50	0.00	0.01	0.00
Control of Pollution of Motor Vehicle	0.75	0.10	0.08	0.20	0.11	0.15	0.11
Energy Conservation	0.00	0.01	0.00	0.00	0.00	0.00	0.00
TOTAL	60.00	9.22	8.45	16.00	6.82	9.00	6.94
			{7.99}		{6.04}		{5.18}
STATE PLAN	6643.64		*1146.70		*923.95	1226.37	934.96
			{1085.48}		{818.89}		{781.17}
GRAND TOTAL	6703.64		1155.15		930.77	1235.37	941.90
			{1093.48}		{824.93}		{787.54}

* Stands RE

Note: Figures in bracket are in constant prices.

Throughput at Major Ports – Commodity -Wise
(Million Tonne)

Commodity	9 th Plan Target (2001-02)	1996-97	1997-98	1998-99
POL	186.7	98.08	104.00	107.40
Iron ore	34.4	33.05	40.73	34.29
Coal	93.7	34.86	38.95	39.02
Fertiliser	14.2	7.18	8.91	9.00
Container	38.7	20.59	23.30	23.78
General Cargo	56.2	33.50	35.77	38.23
Total	423.9	227.26	251.66	251.72

TRAFFIC HANDLED AT MAJOR PORTS – Port Wise
(In Million Tonnes)

Ports	1996-97		1997-98	1997-98	1998-99	1998-99
	Tar.	Act.	Target	Actual	Target	Actual
1	2	3	4	5	6.	7.
Calcutta	6.30	6.02	6.30	7.95	9.50	9.16
Haldia	15.50	17.10	18.00	20.21	20.50	20.22
Paradip	11.10	11.58	11.80	13.30	13.35	13.11
Vizag	32.00	34.50	35.60	36.02	36.0	35.65
Chennai	30.50	31.85	32.50	35.53	36.50	35.20
Tuticorin	9.00	9.18	9.40	9.97	10.20	10.15
Cochin	10.90	11.74	11.80	12.32	12.25	12.67
New Mangalore	10.40	12.45	12.80	15.28	15.50	14.21
Mormu-Gao	18.80	17.31	18.00	21.18	20.20	18.02
Mumbai	33.00	33.73	34.60	32.10	34.00	30.97
JNPT	6.80	8.07	9.60	8.90	10.00	11.72
Kandla	29.70	33.73	36.60	38.90	40.00	40.64
Total	215.00	227.26	237.00	251.66	258.00	251.70

TRAFFIC HANDLING CAPACITY AT MAJOR PORTS

(In Million Tonnes)

Ports	31-3-97	31-3-98	31-3-99	31.3.2000 (Anti.)
Calcutta	8.30	8.30	8.30	12.45
Haldia	21.40	21.40	21.40	28.70
Paradip	11.25	11.25	11.25	12.25
Vizag	30.30	30.30	30.30	30.80
Chennai	26.62	26.62	26.62	27.62
Tuticorin	7.50	7.95	7.95	12.95
Cochin	13.45	13.45	13.45	13.45
N.Mangalore	16.75	16.75	16.75	16.75
Mormugao	18.68	18.68	18.68	19.48
Mumbai	30.50	30.50	30.50	30.50
Kandla	20.40	24.40	37.00	39.00
J.L.Nehru	12.40	12.40	16.00	16.00
All Ports	219.55	222.00	239.95	259.95

Annexure-XVI

Productivity Indicators at Major Ports- Port Wise

Ports	Av. Pre Berthing			Av. Turn Round			Output Per Ship		
	Waiting Time (Days)		% age	Time (days)		% age	Berth Day (Tonne)		% age
	(Ports' Account)		Variation *			Variation *			Variation *
	1996-97	1999-2000		1996-97	1999-2000		1996-97	1999-2000	
	1	2	3	4	5	6	7	8	9
									10
Calcutta	0.2	0.2	0.0	7.7	6.6	16.7	1188	2157	81.6
Haldia	0.7	0.6	16.7	6	5.2	15.4	5855	5599	-4.4
Paradip	0.7	0.3	133.3	4.9	3.90	25.6	6406	7106	10.9
Vizag	1.5	0.7	114.3	5.6	4.80	16.7	6696	7579	13.2
Chennai	1.1	2.1	-47.6	7.8	6.80	14.7	5131	6086	18.6
Tuticorin	0.3	2.5	-88.0	5.1	6.40	-20.3	3026	2893	-4.4
Cochin	0.4	0.2	100.0	3.9	3.20	21.9	5438	5824	7.1
New Mangalore	1.1	0.2	450.0	4.4	3.80	15.8	7172	9082	26.6
Mormugao	0.3	0.4	-25.0	6.3	4.30	46.5	8540	11162	30.7
Mumbai	2.4	0.3	700.0	10.7	4.00	167.5	2605	3907	50.0
JNPT	2.0	0.6	233.3	6.3	1.7	270.6	2987	5905	97.7
Kandla	5.3	1.1	381.8	10.6	4.00	165.0	7066	8646	22.4
All Ports	1.7	0.9	88.9	7.5	4.70	59.6	4497	53.38	18.70

% age variation in 1999-2000 over 1996-97.

Ninth Five Year Outlay and three year likely Expenditure-Ports

(Rs. Crores)

Ports	9 th Plan Outlay (1997-02)			Likely Expenditure (1997-2000)			Expenditure as a % outlay		
	GBS	IEBR	Total	GBS	IEBR	Total	GBS	IEBR	Total
Calcutta	295	50	345	0	25	25	0	50	7
Haldia	0	200	200	0	94	94	0	47	47
Total	295	250	545	0	119	119	0	48	22
Mumbai	148	1060	1208	17	323	340	11	31	28
JNPT	20	680	700	0	177	177	0	26	25
Chennai	415	1085	1500	385	369	754	93	34	50
Cochin	215	165	380	0	49	49	0	30	13
Vizag	6	894	900	7	155	162	113	18	18
Kandla	30	530	560	7	167	175	23	32	31
Mormugao	0	360	360	0	68	68	0	19	19
Paradip	356	844	1200	372	290	661	104	34	55
New Mangalore	0	640	640	0	72	72	0	11	11
Tuticorin	160	390	550	0	234	234	0	60	43
Major Ports(A)	1645	6898	8543	787 (680)	2024 (1783)	2811 (2463)	48 (41.4)	29 (26)	33 (28.9)
DCI	65	630	695	35	290	325	55	46	47
ALHW	125	0	125	73	0	73	58	0	58
MPSO	15	0	15	3	0	3	19	0	19
Minor Ports	30	0	30	3	0	3	9	0	9
Misc. Items	20	0	20	11	0	11	55	0	55
Others(B)	255	630	885	125	290	414	49	46	47
Total (A+B)	1900	7528	9428	912 (790)	2314 (2037)	3226 (2827)	48 (41.6)	31 (27.1)	34 (30)
Survey Vessels	262	0	262	190	0	190	72	0	72
Sethusamu dram				5	0	5			
Grand Total	2162	7528	9690	1106 (962)	2314 (2037)	3420 (2999)	51 (44.5)	31 (27.1)	35 (30.9)

- Figures in the paranthesis are at constant prices.

**Outlay and Expenditure-Inland Water Transport
(Central Sector) (Rs. Crore)**

Ninth Plan (1997-2002) (1996-97 Prices)		1997-98		1998-99		1990-2000	
	Outlay	Outlay	Actual	Outlay	Actual	Outlay	RE
IWAI	308	40.00	22 (22.90)	45.00	28.76 (32.45)	20.00	23.56 (28.54)
CIWTC	100	10.00	10 (10.00)	15.04	6 (7.30)	6.04	5 (6.04)
Total	408	50.00	31 (32.90)	60.04	34.76 (39.75)	26.04	28.56 (34.58)

Figures in the parenthesis are at current Prices.

Annexure – XIX

Progress of Tonnage Acquisition Programme

Item	9 th Plan	1996 (Dec.)	1997 (Dec.)	1998 (Dec.)	1999 (June)
Total Tonnage (Million GRT)	9.00	7.052	6.878	6.785	6.851
Of which SCI		3.123	3.013	3.074	3.125
No.of ships					
Total		484	476	484	488
Of which SCI		121	117	120	120

Annexure - XX

**Outlay and Expenditure-Shipping Corporation of India (Central Sector)
(Rs. crore)**

Ninth Plan (1997-2002) (1996-97 Prices)		1997-98		1998-99		1990-2000	
	Outlay	Outlay	Actual	Outlay	Actual	Outlay	RE
SCI	5752	885.2	300 (315.0)	1162.6	776 (872.0)	1478.90	510 (610)
Of which GBS	85	20	20	20	20	0.00	0.00

Figures in the parenthesis are at current Prices.

ANNEXURE-XXI

OUTLAY AND EXPENDITURE CENTRE : CIVIL AVIATION

(Rs. in crore)

Sl	Name of the Organisation	9 th Plan Outlay	1997-98		1998-99		1999-2000
			Apprvd. Outlay	Actual Expnd.	Approved Outlay	Actual Expd.	Approved Outlay
1	2.	3.	4.	5.	6.	7.	8.
1.	Air India Ltd.	3,664.00	1233.45	517.75	602.53 (5.00)	550.01	433.46 (0.01)
2.	Indian Airlines Ltd.	3,640.75 (125.00)	470.00	441.90	630.00 (125.00)	522.03	540.01 (0.01)
3.	Pawan Hans Ltd.	209.20	87.25	26.85	90.00	5.55	101.55
4.	Airports Authority of India	3,421.87 (283.37)	609.15 (35.74)	338.58 (10.00)	800.43 (68.17)	319.87 (25.00)	697.93 (41.00)
a)	International Airports Division	1522.52	274.57	118.05	257.58	109.50	300.32
b)	National Airports Division	1899.35 (283.37)	334.58 (35.74)	220.53 (10.00)	542.85 (68.17)	210.37 (25.00)	397.61 (41.00)
5.	D.G.C.A.	27.00 (27.00)	3.77 (3.77)	1.07 (1.07)	4.45 (4.45)	3.38 (3.38)	4.40 (4.40)
6.	B.C.A.S.	25.00 (25.00)	2.50 (2.50)	0.01 (0.01)	3.00 (3.00)	2.35 (2.35)	3.58 (3.58)
7.	I.G.R.U.A.	35.00 (35.00)	14.73 (14.73)	10.00 (10.00)	12.94 (12.94)	11.00 (11.00)	6.00 (6.00)
8.	Hotel Corporation of India	89.55	50.00	8.52	42.40	10.19	20.00
	TOTAL	11112.37 (495.37)	2470.85 (56.74)	1344.68 (21.08)	2185.75 (218.56)	1424.38 (41.73)	1806.93 (55.00)

Note: Figure in brackets indicate budgetary support.

ANNEXURE - XXII

AIR INDIA
CAPACITY AND TRAFFIC

Year	Capacity Available (ATKMs in Million)	Capacity Utilised (RTKMs in Million)	Load Factor (%)
1996-97 (Actual)	2452.1	1484.6	60.5
1997-98 (Actual)	2293.7	1453.8	63.4
1998-99 (Actual)	2394.3	1473.6	61.5
1999-2000 (RE)	2233.3	1411.3	63.2

ANNEXURE - XXIII

FINANCIAL PERFORMANCE

(Rs. in crore)

	1996-97 (Actual)	1997-98 (Actual)	1998-99 (Actual)	1999-2000 (Revised)
Operating Revenue	3533.19	3837.21	4135.26	4216.38
Operating Expenses	3945.82	4029.84	4139.84	4234.18
Operating Profit/ (loss)	(412.63)	(192.63)	(4.58)	(17.80)
Total Revenue	3817.78	4087.59	4236.72	4380.21
Total Expenses	4114.72	4268.60	4411.20	4469.96
Net Profit/(loss)	(296.94)	(181.01)	(174.48)	(89.75)

ANNEXURE-XXIV

**INDIAN AIRLINES
CAPACITY AND TRAFFIC**

Year	Capacity Available (ATKMs in Million)	Capacity Utilised (RTKMs in Million)	Load Factor (%)
1996-97 (Actual)	1075.2	698.12	64.9
1997-98 (Actual)	1094.13	700.90	64.1
1998-99 (Actual)	1122.92	709.08	63.1
1999-2000 (RE)	1121.28	717.81	64.0

ANNEXURE - XXV

FINANCIAL PERFORMANCE

(Rs. in crore)

	1996-97 (Actual)	1997-98 (Actual)	1998-99 (Actual)	1999-2000 (RE)
Operating Revenue	2848.54	3243.45	3423.57	3537.00
Operating Expenses	2713.23	2984.56	3129.33	3317.25
Operating Profit/ (loss)	135.31	258.89	294.24	219.75
Total Revenue	2914.38	3268.25	3445.61	3543.50
Total Expenses	2928.97	3220.98	3431.44	3504.25
Net Profit/(Loss) before tax	(14.59)	47.27	14.17	39.25
Provision for Tax	--	--	1.05	4.00
Net Profit/(Loss) after tax	(14.59)	47.27	13.12	35.25

AIRPORTS AUTHORITY OF INDIA
CAPACITY, DEMAND AND AUGMENTATION FOR PASSENGER TERMINALS AT INTERNATIONAL AIRPORTS.
NINTH PLAN MID TERM REVIEW

Airports	At Commencement of Plan period (Annual in Millions)		Growth Rate	At Completion of Plan period (Annual in Millions)		Capacity Achieved	Remarks
	Capacity	Demand		Capacity	Demand		
1	2	3	4	5	6	7	8
MUMBAI							
International	5,00	4,76	5.5%	7,50	6,22	7,50	Completion August, 1999
Domestic	6,45	6,30	10.5%	6,45	10,39	6,45	Project under sanction. Revised completion December, 2004.
TRIVANDRUM							
International	0,36	0,85	7.5%	0,42	1,22	0,42	Extension of existing Terminal completed. New Complex to be constructed after techno-economic viability studies and land acquisition.
Domestic	0,80	0,26	10.5%	0,80	0,42	0,80	
CALCUTTA							
International	0,52	0,61	7%	1,65	0,86	0,52	Modifications Ph-I to be completed in March 2001. Schemes for modifications to Ph-II under finalisation and work to be taken up after completion of Ph-I. Likely completion date is March, 2003..
Domestic	3,70	1,96	10.5%	3,70	3,23	3,70	New Domestic Terminal already commissioned in 1995.
CHENNAI							
International	0,46	1,54	7.5%	1,80	2,20	0,46	Commencement delayed due to non-receipt of environmental clearance. Revised completion, December, 2002.
Domestic	2,67	1,83	10.5%	2,67	3,01	2,67	Ph-II Domestic terminal proposed in Xth Plan.
DELHI							
International	3,40	3,70	7%	3,40	5,18	3,40	Project under sanction. Revised completion, 2005.
Domestic	7,20	4,30	10.5%	7,20	7,04	7,20	New Domestic terminal planned in X Plan.

ANNEXURE – XXVI
AIRPORTS AUTHORITY OF INDIA

CAPACITY, DEMAND AND AUGMENTATION FOR INTERNATIONAL CARGO TERMINALS AT MAJOR AIRPORTS.
NINTH PLAN - MID TERM REVIEW

Airports	At Commencement of Plan period (Annual in '000 Tonnes)		Growth Rate	At Completion of Plan period (Annual in Millions)		Remarks
	Capacity	Demand		Capacity	Demand	
1	2	3	4	5	6	7
MUMBAI	186,86	200,20	12%	219,80	352,82	By Implementing 'Instant Cargo Scheme', dwell time being reduced from 12 days to 48 hours for import and 2 days to 24 hrs. for export cargo which shall provide for enhanced capacity.
CALCUTTA	28,00	19,85	12%	28,00	34,98	Construction of Integrated Cargo Terminal Ph-I to be completed in 2003. Capacity on Completion – 33000 tonnes. Demand on completion-38660 tonnes. Phase-II will be taken subsequently during 10 th Plan period.
CHENNAI	59,53	57,40	12%	93,44	101,16	Construction of Integrated Cargo Terminal Ph-I is delayed due to non-removal of yellow fever hospital and HPCL Installations from the site of work. Revised completion 2001.
DELHI	50,00	154,85	12%	219,50	272,90	Export Cargo Terminal Ph-II to be completed in June, 2000. Import Cargo Terminal Ph-III to be completed in September 2000. By implementing 'Instant Cargo Scheme', dwell time being reduced from 12 days to 48 hrs. for import and 2 days to 24 hrs. for export which shall provide for enhanced capacity.

ANNEXURE - XXVIII
AIRPORTS AUTHORITY OF INDIA
PLAN FOR MISCELLANEOUS WORKS AT INTERNATIONAL AIRPORTS
NINTH PLAN MID TERM REVIEW

AIRPORTS	DESCRIPTION	ACTION PLAN	REMARKS
MUMBAI	Recarpetting of Secondary Runway	Bituminous overlay being provided for restoration of the pavement.	Work completed in April, 1999.
	Construction of Parallel Taxi Track to main runway	Under construction to increase the runway capacity	Completion 2000.
	Construction of New Taxi Links	Under construction for efficient movement of aircraft.	Two new taxi links connecting domestic apron completed.
	Construction of apron	For parking additional 3 nos. B-737 aircraft and 3 nos. A-320 aircraft	Work awarded.
	Terminal Building	Modification and face lifting works in hand	After commissioning of Ph-III (2-C) International Terminal in August, 1999 modification of PH-2B shall be undertaken. Facelifting works under progress.
	Cargo Complex	New shed for storing heavy cargo being provided.	New sheds for storing heavy cargo under construction.
	Fire Detection and fighting measures.	Facility being upgraded.	Facility being upgraded in phases.
	Operational and facilitation equipments	CCTV system, Passenger Frisking/Baggage check equipment and other operational equipments being upgraded/augmented.	CCTV systems, Passenger Frisking/ Baggage check equipment and other operational equipments being upgraded/augmented.
THIRUVANAN THAPURAM	Extension of main runway	The main runway has been extended by 350 m to permit B-747 aircraft operation	Work completed.
	Extension of apron.	The existing apron being modified to accommodate 7 parking bays including one for B-747 against 4 parking bays at present.	Work completed
	Terminal Building	International Terminal being modified/extended to increase the capacity from 0.36 million pax to 0.42 million pax and augment passenger handling areas. The building is being provided with	Work completed in March, 1999

		Central Air-conditioning. Domestic Building modified for increased passenger handling.	
CALCUTTA	Resurfacing of main runway	Bituminous overlay being provided for restoration of the pavement.	Work to commence in 2001- 2002 and completion in 2003.
	Reconstruction of porting of parallel taxi track.	Disused portion of parallel taxi track being reconstructed to increase the runway capacity and efficient movement of aircraft.	Work in progress.
	Construction of Apron	4 new bays are being added. 6 old bays are being reconstructed/strengthened	Work in progress.
	Terminal Building	Cityside canopies are proposed for both the terminals for protection of passengers/visitors from bad weather	Canopy for domestic terminal and canopy of international terminal under process.
CHENNAI	Strengthening of Secondary runway.	Existing secondary runway being strengthened to handle B-737/A-320 type aircraft. The runway is also being improved to meet international standards.	Work completed in October, 1999.
	Construction of Apron.	6 new aircraft parking bays are being added.	Work completed.
	Terminal Building	The Central Atrium of International Building is being covered to augment security hold space. Airside corridor with two additional aerobridges are being provided.	Atrium Work completed. Work of airside corridor in progress.
DELHI	Strengthening of secondary runway	Bituminous overlay being provided for restoration.	Work in progress. Likely to be completed by October, 2000
	Strengthening of main runway	Bituminous overlay being provided for restoration and strengthening to cater to heavier aircraft like MD-11.	Work in progress. Likely to be completed by October, 2000
	Construction of Taxi Track.	A new taxi track connecting the runways is being built for increasing runway capacities.	Work in progress. Likely to be completed by October, 2000
	Construction of Apron.	7 new international bays have been added.	Work completed.
	Terminal Building	Modification and facelift of both terminals are in hand.	Work in progress.

AIRPORTS AUTHORITY OF INDIA**FINANCIAL PERFORMANCE**

(Rs. in crore)

Financial	1996-97	1997-98	1998-99	1999-2000 (RE)
Revenue	1142.12	1279.64	1591.27	1674.56
Expenditure	896.42	963.45	1255.48	1335.70
Net Profit before Tax	245.70	316.19	335.79	338.86
Provision for Tax	113.61	120.05	127.37	130.46
Net Profit after Tax	132.09	196.14	208.42	208.40