

REPORT NO.

220



सत्यमेव जयते

**PARLIAMENT OF INDIA
RAJYA SABHA**

**DEPARTMENT-RELATED PARLIAMENTARY STANDING COMMITTEE
ON TRANSPORT, TOURISM AND CULTURE**

TWO HUNDRED TWENTIETH REPORT

**Demands for Grants (2015-16) of Ministry of Road
Transport and Highways**

(Presented to the Rajya Sabha on 28.04.2015)

(Laid on the Table of Lok Sabha on 28.04.2015)



**Rajya Sabha Secretariat, New Delhi
April, 2015/Vaisakha, 1937 (Saka)**

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COMPOSITION OF THE COMMITTEE
(2014-2015)

1. Dr. Kanwar Deep Singh - *Chairman*

RAJYA SABHA

2. Shri K.N. Balagopal
3. Dr. K. Chiranjeevi
4. Shri Kalpataru Das
- ^ 5. Shri Rajeev Shukla
6. Shri Narendra Kumar Kashyap
7. Shri Avinash Rai Khanna
8. Dr. Prabhakar Kore
9. Shri Kiranmay Nanda
10. Kumari Selja

LOK SABHA

11. Yogi Adityanath
12. Shri Vinod Lakhmashi Chavda
13. Shri Rajeshbhai Naranbhai Chudsama
14. Mohammed Faizal
15. Kumari Arpita Ghosh
16. Shri Rahul Kaswan
17. Shri Nimmala Kristappa
18. Shri P. Kumar
19. Shri Ram Kumar Sharma
20. Shri Rajesh Pandey
21. Shri Srinivasa Reddy Ponguleti
22. Shri Rajesh Ranjan *alias* Pappu Yadav
23. Shri Prathap Simha
24. Shri Rakesh Singh
25. Shri Dushyant Singh
26. Shri Kunwar Haribansh Singh
27. Shri Shatrughan Sinha
28. Shri Dasrath Tirkey
29. Shri Manoj Tiwari
30. Shri K. C. Venugopal
- @31. Shri Ram Charitra Nishad

SECRETARIAT

Shri N.K. Singh, *Additional Secretary*
Shri Swarabji B., *Joint Director*
Shrimati Catherine John L., *Assistant Director*
Shri T. Kennedy Jesudossan, *Committee Officer*
Shri P.P. Raumon, *Committee Officer*

^ Nominated in place of Shri Oscar Fernandes *w.e.f.* 9th December, 2014.

@ Nominated on 25th March, 2015 *vice* Shri Babul Supriyo who ceased to be a Member of the Committee consequent upon his inclusion in the Council of Ministers *w.e.f.* 9th November, 2014.

INTRODUCTION

I, the Chairman, Department-related Parliamentary Standing Committee on Transport, Tourism and Culture, having been authorized by the Committee to present on its behalf, do hereby present this Two Hundred Twentieth Report on Demands for Grants (2015-16) of the Ministry of Road Transport & Highways.

2. The Committee, at its meeting held on the 8th April, 2015 considered the subject and heard the Secretary and other officials of the Ministry of Road Transport & Highways.

3. The Committee wishes to express its thanks to the officers of Ministry of Road Transport & Highways for placing before the Committee, the material and information desired in connection with the subject and for clarifying the points raised by the Members.

4. The Committee considered and adopted the Report at its meeting held on the 27th April, 2015.

NEW DELHI;
April, 27, 2015
Vaisakha 7, 1937 (Saka)

KANWAR DEEP SINGH
Chairman,
Department-related Parliamentary Standing
Committee on Transport, Tourism and Culture.

ABBREVIATIONS

ABS	Additional Budgetary Support
ADB	Asian Development Bank
B.E.	Budget Estimates
BoT	Build-operate-Transfer
BRDB	Border Roads Development Board
BRO	Border Roads Organization
CCEA	Cabinet Committee on Economic Affairs
CCI	Cabinet Committee on Infrastructure
CCS	Cabinet Committee of Secretaries
CCTV	Closed-Circuit Television
CMVR	Central Motor Vehicles Rules
Col	Committee on Infrastructure
CoS	Committee of Secretaries
CRF	Central Road Fund
DBFOT	Design Build Finance Operate and Transfer
DG	Director General
DGS&D	Directorate General of Supplies and Disposals
DIMTS	Delhi Integrated Multi-modal Transit System
DL	Driving License
DPR	Detailed Project Report
DTO	District Transport Office
EAP	Externally Aided Projects
EI & ISC	Economic Importance and Inter-State Connectivity
EPC	Engineering, Procurement and Construction
ETC	Electronic Toll Collection
FDR	Fixed Deposit Receipt
GBS	Gross Budgetary Support
GDP	Gross Domestic Product

Gol	Government of India
GPS	Global Positioning System
GPRS	General Packet Radio Service
GQ	Golden Quadrilateral
GSM	Global System for Mobile Communications
HSD	High Speed Diesel
I&C	Inspection and Certification
ICTT	International Container Transshipment Terminal
IEBR	Internal and Extra Budgetary Resources
IDTR	Institute of Driving Training and Research
IRQP	Improvement of Riding Quality Programme
IRR	Internal Rate of Return
IT	Information Technology
IWT	Inland Water Transport
JBIC	Japan Bank for International Cooperation
LWE	Left Wing Extremism
MCA	Model Concession Agreement
MOEF&CC	Ministry of Environment & Forest and Climate Change
MoRT&H	Ministry of Road Transport and Highways
MR	Maintenance and Repair
NE	North East
NHs	National Highways
NHDICL	National Highways and Infrastructure Development Corporation Limited
NHAI	National Highways Authority of India
NHARSS	National Highways Accident Relief Service Scheme
NH(O)	National Highways (Original)
NHDP	National Highways Development Programme
NR	National Register
NSEW	North-South East-West Corridors
O&M	Operation & Maintenance
OR	Ordinary Repair
PBFF	Permanent Bridges Fee Fund
PPP	Public-Private Partnership
PUC	Pollution Under Control
PWD	Public Works Department
RBI	Reserve Bank of India

RC	Registration Certificate
R&D	Research & Development
RDTC	Regional Driving Training Centre
R.E.	Revised Estimates
RFID	Radio Frequency Identification
ROB	Railway Over Bridge
RRP	Road Requirement Plan
RT&H	Road Transport and Highways
RTO	Regional Transport Office
RUB	Railway Under Bridge
SARDP-NE	Special Accelerated Road Development Programme (North-East)
SH	State Highways
SLAU	Special Land Acquisition Units
SMS	Short Messaging Service
SRTC	State Road Transport Corporation
SRTU	State Road Transport Undertaking
SSA	State Support Agreements
TPC	Total Project Cost
TRW	Transport Research Wing
TSP	Tribal Sub-Plan
UC	Utilization Certificate
UTs	Union Territories
VGf	Viability Gap Funding
WB	World Bank

REPORT

Roads play an important role in the infrastructure development of the country. India has a vast road network of 48.65 km. of which the National Highways and the State Highways together account for 2,41,178 kms. The length of National Highways network is only 96,260 kms. (at present) constituting about 1.9% of the total road network in the country and carrying about 40 per cent of the total traffic across the length and breadth of the country. The Ministry of Road Transport and Highways has been entrusted primarily with the functions of construction and maintenance of National Highways (NHs), administration of Motor Vehicles Act, 1988 Central Motor Vehicles Rules 1981, National Highways Act, 1956, National Highways Fee (Determination of Rates and Collection) Rules, 2008, formulation of broad policies relating to road transport, environmental issues, automotive norms etc. besides making arrangements for movements of vehicular traffic with neighbouring countries.

2. The Road Transport Wing of the Ministry is concerned with the formulation of broad policies related to road transport besides making provisions for the movement of vehicular traffic with the neighbouring countries. The development and maintenance of National Highways are being done on agency basis. The National Highways Authority of India (NHAI), State Public Works Departments (PWDs) and the Border Roads Organization are the main agencies. Out of the total length of 96,260 km. of National Highways, 55,904 km. is with the State Public Works Departments (State PWDs), 32,279 km. with the National Highways Authority of India (NHAI), 3,866 km. with the Border Road Organization and 1,117 km. with National Highways Infrastructure Development and Construction Limited, balance length of 3,094 km. is yet to be entrusted to the executing agencies.

3. Demand No. 83 containing the details of budget allocations of the Ministry of Road Transport and Highways for the financial year 2015-16 was considered by the Department-related Parliamentary Standing Committee on Transport, Tourism and Culture at its meeting held on the 8th April, 2015. During the meeting, the Committee heard the Secretary and other officers of the Ministry of Road Transport and Highways. The Committee also examined other budget (2015-16) documents of the Ministry and the reply furnished by the Ministry to the questionnaire.

Annual Plan 2014-15

4. The following details regarding actual expenditure incurred during the years 2013-14 and 2014-15 were provided to the Committee:

Year	Component	Budget Estimate	Revised Estimate	Expenditure	Exp. as % of RE
2013-14	Plan	23,500.00	23090.00	20,954.63	90.75
2014-15		26,238.00	24,605.19	23,841.54	96.89
2013-14	Non-Plan	1,925.32	1,849.15	1,802.54	97.48
2014-15		2,099.93	2,599.40	2,500.19	96.18
2013-14	Total	25,452.32	24,939.15	22,757.17	91.25
2014-15		28,337.93	27,204.59	26,341.73	96.82

5. The Committee finds that the allocations for the Ministry were reduced at RE stage for its programmes and projects as in the past. But while the Ministry was able to spend 96.82% allocations during the year 2014-15, it could spend only 91.25% during 2013-14. The Committee feels that the reduction of allocation of funds for this important infrastructure sector at RE stage should be avoided particularly when the expenditure percentage has been very good. The Committee strongly recommends that the Ministry should take up this issue with the Ministry of Finance.

6. At the same time, the Committee also finds that there is under-utilisation under the Plan Head in 2014-15 as stated by the Ministry:

(Rs. in crores)

Sl. No.	Name of the Scheme	BE Provision 2014-15	RE 2014-15	Final Requirement	Reasons for saving
1	2	3	4	5	6
1	3054-Grant to UTs without Legislature from CRF for UT Roads	9.51	2.11	2.11	The funds under the scheme are released to the concerned UT on the basis of UCs of previous releases are received from the UT and for the project approved by the Government. No demand received from any five UTs. However, the funds are non-lapsable and can be retrieved in future for use of the UTs.
2	3054-Research and Development for Highway Research	10.00	7.00	4.00	Research schemes could not be finalised and fund could not be released to the Professional Organisations and other Institutions.
3	3055-Transport Wing	200.00	180.50	135.64	Schemes could not be implemented fully.
4	3601-EI &ISC	293.63	250.00	150.00	Less proposals received from State and UT Governments.
5	5054-Machinery and Equipment	2.00	0	0	No proposal could be finalised for procurement of machinery during the year. No provision has been made for the next financial year under the Head.

1	2	3	4	5	6
6	5054-Works financed from PBFF	150.00	100.00	50.00	This fund is created from the toll collections on NHs entrusted to State Governments and this is State specific fund. From this Head, funds are allocated to State PWDs for construction of Bridges on National Highways. Saving is due to less proposal received from State Governments.
7	5054-EAP	750.00	350.00	182.00	Delay in award of works.
8	5054-LWE/TSP and Vijayawada-Ranchi	1350.00	1100.00	1174.00	Slow pace of works
9	5054-NH(O) Strategic and Border Roads - works under Border Road Organisation	400.00	298.00	237.00	Works could not be completed in time due to weather conditions.
10	5054-NH(O) works financed from cess	4500.00	4176.03	4176.03	Funds reduced by Ministry of Finance at RE stage.

Non-Plan: No Savings

7. The Ministry further informed the Committee that additional funds were sought under the following heads at the RE stage 2014-15:

Non-Plan

(Rs. in crores)

Sl. No.	Name of the Scheme	BE Provision 2014-15	RE 2014-15	Final requirement	Reasons for Additional fund
1.	MH-3054-Maintenance and Repair of National Highways	2099.93	2599.40 Additional fund of Rs.1000 crore were asked at RE stage.	2599.40	Less fund were allocated at BE stage. More fund requirement due to flood in the various parts of the country.

8. The reasons submitted by the Ministry for under-utilization of funds under some schemes/programmes are of routine nature. The Committee feels that proper planning, timely monitoring and taking preventing steps anticipating the routine bottlenecks would ensure timely completion of schemes/projects and programmes. The Committee desires that shortcomings with regard to implementation of projects may be identified in consultation with the stakeholders involved in road projects so that such things are not repeated in future. The Committee hopes that the spending pattern of the Ministry will see an improvement in the coming years.

9. The Committee finds that the Ministry was not able to utilize Rs. 22.20 crore provided from the Central Road Fund for State roads in Delhi for the year 2014-15. Though this fund is non-lapsable, the reasons submitted by the Ministry for non-utilization due to less number of proposals received from the Delhi Government are not impressive. The Committee hopes that the Ministry should impress upon the State Governments in such cases to send their proposals in time so that the allocated funds could be spent fully.

10. To a specific query on the under-utilization of funds on some schemes, the Secretary while tendering his evidence before the Committee, informed that the majority of expenditure is incurred during the last quarter of the financial year, as winter months are the main months for road construction. However, Ministry of Finance imposed restrictions for ceiling of expenditure by 33% for the last quarter of the financial year which is a major roadblock for incurring expenditure by the Ministry.

11. The Committee appreciates the Ministry's concern in this regard. However, the Committee notes that the Ministry did not actively pursue the matter with the Ministry of Finance as could be understood from the reply furnished by the Ministry to the recommendations made by the Committee in its 193rd Report in this regard. The Committee recommends that the Ministry should pursue the issue of removal of ceiling of expenditure for the last quarter with the Ministry of Finance vigorously. The Committee urges upon the Ministry of Finance to consider the removal on ceiling of expenditure for road projects during the last quarter. It will help the Ministry of Road Transport and Highways to spend the allocation fully and also to complete the projects in time without cost overrun.

Annual Plan 2015-16

12. The Committee was informed that an annual outlay of Rs. 82,697.15 crore for 2015-16 as per the following break-up has been provided for the Ministry:

Item	<i>(Rs. in crores)</i>
(a) Gross budgetary support for Central Sector Roads (of which EAP is Rs. 600.00 crore)	39,852.65
(b) Internal and Extra Budgetary Resources (IEBR)	42,694.50
(c) Total outlay for Central Sector Roads (a+b)	82,547.15
(d) Road Transport	150.00
(e) Total outlay (a) to (d)	82,697.15

13. The major constituents of Road Sector are as under:

		(Rs. in crores)
Sl. No.	Item	2015-16
1.	NHAI - Investment	22,920.09
2.	EAP (Grant) - NHAI	600.00
3.	National Highways (Original) works including NH(O), Domestic Travel and Machinery	4,211.56
4.	Special Accelerated Road Development Programme (includes Kaladan multi-modal transport project)	4,000.00
5.	Other Charges and Development of IT, R&D Planning Studies and Training including Professional Services, Charged Expenditure	27.00
6.	Centrally sponsored schemes - E&I for States/UTs from CRF	294.00
7.	Special programme for development of Road Connectivity (NH and State Roads in Left Wing Extremism (LWE) affected areas (including Rs. 400.00 crore for Tribal sub-plan)	1,200.00
8.	Special programme for Vijayawada - Ranchi Road	100.00
9.	Remittance of Toll Receipts by NHAI	6,500.00
TOTAL		39,852.65

14. When asked about the increase in allocation for the year 2015-16 as compared to 2014-15, the Ministry of Road Transport and Highways submitted the following information:

Component	Outlay for 2014-15 (BE) (Rs. in crore)	Plan Outlay for 2014-15 (RE) (Rs. in crore)	Plan Outlay for 2015-16 (BE) (Rs. in crore)	% increase of 2015-16 outlay over BE 2014-15	% increase of 2015-16 outlay over RE 2014-15
NHDP (NHAI)	15,013.81	15,013.81	29,420.09	95.95	95.95
NH(O)	5,207.56	4,881.59	4,211.56	-19.13	-13.73
SARDP-NE	3,000.00	3,000.00	4,000.00	33.33	33.33
Roads in LWE affected areas	1,200.00	950.00	1,200.00	0.00	26.32
State Roads	293.63	251.00	294.00	0.13	17.13
Other items	923.00	520.00	727.00	-21.24	39.81
Road Transport	200.00	180.50	803.00	401.50	344.88
TOTAL GBS	26,288.00	25,144.90	40,655.65	54.65	61.69
IEBR	9,000.00	7,617.11	42,694.50	374.38	460.51
GRAND TOTAL	35,288.00	32,762.01	83,350.15	136.19	154.41

15. The Committee was provided with the following information on the projected requirement and outlay provided for the year 2015-16:

<i>(Rs. in crores)</i>		
Scheme	Projected Requirement	Outlay provided
Externally aided projects	2,000.00	6,00.00
NH (Original) (including Machinery Equipment and Travel Expense)	6,004.00	4,211.56
NHAI (Investment)	12,098.59	22,920.09
NHAI (Remittance of Toll Receipts)	6,500.00	6,500.00
SARDP-NE including Arunachal Pradesh Package	4,000.00	4,000.00
Road connectivity in LWE affected areas	1,200.00	1,200.00
Grant for Vijaywada- Ranchi Road	150.00	100.00
Economic Importance and Inter-State Connectivity roads	322.90	294.00
Ministry—Others	16.50	27.00
Road Transport	962.50	150.00
Sub Total	33,712.49	40,002.65
IEBR	20,980.00	42,694
TOTAL	54,692.49	82,697.15

16. When asked about the progress of major activities undertaken by the Ministry during the Twelfth Five Year Plan, the Ministry submitted the following on the target and achievement of major activities undertaken during the Twelfth Five Year Plan:

Sl.No.	Schemes	Physical Targets	Achievements*
1.	2-laning (km.)	14,800	5,675.27
2.	4-laning (km.)	9,826	3,539.59
3.	6-laning (km.)	5,590	1,084.00
4.	Strengthening/IRQP (km.)	8,500	8,218.50
5.	Bridge (No.)#	50	190
6.	Bypasses (No.)	5	15

* - till December, 2014

Achievement also includes rehabilitation and reconstruction of bridges.

17. The Committee noted that an amount of Rs. 6570.56 crore was allocated for capital outlay on National Highways in B.E. 2014-15, which was reduced to Rs. 5994.59 crore at R.E. stage. Now, the allocation has been further reduced to Rs. 5528.56 crore. When it was asked about the reasons for this reduction and the details of projects/schemes which would be affected most due to the

reduced allocation, it was informed that capital outlay includes the heads of Machinery and Equipment, National Highway (Original) Works (NH(O)), Supervision of NH works (Domestic Travel and Other Charges). Development of road connectivity in Left Wing Extremism (LWE) area including TSP component and Development of Information Technology. At RE stage, Ministry of Finance imposed a cut of Rs. 1500 crores. Keeping in view the expenditure at RE stage, and also slow pace of works under LWE schemes, allocation for capital outlay for 2014-15 was reduced to Rs. 5994.59 crores. Provision made for the year may not be adequate and based on the pace of expenditure for the year 2015-16, additional allocation will be asked at RE stage for the year 2015-16, if needed.

18. **The Committee is pleasantly surprised to find that the Ministry was able to get Rs. 82,697.15 crore (including IEBR) as against its projected demand of Rs. 54,692.49 crore (including IEBR) for the year 2015-16. The Committee also finds that the GBS component for the Ministry has seen an increase from Rs. 26,288.00 crore in 2014-15 (BE) to Rs. 40,655.65 crore (BE) in 2015-16 which is a good 54.65% increase. But this increase, the Committee notes is more apparent than real because the IEBR component has been calculated by the Ministry of Finance to be Rs. 42,694.50 crore against this Ministry's projection of Rs. 20,980 crore. In other words, the financial burden on the NHAI would tend to increase. The Committee wishes all the best to NHAI and hopes that it would be able to mobilize IEBR amount as expected.**

19. **However, the Committee finds that as against the projected demand of Rs. 6,004.00 crores, the Ministry was able to get Rs. 4,211.56 crores only for NH(O), which is a cause of concern. The Committee feels that this reduction may result in diversion of funds from NHAI meant for development of National Highways under NHDP to undertake projects under NH(O). The Committee desires that additional funds be allocated to the Ministry for projects under NH (O) at RE stage to avoid diversion of cash flow from NHAI.**

20. **The Committee finds that although there has been an increase in allocation of funds for Road Transport Sector from Rs. 200 crores in 2014-15 (BE) to Rs. 803.00 crore for 2015-16, major chunk of this allocation has been made for 'Safety for women and girl child on public transport' (Rs. 653.00 crores). This would mean that Rs. 150 crore only is left for the Road Transport Sector. The Committee is constrained to observe that the transport sector has not received the required attention during all these years. The Committee feels concern about Nirbhaya Fund being non-starter till date. It hopes that operationalisation of scheme under 'Nirbhaya Fund' for security for women and girl child in public road transport in the country would be done in a time-bound manner and the funds allocated under this head will be spent judiciously.**

National Highways Authority of India

21. National Highways Authority of India (NHAI) was constituted by an Act of Parliament, viz., the National Highways Authority of India Act, 1988, to develop, maintain and manage the National Highways vested or entrusted to it by the Central Government. It became operational in February, 1995.

Budget Provisions made for National Highways Authority of India (NHAI)

22. The Committee was informed that the fund for development of National Highways by the NHAI is provided from cess levied on petrol and High Speed Diesel (HSD) and toll collected by NHAI on the NH stretches entrusted to NHAI. NHAI is allowed to leverage cess fund for market borrowing. The present rate of cess on petrol and HSD is Rs. 2.00 per litre. The provision made for the NHAI

in the budget of the Ministry of Road Transport and Highways during the year 2013-14 and expenditure made and proposed in 2014-15, as also the allocation made for 2015-16 is as follows:

(Rs. in crore)

Item	2013-14			2014-15 (Actuals upto Dec. -14)			2015-16
	BE	RE	Actuals	BE	RE	Actuals	(BE)
Investments (Cess)	6857.45	6857.45	6857.45	9565.81	9565.81	6885.89	22920.09
Ploughing back of Toll Revenue	4770.00	4770.00	4770.00	5448.00	5448.00	4086.00	6500.00
IEBRs	14000.00	8000.00	7942.25	9000.00	3000.00	2122.52	42694.50
SUB-TOTAL	25627.45	19632.45	19569.7	24013.81	18013.81	6208.52	72114.59

23. The Committee takes note of the allocation made for NHAI.

24. When the Ministry was asked about the role of National Highways and Infrastructure Development Corporation Limited (NHIDCL) in developing national highways in the country, the Committee was informed that (NHIDCL) has been created to take up the task of constructing/upgrading/widening of Highways along the border areas of the country. It is dedicated exclusively to the task of constructing/upgrading/widening of National Highways in parts of the country which share international boundaries with neighboring countries in order to promote regional connectivity on a sustainable basis. The Ministry has stated that NHAI is mandated to upgrade and strengthen National Highways through various phases of National Highways Development Project (NHDP) across the country. However, NHIDCL has been mandated to construct/upgrade/widening of National Highways in parts of the country which share international boundaries with neighboring countries. There is no duplication of authority/functions between these two entities.

25. On the issue of pending/ongoing NH projects to provide road connectivity to various ports, time/cost overrun and new target dates fixed for completion of those projects, the Committee was informed that nine major ports were identified for port connectivity under National Highway Development Project (NHDP). Out of these, seven Projects have been completed, one project has been handed over to the State Government of Goa and for the remaining project in Tamil Nadu, National Highway Authority of India (NHAI) has taken up with the concerned State Authorities to expedite shifting of project affected families to ensure time bound completion of the project.

26. As far as non-major ports are concerned, as a follow-up action on the action points emerged during the presentation of Ministry of Road Transport and Highways before the Prime Minister on 21st June, 2014; Ministry of Shipping forwarded list of non-major ports along with road connectivity requirement for these ports. On examination, it has been observed that most of the non-major ports are already having connectivity to National Highway (NH) in their vicinity. Accordingly, it was intimated to Ministry of Shipping that connectivity to these ports may be taken up as part of individual port development program rather than taking up separately.

27. Further, NH is running all along the west coast. Along the east coast the Ministry has identified about 571 km. of stretches to be taken up for development as NHs. Development of these

stretches as NH will facilitate connectivity of all the ports with NHs with small length of link road, which can be developed by port authorities. It is also proposed to include these stretches under Bharatmala programme.

28. The Committee was also informed that the Ministry of Road Transport and Highways has received the report of Inland Waterways Authority of India (IWAI) regarding Inland Water Transport (IWT) Terminals on six National Waterways along with *inter-alia* details of improvement of road connectivity required for these terminals. It is found that all the terminals are having connectivity with National Highways (NH)/State Highway (SH) within a short distance. Therefore, it was intimated to IWAI that keeping in view the quantum work involved and also the fact that majority of works are within a periphery of 5 km., *i.e.* are of nature of local works, it would be preferred to develop these roads along with the development of respective terminal rather than taking up separately.

29. The Committee notes that delay in land acquisition is one of the major factors affecting the timely implementation of highways projects. The Ministry informed the Committee that steps have been taken for setting up of Special Land Acquisition Units (SLAUs) at State level for new stretches, setting up of regional offices across the country, constitution of High Powered Committee under Chief Secretary to monitor the pre-construction activities to assure co-ordination between all the State agencies involved in land acquisition, shifting of utilities, Law and Order, Rehabilitation and Resettlement etc., and to expedite all the pre-construction activities. State Support Agreements (SSAs) signed with State Government ensure explicit and legally tenable support from respective State Governments/Union Territory Administrations for facilitating the NHAI in pre-construction matters and also to provide support to concessionaires/contractors in resolving any issues with implementation of projects, which are within the purview of the State Governments.

30. The Secretary, during his oral evidence before the Committee, informed that the target for the last year was 8,500 kms. of award of road projects, out of which 7,980 kms. was awarded which stood at 93-94 % of the target. Out of the construction target of 6,300 kms., 4,340 kms. was achieved resulting in an average of 12 km. per day. Rs. 14,000 crore was collected as toll revenue. More than 50% of this collection went to private concessionaires. The toll collection target for NHAI was Rs. 6,500 crore and Rs. 6,000 crore was collected during the last year. 1,450 km. was the target for additional length to be brought under toll which was fully achieved.

31. The Committee hopes that the performance of the Ministry in achieving the fixed targets under various categories will continue in the current fiscal also as in the last year.

National Highways Development Project

32. The Government of India has entrusted National Highways Authority of India (NHAI) with responsibility of implementing its greatly expanded flagship programme, *i.e.*, National Highways Development Project (NHDP) spread over seven phases with an estimated expenditure of about Rs.6,00,000 crore.

33. NHAI is implementing National Highway Development Programme (NHDP) and some other allied projects in accordance with the mandate approved by the Government. The Government of India (GoI) provides cess funds, funds for Externally Aided Projects (EAPs) and market borrowings, which are in the form of Internal and Extra Budgetary Resources (IEBR) through the Union Budget in addition to the budgetary support for special projects and for Maintenance and Repairs. The borrowing requirements of the Authority are determined keeping in view the resource requirement and the resource availability.

NHDP PROJECTS

NHDP Phase I

34. NHDP Phase I which was approved by CCEA in December, 2000 at an estimated cost of Rs. 30,300 crore (1999 prices) comprises 5,846 km. of Golden Quadrilateral, 981 km. of NS-EW Corridor, 356 km. of Port Connectivity and 315 km. of other National Highways, a total of 7,522 km..

NHDP Phase II

35. NHDP Phase II which was approved in December, 2003 at an estimated cost of Rs. 34,339 crore (2002 prices) comprises mostly NS-EW Corridor (6,161 km.) and other National Highways of 486 km. length, the total length being 6,647 km.

NHDP Phase III

36. It was informed that the Government has approved 4-laning of 4000 kms. of National Highways on BOT basis under NHDP Phase IIA at an estimated cost of Rs. 22,000 crores in March, 2005. Subsequently, Government approved additional stretches on 27.10.2006 and 12.04.2007 for implementation for upgrading total length becoming 12109 km. for which a length 12230 km. have been identified. 4-laning of 12,109 kms. on BOT basis under NHDP Phase III is to be done at an estimated cost of Rs. 80,626 crore. Under this programme the stretches have been identified as per the following criteria:

- i) High density traffic corridors not included in Phase I and II
- ii) Providing connectivity of State capitals with NHDP (Phase I and II)
- iii) Connectivity of centres of tourism and places of economic importance.

NHDP Phase IV

37. This NHDP Phase envisages up-gradation of about 20,000 km. of National Highways to 2-Lane paved shoulder. This phase has been approved in the month of July, 2008, Out of this about 14799 km. is entrusted to NHAI and balanced is being developed by Ministry through State PWD.

NHDP Phase V

38. Six laning of 6,500 km. of existing 4 lane National Highways under NHDP Phase V (on DBFO basis) has been approved in October, 2006 at an estimated cost of Rs. 41210 crore (at 2006 prices). Six laning of 6,500 km. includes 5,700 km. of GQ and 800 km. of other stretches.

NHDP Phase VI

39. NHDP Phase VI envisages development of 1,000 km. of fully access controlled expressways under Public Private Partnership (PPP) model following Design-Build-Finance-Operate (DBFO) approach. The Phase VI of NHDP has been approved at an estimated cost of Rs. 16,680 crore in November, 2006 at 2006 prices. The total fund required for this phase is Rs. 16,680 crore, out of which Rs. 9,000 crore will come from private sector and the balance of Rs.7,680 crore will be Government funding for bridging the viability gap as well as meeting the cost of land acquisition, utility shifting, consultancy etc.

NHDP VII

40. Government has approved construction of standalone Ring Roads, Bypasses, Grade Separators, Flyovers, elevated roads, tunnels, road-over-bridges, underpasses, service roads etc. on

BOT (Toll) mode under NHDP VII in December 2007 at an estimated cost of Rs. 16,680 crore (at 2007 prices).

41. When it was asked about the progress of NHDP works during 2014-15, the Ministry submitted the following:

Sl. No.	NHDP Component	Total Length (km)	Completed length (km)	Under implementation (km)	Balance for award of works (km)
1.	NHDP Phase I	7.522*	7,519	3	—
2	NS-EW Corridors	6.647	5,859	418	370
3	NHDP Phase III	12,109	6,483	4,496	1,130
4	NHDP Phase IV	20,000	1,412	8,732	9,856
5	NHDP Phase V	6,500	2,096	1,984	2,420
6	NHDP Phase VI	1,000	0	0	1,000
7	NHDP Phase VII	700	22	19	659
	TOTAL	54,478	23,391	15,652	15,435

42. The Ministry submitted the following information on the award and completion of works of NHDP:

	(in k.m.)				
	2013-14		2014-15		2015-16
	Target	Achievement	Target	Achievement	Target
Award of works	4,028	1,727	5,000	4,978	5,600
Completion	3,000	1,901	2,850	1,691	2,700

43. **The Committee observes that though there is a better performance in achieving the target of award of works during 2014-15 as compared to 2013-14, the performance in completion of projects has not seen any remarkable improvement. The Committee hopes that the Ministry will strive hard to achieve the targets under NHDP during the current fiscal.**

Outlook for the year 2014-15 and beyond

44. The Ministry of Road Transport and Highways submitted the following information on the work plan for 2015-16:

Particulars	Award (Kms)					
	2014-15*			2015-16		
	BOT	EPC	Total	BOT	EPC	Total
By MoRT&H	0	1305	1305	200	2000	2200
By NHAI	516	1493	2009	500	2900	3400
TOTAL	516	2798	3314	700	4900	5600

*up to Dec 14

45. When asked about the major initiatives taken by the Ministry in the road sector, the Committee was informed that a Hybrid Model for the Highways Sector - Annuity Mode with Construction Period Capital Support has been introduced during the last year. As per the model, 40% of the Total Project cost (TPC) is to be provided by the Authority to the concessionaire during the construction period in the form of 'Construction Support'. The 'Construction Support' is to be disbursed in five equal installments of 8% each and the timing of each such payment shall be linked to percentage of project cost spent by the concessionaire. The concessionaire would be required to bear the balance 60% of the project cost through a combination of its equity contribution and debt raised from the market. Further, the 60% of the project cost borne by the concessionaire during the construction period is to be recovered from the Authority in terms of annuity payments spread over a period of ten/twenty years. In addition to annuity payments, there shall be separate provisions for payment of Operation & Maintenance (O&M) payments subject to a predetermined limit and interest on outstanding balance also to the concessionaire. The concessionaire remains responsible for O&M of the project highway till the expiry of the concession period. The project gets transferred to the Authority after completion of the concession period.

46. To a specific query on the annual increase in toll and lack of publicity for such increase, the Ministry informed that a website on Toll Information System to make available in public domain, information of public interest concerning toll plazas on National Highways/ Expressways operating under Ministry of Road Transport & Highways and NHAI viz., the applicable User fee rates for various categories of vehicles on any Toll Plaza, helping road users to ascertain the exact toll amount for a particular plaza or a select route between two locations was launched on 31.10.2014. Updated information to public/ road users about the concessions/discounts applicable for local and frequent users etc. on any Toll Plaza is made available. The web portal is user friendly and public can access the information through mobile phones and SMS.

47. The Committee after scrutinizing the information provided by the Ministry, expresses its deep concern over the functioning of NHAI and the unsatisfactory progress of development of National Highways in the country. NHAI was able to spend Rs. 6,208 crore only out of Rs. 23691.8 crore allocated during 2014-15 at RE stage. The Committee is dismayed to note that when the private players are withdrawing from National Highways projects due to non-availability of equity and loan to carry forward the projects, NHAI was able to spend just 26% of the allocated fund. The Committee feels that with this spending trend, NHAI would not be in a position to achieve its targets in the coming years.

48. **The Committee finds that the performance of development of National Highways under NHDP has not seen any remarkable improvement during the last year. Projects under NHDP III to VII are progressing at a snail's pace and there are no takers for projects under NHDP VI. The Committee feels that the Ministry should address the bottlenecks causing the delay at various stages of NHDP which was once considered as an ambitious project for providing road connectivity even to the remote places of the country.**

49. **The Committee finds that due to difficulties faced in the award and implementation of project stretches, the Government had to resort to Engineering, Procurement and Construction (EPC) mode also for the construction of National Highways apart from Public Private Partnership (PPP) mode. The Committee notes that out of 7980 Km length of National Highways awarded during the last year, 700 km had gone on PPP mode and the rest were Government-funded EPC projects. The Committee hopes that NHAI will complete all the ongoing projects within the scheduled time for better National Highways connectivity across**

the length and breadth of the country. The Ministry is requested to submit the White Paper prepared on the performance of PPP in road projects for Committee's consideration.

50. The Committee was informed about the delay in completion of developmental works on NH 1 and the development of NH 73, NH 73 A and NH 65. The issue of development of NH 12 and NH76 was also brought before the Committee. Poor condition of NH 29-Varanasi-Ghazipur-Gorakhpur, NH24B-Rae Bareli-Allahabad, NH232-Tanda-Lalganj-Fatehpur-Banda, NH 91-Aligarh-Kanpur, NH 87-Rampur-Rudrapur, NH 24- Bareilly-Sitapur was raised during the meeting. The Committee would also like to know the reasons for the inordinate delay in developing Kanpur-Lucknow National Highway. Non-completion of the small stretch between Phulbari and Salsalabari in Siliguri was also brought to the notice of the Committee. Furlanage of NH-17 and NH-47 passing through Kerala was also raised during the deliberations of the Committee. The Committee was also informed about the delay in the development of NH 65 in Churu in Rajasthan and in the commencement of development works in NH 709.

51. The Committee would like to have the opinion of the Ministry on providing connectivity between 'Kalpeni Island', a tourist island and 'Cheriyam Island', an uninhabited island in Lakshadweep which will bring the latter also on the tourism map of the country.

52. Another important issue brought before the Committee was the poor design and planning of National Highways. It was informed that many habitations in the country have been divided by the National Highways and in the absence of underpasses and subways, people residing on one side of the National Highway are not able to move to the other side freely. Such bad planning results in high number of accidents in such places. Some Members of the Committee raised the issue of 'blind spots' and lack of proper designing of the National Highways. The Committee recommends that all the black spots be identified and road designing be given due importance in construction of National Highways in future.

53. The Committee also notes that during rainy seasons, underpasses and subways constructed on National Highways are flooded with rain water resulting in disturbance of traffic movement in the absence of proper drainage system. The Committee is of the view that while designing a national highway, drainage system on national highways should not be ignored in the name of cost cutting. The Committee recommends that the Ministry as well as NHAI, should ensure that in all the projects for development of national highways, provision of drainage system should be made part of the concessionaire agreement.

54. When the issue of traffic congestion at Toll plazas was raised, the Secretary informed the Committee that with the implementation of Electronic Toll Collection System in the country, toll collection at toll plazas will be streamlined and the traffic will be regulated. The Committee strongly feels that persons who are manning the toll gates throughout the country should be imparted training on how to behave, general etiquette and civic sense, to deal with the public, as clashes between toll operators and users on petty issues has been rising.

55. The issue of non-availability of wayside amenities and carriageways for light vehicles was also brought to the attention of the Committee. Non-availability of neon signs on the National Highways is another cause of concern. Absence of proper directions and signage on the national highways do not help the user of NHs to reach his destination in time. The Committee hopes that an exclusive lane will be earmarked on the tolled national highways for Passive Radio Frequency Identification Card users. Also, there should be a separate lane for

emergency operations on the national highways in the country. If it is not possible do so on the existing national highways, necessary provision may be incorporated in the Concessionaire Agreements for future projects. The Committee feels that adequate number of Nitrogen Filling Stations may be provided on national highways for those who prefer Nitrogen gas filling rather than the regular air for their vehicles.

56. The Committee desires that NHAI would look into these issues seriously and make the travel on National Highways a comfortable one and that the apprehensions expressed by the Members on the achievement of targets during the current fiscal will be duly taken care of by proper planning and execution of road projects.

National Highways (Original) Works: NH (O)

57. The development works on the National Highways entrusted with State PWDs (which are not covered under any approved programmes) are taken up through the Annual Plan of works during every financial year. Various types of development works on NHs, such as widening, strengthening of weak pavements, construction of missing links, construction/rehabilitation/reconstruction of bridges, culverts, bypasses and improvement of riding qualities, etc., are identified and included in the list of Annual Plan of National Highways (Original) {NH (O)} works well in advance of the beginning of a particular financial year in order of priority.

58. Development of some identified non-NHDP NH stretches on BOT (Toll) basis is also being undertaken under VGF scheme of Ministry of Finance. The cost of pre-construction activities for these projects is being met from allocation under NH (O). The quantum of VGF to be borne by this Ministry for such projects, if any, is also to be met from NH (O). Apart from this, cost of project preparation and pre-construction activities for non-NHDP projects proposed to be undertaken through proposed External Assistance is also to be met from NH (O).

59. The budgetary provision for NH (O) for the current fiscal is Rs. 4,211.56 crore as against the projected demand of Rs.6,004.00 crore. The Secretary, during the deliberations, informed the Committee that there had been a shortfall under this particular head for the last three years and that the work was kept continuing only by diverting the money which should have had gone to NHAI. The Ministry had been diverting from the cash flow to NHAI to the extent of Rs.2,000 to Rs.3,000 crore and sometimes even Rs.4,000 crore. He further added that since the NHAI's activities will pick up this year, diversion of funds will be a difficult task.

60. The Ministry submitted the following as targets and achievements of various categories under NH (O):

Sl. No.	Category	2014-15	2014-15*	2015-16
		Target	Achievement	Target
1	Construction (km)	1,850	1,720	1,575
2	Improvement of Riding Quality (km)	2,075	1,676	2,000
3	Bypasses (No.)	10	8	4
4	Bridges/ ROBs/RUBs (No.)	191	58	90

(* as on 31st March, 2015 for construction and 31st January, 2015 for others)

61. The Committee finds that Rs.4,211.56 crore has been allocated for 2015-16 as against Rs.4,881.59 crore for 2014-15(RE) showing a 13.73% decline in the allocation for NH(O)

projects. The shortfall in allocation for completing the projects under this scheme are normally filled by the funds diverted from the cash flow of NHAI. The Committee finds that this trend is being repeated for the last three years and that the Ministry of Finance is not allocating additional funds at RE stage, citing one reason or the other. The Committee also finds that the achievement of targets under Improvement of riding quality and construction of Bridges/ROBs/RUBs are not encouraging. The Committee recommends that the Ministry should take up the issue of additional allocation of funds at RE stage at least to the level of projected demand (Rs. 6,004.00 crore) so that funds meant for NHDP are not diverted during the current financial year. The Committee also hopes that constructive steps would be taken to achieve the targets fixed for 2015-16.

Special Programme for Development of Roads in the Left Wing Extremism (LWE) affected areas.

62. The Government has approved in February, 2009 the proposal for development of about 1,202 km of National Highways and 4,362 km of State Roads in Left Wing Extremism (LWE) affected areas as a special project estimated to cost about Rs. 7,300 crore. The modified Road Requirement Plan (RRP) commensurate to the CCS approval accorded in June, 2010 comprises of development of about 1,126 km length of NHs and 4,351 km length of State roads. The projects cover 34 districts in eight States viz., in Andhra Pradesh, Bihar, Chhattisgarh, Jharkhand, Madhya Pradesh, Maharashtra, Orissa and Uttar Pradesh. Technical and financial sanction for all identified National Highways & State Road Projects would be as per stipulated procedure for National Highways works.

63. The total B.E. outlay recommended for this programme is Rs. 1,200 crore for the year 2015-16. Out of this, it has been recommended to earmark Rs. 400 crore under Tribal Sub Plan (TSP).

64. When it was asked about the status of implementation of pending road connectivity projects in naxalites affected areas and the action taken to complete the projects, the Committee was informed that the Government has approved a scheme for development of about 1,126 km of NHs and 4,351 km of State Roads in Left Wing Extremism (LWE) affected areas as a special project with an estimated cost of about Rs. 7,300 crore. As on 31st January, 2015, the detailed estimates for 5,466 km length have been sanctioned at an estimated cost of Rs. 8,432 crore, out of which, works on 4,908km length costing Rs. 6,566 crore have been awarded. Development in 3,554 km length has been completed upto 15th February, 2015 and cumulative expenditure incurred so far is Rs. 4,617 crore. During the year 2015-16, 1000 kms are targeted for completion.

65. The Committee finds that though there is no dearth of funds for this programme, achievement of targets fixed for development of roads in LWE areas is a major issue. Out of the target of awarding of works for 500 kms, only 82 kms were awarded during the last year; 611 km were completed as against the target of 1000 kms in 2014-15. The Committee hopes that the targets for the current year will be achieved with the active involvement of all the stakeholders especially the security agencies, who provide security for implementing road projects in this region.

Maintenance and Repair of National Highways

66. Funds under Non-plan scheme are provided for the preservation and proper keep of national highways all over the country. The allocations that are available annually for M&R of NHs are of the order of about 40% of the actual requirements as per the Ministry's stipulated norms i.e., available allocations are of the order of about Rs. 2701.40 crore as against the estimated fund requirement of Rs. 6,800.00 crore as per the Ministry's norms for maintenance of NHs. The Ministry submitted the following as allocation for 2015-16:-

(Rs. in crore)

Plan	2013-14				2014-15				2015-16
	BE		RE		BE		RE		BE
	Non-Plan	Plan	Non-Plan	Plan	Non-Plan	Plan	Non-Plan	Non-Plan	
-	1925.32	-	1849.15	-	2099.93*	-	2599.40*	2701.40	

* Including funds for Border Roads Organization

67. The Ministry also submitted the expenditure incurred for the last three years under this scheme as follows:

(Rs. in crores)

Year	Original + Supplementary Grant		Actual expenditure	Savings (-) / excess(+) saving(-)	Remarks
	BE	RE			
2012-13	1928.03	1429.32	1443.28	(+)13.96	
2013-14	1925.32	1849.15	1721.34	(-)127.81	
2014-15	2099.93	2599.40	2010.67**	0*	
2015-16	2701.40				

**Actual Expenditure is upto Feb. 2015.

* Savings/excess has been calculated taking into account the likely final requirement of funds.

68. The Ministry further informed that this is general head being operated by all the States. The allocations to various States under this Head are further made under six sub-heads, viz., Ordinary Repairs (OR), Flood Damage Repairs (New), Flood Damage Repairs (Continue), Periodical Repairs, Special Repair(New) and Special Repairs (Continue). For some Heads, there is direct Payment procedure and for others, there is reimbursement procedure. Accounting/booking of expenditure in respect of the heads of reimbursement procedure is done through State AGs. The small savings under the different sub-heads and in different States go to make a big amount of savings, which cannot be avoided. Further, the working season for road sector commences after monsoon and expenditure during the last quarter of the financial year substantially increases. Balance amount of Rs.588 crore will be incurred during the remaining period of the financial year. A number of claims for reimbursement received from State AG are settled by CCA's office upto July, 2015 as per rules.

69. The Committee noted that allocation for maintenance of National Highways under Non-Plan head is another cause of concern. An amount of Rs. 2100 crore was allocated in BE. 2014-15 which was increased to Rs. 2599.47 crore at R.E. stage. Now, Rs. 2701.47 crore has been allocated for 2015-16. When it was asked about the reasons for such variations and whether this increased allocation will be sufficient for this purpose, it was informed that historically, the allocation for maintenance of the National Highways had been under-provided. The allocation available was of the order of 40% to 60% of the requirement worked out as per the norms of the Ministry. In the Budget estimates, a provision of Rs 2100 crore was made. Taking note of the requirement and also the expenditure incurred, the same was enhanced to Rs. 2599.47 crore at the RE stage. Provision made for 2015-16 is Rs. 2701.47 crore which again is not adequate as per the requirement.

70. **The Committee feels that currently the proper maintenance and repair of our National Highways needs lot to be desired; it is very poor. The Committee finds that out of the requirement of Rs. 4,000 crore for maintenance and repair of National Highways during 2014-15, the Ministry was able to get Rs. 2099 crore at BE stage. It was however, marginally increased to Rs. 2599.47 crore at RE stage. The amount is far lesser than what actually is needed for this purpose. The Committee feels that the Ministry should revisit its norms for allocation of funds for maintenance and repair of National Highways as heavy amount of investment is required for this sector. The Committee also feels that the funds allocated for this purpose should go up with the increasing number of vehicles using the National Highways network in the country. The Committee, therefore, recommends that allocation of additional funds for maintenance and repair of National Highways at RE stage should be ensured, as timely repair prevents further damage to the National Highways.**

71. **The Committee also recommends that an effective monitoring mechanism for repair and maintenance may also be put in place. Wherever there are poor quality repair, maintenance and construction, the contractors and the engineers who certified the quality may be suitably punished. Poor quality roads can be constructed only with the nexus of engineers and contractors.**

Special Accelerated Road Development Programme in North East (SARDP-NE)

72. The Committee was informed that Special Accelerated Road Development Programme in North East (SARDP-NE) is covering construction/improvement/DPR preparation of 10,141 km road stretches, approved by Cabinet Committee on Economic Affairs (CCEA) /Cabinet from time to time.

73. The Committee notes that a lump sum provision to the tune of Rs. 4000 crores for projects/Schemes for the benefits of the North Eastern Region (NER) and Sikkim has been allocated in the B.E. 2015-16. To a query on the details of projects/schemes for which the Ministry would utilize the Plan outlay, it was informed that allocation of Rs. 4,000 crore for projects/ Schemes for the benefits of the North Eastern Region (NER) and Sikkim during 2015-16 is made for scheme of Special Accelerated Road Development Programme for North-Eastern region (SARDP-NE). The major objectives of the scheme are:

- Upgrade NH connecting State Capitals to 2//4 lane
- To provide connectivity to all 88 district HQ by at least 2 lane road
- Improve roads of strategic importance in border area
- Improve connectivity to neighboring countries

74. The scheme has been envisaged to be taken up under three parts:

- (i) Phase 'A' of SARDP-NE approved by the Government envisages improvement of about 4,099 km length of roads (2,041 km of NH and 2,058 km of State roads). Till December 2014, 2,835 km of length has been sanctioned and 1,431 km of road has been completed. The SARDP-NE Phase 'A' is expected to be completed by March, 2017.
- (ii) Phase 'B' of SARDP-NE, covers 3,723 km (1,285 km NHs and 2,438 km of State roads) of road. IT is at DPR preparation stage.
- (iii) Arunachal Pradesh Package: The Arunachal Pradesh Package for Road & Highways involving development of about 2,319 km length of road (1,472 km of NHs & 847 km

of State / General Staff / Strategic Roads) has also been approved by the Government. Projects on 776 km are to be taken up on BOT (Annuity) mode and the remaining are to be developed on item rate contract basis. Till December 2014, 1,360 km of length has been sanctioned and 194 km of road has been completed. The entire Arunachal Pradesh package is targeted for completion by March, 2018.

75. It is targeted to complete 600 km during the year 2015-16.

76. An amount of Rs. 3,000 crore was allocated for SARDP-NE during 2014-15. Out of this, expenditure of Rs. 1260 crore was incurred as on 31.12.2014. Total 110 km roads of 2-lane standards were completed and together with the roads completed upto the previous year, total 1,625 km roads have been completed so far under Phase 'A' and Arunachal Pradesh Package of Roads and Highways of SARDP-NE against 6,418 km approved for implementation under SARDP-NE.

77. The Ministry also submitted the expenditure incurred for the last three years under this scheme as follows:

(Rs. in crores)

Year	Original + Supplementary Grant		Actual expenditure	Savings (-) / excess(+) / saving (-)	Remarks
	BE	RE			
2012-13	2000.00	1860.00	1825.69	(-)34.31	Mandatory provision of 10% of total GBS of the Ministry is to be made for development of roads in NE States. The saving under the Head was transferred to Non-Lapsable Central Pool of Resources for NER, to be utilized in future year in NER only and thus, the concept of savings do not apply to the above provision.
2013-14	3300.00	3300.00	3009.27	(-)290.73	
2014-15	3000.00	3000.00	2498.96**	0*	
2015-16	4000.00				

**Actual Expenditure is upto Feb.2015.

*Savings/ excess has been calculated taking into account the likely final requirement of funds.

78. The Ministry submitted the following as the achievements during 2014-15:-

(in km)

	2013-14		2014-15		2015-16
	Target	Achievement	Target	Achievement	Target
Award of works	2,000	64	1,200	624	1,500
Completion	550 %	363	600	248	600

79. **The Committee finds that achievement of targets fixed under the SARDP-NE are not encouraging though implementation of projects had to overcome many constraints in the NE Region. The Committee feels that as preparatory work in term of land acquisition has picked up in the NE Region for the road projects, Ministry should ask for more funds at RE stage so that sanctioned projects under Phase-A and entire Arunachal Package are completed by**

March 2017 and March, 2018 respectively, as scheduled. The Committee hopes that development of National Highways in NE Region would be given special attention as National Highways play an important role in the promotion of trade and tourism in the NE Region.

Roads of Inter-State Connectivity and Economic Importance

80. The funds allocated for EI&ISC is Rs. 294 crore for 2015-16 as against the projected demand of Rs. 322.90 crore. The fund under this scheme is non-lapsable. The Ministry also provided the following details of pending/ongoing projects under 'Roads of inter-State connectivity and of economic importance':

Sl. No.	State/ UT	No.	Amount (Rs. in crores)
1	Assam	2	62.75
2	Bihar	2	23.96
3	Gujarat	2	19.24
4	Manipur	1	24.10
5	Nagaland	2	56.97
6	Punjab	1	12.97
7	Uttar Pradesh	1	85.12
TOTAL		11	285.11

81. The Ministry also submitted the expenditure incurred for the last three years under this scheme as follows:

Year			<i>(Rs. in crores)</i>	
	Original + Supplementary Grant BE	RE	Actual expenditure	Savings (-)/ excess(+)
2012-13	243.86	243.86	242.56	(-)1.30
2013-14	243.86	243.86	236.68	(-)7.18
2014-15	292.63	250.00	59.49* *	(-)190.51
2015-16	293.00			

**Actual Expenditure is upto Feb., 2015.;

* Saving/excess has been calculated taking into account the likely final requirement of funds.

82. The Committee was informed that the funds under this Head are provided for roads of Economic Importance & Inter-State Connectivity. This is non-lapsable fund. When asked about the under-utilization of funds during the last year, the Ministry stated that the savings were due to (i) slow progress of works and (ii) less number of utilization certificates received from State Governments. The unutilized funds under this head are transferred to Public Account head 8224, maintained by CCA. Therefore, in this case the concept of savings does not apply.

83. It was further informed that from the financial year 2015-16, Direct Payment Procedure will be adopted for the Head and it is expected that expenditure level will be better from next year.

84. The Committee is disappointed to note that only 1/4th of the allocated funds were spent during the last year for this scheme. The Committee desires that the Ministry should impress upon the States to utilize the allocation and complete the projects in time. The States may also be requested to submit the Utilization Certificates in time so that the further release of funds earmarked for the projects are not stalled. The Committee hopes that Direct Payment Procedure to be followed during the current fiscal will result in increase in expenditure of projects under this scheme.

Central Road Fund

85. The fund was given a statutory status by the Central Road Fund Act enacted in December, 2000. The fund consists of the cess collected on the sale of diesel and petrol. The Ministry of Road Transport and Highways provides funds for the development of State Roads from the CRF and also provides fund for the development of roads under the Schemes of Inter-State Connectivity and Economic Importance. The allocation and expenditure from this fund is as follows:

(Rs. in crores)

Item	2013-14			2014-15			2015-16
	BE	RE	Exp.	BE	RE	Exp. as on 31-12-2014	
Grants to states and UTs for State Roads (CRF)	2359.91	2971.41	2923.73	2643.00	2635.60	1382.65	2910.00
Grants to States and UTs for Roads of ISC&EI	262.22	262.22	236.68	293.63	250.00	47.49	294.00

86. **The Committee finds that though allocation of funds under CRF to States has seen an increase over the years, the spending of allocated funds by State Governments needs to be stepped up. The issue of diversion of cess meant for development of National Highways under NHDP to NH(O) projects was also raised during the meeting. The Committee hopes that the Ministry will take up the issue with the Ministry of Finance to stop the diversion of cess earmarked for National Highways under NHDP to works under NH (O). The Committee hopes that the Ministry will co-ordinate with the State Governments to utilize the funds allocated from CRF fully and complete the marked projects in time. The Committee also desires that issues of payment of unspent component under CRF and enhancement of CRF for State Roads from the existing allocation are addressed during the current fiscal.**

II. Road Transport

87. Road Transport Division of the Ministry of Road Transport and Highways is concerned with the formulation of broad policies relating to regulation of road transport in the country, besides making arrangements for movement of vehicular traffic with the neighbouring countries. Improving the road safety scenario in the country is one of the important and challenging activities of the Road Transport Division. The Ministry frames policies and undertakes activities for improving road safety so as to minimize road accidents. The important schemes formulated and managed by the Road Safety Cell of the Ministry include publicity programmes, road safety awareness programmes through print & electronic media. Setting up of Institute of Driving Training & Research, National Highways

Accident Relief Service Scheme (NHARSS), refresher training to heavy vehicle drivers in unorganized sector etc.

88. The proposed allocation in the Annual Plan 2015-16 is Rs. 803 crore for Road Transport. The Ministry furnished the following information on the expenditure incurred on various schemes under road transport sector during 2014-15 and the allocation made during 2015-16:

(Rs. in Crores)

Name of the Scheme	2014-15		2015-16	
	BE	RE	Expenditure	BE
Road Safety				
Training to drivers	15.00	15.00	14.99	15.00
Publicity & Awareness	42.00	42.00	40.34	42.00
National Highway Accident Relief Service Scheme	25.00	18.01	14.69	25.00
Road Safety & Pollution testing equipment	5.00	5.00	0.15	5.00
National Database network				
National Database	10.00	25.16	25.16	10.00
Data collection, research & development	2.00	2.00	0.00	2.00
Other Schemes				
Setting up of Inspection and Maintenance Centre	30.00	22.33	20.53	30.00
Improving and strengthening of Public transport system	20.00	20.00	12.98	20.00
National Road Safety Board	1.00	0.50	0.00	1.00
Safety of Women on Public Transport	50.00	30.50	1.43	653.00
TOTAL	200.00	180.50	130.27	803.00

89. **The Committee is happy to find that the allocation for major scheme "Nirbhaya Fund" for Safety of Women on Public Transport has been increased from Rs. 50 crores to Rs. 653 crore in 2015-16. But nothing could be done last year which is a serious cause for Committee's concern as the fund mainly had to be spent on procurement of equipment for the State Governments.**

90. **The Committee notes that out of the projected requirement of Rs. 962.50 crore for the road transport sector, an amount of Rs. 150 crore only was allocated for 2015-16. Even the allocation for 2014-15 was reduced at RE stage. The spending pattern of the Ministry on various schemes under road transport shows the lack of importance, the sector is getting from the Ministry. The Committee also notes that the Ministry was able to spend Rs. 130.27 crore only against the RE allocation of Rs. 180.50 crore. The Committee desires that funds under various schemes should be utilized fully in the current fiscal, as the road transport sector plays an important role in providing road safety and other related matters.**

Road Safety

91. There are four aspects of road safety, viz., Engineering, Enforcement, Education and Emergency care which are also known as four Es of Road Safety. The engineering related aspects are being taken care of at the design stage of the NH itself. The Enforcement aspect of the Road Safety is vested with the respective States/Union Territories. The Education aspect of Road Safety is taken care by Ministry of Road Transport & Highways through campaigns in print and electronic media.

92. The following are the details of various activities undertaken by the Ministry under this scheme:—

Publicity and Awareness

93. Publicity campaign is one of the best means of raising awareness and bringing about additional changes about road safety among citizens. These campaigns aim at prevention of road accidents and fatalities. These are being carried out by the Ministry through electronic/print media in the following manner:—

- i) Observance of road safety week throughout the country;
- ii) Media campaign through visual and print media with special emphasis on the road safety;
- iii) Printing and distribution of road safety material in Hindi, English and regional languages across the country in order to raise awareness on road safety;
- iv) Organization of conference/seminar/workshop on road safety;
- v) Organizing meetings of National Road Safety Council, to periodically review the action being taken and share the best practices in the field of road safety;
- vi) Inclusion of a chapter on road safety in the text books of Central Board of Secondary Education syllabus;
- vii) Identification of top 25 black spots in 13 states which account for 90% of road accidents in India; and
- viii) Installation of proper reflectors on bicycles to minimize road accidents.

94. The Committee was informed that 25000 video spots and 40000 radio spots will be telecasted/broadcasted on television and radio channels during the current year. Around 20,000 video spots will also be telecasted/broadcasted in 3000 cinema halls. Road safety messages and road safety material will also be sent to different stakeholders for creating awareness about road safety.

95. **The Committee is at a loss to see the allocation and expenditure pattern in respect of several core activities of the Ministry i.e., strengthening/improving road transport and road safety in a country of continental dimension; just Rs. 200 crores for the entire country and that too is not utilized fully. Further, the component wise allocations under transport sector appear to be just national. In other words, transport and safety on roads in our country it appears is treated as notional and that is why we are one of those countries having highest number of road accidents and deaths etc. Highway accident relief got just Rs. 25 crores and only about Rs. 15 crores could be utilized; Road safety and pollution testing just Rs. 5 crores for entire country but only about Rs. 15 Lakh was spent; Data collection, Research and**

Development- just Rs. 2.00 crores, even that could not be spent at all based on which our policies/programmes for improving road safety are formulated. We do not, therefore, still have an authentic/dependable data on the critical issue of road transport. Our existing data is highly unauthentic which shows 'driver's fault' as the main reason for road accidents in more than 78% cases. The Committee finds it highly unbelievable as it indicates that poor drivers are out to die on the road and not for earning their livelihood. It also raises doubt if this is not an attempt to cover up the real reason as most of these drivers die and therefore, are not available to tell the truth. The Committee, therefore, strongly recommends to strengthen and expand the Road Safety Department with adequate resources and manpower with a view to create a visible impact in this area. The Committee would like to have a White Paper on the condition of road safety in India and steps proposed in this regard.

96. The Committee feels that another major impediment for road safety in the country is the non-enforcement of road safety Rules/regulations. Union Ministry of Road Transport and Highways appears to be helpless because it has no enforcement powers. Multiplicity of agencies under Central Government as well as State Governments is another problem in this regard. The Committee feels that successful implementation of road safety Rules/regulations can be achieved only with a close co-ordination with the State Governments as they are the implementing agencies. Central Motor Vehicle Rules, Carriage by Road Rules remain till today merely on paper without being enforced actually. Pulls and pressures from obvious quarters having vested interest in not enforcing these Rules/regulations and nexus with the enforcement agencies are mainly responsible for this state of affairs. The dynamics behind this is very well known but nothing could be done so far in breaking this deep entrenched nexus.

97. Two important legislations for strengthening road safety *viz.*, amendments to Central Motor Vehicles Act. for enhancement of penalties for violations of road safety rules and a Bill to create National Road Safety and Traffic Management Board, have not been introduced in the Houses of Parliament till date for reasons better known to the Ministry. The Committee feels that in addition to educating school children on road safety, proper displays and notices should be installed on the National Highways where violation of road safety rules have become a common phenomenon. The Committee may be apprised on the delay in the introduction of mandatory fitment of Auto Dipper as required by Rule 106 of Central Motor Vehicles Rules 1989 and Section 110(1)(j). The Committee also feels that installation of dividers on National Highways with proper design and height will play an important role in reducing road accidents in the country.

Refresher Training of Drivers in Un-organized Sector and Human Resource Development.

Refresher Training to Drivers

98. Under this scheme, financial assistance is given to the organizations for imparting two days refresher training course to the Heavy Motor Vehicle drivers in the unorganized sector. Besides, training is also imparted to the officers of the State Governments to keep them abreast with the developments of road transport sector.

99. The Committee was informed that during the 12th Five year Plan, the Ministry has decided to set up 10 more Institutes of Driving Training and Research (IDTR) and 25 Regional Driving Training Centre (RDTC) centers in the country. Priority will be given to those states where no IDTR could be sanctioned during the 10th and 11th Five Year Plan.

100. The Ministry has stated that around 30,000 HMV drivers will be imparted refresher training and 4 new IDTRs/RDTC will be sanctioned during the current fiscal. Funds will be required to complete the construction of IDTR sanctioned during the 11th Five Year Plan. 50 training programmes for transport/traffic department officials are to be conducted during 2015-16.

101. By the end of the 12th Plan period, the IDTRs need to accredit sufficient number of trained instructors who will be authorized and certified by IDTRs and the State Governments to objectively conduct tests on driving skills. All IDTRs would employ only certified and licensed trainers and based on the level of compliance to Rules for setting up driving schools, the driving schools would be graded as A, B, C, D or E.

102. When asked about the status of revised scheme for setting up of Model Driving Training Schools, the Committee was informed that the scheme stands revised. Consequent upon its revision, the project proposals were sought from States Government/UTs. These proposals are being examined. A meeting was also convened under the Chairmanship of Secretary, RT&H. The Ministry has given its "in principle approval" for setting up an IDTR in Chhattisgarh and Regional Driving Training Centre (RDTC) in West Bengal. In case of some of the proposal, Ministry requires more information to consider the proposal. The States have been requested to provide the requisite information.

103. The Committee finds that the revised scheme for setting up of Institute of Driving Training and Research Centre has not really taken off even after the half-way mark of the 12th Plan period has been crossed. There is a dire need for providing refresher training courses for drivers and creating awareness in them about the dangers of over speeding and the importance of lane driving as these are the main causes for accidents on National Highways. The target of imparting refresher training to 30,000 HMV drivers is a smaller one compared to the ever increasing commercial vehicle population. The Committee hopes that this target can be relooked into once all the IDTRs start functioning. The Committee hopes that setting up of new IDTRs will be expedited during the current fiscal in discussion with the concerned State Governments. The Committee also desires that periodic audit and accreditation of RDTCs should be carried out without fail.

National Highways Accident Relief Service Scheme

104. The Scheme entails providing cranes and ambulances to States/UTs/NGOs for relief and rescue measures in the aftermath of accidents by way of evacuating roads accident victims to nearest medical aid centre and for clearing the accident site.

105. When it was asked about the actions taken during 2014-15 to provide cranes and ambulances to toll collecting plazas to meet emergencies, the Committee was informed that during 2014-15, the Ministry has provided 20 small hilly area cranes and 17 ten ton cranes to the States and that the onus of deployment of cranes to National Highways lies with State Government. The Committee was further informed that in terms of Concession Agreements, the Concessionaire provides Ambulances, Route Patrol Vehicles and Tow Away Cranes at an average length of 50 kilometer on NHs entrusted to NHAI.

Cashless Treatment for Road Accident Victim

106. On the issue of extension of cashless treatment of victims of road accidents on National Highways scheme presently available on NH 8 and NH 33 to all other major National Highways, the Committee was informed that in order to give a boost to emergency care of the road accident victims,

the Government has launched pilot projects on Gurgaon - Jaipur section of NH 8, Ahmedabad - Mumbai Stretch of NH - 8 and Ranchi - Rargaon - Mahulia stretch of NH - 33. The objective of the scheme is to provide cashless treatment to road accident victims for 48 hours or Rs. 30,000/- whichever is earlier. Based on the experience gained during its implementation, Ministry will take a view to extend the scheme other parts of the country. As per the Annual Report (2014-15) of the Ministry, upto January, 2014 total number of 1349 accident victims were attended to under the project.

107. The Committee notes that Rs. 14.69 crore was utilized out of Rs. 18.01 crore at RE stage in 2014-15 for purchase of ambulances and cranes. Even the allocation of Rs. 25 crore for National Highway Accident Relief Service Scheme will not be sufficient to meet the need of providing ambulances and cranes to the extended National Highway network of the country. The Committee desires to know the available mechanism to check the provision of ambulances and cranes by concessionaires on tolled National Highways. The Committee hopes that the cashless treatment schemes will be extended to other parts of the country in a phased manner.

Road Safety and Pollution Testing and Control Equipments

Road Safety Equipment

108. The Committee was informed that under this head, assistance is provided to States in the form of road safety equipments, like breath analyzers, multipurpose traffic regulation vehicles, etc. During 2015-16, 200 breath analyzers are proposed to be provided.

109. To a specific query on the number of road safety equipments purchased by the Government during the last year, along with the details of expenditure incurred, the Ministry replied that Ministry of Road Transport and Highways set up a Committee under the Chairmanship of Joint Commissioner of Police (Traffic), Delhi to finalize the specification of the road safety equipment. The specification recommended by the Committee was sent to DGS and D. In January 2015, DGS and D issued the tender for finalizing the supplier but they could not do so. Therefore, no road safety equipment was purchased.

110. The Committee finds that Rs. 0.15 crore only was utilized for purchase of road safety and pollution testing equipment as against the allocation of Rs. 5 crore both at BE and RE levels for 2014-15. The Committee hopes that the Ministry will take up the issue of finalization of supplier for these equipments with DGS and D at the earliest so that funds allocated under this Head is spent fully during 2015-16.

Pollution Testing Equipment

111. The Committee notes that vehicular emission has become one of the major sources of environmental pollution. The Motor Vehicles Act/Rules contain some innovative provisions for checking this menace. The Committee was further informed that the order for pollution testing equipments - 275 smoke meters and 275 gas analyzers have been issued. The equipments will be provided to the States during 2015-16.

112. The Committee feels that the provision of polluting testing equipments play an important role in containing the pollution level. The Committee would like to know the criteria on the basis of which smoke meters and gas analyzers are provided to the States. The Committee may also be apprised on the feedback given by the States on the effective use of these equipments.

National Data Base Network

Computer System and National Database

113. The Committee was informed that with a view to computerizing all the Regional Transport Offices (RTOs) in the country and bringing about uniformity in the Driving License and Vehicle Registration documents issued by the Regional Transport Offices, a project was conceived and has been under implementation since 2001. The objective of the scheme is to introduce information technology in the road transport sector. The back-end computerization envisages incorporation of details of existing driving license, registration certificates and permit details on standard common software at Regional Transport Office level and with essential linkage at state level and later national level. The front-end operation involves issue of smart card based driving licenses and registration certificates of motor vehicles based on common smart card operating system for transport application specifications.

114. On the issue of status of digitization of records of RTOs in the country, the Committee was informed that the Ministry had sanctioned a project for creation of National Register and State Register of Driving Licenses and Registration Certificate of Motor Vehicle at an estimated cost of Rs. 148 crore. National Informatics Center (NIC) was entrusted with the design, development, computerization roll-out and maintenance of the project across all the States and UTs. Two applications - VAHAN and SARATHI were conceptualized to capture the functionalities as mandated by Central Motor Vehicle Act, 1988 as well as State motor vehicle Rules with customization in the core product to suit the requirements of 36 States and UTs.

115. As of now, NIC has achieved almost 100% success in terms of deployment of core Schema/product for Vehicle Registration (VAHAN) and for Driving Licenses (SARATHI) across the country. Subsequently to consolidate the database, State Registry (SR) for all the States and National Register (NR) were established. Almost all the sites in 36 States/UTs except the recently added ones are connected. More than 16 crore Vehicle records and 6 crore License records are available in National Register repository. State Transport departments and enforcement agencies have been provided access to data on National Register to facilitate instant verification of all driving licenses (DLs)/Registration Certificate (RCs) and the digitalized data is also made accessible through Mobile by sending SMS from their registered number.

116. The Committee is happy to note that the Ministry was able to spend the entire allocation of Rs. 25.16 core (RE) during 2014-15 for national database, which reflects its commitment towards computerization of RTOs in the country. The Committee feels that this as a welcome measure to counter the multiple license issue menace in the country. The Committee also hopes that introduction of passive Radio Frequency Identification based toll collection will minimize the long queues on toll plazas in the country. The Committee would also like to have the feedback received from the users of National Highways on the Electronic Toll Collection (ETC) system being implemented by NHAI on fifty-one toll plazas on public funded projects.

Data Collection, Research and Development

117. The Committee was informed that the Transport Research Wing (TRW) of the Ministry of Road Transport and Highways collects, analyses and disseminates data relating to roads, road transport and road safety. TRW renders assistance in terms of data inputs and economic analysis to various wings of the Ministry of Road Transport and Highways for policy planning, implementation and monitoring purposes. No plan or non-plan scheme is being implemented by TRW for the road

sector and road transport sectors. The major publications brought out by RW covering the road and road transport sectors are:

- a) Road accidents in India
- b) Road accident year book
- c) Review of the performance of State Road Transport Undertakings
- d) Basic Road Statistics (BRS) of India

118. The Committee noted that an amount of Rs. 10 crore was allocated under the 'Other Expenditure' in B.E. 2014-15 which was reduced to Rs. 7 crore at R.E. stage. Now the Ministry has been allocated with Rs. 10 crore. When it was asked about the details of projects/schemes for which the Ministry would utilize Plan outlay for the next fiscal and whether the allocated amount will be sufficient enough to carry out the Development and Planning activities in road sector, it was informed by the Ministry that allocation has been reduced mainly on account of non-sanction of schemes under R and D. A provision of Rs. 10 crore has been made anticipating new schemes which are in the pipeline for sanction during the current year involving financial outlay during the next fiscal. The main thrust of Research and Development (R and D) in the road sector is to build a sustainable road infrastructure comparable to the best in the world. The various components of this strategy are: (i) improvement in road design, (ii) modernization of construction techniques, (iii) introduction of improved material conforming to latest trends, (iv) evolving better and appropriate specifications encouraging development and use of new technologies etc. The research schemes of the Ministry are generally 'applied' in nature, which, once completed, are adopted by user agencies in their work in the field. The areas covered are roads, road transport, bridges, traffic and transportation engineering etc. Under this head, provision towards training and publicity are also made. Taking note of the liabilities expected to be created, the allocation for the next year appears to be generally in order.

119. The Committee noted that Rs 2 crore allocated under this head for 2014-15 at BE and RE levels remained unused. When it was asked about the non-utilization of the allocated fund, the Secretary briefed the Committee on the various issues related to research field in the road sector. The country is not able to move forward in implementing latest technologies in the construction of road as in the western countries. The concessionaires of projects have been given clearance to bring any accepted technology in the road sector. He further added that to address the issue of acceptance of the imported technology by the concessionaire, a Clearing House/Committee has been formed with senior technical staff from DG concerned, where all such issues of dispute between concessionaires and authority engineers or independent engineer, as regards design or technology, will be brought before this Committee. The Committee will take a decision within one month to bring in better design or technology for road projects.

120. The Secretary further informed the Committee that since a huge amount of literature and technology is available globally, there is no need to do too much research in this sector at public cost.

121. The Committee finds that uniform design and technology for National Highways is not possible in the country due to its topography and varying climatic conditions. The Committee would like to know whether any study has been conducted to assess the cost-benefit analysis of concrete and bitumen roads. The Committee also feels that time has come to introduce international technologies in the Indian road construction sector.

Setting up of Inspection and Certification Centers

122. Under Section 59 of the Motor Vehicles Act, 1988, Central Government has powers to fix the age of motor vehicles of different categories. However, this Section has not been invoked so far. The 'age' of certain categories of vehicles for the purpose of tourist permit and national permit only has been fixed, under rules 82 and 88 of Central Motor Vehicle Rules, 1989. The Ministry's stand has been that a well maintained older vehicle can be less polluting than an ill maintained newer vehicle. A vehicle can play on the road as long as it meets the requirements of the Motor Vehicles Act, 1988 and Central Motor Vehicles Rules, 1989 with regard to safety, emission and fitness norms. The Ministry, in its outcome Budget, has stated that fixation of age of vehicle would also be not advisable, keeping in view the socio-economic condition of the country.

123. An outlay of Rs. 30 crore has been provided for setting up of Inspection and Certification Centers during 2015-16.

124. When it was asked about the details of Inspection and Certification Centers set up in the country for the enforcement of strict inspection and maintenance of motor vehicles during 2014-15, the Committee was informed that the safety and emissions requirements of in-use vehicles can be achieved if the vehicles go through a fitness test after regular intervals. Therefore, it was decided to put in place a suitably designed Inspection and Maintenance System for vehicles.

125. MoRTH sanctioned 10 model automated I and C Center one each in the States of Andhra Pradesh, Karnataka, Gujarat, Maharashtra, Rajasthan, Himachal Pradesh, Haryana, Madhya Pradesh, U.P and Delhi on a pilot basis. Under the scheme, the land is made available by the concerned States. The total cost for setting up one such centre is around Rs. 1440 lakh.

126. The equipment for Nasik (Maharashtra) and Chhindwara (Madhya Pradesh) has reached the Center. In fact, the process of installation of equipment at Nasik Center is in progress. It is expected that the Nasik Center will be operational by 1st of 2nd week of April 2015. Similarly it is expected that Chhindwara Center will be operational by last week of April 2015. The pre-dispatch inspection before supplying the equipment for Delhi, Rohtak (Haryana), Railmagra (Rajasthan) and Neilmangla (Karnataka) has also been conducted and it is expected that equipment at these centers will reach by April-May 2015. These four centers may be operational by June - July 2015.

127. For 12th Plan, the Ministry has set up a target to sanction 10 centers. During 2014-15, two I and C centers *i.e.*, one each for Odisha and West Bengal has been sanctioned.

128. The Committee finds that the number of proposed Inspection and Maintenance Centers are inadequate compared to ever increasing vehicular population in the country. One center in a State cannot cater to the requirement of used vehicle population. As such, the Committee feels that active involvement of State Governments in this project will ease the pressure on the Union Government. The Committee hopes that the Ministry will chalk out plans to open more number of such centers in the country evolving a co-ordinated mechanism with the State Governments.

Strengthening Public Transport System

129. Decline of public transport has been one of the failures of our transport planning over the years. As per the Outcome Budget of the Ministry, the percentage of buses in the total fleet of vehicles has come down from more than 11% in 1951 to 1.05% in 2012 while the number registered motor vehicles has been growing at 10.5% per annum during the period 2002 to 2012 . This leads to increase in the personalized transport which in turn has a number of adverse consequences such

as congestion, pollution, and accidents apart from being inequalitarian as the poor gets excluded from transport services. This needs to be reversed. In the 11th Five Year Plan, the provisions have been made at the Central level to extend financial assistance to help the States to strengthen their public transport system including application of Information Technology like automatic fare collection system based on Global Positioning System. However, such financial assistance shall be restricted to those States who undertake to take measures for reforms in the public transport system. The scheme was made effective from 15.3.2010.

130. On the steps taken to strengthen the Public Transport System in the country during 2014 and the response of State Governments to the proposal of strengthening of public transport system, the Ministry informed the Committee that the Ministry of Road Transport and Highways has developed a scheme to provide financial assistance to the States/UTs under the Scheme namely 'Central Assistance to States / UTs for Strengthening Public Transport System' from the financial year 2010-11 through implementation of IT related projects. The scheme has been made effective from 15.3.2010.

131. Under the above Scheme, one time Central assistance to the extent of 50% the project cost for Information Technology (IT) related projects such as introduction of GPS / GPRS / GSM based vehicle tracking system, computerized reservation system, electronic ticket vending machines etc. is being provided to States / State Road Transport Undertakings (SRTUs).

132. Response of the State Governments has been more than satisfactory. 22 States have benefited from this scheme till date *i.e.*, 12.03.2015.

133. The Committee finds that the Ministry was able to spend 65% of the allocated funds during 2014-15. The Committee feels that by strengthening the public transport system in the country, traffic congestion and pollution can be minimized to some extent. The Committee hopes that the Ministry will persuade the State Governments to utilize this scheme to a great extent to give a face-lift to their public transport systems. The Committee also hopes that the funds allocated for the current fiscal will be utilized better than the previous year.

Development of Bus Terminals and Multi-Modal Transport Terminal on BOT basis

134. The Committee was informed that a new scheme for development of bus terminal on BOT basis is being started under this Head. The proposed scheme aims to provide a framework for scaling up the development of bus terminals on BOT basis in States/UTs in 70 cities, 9 cities with population of more than 4 million population, 44 cities with population between 1 million to 4 million and 17 capital cities with population of less than 1 million during the 12th Five Year Plan period. The approximate cost of the scheme is Rs. 375 crore, Rs. 281 crore of the total cost of the project *i.e.*, 75 % will be shared by the Ministry of Road Transport and Highways and concerned State Governments/UTs and balance amount of 25% will be paid by successful bidder. Out of 75 % of the total cost of the project *i.e.*, Rs. 281 crore, Ministry of Road Transport and Highways will fund 80% *i.e.*, Rs. 235 crore and balance amount will be funded by concerned State Government/UTs. The share of the Ministry and the States/SRTUs/UTs in the scheme would be 80% and 20% and in North-east areas/hilly areas is 90% and 10% respectively.

135. The Committee was further informed that the entire cost of the scheme will be recouped from successful bidders and will go towards the replenishment of the funds spent by the Ministry and the concerned State Governments/UTs. During 2015-16, the Ministry aims to implement this scheme in 33 cities by appointing project development consultants in these cities to assist the State Transport Department/SRTUs in undertaking of bus terminals on PPP basis. The consultant will also be appointed to develop the standard project reference documents for this scheme.

136. **The Committee feels that the new scheme will help the State Governments/SRTUs to develop the bus terminals which otherwise look neglected and unkempt. The Committee would like to have the details of cities where the scheme will be implemented during the current fiscal. The Committee also hopes that the Ministry will expand the scheme to other cities in a phased manner depending upon the response to its one more PPP based scheme.**

Operationalization of scheme under 'Nirbhaya Fund'

137. The Committee was informed that funds for implementation of the scheme are being provided by Ministry of Finance from 'Nribhaya Fund- Scheme for safety of women in Public Road Transport in the country' was approved by Cabinet Committee on Economic Affairs on 2nd January, 2014. This scheme envisages setting up a National Level Vehicle Security and Tracking System and City Command and Control Centre with installation of GPS/CCTV/panic buttons in public road transport in the country. Ministry of Road Transport and Highways has engaged Delhi Integrated Multi-Modal Transit Systems Limited (DIMTS) for providing Project Management Consultancy for smooth implementation of the project. Presently, the scheme is in the Project Preparation Phase under which the following activities have been undertaken:-

- Concept Report has been finalized in Project Steering Committee (PSC) meeting held on 9th September, 2014.
- Final Technology Analysis Report has been finalized on 22nd December, 2014.
- Detailed Specification document for GPS and draft detailed specifications document is being examined.
- Draft State Support Agreement, Central Motor Vehicle Amendment Rules and Request for Pre-Qualification are being prepared by DIMTS.
- Concept Reports and Technology Analysis Report have also been uploaded on Ministry of Road Transport and Highways website.
- Ministry of Road Transport and Highways has not started consultation with the beneficiary States/UTs in a phased manner for informing them the details of the Scheme and action required on their part for timely implementation of the scheme.

138. The Committee was further informed that the scheme will be implemented in 32 cities of the country with a population of 1 million or more in the first phase.

139. **The Committee hopes that with the allocation of Rs.653 crore, the scheme will be implemented in the selected cities as per the time frame fixed. The Committee hopes that the successful implementation of this scheme will enhance the safety of passengers, especially women using the public transport system.**

Audit Observation

140. The Committee noted that para 7.2 of CAG Report No. 36 of 2014, inter-alia, states that NHAI is managing its staff strength mostly with officials on deputation from other Government Departments and by appointing consultants. Department of Personnel & Training (DoPT), Ministry of Personnel, Public Grievances & Pensions, Government of India directed the Ministry of Road Transport and Highways, in November 2009, to ensure within two years that the structure of NHAI be reformed to provide for its own independent cadre through direct recruitment and absorption of deputationists. However, as at the end of 31st March 2013, the ratio of persons on deputation to regular employees was 83:17.

141. **The Committee finds that NHAI, the premier agency of Government in construction of National Highways is functioning without proper human resources support, despite Department of Personnel and Training (DoPT)'s directions way back in 2009. The Committee finds this as a lapse on the part of the National Highways Authority of India and the Ministry of Road Transport and Highways. The Committee, therefore, recommends the Ministry to look into the issues for creation of own independent cadre for National Highways Authority of India and the action taken in this regard may be intimated to the Committee.**

Pending issues taken up with other Ministries

142. When the Committee asked about the pending issues taken up with other Ministries which are affecting the pace of development of national highways projects, the Ministry replied that there were number of issue affecting pace of implementation of highway projects and that the matter has been taken up with the concerned Ministries and quite a number of issues got resolved. Details of the issues got resolved have been covered in the Outcome Budget 2015-16. However, issues brought out below are still pending;

MINISTRY OF FINANCE

Relaxation of Scheme-wise restriction of 33% of total expenditure for the last quarter and 15% in the last month for the year 2014-15

143. Ministry of Finance every year reiterates its instructions of the need for adhering to the 33% ceiling on expenditure for the last quarter and the 15% ceiling for the last month of the financial year. Since the effective working season for road sector commences from October onwards till the end of the financial year, both for new construction & maintenance and hence the bulk of the budget allocated to the Ministry of Road Transport and Highways is spent in these months. The payment to contractor engaged in the activities of road development and maintenance is made on completion of the project/work or at different stages of the work as per the agreement. Besides, for a portion of payment to the State we follow system of adjustment which takes time in reflecting the expenditure. In view of these circumstances Ministry of Finance has been requested to relax the above limit in respect of this Ministry.

Non-payment of unspent balance of CRF

144. The Central Road Fund is created by the CRF Act 2000 and the Act provides that proceeds of cess levied on petrol and Diesel shall be first credited to the consolidated fund of India. The Parliament by appropriation credit such proceeds to the fund from time to time, after deducting the expenses of collection, for being utilized exclusively for the purpose of this Act. Fund is non-lapsable and unutilized portion remains as unspent which can be used in the subsequent years for the same purpose. Large amount of money unspent has been accumulated.

145. Ministry of Finance has instructed Controller General of Accounts for writing back the sums from specific Funds in Public Accounts to consolidated fund as non-tax receipts as assumed in BE 2014-15. Accordingly CGA has written to CCAs/CAs concerned for carrying out the transaction immediately. The principal Chief Controller of Accounts, MoRTH has transferred an amount of Rs. 4479.33 the unspent balance of CRF to CFI.

146. The matter has been taken up with the Ministry of Finance for reimbursing the amount.

No enhancement in amount of CRF for development of State road in the budget 2015-16 on increase in Cess w.e.f.2nd January,2015

147. Ministry of Finance vide notification no. 1/2015/Central Excise dated 1/1/2015 has increased the basic excise duty on petrol and diesel by Rs. 2 per litre and informed that additional revenue gain on this account will be transferred to Central Road Fund. Central Road Fund earmarked to this Ministry is utilized for the purpose of development of NHs as well as State Roads. Though there has been increase in the allocation for the development of NH during the year 2015-16, but there is no increase in the provisions made towards development of State road.

148. The matter has been taken up with the Ministry of Finance requesting to inform the mechanism for transfer of funds as well as the reasons for non enhancement in CRF for development of State roads.

MINISTRY OF ENVIRONMENT AND FOREST

Problems with respect to compliance of Forest Rights Act, 2006

149. It was informed that *vide* circular dated 28.10.2014, MoEF and CC facilitated linear projects by dispensing with the requirement of submission of copies of resolutions of Gram Sabhas (and other committees) where diversion of forest land is involved from plantations notified as forest, provided such land is located in villages having no recorded population of Scheduled Tribes, as per the census 2001 and 2011. On face of it, this dispensation appears fine. However, MoEF and CC mandated a certificate in the prescribed format to be issued by the Collector along with submission of records of meetings of Gram Sabhas and other Committees. In many cases certificate by the collector, that there are no tribals in the area and hence there is no question of any rights getting affected, has not been accepted by MoEF and CC, and they insist on submission of certificate in exactly in their format. This defeats the purpose of exemption.

MINISTRY OF DEFENCE

Transfer of Defence land to NHAI

150. In some of the projects NHAI requires transfer of Defence land for the purpose of widening. Ministry of Defence is insisting for land in lieu of the transferred land. This has caused major delays in the projects in the past. NHAI has taken up the issue with the Ministry of Defence to frame a policy on dispensing with this policy of land for land with payment of compensation in lieu of the transferred land. Ministry of Defence may be requested to consider the proposal of NHAI.

151. The Committee hopes that the above issues will be settled adequately by having regular interactions with all the stakeholders concerned. The Committee hopes that these issues will not become a major road block in completing the National Highways projects which normally involve huge cost. The Committee calls upon the concerned Ministries to consider respective issues seriously to implement, for faster and efficient development of our National Highways.

General Observations

152. The Committee after examining the demands of the Ministry of Road Transport and Highways, finds that the Ministry is able to get more allocation than it demanded. The Committee feels that the Ministry should do its homework to identify the projects under various heads before going for Budget Estimates. During the last year, Rs. 200 crores was estimated for Road Transport sector but was reduced to Rs. 180.50 crores at RE level. Such

drastic cut in funds will not benefit the Ministry in the long run for carrying out major programmes under research and development, road safety and other related issues concerning road transport. The Ministry should also improve in spending the allocated funds for road transport sector during the current fiscal.

153. The Committee hopes that an effective co-ordination mechanism at the Central level with the Ministries of Finance, Environment and Forest and Defence will help the Ministry to address the grey areas in construction and development of National Highways in the country in timely manner and also to ensure hassle free clearances for road projects and achievement of targets within the prescribed time. The Committee feels that the Ministry will impress the State Governments to give necessary clearances for the road projects in time so that projects are completed without cost overrun.

154. The Committee also notes that the Ministry of Road Transport and Highways is presently functioning with 225 employees against the sanctioned strength of 315 employees in technical side. As far as Non-Technical side is concerned, their strength is 519 against the sanctioned strength of 682 employees. The Committee hopes that the Ministry will take necessary action to fill the vacancies during the current fiscal. The Committee may also be apprised on the action taken in this regard.

155. The Committee also feels that the Ministry should give adequate importance to road safety as well as development of National Highways. The Committee finds that the Indian roads are deficient in providing way side amenities to users. The Committee feels that the Ministry should give ample consideration to this aspect by providing underpasses, subways, parking facilities, cafeterias and trauma care centers along National Highways and strategically important roads. The Committee hopes that the Ministry would utilize the allocated funds diligently.

156. The Committee in its 198th Report on the 'Management of Road Transport in National Capital Region: Issues and Challenges' had recommended to create an unified machinery for tackling the problems related to Road Safety in which there is multiplicity of authorities involved. In the National Capital Region itself, the Committee found that more than 27 authorities/agencies are involved in managing Road Transport and its related activities; with no proper and regular co-ordination and consultations between them. As a result, less said is better about problem relating to transport/road safety in the NCR. The Committee, therefore, reiterates to create an authority to fill the gap so that road safety related problems can be tackled in a well coordinated/integrated manner.

157. The Committee after having examined the working and performance of the Ministry of Road Transport and Highways for several years, has observed that while Highway construction has become its main thrust area, its attention to Road Transport and Safety remains woefully inadequate. The Committee understands the practical constraints in this regard and emphasizes the need for keeping all kinds of extraneous forces/lobbies at bay in implementing and enforcing transport and road safety laws in the Country.

OBSERVATIONS/CONCLUSIONS RECOMMENDATIONS OF THE COMMITTEE —
AT A GLANCE

Annual Plan 2014-15

The Committee finds that the allocations for the Ministry were reduced at RE stage for its programmes and projects as in the past. But while the Ministry was able to spend 96.82% allocations during the year 2014-15, it could spend only 91.25% during 2013-14. The Committee feels that the reduction of allocation of funds for this important infrastructure sector at RE stage should be avoided particularly when the expenditure percentage has been very good. The Committee strongly recommends that the Ministry should take up this issue with the Ministry of Finance. (Para 5)

The reasons submitted by the Ministry for under-utilization of funds under some schemes /programmes are of routine nature. The Committee feels that proper planning, timely monitoring and taking preventing steps anticipating the routine bottlenecks would ensure timely completion of schemes/projects and programmes. The Committee desires that shortcomings with regard to implementation of projects may be identified in consultation with the stakeholders involved in road projects so that such things are not repeated in future. The Committee hopes that the spending pattern of the Ministry will see an improvement in the coming years. (Para 8)

The Committee finds that the Ministry was not able to utilize Rs.22.20 crore provided from the Central Road Fund for State roads in Delhi for the year 2014-15. Though this fund is non-lapsable, the reasons submitted by the Ministry for non-utilization due to less number of proposals received from the Delhi Government are not impressive. The Committee hopes that the Ministry should impress upon the State Governments in such cases to send their proposals in time so that the allocated funds could be spent fully. (Para 9)

The Committee appreciates the Ministry's concern in this regard. However, the Committee notes that the Ministry did not actively pursue the matter with the Ministry of Finance as could be understood from the reply furnished by the Ministry to the recommendations made by the Committee in its 193rd Report in this regard. The Committee recommends that the Ministry should pursue the issue of removal of ceiling of expenditure for the last quarter with the Ministry of Finance vigorously. The Committee urges upon the Ministry of Finance to consider the removal on ceiling of expenditure for road projects during the last quarter. It will help the Ministry of Road Transport and Highways to spend the allocation fully and also to complete the projects in time without cost overrun. (Para 11)

Annual Plan 2015-16

The Committee is pleasantly surprised to find that the Ministry was able to get Rs. 82,697.15 crore (including IEBR) as against its projected demand of Rs. 54,692.49 crore (including IEBR) for the year 2015-16. The Committee also finds that the GBS component for the Ministry has seen an increase from Rs. 26,288.00 crore in 2014-15 (BE) to Rs. 40,655.65 crore (BE) in 2015-16 which is a good 54.65% increase. But this increase, the Committee notes is more apparent than real because the IEBR component has been calculated by the Ministry of Finance to be Rs 42,694.50 crore against this Ministry's projection of Rs 20,980 crore. In other words, the financial burden on the NHAI would tend to increase. The Committee wishes all the best to NHAI and hopes that it would be able to mobilize IEBR amount as expected. (Para 18)

However, the Committee finds that as against the projected demand of Rs. 6,004.00 crores, the Ministry was able to get Rs. 4,211.56 crore only for NH(O) which is a cause of concern. The Committee feels that this reduction may result in diversion of funds from NHAI meant for development of National Highways under NHDP to undertake projects under NH(O). The Committee desires that additional funds be allocated to the Ministry for projects under NH (O) at RE stage to avoid diversion of cash flow from NHAI. (Para 19)

The Committee finds that although there has been an increase in allocation of funds for Road Transport Sector from Rs.200 crore in 2014-15 (BE) to Rs.803.00 crore for 2015-16, major chunk of this allocation has been made for 'Safety for women and girl child on public transport' (Rs.653.00 crores). This would mean that Rs.150 crore only is left for the Road Transport Sector. The Committee is constrained to observe that the transport sector has not received the required attention during all these years. The Committee feels concern about Nirbhaya Fund being non-starter till date. It hopes that operationalisation of scheme under 'Nirbhaya Fund' for security for women and girl child in public road transport in the country would be done in a time-bound manner and the funds allocated under this head will be spent judiciously. (Para 20)

National Highways Authority of India

The Committee takes note of the allocation made for NHAI. (Para 23)

The Committee hopes that the performance of the Ministry in achieving the fixed targets under various categories will continue in the current fiscal also as in the last year. (Para 31)

The Committee observes that though there is a better performance in achieving the target of award of works during 2014-15 as compared to 2013-14, the performance in completion of projects has not seen any remarkable improvement. The Committee hopes that the Ministry will strive hard to achieve the targets under NHDP during the current fiscal. (Para 43)

The Committee after scrutinizing the information provided by the Ministry, expresses its deep concern over the functioning of NHAI and the unsatisfactory progress of development of National Highways in the country. NHAI was able to spend Rs. 6,208 crore only out of Rs. 23691.8 crore allocated during 2014-15 at RE stage. The Committee is dismayed to note that when the private players are withdrawing from National Highways projects due to non-availability of equity and loan to carry forward the projects, NHAI was able to spend just 26% of the allocated fund. The Committee feels that with this spending trend, NHAI would not be in a position to achieve its targets in the coming years. (Para 47)

The Committee finds that the performance of development of National Highways under NHDP has not seen any remarkable improvement during the last year. Projects under NHDP III to VII are progressing at a snail pace and there are no takers for projects under NHDP VI. The Committee feels that the Ministry should address the bottlenecks causing the delay at various stages of NHDP which was once considered as an ambitious project for providing road connectivity even to the remote places of the country. (Para 48)

The Committee finds that due to difficulties faced in the award and implementation of project stretches, the Government had to resort to Engineering, Procurement and Construction (EPC) mode also for the construction of National Highways apart from Public Private Partnership (PPP) mode. The Committee notes that out of 7980 Km length of National

Highways awarded during the last year, 700 km had gone on PPP mode and the rest were Government-funded EPC projects. The Committee hopes that NHAI will complete all the ongoing projects within the scheduled time for better National Highways connectivity across the length and breadth of the country. The Ministry is requested to submit the White Paper prepared on the performance of PPP in road projects for Committee's consideration.

(Para 49)

The Committee was informed about the delay in completion of developmental works on NH 1 and the development of NH 73, NH 73 A and NH 65. The issue of development of NH 12 and NH76 was also brought before the Committee. Poor condition of NH 29-Varanasi-Ghazipur-Gorakhpur, NH24B-Rae Bareilly-Allahabad, NH232-Tanda-Lalganj-Fatehpur-Banda, NH 91-Aligarh-Kanpur, NH 87-Rampur-Rudrapur, NH 24- Bareilly-Sitapur was raised during the meeting. The Committee would also like to know the reasons for the inordinate delay in developing Kanpur-Lucknow National Highway. Non-completion of the small stretch between Phulbari and Salsalabari in Siliguri was also brought to the notice of the Committee. Fourlaning of NH-17 and NH-47 passing through Kerala was also raised during the deliberations of the Committee. The Committee was also informed about the delay in the development of NH 65 in Churu in Rajasthan and in the commencement of development works in NH 709.

(Para 50)

The Committee would like to have the opinion of the Ministry on providing connectivity between 'Kalpeni Island', a tourist island and 'Cheriyam Island', an uninhabited island in Lakshadweep which will bring the latter also on the tourism map of the country.(Para 51)

Another important issue brought before the Committee was the poor design and planning of National Highways. It was informed that many habitations in the country have been divided by the National Highways and in the absence of underpasses and subways, people residing on one side of the National Highway are not able to move to the other side freely. Such bad planning results in high number of accidents in such places. Some Members of the Committee raised the issue of 'blind spots' and lack of proper designing of the National Highways. The Committee recommends that all the black spots be identified and road designing be given due importance in construction of National Highways in future.(Para 52)

The Committee also notes that during rainy seasons, underpasses and subways constructed on National Highways are flooded with rain water resulting in disturbance of traffic movement in the absence of proper drainage system. The Committee is of the view that while designing a national highway, drainage system on national highways should not be ignored in the name of cost cutting. The Committee recommends that the Ministry as well as NHAI, should ensure that in all the projects for development of national highways, provision of drainage system should be made part of the concessionaire agreement.

(Para 53)

When the issue of traffic congestion at Toll plazas was raised, the Secretary informed the Committee that with the implementation of Electronic Toll Collection System in the country, toll collection at toll plazas will be streamlined and the traffic will be regulated. The Committee strongly feels that persons who are manning the toll gates throughout the country should be imparted training on how to behave, and general etiquette and civic sense, to deal with the public, as clashes between toll operators and users on petty issues has been rising.

(Para 54)

The issue of non-availability of wayside amenities and carriageways for light vehicles was also brought to the attention of the Committee. Non-availability of neon signs on the National Highways is another cause of concern. Absence of proper directions and signage on the national highways do not help the user of NHs to reach his destination in time. The Committee hopes that an exclusive lane will be earmarked on the tolled national highways for Passive Radio Frequency Identification card users. Also, there should be a separate lane for emergency operations on the national highways in the country. If it is not possible do so on the existing national highways, necessary provision may be incorporated in the Concessionaire Agreement for future projects. The Committee feels that adequate number of Nitrogen Filling Stations may be provided on national highways for those who prefer Nitrogen gas filling rather than the regular air for their vehicles. (Para 55)

The Committee desires that NHAI would look into these issues seriously and make the travel on National Highways a comfortable one and that the apprehensions expressed by the Members on the achievement of targets during the current fiscal will be duly taken care of by proper planning and execution of road projects. (Para 56)

National Highways (Original) Works: NH (O)

The Committee finds that Rs.4,211.56 crore has been allocated for 2015-16 as against Rs.4,881.59 crore for 2014-15(RE) showing a 13.73% decline in the allocation for NH(O) projects. The shortfall in allocation for completing the projects under this scheme are normally filled by the funds diverted from cash flow of NHAI. The Committee finds that this trend is being repeated for the last three years and that the Ministry of Finance is not allocating additional funds at RE stage, citing one reason or the other. The Committee also finds that the achievement of targets under Improvement of riding quality and construction of Bridges/ROBs/RUBs are not encouraging. The Committee recommends that the Ministry should take up the issue of additional allocation of funds at RE stage at least to the level of projected demand (Rs. 6,004.00 crore) so that funds meant for NHDP are not diverted during the current financial year. The Committee also hopes that constructive steps would be taken to achieve the targets fixed for 2015-16. (Para 61)

Special Programme for Development of Roads in the Left Wing Extremism (LWE) affected areas

The Committee finds that though there is no dearth of funds for this programme, achievement of targets fixed for development of roads in LWE areas is a major issue. Out of the target of awarding of works for 500 kms, only 82 kms were awarded during the last year; 611 km were completed as against the target of 1000 kms in 2014-15. The Committee hopes that the targets for the current year will be achieved with the active involvement of all the stakeholders especially the security agencies, who provide security for implementing road projects in this region. (Para 65)

Maintenance and Repair of National Highways

The Committee feels that currently the proper maintenance and repair of our National Highways needs lot to be desired; it is very poor. The Committee finds that out of the requirement of Rs. 4,000 crore for maintenance and repair of National Highways during 2014-15, the Ministry was able to get Rs. 2099 crore at BE stage. It was however, marginally increased to Rs. 2599.47 crore at RE stage. The amount is far lesser than what actually is needed for this purpose. The Committee feels that the Ministry should revisit its norms for

allocation of funds for maintenance and repair of National Highways as heavy amount of investment is required for this sector. The Committee also feels that the funds allocated for this purpose should go up with the increasing number of vehicles using the National Highways network in the country. The Committee, therefore, recommends that allocation of additional funds for maintenance and repair of National Highways at RE stage should be ensured, as timely repair prevents further damage to the National Highways. (Para 70)

The Committee also recommends that an effective monitoring mechanism for repair and maintenance may also be put in place. Wherever there are poor quality repair, maintenance and construction, the contractors and the engineers who certified the quality may be suitably punished. Poor quality roads can be constructed only with the nexus of engineers and contractors. (Para 71)

SARDP-NE

The Committee finds that achievement of targets fixed under the SARDP-NE are not encouraging though implementation of projects had to overcome many constraints in the NE Region. The Committee feels that as preparatory work in term of land acquisition has picked up in the NE Region for the road projects, Ministry should ask for more funds at RE stage so that sanctioned projects under Phase-A and entire Arunachal Package are completed by March, 2017 and March, 2018 respectively, as scheduled. The Committee hopes that development of National Highways in NE Region would be given special attention as National Highways play an important role in the promotion of trade and tourism in the NE Region. (Para 79)

Roads of Inter-State Connectivity and Economic Importance

The Committee is disappointed to note that only 1/4th of the allocated funds were spent during the last year for this scheme. The Committee desires that the Ministry should impress upon the States to utilize the allocation and complete the projects in time. The States may also be requested to submit the Utilization Certificates in time so that the further release of funds earmarked for the projects are not stalled. The Committee hopes that Direct Payment Procedure to be followed during the current fiscal will result in increase in expenditure of projects under this scheme. (Para 84)

Central Road Fund:

The Committee finds that though allocation of funds under CRF to States has seen an increase over the years, the spending of allocated funds by State Governments needs to be stepped up. The issue of diversion of cess meant for development of National Highways under NHDP to NH(O) projects was also raised during the meeting. The Committee hopes that the Ministry will take up the issue with the Ministry of Finance to stop the diversion of cess earmarked for National Highways under NHDP to works under NH (O). The Committee hopes that the Ministry will co-ordinate with the State Governments to utilize the funds allocated from CRF fully and complete the marked projects in time. The Committee also desires that issues of payment of unspent component under CRF and enhancement of CRF for State Roads from the existing allocation are addressed during the current fiscal. (Para 86)

II. Road Transport

The Committee is happy to find that the allocation for major scheme "Nirbhaya Fund" for Safety of Women on Public Transport has been increased from Rs. 50 crores to Rs. 653

crore in 2015-16. But nothing could be done last year which is a serious cause for Committee's concerns as the fund mainly had to be spent on procurement of equipment for the State Governments. (Para 89)

The Committee notes that out of the projected requirement of Rs. 962.50 crore for the road transport sector, an amount of Rs. 150 crore only was allocated for 2015-16. Even the allocation for 2014-15 was reduced at RE stage. The spending pattern of the Ministry on various schemes under road transport shows the lack of importance, the sector is getting from the Ministry. The Committee also notes that the Ministry was able to spend Rs. 130.27 crore only against the RE allocation of Rs. 180.50 crore. The Committee desires that funds under various schemes should be utilized fully in the current fiscal, as the road transport sector plays an important role in providing road safety and other related matters. (Para 90)

Road Safety

The Committee is at a loss to see the allocation and expenditure pattern in respect of several core activities of the Ministry *i.e.*, strengthening/improving road transport and road safety in a country of continental dimension; just Rs. 200 crores for the entire country and that too is not utilized fully. Further, the component wise allocations under transport sector appear to be just notional. In other words, transport and safety on roads in our country it appears is treated as notional and that is why we are one of those countries having highest number of road accidents and deaths etc. Highway accident relief got just Rs. 25 crores and only about Rs. 15 crores could be utilized; Road safety and pollution testing just Rs. 5 crores for entire country but only about Rs. 15 Lakh was spent; Data collection, Research and Development- just Rs. 2.00 crores, even that could not be spent at all based on which our policies/programmes for improving road safety are formulated. We do not, therefore, still have an authentic/dependable data on the critical issue of road transport. Our existing data is highly unauthentic which shows 'driver's fault' as the main reason for road accidents in more than 77% cases. The Committee finds it highly unbelievable as it indicates that poor drivers are out to die on the road and not for earning their livelihood. It also raises doubt if this is not an attempt to cover up the real reason as most of these driver die and therefore, are not available to tell the truth. The Committee, therefore, strongly recommends to strengthen and expand the Road Safety Department with adequate resources and manpower with a view to create a visible impact in this area. The Committee would like to have a White Paper on the condition of road safety in India and steps proposed in this regard. (Para 95)

The Committee feels that another major impediment for road safety in the country is the non-enforcement of road safety Rules/regulations. Union Ministry of Road Transport and Highways appears to be helpless because it has no enforcement powers. Multiplicity of agencies under Central Government as well as State Governments is another problem in this regard. The Committee feels that successful implementation of road safety Rules/regulations can be achieved only with a close co-ordination with the State Governments as they are the implementing agencies. Central Motor Vehicle Rules, Carriage by Road Rules remain till today merely on paper without being enforced actually. Pulls and pressures from obvious quarters having vested interest in not enforcing these Rules/regulations and nexus with the enforcement agencies are mainly responsible for this state of affairs. The dynamics behind this is very well known but nothing could be done so far in breaking this deep entrenched nexus. (Para 96)

Two important legislations for strengthening road safety viz., amendments to Central Motor Vehicles Act for enhancement of penalties for violations of road safety rules and a Bill to create National Road Safety and Traffic Management Board, have not been introduced in the Houses of Parliament till date for reasons better known to the Ministry. The Committee feels that in addition to educating school children on road safety, proper displays and notices should be installed on the National Highways where violation of road safety rules have become a common phenomenon. The Committee may be apprised on the delay in the introduction of mandatory fitment of Auto Dipper as required by Rule 106 of Central Motor Vehicles Rules 1989 and Section 110(1)(j). The Committee also feels that installation of dividers on National Highways with proper design and height will play an important role in reducing road accidents in the country. (Para 97)

Refresher Training of Drivers in Un-organized Sector and Human Resource Development

Refresher Training to Drivers

The Committee finds that the revised scheme for setting up of Institute of Driving Training and Research Centre has not really taken off even after the half-way mark of the 12th Plan period has been crossed. There is a dire need for providing refresher training courses for drivers and creating awareness in them about the dangers of over speeding and the importance of lane driving as these are the main causes for accidents on National Highways. The target of imparting refresher training to 30,000 HMV drivers is a smaller one compared to the ever increasing commercial vehicle population. The Committee hopes that this target can be relooked into once all the IDTRs start functioning. The Committee hopes that setting up of new IDTRs will be expedited during the current fiscal in discussion with the concerned State Governments. The Committee also desires that periodic audit and accreditation of RDTCs should be carried out without fail. (Para 103)

National Highways Accident Relief Service Scheme

The Committee notes that Rs. 14.69 crore was utilized out of Rs. 18.01 crore at RE stage in 2014-15 for purchase of ambulances and cranes. Even the allocation of Rs. 25 crore for National Highway Accident Relief Service Scheme will not be sufficient to meet the need of providing ambulances and cranes to the extended National Highway network of the country. The Committee desires to know the available mechanism to check the provision of ambulances and cranes by concessionaires on tolled National Highways. The Committee hopes that the cashless treatment schemes will be extended to other parts of the country in a phased manner. (Para 107)

Road Safety and Pollution Testing and Control Equipments Road Safety Equipment

The Committee finds that Rs. 0.15 crore only was utilized for purchase of road safety and pollution testing equipment as against the allocation of Rs. 5 crore both at BE and RE levels for 2014-15. The Committee hopes that the Ministry will take up the issue of finalization of supplier for these equipments with DGS&D at the earliest so that funds allocated under this Head is spent fully during 2015-16. (Para 110)

Pollution Testing Equipment

The Committee feels that the provision of polluting testing equipments play an

important role in containing the pollution level. The Committee would like to know the criteria on the basis of which smoke meters and gas analyzers are provided to the States. The Committee may also be apprised on the feedback given by the States on the effective use of these equipments. (Para 112)

National Data Base Network

Computer System and National Database

The Committee is happy to note that the Ministry was able to spend the entire allocation of Rs. 25.16 core (RE) during 2014-15 for national database, which reflects its commitment towards computerization of RTOs in the country. The Committee feels that this as a welcome measure to counter the multiple license issue menace in the country. The Committee also hopes that introduction of passive Radio Frequency Identification based toll collection will minimize the long queues on toll plazas in the country. The Committee would also like to have the feedback received from the users of National Highways on the Electronic Toll Collection (ETC) system being implemented by NHAH on fifty-one toll plazas on public funded projects. (Para 116)

Data Collection, Research and Development

The Committee finds that uniform design and technology for National Highways is not possible in the country due to its topography and varying climatic conditions. The Committee would like to know whether any study has been conducted to assess the cost-benefit analysis of concrete and bitumen roads. The Committee also feels that time has come to introduce international technologies in the Indian road construction sector. (Para 121)

Setting up of Inspection and Certification Centres

The Committee finds that the number of proposed Inspection and Maintenance Centers are inadequate compared to ever increasing vehicular population in the country. One center in a State cannot cater to the requirement of used vehicle population. As such, the Committee feels that active involvement of State Governments in this project will ease the pressure on the Union Government. The Committee hopes that the Ministry will chalk out plans to open more number of such centers in the country evolving a co-ordinated mechanism with the State Governments. (Para 128)

Strengthening Public Transport System

The Committee finds that the Ministry was able to spend 65% of the allocated funds during 2014-15. The Committee feels that by strengthening the public transport system in the country, traffic congestion and pollution can be minimized to some extent. The Committee hopes that the Ministry will persuade the State Governments to utilize this scheme to a great extent to give a face-lift to their public transport systems. The Committee also hopes that the funds allocated for the current fiscal will be utilized better than the previous year. (Para 133)

Development of Bus Terminals and Multi-Modal Transport Terminal on BOT basis

The Committee feels that the new scheme will help the State Governments/SRTUs to develop the bus terminals which otherwise look neglected and unkempt. The Committee

would like to have the details of cities where the scheme will be implemented during the current fiscal. The Committee also hopes that the Ministry will expand the scheme to other cities in a phased manner depending upon the response to its one more PPP based scheme. (Para 136)

Operationalization of scheme under 'Nirbhaya Fund'

The Committee hopes that with the allocation of Rs.653 crore, the scheme will be implemented in the selected cities as per the time frame fixed. The Committee hopes that the successful implementation of this scheme will enhance the safety of passengers, especially women using the public transport system. (Para 139)

Audit observation

The Committee finds that NHAI, the premier agency of Government in construction of National Highways is functioning without proper human resources support, despite Department of Personnel and Training (DoPT)'s directions way back in 2009. The Committee finds this as a lapse on the part of the National Highways Authority of India and the Ministry of Road Transport and Highways. The Committee, therefore, recommends the Ministry to look into the issues for creation of own independent cadre for National Highways Authority of India and the action taken in this regard may be intimated to the Committee. (Para 141)

Pending issues taken up with other Ministries

The Committee hopes that the above issues will be settled adequately by having regular interactions with all the stakeholders concerned. The Committee hopes that these issues will not become a major road block in completing the National Highways projects which normally involve huge cost. The Committee calls upon the concerned Ministries to consider respective issues seriously to implement, for faster and efficient development of our National Highways. (Para 151)

GENERAL OBSERVATIONS

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The Committee hopes that an effective co-ordination mechanism at the Central level with the Ministries of Finance, Environment and Forest and Defence will help the Ministry to address the grey areas in construction and development of National Highways in the country in timely manner and also to ensure hassle free clearances for road projects and achievement of targets within the prescribed time. The Committee feels that the Ministry will impress the State Governments to give necessary clearances for the road projects in time so that projects are completed without cost overrun. (Para 153)

The Committee also notes that the Ministry of Road Transport and Highways is presently functioning with 225 employees against the sanctioned strength of 315 employees in technical side. As far as Non-Technical side is concerned, their strength is 519 against the sanctioned strength of 682 employees. The Committee hopes that the Ministry will take necessary action to fill the vacancies during the current fiscal. The Committee may also be apprised on the action taken in this regard. (Para 154)

The Committee also feels that the Ministry should give adequate importance to road safety as well as development of National Highways. The Committee finds that the Indian roads are deficient in providing way side amenities to users. The Committee feels that the Ministry should give ample consideration to this aspect by providing underpasses, subways, parking facilities, cafeterias and trauma care centers along National Highways and strategically important roads. The Committee hopes that the Ministry would utilize the allocated funds diligently. (Para 155)

The Committee in its 198th Report on the 'Management of Road Transport in National Capital Region: Issues and Challenges' had recommended to create an unified machinery for tackling the problems related to Road Safety in which there is multiplicity of authorities involved. In the National Capital Region itself, the Committee found that more than 27 authorities/agencies are involved in managing Road Transport and its related activities; with no proper and regular co-ordination and consultations between them. As a result, less said is better about problem relating to transport/road safety in the NCR. The Committee, therefore, reiterates to create an authority to fill the gap so that road safety related problems can be tackled in a well co-ordinated/integrated manner. (Para 156)

The Committee after having examined the working and performance of the Ministry of Road Transport and Highways for several years, has observed that while Highway construction has become its main thrust area, its attention to Road Transport and Safety remains woefully inadequate. The Committee understands the practical constraints in this regard and emphasizes the need for keeping all kinds of extraneous forces/lobbies at bay in implementing and enforcing transport and road safety laws in the Country. (Para 157)

MINUTES

XIII
THIRTEENTH MEETING

The Committee met at 11:00 A.M. on Wednesday, the 8th April, 2015 in Committee Room 'A',
Ground Floor, Parliament House Annexe, New Delhi.

MEMBERS PRESENT

1. Shri Shatrughan Sinha - *In the Chair*

RAJYA SABHA

2. Shri K.N. Balagopal
3. Shri Avinash Rai Khanna
4. Shri Kiranmay Nanda
5. Kumari Selja

LOK SABHA

6. Shri Vinod Lakhamashi Chavda
7. Mohammed Faizal
8. Kumari Arpita Ghosh
9. Shri Rahul Kaswan
10. Shri Nimmala Kristappa
11. Shri P. Kumar
12. Shri Ram Kumar Sharma
13. Shri Rajesh Pandey
14. Shri Srinivasa Reddy Ponguleti
15. Shri Dushyant Singh
16. Shri Kunwar Haribansh Singh
17. Shri Dasrath Tirkey
18. Shri Manoj Tiwari
19. Shri Ram Charitra Nishad

SECRETARIAT

Shri N.K. Singh, *Joint Secretary*

Shri Swarabji B., *Joint Director*

Shrimati Catherine John L., *Assistant Director*

Shri T. Kennedy Jesudossan, *Committee Officer*

Shri P.P. Raumon, *Committee Officer*

WITNESS**Ministry of Road Transport and Highways**

1. Shri Vijay Chhibber, Secretary
2. Dr. (Ms.) T. Kumar, Special Secretary & F.A.
3. Shri S.N. Das, Director-General (Roads) & Spl.Secy.
4. Shri Manoj Kumar, Additional Director-General-I
5. Shri K.C. Varkeyachan, Additional Director-General-II
6. Shri Sanjay Bandopadhyaya, Joint Secretary (Transport)
7. Shri Rohit Kumar Singh, Joint Secretary (Highways)
8. Shri Alkesh Sharma, Joint Secretary (LA&P)
9. Shri Niraj Verma, Joint Secretary (IC&E)
10. Shri D.O. Tawade, Coordinator-II
11. Shri B.N. Singh, Coordinator-II
12. Shri R.K. Pandey, Chief Engineer (Planning)
13. Ms. Maya Prakash, Director (P&B)

National Highways Authority of India (NHAI)

14. Shri R.P. Singh, Chairman
15. Shri Satish Chandra, Member (Financial Advisor)
16. Shri Sudhir Kumar, Member (PPP)
17. Shri M.P. Sharma, Member (Technical)

National Highways and Infrastructure Development Corporation (NHIDCL)

18. Shri Anand Kumar, Managing Director

2. Since the Chairman of the Committee was not able to attend the meeting, the Members unanimously requested Shri. Shatrughan Sinha, another Member of the Committee, to chair the meeting. The Chair welcomed the Members of the Committee and informed that the representatives of the Ministry of Road Transport and Highways have been called to brief the Committee on the Demands for Grants (2015-16) of the Ministry of Road Transport and Highways.

3. Thereafter, the Chair welcomed the representatives of the Ministry of Road Transport and Highways and heads of various organizations under it, to the meeting. The Chair asked the Secretary to make a presentation on the Budget allocations, expenditure in the previous years, achievements, non-utilization of funds, the adequacy of the budgetary provision made to each head etc. The Committee also wanted to know the impact of allocations for the current fiscal on the major works and projects of the Ministry.

4. The Committee further asked the representatives of the Ministry to brief about increase in demands at RE(2014-15) stage, insufficient allocation for maintenance of national highways, issues/problems faced by the Ministry in implementing national highways projects, issues concerning financing of national highways projects, status of ongoing PPP projects, new schemes proposed for the current fiscal year and the allocations made therefor, adequacy of budgetary allocations for road safety and the operationalisation of scheme under 'Nirbhaya Fund' for security for women and girl child in public road transport.

5. The Secretary gave an overview of the budget allocation for the Ministry for 2015-16. He also enlightened the Committee about the status of work being carried out at various stretches of national highways, reasons for under-utilization of funds, delay in carrying out maintenance works of national highways due to reduction in allocation for such works, steps taken to strengthen road safety and status of ongoing development projects under National Highways Development Programme.
6. He further informed the Committee about the steps taken to stop diversion of cess meant for NHDP projects to non-NHDP projects and the reasons behind the enhancement of budgetary allocation for the Ministry during 2015-16. He also listed out the performance of the Ministry as well as of NHAI in achieving the targets set for 2014-15 and also highlighted the targets fixed for 2015-16 under various schemes/projects. The Secretary also informed the Committee about the problems being faced in getting adequate finance for road projects and the necessity for granting adequate budgetary support for road projects. The Secretary further emphasized the need for the removal of ceiling of expenditure by 33% for the last quarter of the financial year imposed by Ministry of Finance which is a major roadblock for incurring expenditure by the Ministry.
7. Members raised the issue of poor condition of national highways in various parts of the country, inadequate spending of funds in road safety sector, steps to be taken to reduce road accidents, achievements of Research and Development Wing of the Ministry, refreshment courses for drivers, non-availability of signage on national highways, setting up of Driver Training Schools in various places and spending of allocated funds for road transport sector.
8. The Secretary and other officials of the Ministry replied to the points raised by the Members of the Committee. The Committee directed that written replies to those points which remained unanswered may be sent within a week.
9. A verbatim record of the proceedings was kept.
10. The meeting adjourned at 1:29 P.M. to meet again on the 16th April, 2015 to consider the draft reports on Demands for Grants.

XV
FIFTEENTH MEETING

The Committee met at 10:00 A.M. on Monday, the 27th April, 2015 in Committee Room 'A', Ground Floor, Parliament House Annexe, New Delhi.

MEMBERS PRESENT

1. Kumari Arpita Ghosh - *In the Chair*

RAJYA SABHA

2. Shri K.N. Balagopal
3. Dr. K. Chiranjeevi
4. Shri Rajeev Shukla
5. Shri Narendra Kumar Kashyap
6. Shri Avinash Rai Khanna
7. Dr. Prabhakar Kore
8. Shri Kiranmay Nanda
9. Kumari Selja

LOK SABHA

10. Shri Vinod Lakhamashi Chavda
11. Mohammed Faizal
12. Shri Rahul Kaswan
13. Shri Srinivasa Reddy Ponguleti
14. Shri Prathap Simha
15. Shri Kunwar Haribansh Singh
16. Shri Manoj Tiwari
17. Shri Ram Charitra Nishad

SECRETARIAT

Shri N.K. Singh, *Additional Secretary*

Shri Swarabji B., *Joint Director*

Shrimati Catherine John L., *Assistant Director*

Shri T. Kennedy Jesudossan, *Committee Officer*

Shri P.P. Raumon, *Committee Officer*

2. Since the Chairman of the Committee was not able to attend the meeting, the Members unanimously requested Kumari Arpita Ghosh, Member of the Committee, to chair the meeting. The Chair welcomed the Members to the meeting. Thereafter, the Committee took up the following draft Reports for consideration and adoption:

(i) 220th Report on Demands for Grants (2015-16) pertaining to the Ministry of Road Transport and Highways; and

(ii) * * *

3. After some discussion, the Committee adopted the Reports with minor changes.

4. The Committee authorized its Chairman and in his absence, Shri Kiranmay Nanda M.P. and Dr. Prabhakar Kore M.P. to present the Reports in the Rajya Sabha and Kumari Arpita Ghosh M.P. and in her absence, Shri Rahul Kaswan M.P. to lay the Reports in the Lok Sabha on the 28th April, 2015.

5. * *

6. * *

7. The meeting adjourned at 10:40 A.M.

LIST OF REPORTS OF
DEPARTMENT-RELATED PARLIAMENTARY STANDING COMMITTEE
ON TRANSPORT, TOURISM AND CULTURE

Report No.	Title of the Report	Date of Adoption	Date of Presentation
1	2	3	4
1993-94 (5 Reports)			
1st	Demands for Grants (1993-94) of Department of Tourism	29.04.1993	30.04.1993
2nd	Govt. Policy on Private Air Taxi Operation and Matters connected therewith	21.07.1993	17.08.1993
3rd	Inland Waterways Authority of India (Amendment), Bill, 1992	08.09.1993	08.12.1993 (RS) 09.12.1993 (LS)
4th	Air Corporations (Transfer of Undertakings and Repeal) Bill, 1992 (with evidence)	20.10.1993	08.12.1993 (RS) 09.12.1993 (LS)
5th	The Airports Authority of India Bill, 1993 (with evidence)	14.02.1994	16.03.1994
1994-95 (8 Reports)			
6th	The Anti-Hijacking (Amendment) Bill, 1993	29.03.1994	19.04.1994
7th	The Suppression of Unlawful Acts Against Safety of Civil Aviation (Amendment) Bill, 1993	29.03.1994	19.04.1994
8th	Demands for Grants (1994-95) of Department of Tourism	05.04.1994	21.04.1994
9th	Demands for Grants (1994-95) of Ministry of Civil Aviation	12.04.1994	22.04.1994
10th	Demands for Grants (1994-95) of Ministry of Surface Transport	19.4.1994	25.4.1994
11th	Merger of Vayudoot with Indian Airlines	28.06.1994	24.08.1994
12th	Development of Tourism and Transport in North East	29.12.1994	20.03.1995
13th	National Highway System	21.02.1995	25.04.1995

1	2	3	4
1995-96 (8 Reports)			
14th	Demands for Grants (1995-96) of Department of Tourism	18.04.1995	26.04.1995
15th	Demands for Grants (1995-96) of Department of Civil Aviation	18.04.1995	26.04.1995
16th	Demands for Grants (1995-96) of Ministry of Surface Transport	04.05.1995	10.05.1995
17th	National Highways (Amendment) Bill, 1995 (with evidence)	24.05.1995	26.05.1995
18th	Inland Waterways	22.08.1995	25.08.1995
19th	Dock Workers (Regulation of Employment) (Inapplicability to Major Ports) Bill, 1995 (with evidence)	11.10.1995	04.12.1995
*20th	Privatisation Policy in regard to Major Ports	04.01.1996	27.02.1996 (LS) 28.02.1996 (RS)
21st	Seamen's Provident Fund (Amendment) Bill, 1995	07.02.1996	28.02.1996 (RS) 29.02.1996 (LS)
1996-97 (8 Reports)			
22nd	Civil Enclaves in Defence Airfields	29.02.1996	07.03.1996
23rd	Demands for Grants (1996-97) of Department of Tourism	21.08.1996)	27.08.1996
24th	Demands for Grants (1996-97) of Ministry of Civil Aviation	29.08.1996	04.09.1996 (RS) 06.09.1996 (LS)
25th	Demands for Grants (1996-97) of Ministry of Surface Transport	04.09.1996	09.09.1996
26th	Demands for Grants (1997-98) Department of Tourism	08.05.1997	15.05.1997
27th	Demands for Grants (1997-98) of Ministry of Civil Aviation	08.05.1997	15.05.1997
28th	Demands for Grants (1997-98) of Ministry of Surface Transport	08.05.1997	15.05.1997
29th	Ship-building and Ship-repair Industry in India	08.07.1997	24.07.1997
1997-98 (1 Report)			
30th	Functioning of Indian Airlines and Alliance Air	11.08.1997	14.08.1997

*Presented to Hon'ble Chairman on the 25th January 1996.

1	2	3	4
1998-99 (9 Reports)			
31st	Demands for Grants (1998-99) of Department of Tourism	29.06.1998	03.07.1998(RS) 06.07.1998(LS)
32nd	Demands for Grants (1998-99) of Ministry of Civil Aviation	01.07.1998	06.07.1998
33rd	Demands for Grants (1998-99) of Ministry of Surface Transport	01.07.1998	06.07.1998
34th	Merchant Shipping Second (Amendment) Bill, 1998 (with evidence)	02.12.1998	04.12.1998
35th	Functioning of Air India	01.02.1999	04.03.1999(LS) 08.03.1999(RS)
36th	Major Port Trusts (Amendment) Bill, 1998 (with evidence)	26.02.1999	04.03.1999(LS) 08.03.1999(RS)
37th	Demands for Grants (1999-2000) of Ministry of Tourism	07.04.1999	19.04.1999(RS) 22.04.1999(LS)
38th	Demands for Grants (1999-2000) of Ministry of Civil Aviation	07.04.1999	19.04.1999(RS) 22.04.1999(LS)
39th	Demands for Grants (1999-2000) of Ministry of Surface Transport	08.04.1999	19.04.1999(RS) 22.4.1999 (LS)
1999-2000 (7 Reports)			
40th	Problems faced by Tourists/Passengers at the Airport in the country	01.03.2000	07.03.2000(RS) 08.03.2000(LS)
41st	Demands for Grants (2000-01) of Ministry of Tourism	03.04.2000	19.04.2000
42nd	Demands for Grants (2000-01) of Ministry of Civil Aviation	03.04.2000	19.04.2000
43rd	Demands for Grants (2000-01) of the Ministry of Surface Transport	13.04.2000	19.04.2000
44th	Disinvestment of Air India	17.8.2000	22.8.2000
45th	Functioning and Revival of Central Inland Water Transport Corporation Ltd. (CIWTC)	6.12.2000	13.12.2000(LS) 15.12.2000(RS)
46th	Chartering and Management of flights for Haj Pilgrims	6.12.2000	14.12.2000(LS) 15.12.2000(RS)

1	2	3	4
2001 (8 Reports)			
47th	Functioning of the Department of Lighthouses and Lightships	14.3.2001	21.3.2001(LS) 23.3.2001 (RS)
48th	Demands for Grants (2001-02) of the Department of Tourism	11.4.2001	26.4.2001
49th	Demands for Grants (2001-02) of Department of Culture	11.4.2001	26.4.2001
50th	Demands for Grants (2001-02) of Ministry of Civil Aviation	11.4.2001	26.4.2001
51st	Demands for Grants (2001-02) of the Ministry of Road Transport and Highways	11.4.2001	26.4.2001 (RS) 27.4.2001 (LS)
52nd	Demands for Grants (2001-02) of the Ministry of Shipping	11.4.2001	26.4.2001 (RS) 27.4.2001 (LS)
53rd	The Aircraft (Exemption From Taxes and Duties on Fuel and Lubricants) Bill, 2000 (with evidence)	29.10.2001	27.11.2001(RS) 28.11.2001(LS)
54th	Functioning of Border Roads Organisation	28.11.2001	12.12.2001
2002 (7 Reports)			
55th	Demands for Grants (2002-03) of the Department of Tourism	16.4.2002	23.4.2002(LS) 24.4.2002(RS)
56th	Demands for Grants (2002-03) of Department of Culture	16.4.2002	23.4.2002(LS) 24.4.2002(RS)
57th	Demands for Grants (2002-03) of the Ministry of Shipping	16.4.2002 24.4.2002(RS)	23.4.2002(LS)
58th	Demands for Grants (2002-03) of Ministry of Civil Aviation	18.4.2002 24.4.2002(RS)	23.4.2002(LS)
59th	Demands for Grants (2002-03) of the Ministry of Road Transport and Highways	18.4.2002	23.4.2002(LS) 24.4.2002(RS)
60th	Development of Tourism in the Country	6.8.2002	21.11.2002
61st	The Airports Authority of India (Amendment) Bill, 2000 (with evidence)	11.11.2002	21.11.2002
2003 (12 Reports)			
62nd	The Major Port Trusts (Amendment) Bill, 2001 (with evidence)	03.2.2003	19.2.2003
63rd	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Fifty-eighth Report on Demands for Grants 2002-03 of Ministry of Civil Aviation.	10.1.2003	25.2.2003

1	2	3	4
64th	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Fifty-seventh Report on Demands for Grants 2002-03 of Ministry of Shipping.	20.2.2003	25.2.2003
65th	Sale of Centaur Hotel Mumbai Airport	5.3.2003	10.3.2003
66th	Demands for Grants (2003-04) of the Department of Tourism	8.4.2003	10.4.2003
67th	Demands for Grants (2003-04) of the Ministry of Road Transport and Highways	8.4.2003	10.4.2003
68th	Demands for Grants (2003-04) of Department of Culture	23.4.2003	25.4.2003
69th	Demands for Grants (2003-04) of Ministry of Civil Aviation	23.4.2003	25.4.2003
70th	Demands for Grants (2003-04) of the Ministry of Shipping	23.4.2003	25.4.2003
*71st	Jallianwala Bagh National Memorial (Amendment) Bill, 2003 (with evidence)	16.10.2003	11.11.2003
72nd	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Sixtieth Report on Development of Tourism in the country.	29.10.2003	03.12.2003
73rd	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Sixty-sixth Report on Demands for Grants (2003-04) (Demand No. 91) of Department of Tourism	29.10.2003	03.12.2003
2004 (4 Reports)			
74th	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its 67th Report on Demands for Grants (2003-04) of Ministry of Road Transport and Highways	09.01.04	03.02.2004
75th	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its 70th Report on Demands for Grants (2003-04) of Ministry of Shipping	09.01.04	03.02.2004
76th	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its 68th Report on Demands for Grants (2003-04) of Department of Culture	22.01.04	03.02.2004

*Presented to Hon'ble Chairman on the 11th November, 2003.

1	2	3	4
77th	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its 69th Report on Demands for Grants (2003-04) of Ministry of Civil Aviation	22.01.04	03.02.2004
2004-05 (12 Reports)			
78th	Demands for Grants (2004-05) of Ministry of Civil Aviation	14.08.2004	18.08.2004
79th	Demands for Grants (2004-05) of Ministry of Tourism	23.08.2004	26.08.2004
80th	Demands for Grants (2004-05) of Ministry of Culture	23.08.2004	26.08.2004
81st	Demands for Grants (2004-05) of Ministry of Shipping	25.08.2004	26.08.2004
82nd	Demands for Grants (2004-05) of Ministry of Road Transport and Highways	25.08.2004	26.08.2004
83rd	Functioning of the Commission of Railway Safety	17.11.2004	6.12.2004(RS) 3.12.2004(LS)
84th	Demands for Grants (2005-06) of Department of Road Transport and Highways	15.04.2005	29.04.2005
85th	Demands for Grants (2005-06) of Ministry of Culture	15.04.2005	29.04.2005
86th	Demands for Grants (2005-06) of Department of Shipping	21.04.2005	29.04.2005
87th	Demands for Grants (2005-06) of Ministry of Tourism	21.04.2005	29.04.2005
88th	Demands for Grants (2005-06) of Ministry of Civil Aviation	27.04.2005	29.04.2005
89th	The Merchant Shipping (Amendment) Bill, 2004 (with evidence)	06.06.2005	27.07.2005
2005-06 (18 Report)			
90th	Development of Airport Sector with Special Emphasis on New Modern Airports	17.08.2005	23.08.2005
91st	Functioning on Archaeological Survey of India	19.9.2005	25.11.2005
92nd	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Eighty-fourth Report on Demands for Grants (2005-06) of Department of Road Transport and Highways	22.2.2006	27.2.2006

1	2	3	4
93rd	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Eighty-fifth Report on Demands for Grants (2005-06) of Ministry of Culture	22.2.2006	27.2.2006
94th	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Eighty-sixth Report on Demands for Grants (2005-06) of Department of Shipping	22.2.2006	27.2.2006
95th	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Eighty-seventh Report on Demands for Grants (2005-06) of Ministry of Tourism	22.2.2006	27.2.2006
96th	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Eighty-eighth Report on Demands for Grants (2005-06) of Ministry of Civil Aviation	22.2.2006	27.2.2006
97th	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Ninetieth Report on the 'Development of Airport Sector with special emphasis on new modern airports'	22.2.2006	27.2.2006
98th	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Eighty-third Report on the 'Functioning of the Commission of Railway Safety'	17.3.2006	21.3.2006
99th	The Admiralty Bill, 2005	17.3.2006	21.3.2006
100th	The Inland Vessels (Amendment) Bill, 2005	17.3.2006	21.3.2006
101st	The Carriage By Road Bill, 2005	17.3.2006	21.3.2006
102nd	Demands for Grants (2006-07) of the Department of Road Transport and Highways	19.5.2006	22.5.2006
103rd	Demands for Grants (2006-07) of the Department of Culture	19.5.2006	22.5.2006
104th	Demands for Grants (2006-07) of the Department of Tourism	19.5.2006	22.5.2006
105th	Demands for Grants (2006-07) of the Department of Shipping	19.5.2006	22.5.2006
106th	Demands for Grants (2006-07) of the Ministry of Civil Aviation	19.5.2006	22.5.2006

1	2	3	4
107th	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Ninety-first Report on 'Functioning of the Archaeological Survey of India'	19.5.2006	22.5.2006
2006-07 (13 reports)			
108th	Functioning and Performance of India Tourism Development Corporation Limited (ITDC).	12.12.2006	15.12.2006
109th	The Aircraft (Amendment) Bill, 2006	9.3.2007	13.3.2007
110th	The Central Road Fund (Amendment) Bill, 2006	19.3.2007	20.3.2007
111th	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Second Report on Demands for Grants (2006-07) of Department of Road Transport and Highways.	16.4.2007	14.5.2007
112th	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Third Report on Demands for Grants (2006-07) of Department of Culture.	16.4.2007	14.5.2007
113th	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Fourth Report on Demands for Grants (2006-07) of Ministry of Tourism	16.4.2007	14.5.2007
114th	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Fifth Report on Demands for Grants (2006-07) of Department of Shipping	16.4.2007	14.5.2007
115th	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Sixth Report on Demands for Grants (2006-07) of Ministry of Civil Aviation.	16.4.2007	14.5.2007
116th	Demands for Grants (2007-08) of the Ministry of Civil Aviation	9.5.2007	14.5.2007
117th	Demands for Grants (2007-08) of the Department of Shipping	9.5.2007	14.5.2007
118th	Demands for Grants (2007-08) of the Department of Road Transport and Highways	9.5.2007	14.5.2007

1	2	3	4
119th	Demands for Grants (2007-08) of the Ministry of Tourism	9.5.2007	14.5.2007
120th	Demands for Grants (2007-08) of the Ministry of Culture	9.5.2007	14.5.2007
2007-08 (19 reports)			
121st	The National Waterway (Talcher-Dhamra Stretch of Rivers Geonkhali-Charbatia Stretch of East Coast Canal, Charbatia-Dhamra Stretch of Matai River and Mahanadi Delta Rivers) Bill, 2006.	18.7.2007	16.8.2007
122nd	The National Waterway (Kakinada-Pondicherry Stretch of Canals and the Kaluvelly Tank, Bhadrachalam-Rajahmundry Stretch of River Godavari and Wazirabad-Vijayawada Stretch of River Krishna) Bill, 2006.	18.7.2007	16.8.2007
123rd	The Seamen's Provident Fund (Amendment) Bill, 2007	31.08.2007	05.09.2007
124th	The Carriage by Air (Amendment) Bill, 2007 presented to Hon'ble Chairman, Rajya Sabha on 17.10.2007	25.09.2007	17.10.2007 (Presented to Chairman 20.11.2007 (Presented to House)
125th	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Sixteenth Report on Demands for Grants (2007-08) of Ministry of Civil Aviation	02.11.2007	20.11.2007
126th	Action Taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Nineteenth Report on Demands for Grants (2007-08) of the Ministry of Tourism	02.11.2007	20.11.2007
127th	Action Taken by the Government on the recommendations/observations of the committee contained in its one hundred and eighteenth report on demands for grants (2007-08) of the department of Road Transport and Highways	18.01.2008	04.03.2008
128th	Action Taken by the Government on the recommendations/observations of the Committee contained in its one hundred and seventeenth report on demands for grants (2007-08) of Department of Shipping	18.01.2008	04.03.2008

1	2	3	4
129th	Action Taken by the Government on the recommendations/observations of the committee contained in its one hundred and twentieth report on demands for grants (2007-08) of ministry of culture	18.01.2008	04.03.2008
130th	The National Waterway (Lakhipur-Bhanga Stretch of the Barak River) Bill, 2007	31.01.2008	04.03.2008
131st	Closure of Bangalore and Hyderabad Airports and matters related thereto	04.03.2008	05.03.2008
132nd	The Indian Maritime University Bill, 2007	15.04.2008	17.04. 2008
133rd	The Airports Economic Regulatory Authority of India Bill, 2007	15.04.2008	17.04. 2008
134th	Demands for Grants (2007-08) of the Department of Shipping	15.04.2008	17.04. 2008
135th	Demands for Grants (2008-09) of the Department of Road Transport and Highways	24.04.2008	28.04.2008
136th	Demands for Grants (2008-09) of Ministry of Tourism	24.04.2008	28.04.2008
137th	Demands for Grants (2008-09) of Ministry of Culture	24.04.2008	28.04.2008
138th	Demands for Grants (2008-09) of Ministry of Civil Aviation	24.04.2008	28.04.2008
139th	The Motor Vehicle (Amendment) Bill, 2007	24.04.2008	28.04.2008
2008-09 (10 reports)			
140th	Promotion of tourism in Jammu and Kashmir	11.08.2008	20.08.2008 (Presented to Hon'ble Chairman and Hon'ble Speaker) Presented to Parliament on 23.10.08
141st	Modernization of Airports	11.08.2008	20.08.2008 (Presented to Hon'ble Chairman and Hon'ble Speaker) Presented to Parliament on 23.10.08

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142nd	Functioning of Private Airports and the related issues	20.10.2008	23.10.2008
143rd	Action Taken by the Government on the Recommendation/Observations of the Committee contained in its One Hundred and Thirty Fourth Report on Demands for Grants 2008-2009 of the Department of Shipping	18.12.2008	19.12.2008
144th	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Thirty Fifth Report on Demands for Grants 2008-2009 of the Department of Road, Transport and Highways	18.12.2008	19.12.2008
145th	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Thirty Sixth Report on Demands for Grants 2008-2009 of the Ministry of Tourism	18.12.2008	19.12.2008
146th	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Thirty Seventh Report on Demands for Grants 2008-2009 of the Ministry of Culture	18.12.2008	19.12.2008
147th	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Thirty Eighth Report on Demands for Grants 2008-2009 of the Ministry of Civil Aviation	18.12.2008	19.12.2008
148th	The National Highways Authority of India (Amendment) Bill, 2008	13.02.2009	17.02.2009
149th	Development of Tourism Infrastructure and Amenities for the Commonwealth Games 2010	19.02.2009	24.02.2009
2009-10 (11 Reports)			
150th	The National Commission for Heritage Sites Bill, 2009	13.11.2009	23.11.2009
151st	Merger of Indian Airlines and Air India: Its impact on the Civil Aviation sector	8.01.2010,	21.01.2010 (Presented to Hon'ble Chairman and Hon'ble Speaker) Presented to Parliament on 3.03.2010

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152nd	Action Taken by the Government on the Recommendations/ Observations of The Committee Contained in its One Hundred and Fortieth Report on Promotion of Tourism in Jammu and Kashmir	9.02.2010	3.03.2010
153rd	Action Taken by the Government on the Recommendations/ Observations of the Committee Contained in its One Hundred and Forty Ninth Report on Development of Tourism Infrastructure and Amenities for the Commonwealth Games 2010	9.02.2010	3.03.2010
154th	Demands for Grants (2010-2011) of Ministry of Tourism	07.04.2010	20.04.2010
155th	Demands for Grants (2010-2011) of Ministry of Road Transport and Highways	07.04.2010	20.04.2010
156th	Demands for Grants (2010-11) of Ministry of Shipping	20.04.2010	22.04.2010
157th	Demands for Grants (2010-11) of Ministry of Culture	20.04.2010	22.04.2010
158th	Demands for Grants (2010-11) of Ministry of Civil Aviation	20.04.2010	22.04.2010
159th	Action Taken by the Government on the recommendations/ observations of the Committee contained in its One Hundred and Thirty First Report on Closure of Bangalore & Hyderabad Airports; One Hundred and Forty First Report on Modernisation of Airports; and One Hundred and Forty Second Report on Functioning of Private Airports	05.05.2010	06.05.2010
160th	The National Road Safety and Traffic Management Board Bill, 2010	14.07.2010	28.07.2010 (Rajya Sabha) 27 July 2010 (Lok Sabha)
2010-11 (12 Reports)			
161st	The Anti-Hijacking (Amendment) Bill. 2010	08.10.2010	18.10.2010 (Presented to Hon'ble Chairman and Hon'ble Speaker) Presented to the Houses of the Parliament 1.03.2011

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162nd	Action Taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Fifty Fourth Report on Demands for Grants (2010-11) of the Ministry of Tourism	20.12.2010	04.03.2011
163rd	Action Taken by the Government on the recommendations/observations of the Committee contained in its One hundred Fifty Fifth Report on Demands for Grants (2010-11) of the Ministry of Road Transport and Highways	20.12.2010	04.03.2011
164th	Action Taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Fifty Sixth Report on Demands for Grants (2010-11) of the Ministry of Shipping	20.12.2010	04.03.2011
165th	Action Taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Fifty Seventh Report on Demands (For Grants (2010-11)Ministry of Culture	20.12.2010	04.03.2011
166th	Action Taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Fifty Eight Report on Demands for Grants (2010-11) of the Ministry of Civil Aviation	20.12.2010	04.03.2011
167th	Functioning of National Museum	25.01.2011	10.03.2011 (R.S.) 11.03.2011 (L.S.)
168th	Directorate General of Civil Aviation (DGCA)-Issues and Challenges	13.04.2011	04.05.2011 (Presented to Hon'ble Chairman and Hon'ble Speaker) Presented to the House of the Parliament on 11.08.2011
169th	Helicopter operations in India	13.04.2011	04.05.2011 (Presented to Hon'ble Chairman and Hon'ble Speaker) Presented to the House of the Parliament on 11.08.2011

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170th	Modernization of Major Port	27.05.2011	11.08.2011
171st	Functioning of Sahitya Akademi, Lalit Kala Akademi, Sangeet Natak Akademi and National School of Drama	11.08.2011	17.08.2011
172nd	Development of Tourism in North-Eastern Region	11.08.2011	17.08.2011
2011-12 (8 Reports)			
173rd	The National Highways Authority of India (Amendment) Bill, 2011	13.03.2012	15.03.2012
174th	Demands for Grants (2012-13) of Ministry of Civil Aviation	26.04.2012	27.04.2012
175th	Demands for Grants (2012-13) of Ministry of Culture	03.05.2012	07.05.2012
176th	Demands for Grants (2012-13) of Ministry of Tourism	03.05.2012	07.05.2012
177th	Demands for Grants (2012-13) of Ministry of Shipping	03.05.2012	07.05.2012
178th	Demands for Grants (2012-13) of Ministry of Road Transport and Highways	03.05.2012	07.05.2012
179th	Action taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Sixty Seventh Report on 'Functioning of National Museum'	17.05.2012	21.05.2012
180th	Action taken by the Government on the recommendations/ observations of the Committee contained in its One Hundred and Seventy Second report on Development of Tourism in North-Eastern Region	17.05.2012	21.05.2012
2012-13 (20 Reports)			
181st	Action taken by the Government on the recommendations/ observations of the Committee contained in its One Hundred Sixty-eighth Report on Directorate General of Civil Aviation (DGCA) - Issues and Challenges	18.10.2012	04.12.2012

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182nd	Action taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred Sixty-ninth Report on Helicopter Operations in India	18.10.2012	04.12.2012
183rd	Action taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred Seventy-seventh Report on the Demands for Grants of Ministry of Shipping (2012-13)	05.11.2012	04.12.2012
184th	Action taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred Seventy-sixth Report on the Demands for Grants of Ministry of Tourism (2012-13)	05.11.2012	04.12.2012
185th	Action taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred Seventy-fourth Report on the Demands for Grants of Ministry of Civil Aviation (2012-13)	18.10.2012	04.12.2012
186th	Action taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred Seventy-fifth Report on the Demands for Grants of Ministry of Culture (2012-13)	05.11.2012	04.12.2012
187th	Action taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred Seventy-eighth Report on the Demands for Grants of Ministry of Road Transport and Highways (2012-13)	18.10.2012	04.12.2012
188th	Functioning of Commission of Railway Safety	03.01.2013	06.02.2013 (Presented to Hon'ble Chairman) Presented to the Parliament on 27.02.2013

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189th	Development of National Waterways- Potential and Challenges	03.01.2013	06.02.2013 (Presented to Hon'ble Chairman) Presented to the Parliament 27.02.2013
190th	Development of Tourism in Darjeeling and Sikkim	03.01.2013	06.02.2013 (Presented to Hon'ble Chairman) Presented to the Parliament 27.02.2013
191st	Demands for Grants (2013-14) of Ministry of Civil Aviation	02.05.2013	03.05.2013
192nd	Demands for Grants (2013-14) of Ministry of Culture	02.05.2013	03.05.2013
193rd	Demands for Grants (2013-14) of Ministry of Road Transport and Highways	02.05.2013	03.05.2013
194th	Demands for Grants (2013-14) of Ministry of Shipping	02.05.2013	03.05.2013
195th	Demands for Grants (2013-14) of Ministry of Tourism	02.05.2013	03.05.2013
196th	The National Waterway (Lakhipur- Bhanga Stretch of the Barak River) Bill, 2013	20.05.2013	26.06.2013 (Presented to Hon'ble Chairman) Presented to the Parliament 7th August, 2013
197th	The Merchant Shipping (Amendment) Bill, 2013	17.06.2013	26.06.2013 (Presented to Hon'ble Chairman) Presented to the Parliament 7th August, 2013

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198th	Management of road transport in National Capital Region: Issues and Challenges	23.08.2013	27.08.2013
199th	Action taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Eighty-Ninth Report on the Development of National Waterways-Potentials and Challenges	23.08.2013	27.08.2013
200th	Development of Tourism, National Highways and Water Transport in Kerala and Cochin Shipyard Limited	23.08.2013	27.08.2013
2013-14 (13 Reports)			
201st	Functioning of National Akademis and other Cultural Institutions: Issues and Challenges	01.10.2013	17.10.2013 (Presented to Hon'ble Chairman) Presented to the Parliament 17th December, 2013
202nd	The Merchant Shipping (Second Amendment) Bill, 2013	31.10.2013	20.11.2013 (Presented to Hon'ble Chairman) Presented to the Parliament 17th December, 2013
203rd	Privatization of Services at Airports	31.10.2013	20.11.2013 (Presented to Hon'ble Chairman) Presented to the Parliament 17th December, 2013
204th	The Civil Aviation Authority of India Bill, 2013	13.01.2014	24.01.2014 (Presented to Hon'ble Chairman) Presented to the Parliament 06 February, 2014

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205th	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Ninety Two Report on the Demands for Grants (2013-14) of the Ministry of Culture	17.12.2013	06.02.2014
206th	Action Taken by the Government on the Observations/Recommendations of the Committee contained in its One Hundred and Ninety Third Report on Demands for Grants (2013-14) of Ministry of Road Transport and Highways	17.12.2013	06.02.2014
207th	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One-Hundred Ninety Fourth Report on the Demands for Grants (2013-14) of the Ministry of Shipping	17.12.2013	06.02.2014
208th	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Ninety Fifth Report on the Demands for Grants (2013-14) of the Ministry of Tourism	17.12.2013	06.02.2014
209th	Action Taken by the Government on the Observations/Recommendations of the Committee contained in its One Hundred and Ninety First Report on Demands for Grants (2013-14) of the Ministry of Civil Aviation	17.12.2013	06.02.2014
210th	Action Taken by the Government on the Observations/Recommendations of the Committee contained in its One Hundred and Eighty Eighth Report on Functioning of Commission of Railways Safety	18.02.2014	19.02.2014
211th	Upkeep of various Monuments in Delhi, National Museum and other important issues pertaining to the Ministry of Culture	18.02.2014	19.02.2014
212th	Action Taken by the Government on the Observations/Recommendations of the Committee contained in its One Hundred Ninetieth Report on Development of Tourism in Darjeeling and Sikkim	18.02.2014	19.02.2014

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213th	Action Taken by the Government on the Observations/Recommendations of the Committee contained in its Two Hundredth Report on Development of Tourism, National Highways and Water Transport in Kerala and Cochin Shipyard Limited	18.02.2014	19.02.2014
2014-15 (5 Reports)			
214th	Action taken by the Government on the Recommendations/Observations of the Committee contained in its Two Hundred First Report on Functioning of National Akademis and other Cultural Institutions - Issues and Challenges	10.12.2014	12.12.2014
215th	Action taken by the Government on the Recommendations/Observations of the Committee contained in its Two Hundred Third Report on Privatization of Services at Airports	10.12.2014	12.12.2014
216th	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Two Hundred Eleventh Report on Upkeep of various Monuments in Delhi, National Museum and other important issues pertaining to the Ministry of Culture.	10.12.2014	12.12.2014
217th	The Anti-Hijacking Bill,2014	4.03.2015	11.03.2015
218th	Demands for Grants (2015-16) of Ministry of Civil Aviation	16.04.2015	28.04.2015
219th	Demands for Grants (2015-16) of Ministry of Culture	16.04.2015	28.04.2015

(The above mentioned reports are available on the website of Rajya Sabha <http://rajyasabha.nic.in>—Committies—Department-related RS-committee on Transport, Tourism and Culture—Reports)

