

MINISTRY OF ROAD TRANSPORT & HIGHWAYS

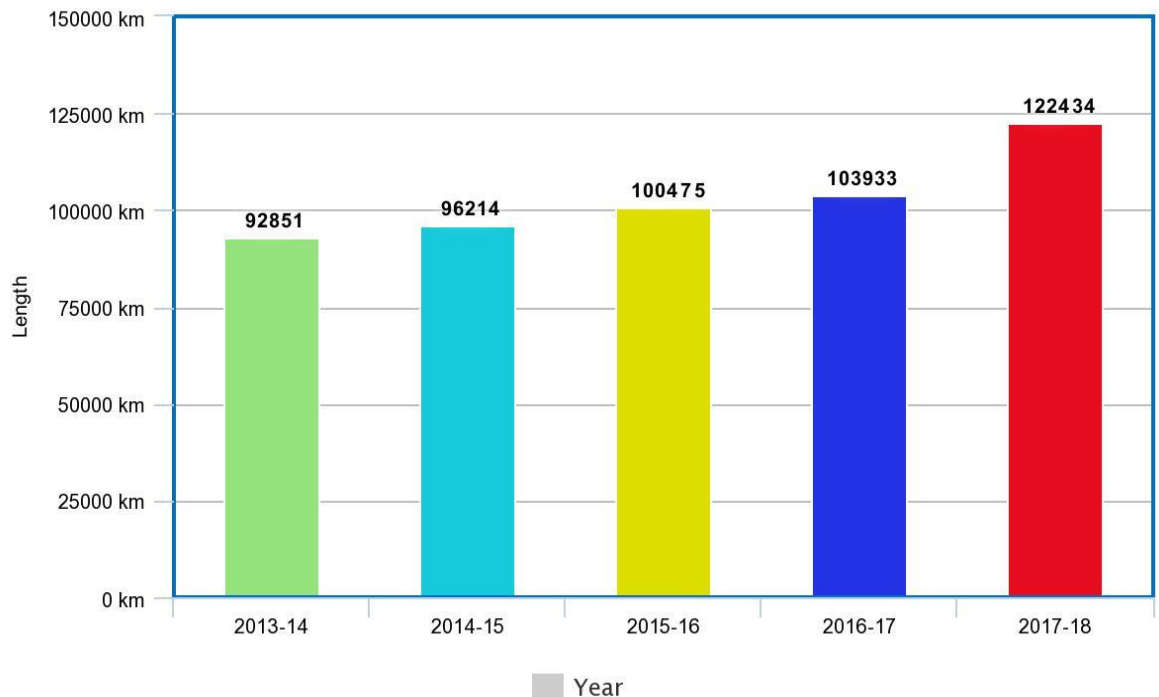
Achievements of four years (2014-15 to 2017-18)

1. FASTER DEVELOPMENT OF NATIONAL HIGHWAYS

A. Growth of National Highways

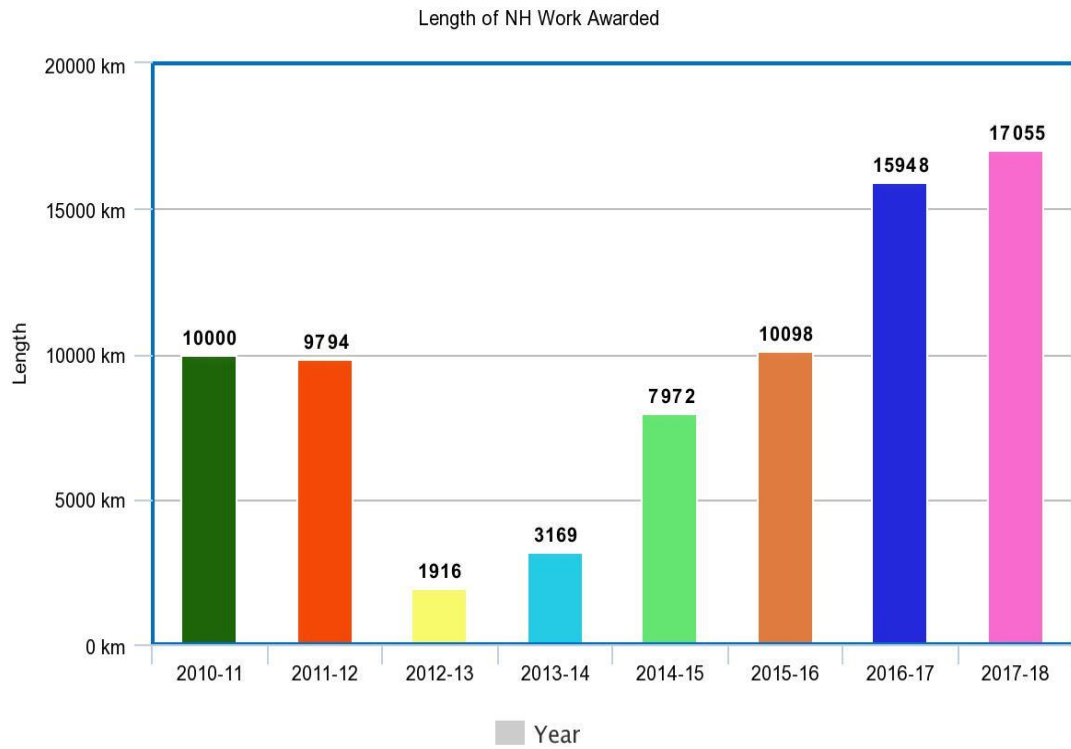
Year	Length of NH in Km
2013-14	92851
2014-15	96214
2015-16	100475
2016-17	103933
2017-18	122434

Length of National Highways



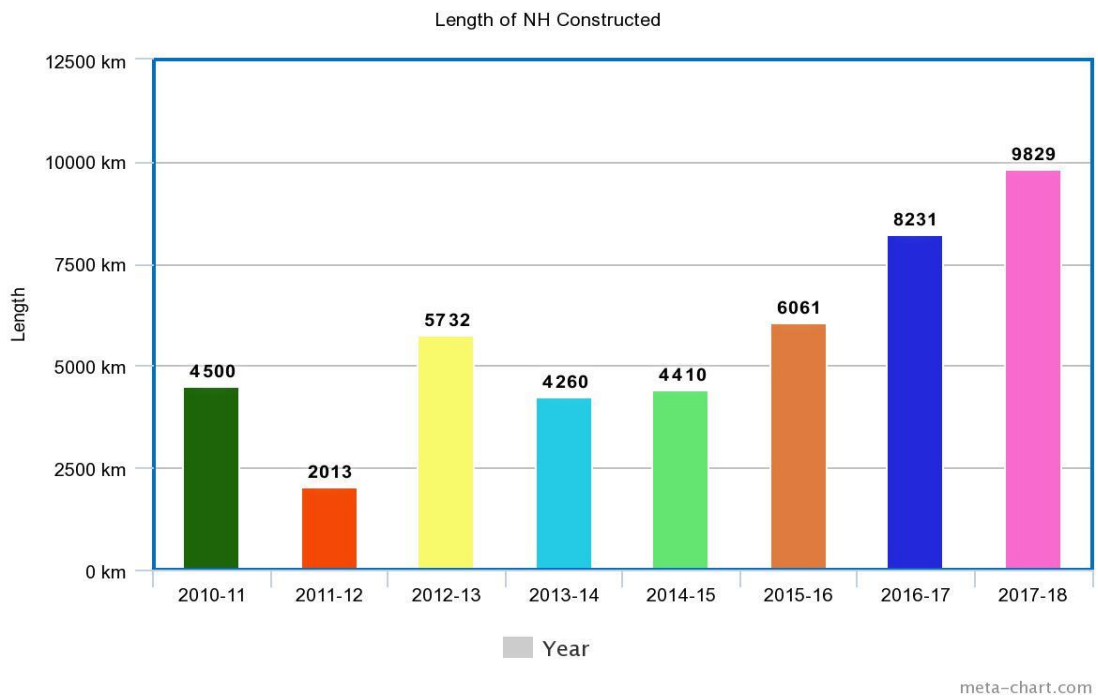
B. Higher Award of NH Work

Year	Length of Work Awarded
2010-11	10,279
2011-12	9794
2012-13	1916
2013-14	3169
Total of 2010-11 to 2013-14	25158
2014-15	7972
2015-16	10098
2016-17	15948
2017-18	17055
Total of 2014-15 to 2017-18	51073



C. Higher Construction of National Highways

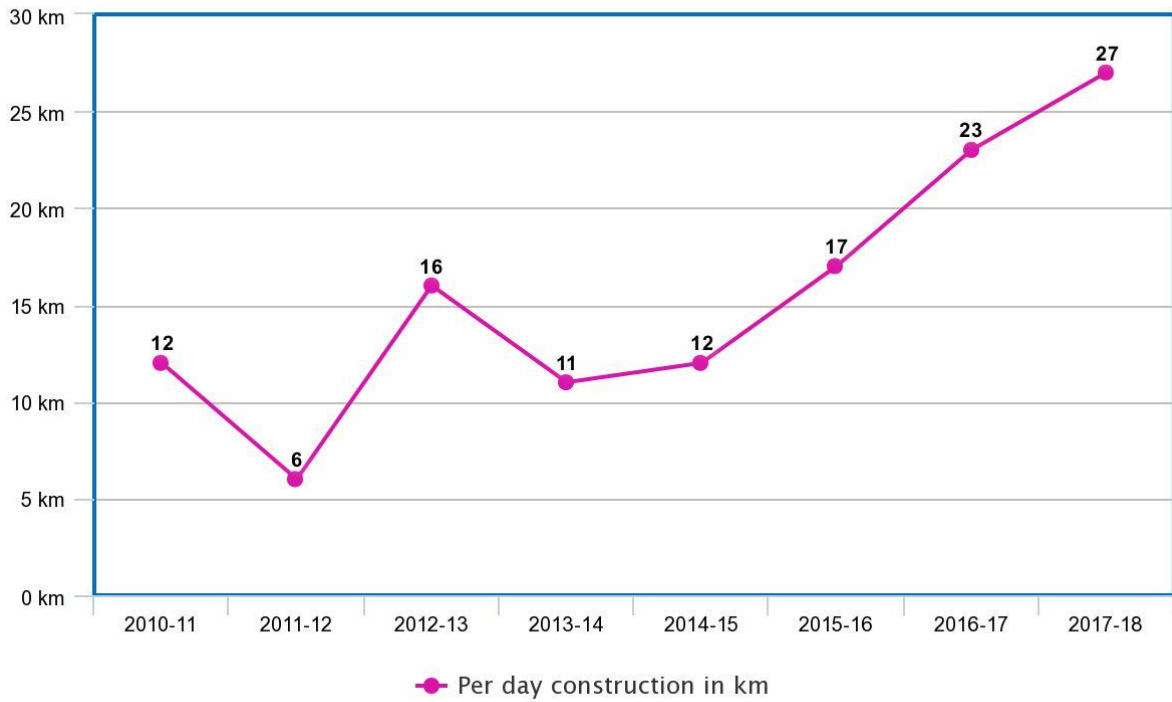
Year	Length of NH Constructed in km
2010-11	4500
2011-12	2013
2012-13	5732
2013-14	4260
Total 2010-11 to 2013-14	16505
2014-15	4410
2015-16	6061
2016-17	8231
2017-18	9,829
Total 2014-15 to 2017-18	28531



D. Higher Per Day Construction

Year	Per Day Construction (km)
2010-11	12.3
2011-12	5.5
2012-13	15.7
2013-14	11.6
2014-15	12
2015-16	16.6
2016-17	22.5
2017-18	26.9

Per Day Construction of NH

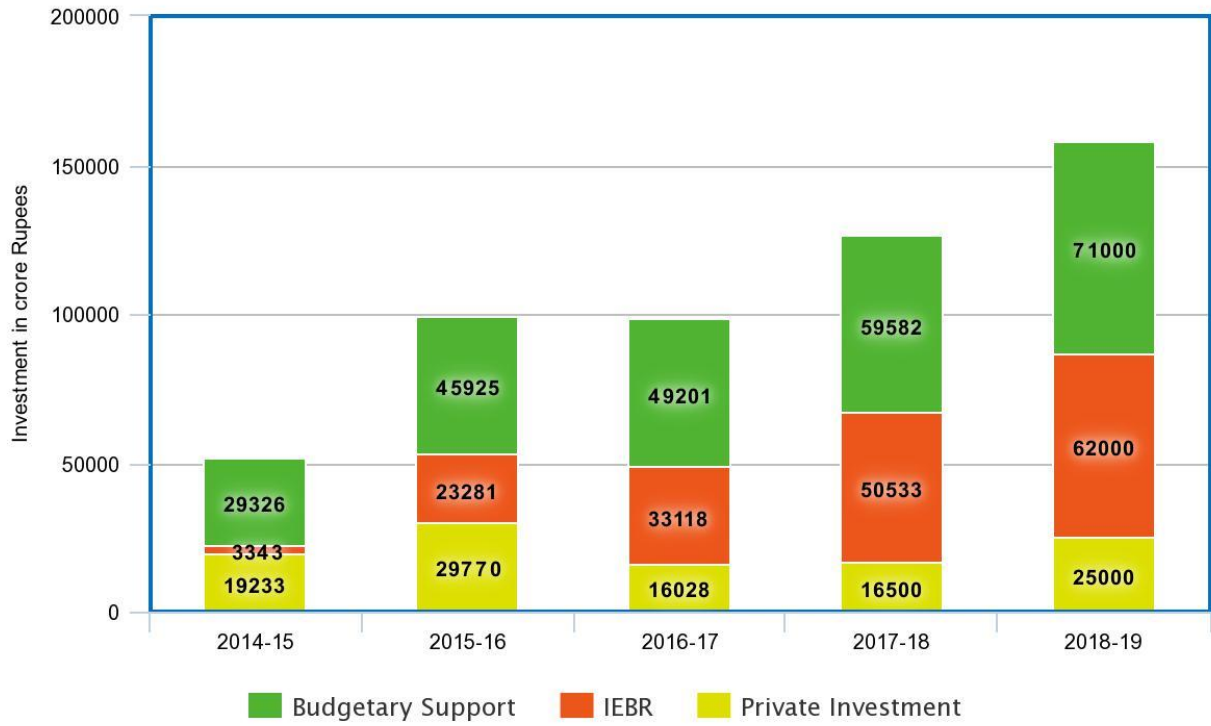


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E. Increasing Investment in the Sector

	2014-15	2015-16	2016-17	2017-18	2018-19 (Estimated)
Total Budgetary Support	29,326	45,925	49,201	59,582	71,000
IEBR	3,343	23,281	33,118	50,533	62,000
Private Sector investment	19,233	29,770	16,028	16,500	25,000
Total Investment	51,902	98,976	98,347	1,26,615	1,58,000

Investment over the years

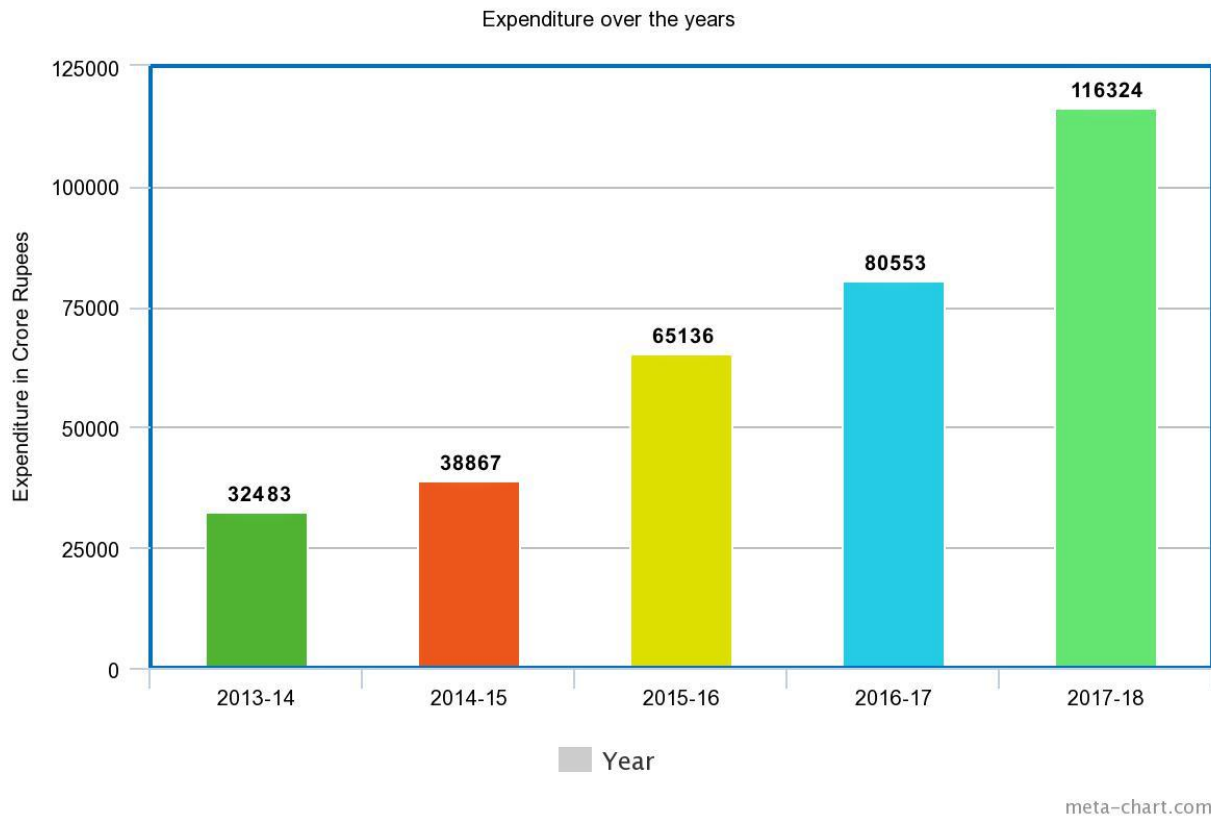


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F Higher Expenditure by the Ministry

The expenditure incurred by the Ministry on construction of NHs and other areas over the years, is as follows:

Sr. No.	Financial Year	Expenditure (Rs. in Cr.)	Of which IEBR raised by NHA
1	2013-14	32,483 cr.	7,942 cr.
2	2014-15	38,867 cr	3,343 cr.
3	2015-16	65,136 cr.	23,281 cr.
4	2016-17	80,553 cr..	33,118 cr.
5	2017-18	1,16,324 cr.	50,385 cr.



F. Highest Ever Construction Targets set for the year 2018-19:

The construction targets for 2018-19 have been set at 16,418 km, of which 9698 km will be constructed by MoRTH, 6000 km by NHAI and 720 km by NHIDCL. The targets are 67% more than the 9829 kilometres length of National Highways constructed during 2017-18. It has also been decided that all project executing agencies should take up 100% completion of the projects awarded pre-2014 and those awarded in 2014-15 & 2015-16. The target for award has been set at 20,000 kilometres during the current year 2018-19. This is about 25 per cent more than the 17055 kilometres awarded during 2017-18.

RBI appreciated the highway infrastructure development sector in their Annual Report 2016-17, noting that there is a decline in cost and time overruns to the tune of Rs. 1.5 Billion and an all-time rise in award and construction of highways projects including a peak of daily additions to the roads constructed. Further, it pointed out that stalled projects had declined, both in terms of value and numbers. Another creditworthy development was that following the upgrade of India's sovereign rating from Baa3 positive to Baa2 stable on 16th November 2017, Moody's Investors Service upgraded the issuer ratings of National

Highways Authority of India to Baa2 from Baa3 and revised the outlook to stable from positive.

2. INITIATIVES THAT MADE THE ABOVE ACHIEVEMENTS POSSIBLE

i. *Revival of Languishing Projects*

- a) A total of 73 projects (8,310 km) worth an estimated investment of Rs.1,00,000 crore had been languishing for years due to various reasons. In order to put these projects back on track, the reasons for delay were identified and policy interventions undertaken to address the same. These included policies like **(a) One Time Fund Infusion Scheme (OTFIS)** whereby financial assistance is provided by NHAI to the contractor/ concessionaire in the form of a working capital loan for projects that have achieved at least 50 % physical progress **(b) Rationalized Compensation** whereby a one-time compensation, equivalent to annuities that were missed on account of delay not attributable to concessionaire, is provided to the concessionaire in the case of BOT (Annuity) projects; **(c) 100% equity divestment two years after start of operations** –private developers allowed to take out their entire equity from all operational BOT projects two years from start of operations. **(d) Premium deferment in stressed projects** – allows rescheduling of premium committed by concessionaires during bid stage;; **(e) Substitution of concessionaire & Termination**. Some of these projects were put back on track through regular monitoring, some were revived through policy intervention while others were terminated and re-started.

ii. *Process streamlining:*

- a. **Mode of delivery** – MoRTH empowered to decide on mode of delivery of projects.
- b. **Increased threshold for project appraisal & approval** – MoRTH was authorized to appraise & approve projects up to Rs 1000 crore (earlier Rs 500 crore). Further delegation of powers after approval of Bharatmala Phase I in Oct. 2017.
- c. **Enhanced Inter-Ministerial coordination** – Group of Infrastructure created under Chairmanship of Hon'ble Minister (RTH, S, WR &GR) to resolve inter-ministerial issues. Most issues resolved. Last meeting was on 30.01.2018.
- d. **Grand Challenge Mechanism** – Under Bharatmala Parijoyna 10% of the funds will be ear-marked under the Grand Challenge mechanism for the State Governments where sufficient and timely land is made available. This will fast track the projects.

iii. *Streamlining Land Acquisition*

- a. Land Acquisition has been expedited by bringing the awards and their disbursement in consonance with the principles of the RFCT LARR Act, 2013.

- b. The Ministry has issued comprehensive guidelines on Land Acquisition for NHs vide letter No. NH-11011/30/2015-LA dated 28.12.2017 to simplify the complex issues of Land Acquisition viz. applicability of certain provisions of RFCTLARR Act 2013 on NH Act 1956, date of determination of market value of land, issue of multiplication factor, bulk acquisition through consent of land owners etc.
- c. Single CALA account has been opened to improve financial efficiency. NHAI ROs have been empowered to appoint supplementary arbitrators in high case load districts for speedy resolution of disputes
- d. **Bhoomi Rashi** - A web utility for land acquisition related processes called **Bhoomi Rashi** was developed to move towards total e-governance and reduce processing time. The web utility has been linked with the e-gazette platform of the Ministry of Urban Development, for e-publication of land acquisition related Gazette Notifications. The affected/ interested parties would also be given an access to the system so as to track the status of their acquired land and the CALA(s) in different states are being taken on board to deposit the compensation amount in the respective accounts of affected/ interested person. A total of 125 Notifications of land acquisition have been processed through the portal since December, 2017 till 31.03.2018. The use of Bhoomi Rashi has helped in cutting down the processing time from 2 to 3 months in physical mode to one to two weeks now

iv. ***Innovative Models for Mobilizing Investment***

The Ministry has come up with various innovative financing models and means to mobilize funds from the market. These include:

Hybrid Annuity Model (HAM)

As per the model, 40% the Project Cost is to be provided by the Government as 'Construction Support' to the private developer during the construction period and the balance 60% as annuity payments over the operations period along with interest on outstanding amount. The payable interest rate is linked to market rates (Bank Rate +3.00%). Model has been successful in reviving PPPs in the sector which is evident in the interest being shown by the market for such projects.

112 NH projects with aggregate length of around 6,325 km and involving estimated cost of around Rs 126,750 crores have been already awarded under the Model till March 2018.

Toll- Operate-Transfer (TOT)

The Ministry is monetizing its road assets constructed with public funds through Toll-Operate-Transfer (ToT) scheme. The scheme envisages bidding of bundled national highways for a concession period of 30 to concessionaires against upfront payment of a lump-sum amount. O&M obligations is with the concessionaire during the concession period.

The first round of bid has been completed at NHAI for TOT projects - bundle of 9 project stretches (length 680 km) bid out. H1 bidder quoted concession fee of Rs 9681.5 cr (against NHAI estimated Rs 6258 Cr). DPR preparation is in progress for TOT project bundles 2,3 and 4 at NHAI.

- Project Bundle 2 – 9 projects with aggregate length of 479 km
- Project Bundle 3 – 7 projects with aggregate length of 566 km
- Project Bundle 4 – 11 projects with aggregate length of 676 km

Masala Bonds

Targeting mobilization of funds, NHAI launched an issue of Masala Bonds at the London Stock Exchange in May 2017. The Masala Bond saw an overwhelming response from a wide spectrum of investors. The initial benchmark issue of Rs 1500 crore was upsized to Rs 3000 crore. Asia contributed 60 percent and Europe 40 percent of subscription. 61 percent of the amount is from fund managers or insurance funds, 18 percent from banks and 14 percent from private banks. NHAI's Masala Bonds have been rated the best for the year 2017.

v. *National Highways Investment Promotion Cell (NHIPC)*

The NHAI has created a National Highways Investment Promotion Cell (NHIPC) for attracting domestic and foreign investment for highways projects. It focuses on engaging with global institutional investors, construction companies, developers and fund-managers for building investor participation in road infrastructure projects. The primary focus of NHIPC will be to promote foreign and domestic investment in road infrastructure.

vi. *Ensuring Faster and Better Quality DPRs*

Preparation of DPR (Detailed Project Report) used to be a very lengthy process earlier, and needed many revisions due to surveys not being very comprehensive. The Ministry has however, taken steps to expedite the preparation of DPRs for various projects. An important step in this regard is mandating the use of technologies such as LiDAR, GPR etc in surveys. These technologies facilitate comprehensive, 360 degrees survey of the project area, which helps faster DPR preparation. Clear milestones have been defined along with quality checklists including for design. Consultant payment terms revised to ensure greater accountability and selection criteria of consultants has also been revised.

vii. *Bidder Information Management System (BIMS)*

A Bidder Information Management System (BIMS) has been rolled out by the Ministry. The BIMS aims to expedite the process of pre-qualification of the bidders for procurement of Highway contracts in EPC/ HAM/ BOT modes.

3. IMPORTANT PROGRAMMES AND PROJECTS

i. Bharatmala Pariyojana: Phase-I

This is a new umbrella program for the highways sector that aims to optimize the efficiency of road traffic movement across the country by bridging critical infrastructure gaps. Special attention has been paid to fulfilling the connectivity needs of areas of economic activity, places of religious and tourist interest, border areas, backward and tribal areas, coastal areas and trade routes with neighbouring countries under the programme. Multi-modal integration is one of the key focuses of this programme. A total of around 53,000 kms of NHs have been identified to improve National Corridor efficiency, of which **24,800 kms** are to be taken up in Phase-I, which will be implemented over a period of five years i.e. 2017-18 to 2021-22 in a phased manner. This includes 5,000 kms of the National Corridors, 9000 kms of Economic Corridors, 6000 km of Feeder Corridors and Inter-Corridors, 2000 kms of Border Roads, 2,000 kms of Coastal Roads and Port Connectivity Roads and 800 kms of Green-field Expressways. Total likely fund provision for Bharatmala Phase-I is Rs. 5,35,000 cr. Bharatmala will be a major driver for economic growth in the country. It is estimated that more than 35 crore man-days of employment shall be generated under Phase-I of the programme.

DPR for a length of about 6,400 km has been completed by NHAI. Further, works for length of 3,876 km already awarded and DPR for 21,000 km is in progress. In addition, DPR for a length of 900 km has been completed by NHIDCL and DPR for a length of about 4,100 km is in progress.

ii. Logistics Efficiency enhancement

Enhancing '**Logistics Efficiency**' is a priority area, the focus being on - reducing logistics cost, eco -friendliness, indigenous & inclusive initiatives and multi-modal integration. Under this the following are being taken up:

- a. **35 locations for development of Multimodal Logistics Parks (MMLPs)** identified to cater to 50% of road freight movement in the country. Feasibility Report preparation/studies in progress on MMLPs at Bangalore, Vijayawada, Chennai, Surat, Jogighopa, Mumbai, Chennai and Nagpur.
- b. **India Integrated Transport and Logistics Summit (IITLS)** organized successfully from May 3-5, 2017. **34 MoUs** were signed with government and private agencies for development of MMLPs and associated infrastructure.
- c. **Inter Modal Stations (IMS)** are being developed at two locations - Varanasi and Nagpur as pilot projects to facilitate passenger traffic movement through multi-modal approach.

iii. Setu Bharatam

In order to ensure safe and smooth flow of traffic, Ministry has envisaged a plan for replacement of Level Crossings on National Highways by ROBs/ RUBs under a scheme

known as Setu Bharatam. Under this programme, construction of 208 RoBs/ RuBs on Level Crossings (which are not falling under any other programme like NHDP etc.) at an estimated cost of Rs. 20,800 crore is envisaged. Out of these 208 ROBs, Detailed Project Reports for 127 ROBs have been received in the Ministry, out of which 78 ROBs with an estimated cost of Rs. 6428.57 crore have been sanctioned till 31.03.2017, of which 35 works have been awarded so far. 09 ROBs with an estimated cost of Rs. 576.58 crore have been sanctioned till date during FY 2017-18.

iv. Indian Bridge Management System (IBMS)

This is an initiative to inventorize all bridges and culverts on the National Highways and do a structural analysis to find their condition and take measures for timely repair / renovation or reconstruction of the same. An inventory for more than 1,62,000 bridges and culverts has been completed. A total of 147 Bridges have been identified as distressed structures which call for immediate restoration/ replacements. A time-bound action plan to undertake repairs and restoration or construction of new bridges in place of the decadent structures has been put in place.

v. Chenani- Nashri Tunnel

An ideal example of the government's 'Make in India' and 'Skill India' initiative, the 9 km long, twin-tube, all-weather tunnel between Udhampur and Ramban in Jammu & Kashmir is not only India's longest highway tunnel but also Asia's longest bi-directional highway tunnel. Built at an elevation of 1200 metres on one of the most difficult Himalayan terrains, the tunnel cuts the travel time between Jammu and Srinagar by two hours, bypassing about 41 kms of road length. It will also ensure an all-weather passage on a route that often sees heavy traffic jams and disruptions due to landslides, snow, sharp curves, breakdown of vehicles and accidents. The tunnel has been constructed at a cost of about Rs 3720 crores and is a part of the 286-km-long project for four-laning of the Jammu-Srinagar National Highway.

vi. Dhola Sadiya Bridge

The Hon'ble Prime Minister, Shri Narendra Modi, inaugurated India's longest bridge- the 9.15 km long Dhola-Sadiya Bridge over River Brahmaputra in Assam on 26th May 2017. The bridge has ensured 24x7 connectivity between upper Assam and Eastern part of Arunachal Pradesh, marking a major transformation from the ferry-based, day-only connectivity that collapsed during floods. It has considerably reduced the distance and travel time between the two states. The distance between Rupai on NH- 37 in Assam to Meka/Roing on NH-52 in Arunachal Pradesh has been cut down by 165 KM. The travel time between the two places has come down from six hours to just one hour – a total five hour reduction.

vii. Extra-dosed Bridge across River Narmada at Bharuch

A new four lane, extra-dosed Bridge across river Narmada at Bharuch, inaugurated by the Prime Minister on 9th of March 2017, has brought major relief for people travelling on the Vadodara- Surat section of NH-8. The 1.4 km 'Extradosed' cable stayed bridge

is the longest in India and the second such bridge in the country after Nivedita Setu over Hooghly.

viii. Bridge over River Chambal at Kota

A 6-lane Cable Stayed Bridge across river Chambal at Kota was inaugurated by the Prime Minister Shri Narendra Modi on 29th August 2017. Built at a cost of Rs. 278 Crores, this bridge marks the completion of the East-West corridor.

ix. New Brahmaputra Bridge

The pre-stressed concrete bridge at 40 meter downstream of the existing Saraighat Bridge on New NH 27 of length of around 1500 m and cost of Rs 475 crore will facilitate movement of patients from all districts North of Brahamaputra to Guwahati for treatment. With opening of new Bridge, problem of traffic jam eliminated. Completed in January 2017.

x. Chardham Mahamarg Vikas Pariyojna

The projects envisages development of easy access to the four prominent Dhams, namely, Gangotri, Yamunotri, Kedranath and Badrinath, situated in the state of Uttarakhand. The project entails development of 889 km of roads with configuration of two-lane with paved shoulders at an estimated cost of about Rs. 12,000 crore. So far, 24 works have been sanctioned traversing a length of 395 kilometres. 22 works covering a length of 340 kilometre have been awarded. The projects are being taken up on EPC mode and the program is targeted for completion by March, 2020

xi. Eastern Peripheral Expressway- Western Peripheral Expressway

The project of Peripheral Expressways around Delhi, comprising Eastern Peripheral Expressway (EPE) and Western Peripheral Expressway (WPE) emanating from NH-1 (near Kundli) and terminating at NH-2 (near Palwal), bypassing Delhi aims to decongest Delhi and reduce pollution levels in the NCR. While the EPE is being developed by the NHAI, the WPE is being developed by the State of Haryana. Each of these Expressways is 135 km long, leading to an outer-outer ring road of 270 kms for Delhi. These Peripheral Expressways are to be access controlled six-lane roads. The EPE is being executed in six packages at a cost of Rs 4418 crore and is due to be inaugurated before end of May 2018.

The 135 km long access-controlled **Eastern Peripheral Expressway (EPE)** was inaugurated by the Hon'ble Prime Minister on 27.05.2018.. The EPE has been constructed with the objective to decongest the national capital by providing an alternate route to the traffic not destined for Delhi. Consequently, it plays a seminal role in reducing air pollution caused by such vehicles while traversing through Delhi.

xii. Delhi-Meerut Expressway

The Delhi-Meerut Expressway aims to provide a fast link between the two cities. The alignment of DME starts from Nizamuddin Bridge from Delhi and follows existing NH 24 upto Dasna. While one leg of DME will continue from Dasna on NH 24 to Hapur, a Greenfield alignment has been planned from Dasna to Meerut. The 8.7 km, 14-lane highway is being completed in a record time of about 15 months as against the original scheduled completion period of 30 months. This first stretch from Nizamuddin Bridge to UP Border is provisioned with 14 lanes, and has several features that would help reduce pollution. These include a 2.5 metre wide cycle track on either side of the highway, a vertical garden on the Yamuna Bridge, solar lighting system and watering of plants through drip irrigation only.

Package-I of the **Delhi-Meerut Expressway**, stretching from Nizamuddin Bridge to Delhi UP Border was inaugurated by Prime Minister on 27.5.18. This 8.360 kms stretch of National Highway has been completed at a cost of about Rs. 841.50 crore in a record time of 18 months as against the earlier scheduled construction period of 30 months. This is the first National Highway in the country with 14-lanes, dedicated cycle tracks and pedestrian paths on both sides, with several eco friendly features.

xiii. Vadodara-Mumbai Expressway

The 473 km expressway will link Ahmedabad-Vadodara Expressway to Mumbai-Pune Expressway thus providing Expressway connectivity from Ahmedabad to Pune for a length of about 650 Km. The project will be taken up in three phases. Land acquisition, environment clearance etc are at advanced stage of approval for Phase I and II. Bids have also been invited for the First package of phase -1.

xiv. Bangalore-Chennai Expressway (262 km)

Bangalore-Chennai Expressway is a green-field alignment and will be operated with a closed toll system. There are two existing roads connecting Bangalore-Chennai, one is via Hoskote (Bangalore)-AP then to Chennai & second is via Electronic City (Bangalore) Hosur (Tamil Nadu) and then to Chennai. The alignment of proposed expressway is passing in between these two stretches. The processes of land acquisition, environment and other pre-construction activities are under progress.

xv. Byet Dwarka - Okha Bridge

The Ministry has taken up construction of a signature 4-lane Bridge to connect the mainland at Okha to Byet-Dwarka Island off the Gujarat Coast with this signature Bridge spanning a length of 2.32 kms. The Project has been awarded on 01.01.2018 at a cost of Rs. 689.47 crores. This will be the longest span cable stayed bridge in India with the main span of 500 mtrs. The project is scheduled to be completed in 30 months time.

xvi. New Expressways planned under Bharatmala Pariyojana Phase-I

- (i) Delhi-Jaipur Expressway
- (ii) Delhi-Amritsar-Katra Expressway
- (iii) Vadodra-Mumbia Expressway

- (iv) Hyderabad- Vijayawada- Amravathi (HVA) Expressway
- (v) Nagpur-Hyderabad-Bangalore (NBH) Expressway
- (vi) Kanpur Lucknow (KL) Expressway
- (vii) Ring road/ Expressway at Amravathi

xv. Zojila Tunnel

The construction of a 2-lane bi-directional, 14 km long tunnel has been approved by Cabinet at Zojila Pass on Srinagar-Leh NH route. The construction of this tunnel will provide all weather connectivity between Srinagar, Kargil and Leh and will bring about all round economic and socio-cultural integration of these regions. The project has strategic and socio-economic importance and shall be an instrument for the development of the economically backward districts in Jammu & Kashmir. The total capital cost of the project is Rs 6808.69 crore. PM Shri Narendra Modi laid the foundation for the tunnel on 19th May 2018.

4. GREATER PRIORITY TO ROAD SAFETY

For the first time a multi-pronged approach has been adopted by the Ministry, based on the 4 'Es' of Engineering, Enforcement, Education and Emergency Care, during the last four years for ensuring road safety. This includes better and safer road engineering, more effective legislation, improved vehicular safety standards, training of drivers, improved trauma care and generating public awareness. Several initiatives have been taken in the last three years to ensure safety on roads. These include:

i. Better Legislation - Motor Vehicle (Amendment) Bill, 2017

The Ministry constituted a Group of Ministers across states to deliberate upon and propose strategies for reducing road fatalities and to suggest actionable measures for implementation. On the basis of recommendations of the GoM, MoRTH introduced the Motor Vehicle (Amendment) Bill 2016 in Parliament (Lok Sabha) on 9th August, 2016. The Bill addresses road safety issues by providing for stiffer penalties, permitting electronic enforcement, improving fitness certification and licensing regime, statutory provisions for protection of good Samaritans and recognition of IT enabled enforcement systems. It also paves way for reforms in public transport which in turn will help in improving road safety. The Bill contains provisions for treatment of accident victims during golden hour which will help in saving precious lives. It also aims to simplify processes for the citizens dealing with transport departments and usher in an era of transport reforms in the country. The Bill has been passed by the Lok Sabha and awaits the approval of the Rajya Sabha.

ii. All RTOs in 36 States/Union Territories have been connected through IT network to issue **Vehicle Registration Certificates (VAHAN)** and **Driving Licenses (SARTHI)**.

iii. **District Road Safety Committees** constituted in each district of the country under the Hon'ble MP from the district to promote safety awareness.

iv. ***Identification and rectification of road accident black spots***

The Ministry established "**Road Safety Cell (Engineering) (RSCE) in August, 2015** to exclusively work on Road Safety Engineering. The Ministry has so far identified 789 road accident black spots in various States of which 138 are on State roads. 189 spots have already been rectified and sanctions for rectification of 256 spots accorded till date which are in different stages of bidding/ progress. Apart from carrying out road safety audits as part of all EPC/ BOT projects, standalone road safety audit has also been initiated on National Highways. Ministry had also has sanctioned installation of crash barriers on national highways in hilly terrain at accident prone locations in different hill states in a length of 137 km at a cost of Rs 85 Crore.

v ***Model Automated Centres for checking fitness of vehicles:***

Ministry has sanctioned 20 Inspection and certification Centres for testing the fitness of the commercial vehicles through an automated system. Six centres are already operational. These centres will provide for objective evaluation of road worthiness of the heavy commercial vehicles. Based on the encouraging experience, it is now proposed to extend this scheme to all the states during next year.

vi ***Scheme for Training of Drivers***

Ministry has been working in association with States, Vehicle manufacturers and NGOs for strengthening the driving training. Institutes of Driving Training and Research (IDTRs) have been established in a few states which act as model Driving Training Centres with state of art infrastructure. Ministry has also launched a **scheme for creating driving training centres** in all the districts of the country in due course for which one time financial assistance up to 50 percent of project cost, subject to a maximum of Rs 1.00 crore will be provided.

vii ***Passenger Safety and Security***

To enhance the passenger safety and specially the safety and security of women and children in transit, all the passenger buses and taxis have been mandated to be fitted with GPS devices to enable real time tracking and intervention in times of crisis.

viii. Steps for safety of vehicles

Two Wheelers: All the two wheelers have been mandated to be fitted with Anti-Lock braking System (ABS) w.e.f. 1st April, 2019. This is expected to significantly improve the on-road safety of two-wheelers. Apart from this, all the two-wheelers have also been mandated to have a day light running system to improve their conspicuity. Helmet is provided as a compulsory accessory at the time of sale of all new two wheelers. This has helped improve helmet compliance amongst two-wheeler riders.

Motor Cars - All passenger cars are also mandated to be fitted with ABS to improve their safety and stability. Car manufacturers have also been mandated to fit additional safety features on cars to be manufactured from 1st July, 2019. These include compulsory air-bags, speed warning audio alert, seat belt audio alerts and reverse sensors.

Heavy Vehicles: All heavy vehicles have been mandated to have ABS fitted on them. The bus body code has been implemented which would help improve the passenger safety as well as ensure minimum level of comfort. The truck body code has also been notified.

ix. Free Eye Check-up Campaign

The Minister of Road Transport and Highways and the NHAI launched a countrywide Free Eye Check-up Campaign and distribution of spectacles for truck drivers, cleaners and helpers on 2nd October, 2017 at Panjari Toll Plaza, Nagpur Bypass, Nagpur, in Maharashtra. 50 free eye check-ups camps were also set up on identified National Highways till 6th October, 2017. More than 5,000 drivers registered for the eye check-up and more than 3,000 spectacles were distributed to those with impaired vision free of any charge.

x. Guidelines for Grant of Financial Assistance for Administering Road safety Advocacy and Awards for Outstanding work:

The Ministry has decided to associate Non -Governmental Organizations (NGOs) for promoting awareness about road safety. It is envisaged that the NGOs will undertake activities for creating road safety awareness among citizens. Guidelines have been issued for the same entitled as the "Scheme for Grant of Financial Assistance for Administering Road Safety Advocacy and awards for the outstanding work done in the field of Road Safety".

xi New Accident Reporting Format

A strong Road safety action plan requires a credible database. The current format of reporting was, therefore, revised on the basis of the recommendations of an expert committee comprising of experts from IIT Delhi, IIT Kharagpur, WHO, senior officers from the Police and Transport Departments of States and the Ministry of Health & Family Welfare. The new format of accident reporting has been adopted by all the

States and will help in focussing at the key risk areas to strengthen road safety in coming years.

xii. *Simplification of Driving Licence Application:*

To improve ease in licensing, the Ministry has simplified the driving licence application form. Four forms i.e. (a) Learner License, (b) Driving License, (c) Renewal of License, and (d) updating of Address - all have been consolidated into one. The new form will enable Aadhar based verification of the applicant's identity to provide online services for renewal, change of address etc. Another highlight of the new form is that it would capture an applicant's willingness for organ donation.

xii *Decrease in road accidents and fatalities*

India is committed to bring down fatalities from road accidents. This requires a multi-pronged approach for strengthening automobile safety standards, improving road infrastructure, generating awareness programmes, strengthening enforcements and streamlining the trauma care assistance programme. The Ministry's concerted efforts at bringing down the number of road accidents has started showing results. As per the report **Road Accidents in India-2016**, there has been a decrease in road accidents by 4.1% in 2016. The data for first three quarters indicates that this trend continues. The number of accidents up to September, 2017 saw a reduction of 5.2% over the figures for the corresponding period in 2016. The fatalities have shown a decrease of 4.4% during this period. Except the States of Assam, Bihar, Orissa and Uttar Pradesh, all the States have witnessed a decrease in road accident fatalities ranging between 2-10 % during this period.

xiii *Revision of Safe Axle Weight for Transport Vehicles:*

The permissible safe axle weight of goods vehicles were last notified in the year 1983. Significant improvements have taken place over the years in vehicle designs and tyre technology. The existing capacity was being under utilised and adding to the logistics costs in India and incidence of overloading. The Group of Transport Ministers of States had also recommended the-increase in the permissible axle weight of transport vehicles. Accordingly, the issue was examined in the Ministry and the maximum safe permissible axle weight for the transport vehicles has been revised and increased by about 15% to 20% for different configurations of axles. This has been notified vide S.O. 3467E on 16th July 2018.

xiv *Compensation of Rs, 5,00,000/- to accident victims:*

To assist accident victims in getting speedier and reasonable compensation from Insurance companies, the Ministry has revised the second schedule of the Motor Vehicles Act whereby every accident victim or his next of kin, shall be entitled to a compensation of Rs. Five lakhs in case of death. Further, in case of greivous hurt and disablement, the compensation amount shall be up to Rs. 5.00 Lakh proportionate to

the extent of injury caused. It works out to Rs. 5.00 lakh in the case of 100% disablement. This will ensure that even the poorest of the poor get a decent compensation. Notwithstanding this, the accident victim reserves the right to claim a higher compensation through the court, if he is not satisfied with this compensation.

5. GREEN INITIATIVES

The Ministry has taken the following green initiatives in the last four years

- i. **Taxi Policy Guidelines** - have been issued in December 2016 to ensure safe, secure and affordable ride to the common public so as to help in reducing congestion as well as pollution in the cities.
- ii. **Vehicle Fleet Modernization Programme** is being finalized to enable the replacement of old, heavy and medium commercial vehicles as they contribute the maximum of vehicular pollution
- iii. The Ministry has issued a notification mandating implementation of Bharat Standards-VI (BS-VI) emission norms from 1st April 2020 for all vehicles. This is a significant step to combat vehicular pollution in the country.
- iv. **India ready for flexi - fuel automobiles** - India has put in place all required regulations for the use of Flex-fuel like ethanol mixed with petrol.
- v. Vehicle manufacturers have to give **details about the emission and noise levels of each vehicle** they produce from 1st of April 2017
- vi. **Ethanol - Fuelled Bus**- Notification was issued for mass emission standards for flexi fuel ethanol E85 and ED95. This Notification will enable vehicle manufacturers to manufacture vehicles running on bio-ethanol E85 and ED95.
- vii. **Bio- CNG and Bio- Diesel** - Notification has been issued for norms for the use of Bio CNG for testing and exhaust emission for vehicles running on Bio-CNG. With this notification, the vehicle manufacturers can manufacture, sell and get vehicles fuelled by Bio-CNG in the country
- viii. **Retro fitment of existing polluting vehicle into electric hybrid and electric vehicle** permitted - Enabling regulations have been finalized and demonstration of technology completed successfully.
- ix. **Emission norms for Tractors and Construction Equipment vehicles have been notified for low Sulphur fuel**, to be implemented from 01st October, 2020.
- x. **India's first multi modal Electric Vehicle passenger transport project** was launched in Nagpur with integrated solution of buses, taxis and E-Rickshaws.

xi. *The E-Rickshaw*, which has proved to be an effective substitute for manual Rickshaws, has emerged as a cost effective, environment friendly solution for improving last mile connectivity. These have been exempted from the requirement of obtaining permits. This has created a game changing scenario for promoting E-rickshaws.

xii. *Green Highways Division in NHAI* -NHAI has set up a Green Highways Division and has planted over 2.5 lakh trees planted last year in order to make National Highways green, clean and pollution free.

xiii. *Linking of Construction of Highways with digging of Water Bodies in drought affected areas* The requirement of earth work for the development of National Highway network for embankments is met by the contractors/ concessionaires through buying the earth from landowners or procuring the same through mining of minor minerals. Keeping in view that many parts of the country face drought conditions and restoration of ponds, check dams, water tanks offers an age-old system of water conservation/ ground water recharging, instructions have been issued by the Ministry to the agencies responsible for construction of National Highways to advise their contractors/ construction agencies through their field officers to approach the concerned District Collectors/ Sub-collectors/ Water Conservation Departments to obtain a list of any such villages/ rural areas where de-siltation/ revival of existing ponds/ water bodies or digging of areas for creation of new water bodies are required and procure the requisite soil for road embankments by digging/ de-silting the existing village ponds/ water bodies, subject to such soil being found suitable for the embankment purposes.

xiv. *Bridge cum Barrage*

The Ministry has sought proposals from state PWDs for making bridge-cum-barrage on NHs so as to serve the dual purpose of crossing the water body and storing water on the upstream/ down stream side to serve as water reservoirs/ ground water recharging bodies. This will help better and optimum utilization of water for various purposes.

xv *Emission Standards for Construction Equipment Vehicles and Tractors:*

The Ministry has notified emission standards for Construction Equipment Vehicles and Tractors. These standards would be implemented w.e.f. 1st October, 2020 (Trem IV) and from 1st April, 2024 [Bharat Stage (CEV/Trem.V)]. This would help in ensuring environment friendly construction / mining activities

xvi *Notification regarding Registration Mark of Battery Operated Vehicles:*

To give a distinct identity to the electric vehicles, it has been decided that the registration mark shall be exhibited on a number plate with green background. A

notification to this effect has been issued vide G.S.R. 749(E) dated 7th August, 2018.

xvii Linking of Vehicle Emission Data with State/Central Register of Vehicles:

It has been decided that vehicle emission data shall be electronically uploaded in the State Register of Motor Vehicles or the Central Register of Motor Vehicles.

Xviii Blending of Gasoline with Methanol

Ministry issued notification regarding blending of Gasoline with Methanol in order to reduce vehicle exhaust emissions and also to reduce the import burden on account of crude petroleum

6. E- INITIATIVES

(i) *Implementation of Hybrid Electronic Toll Collection System*

Electronic toll collection (ETC) system, the flagship initiative of MoRTH, has been implemented on pan-India basis in order to remove bottlenecks and ensure seamless movement of traffic and collection of user fee as per the notified rates, using passive Radio Frequency Identification (RFID) technology. Indian Highways Management Company Limited (IHMCL), a Company registered under the Companies Act, has been incorporated for working as implementing agency for ETC with National Payment Corporation of India (NPCI) functioning as the Central Clearing House (CCH). 11 banks (including Public and Private sector banks) have been engaged as issuer Banks in order to issue FASTag to road users. A cashback of 7.5% is being offered for the FY 2017-18 in order to incentivize road users for usage of FASTag. In addition to FASTag, several other electronic means have also been employed to enable road users for payment of user fees such as use of PoS machines for collection of fees through Credit/ Debit cards, use of Pre-paid payment instruments etc. As on 31.3.2018, over 17 lakh FASTag units are being used by road users. User fees collected through FASTag has also seen significant growth in terms of user fees collected and the penetration has increased to 21.82 %. All new vehicles of class M and N being sold after 1-Dec-2017 are being affixed with FASTag by the vehicle manufacturer or the authorized dealer, in order to enhance the penetration and usage of FASTag among road users.

ii. *Project Monitoring Information System (PMIS)*

A Project Monitoring Information System (PMIS) has been introduced for tracking the status of all projects, preparation of reports and online upload of important project documents like DPRs and contract documents, etc.

- iii **INFRACON** is the National Portal for Infrastructure Consultancy Firms and Key Personnel. This portal acts as a kind of bridge between consultancy firms working in the road engineering and construction sector and domain experts and key personnel who are deployed both for project preparation and supervision. The portal hosts the credentials of consultancy firms and key personnel and has linkages to Aadhar and Digi-locker for data validation and purity. 474 consultancy firms and 2387 key personnel under various categories are already registered with the portal.
- iv **INAM PRO** has been developed as a web-based application (www.inampro.nic.in) for Infrastructure and Material Providers. It is a kind of a web based market place that brings together the material providers and the prospective buyers on a common platform. The platform was launched in March,2015 to facilitate contractors and cement buyers engaged in executing central/state funded roads and highways and bridge construction projects to place cement orders online with the registered cement companies offering cement at competitive rates in the vicinity of project execution locations. Given the success of INAM-PRO with cement, other materials like steel and steel slag have also been brought on this platform so as to make this as a comprehensive e-market place for infrastructure providers.

INAM-Pro+, an upgraded version of INAM-Pro, was launched on 01 June 2017. More than 700 construction companies have used INAM-Pro during the last two years. With 37 Cement companies registered on it, the portal facilitated comparison of price, availability of materials etc. and made it convenient for prospective buyers to procure cement at reasonable rates in a transparent manner. INAM-Pro*, with enhanced features will reduce the time and efforts in preparation of proposals and bid submissions, and help increase efficiency and transparency in procurement of construction materials as a user can now place orders, obtain price quotes and track them in swift manner on this portal. **INAM-pro+ has been awarded best portal award in enterprise apps category at Technology Sabha 2018, Indore on 23rd Feb 2018**

- iv. ***Bhoomi Rashi, a web Utility for land acquisition***

A total of 97 Notifications of land acquisition have been processed through the portal since December, 2017 till 22.03.2018. The use of Bhoomi Rashi has helped in cutting down the processing time from 2 to 3 months in physical mode to one

to two weeks now. Bhoomi Rashi has also been integrated with the Public Financial Management System (PFMS) platform of the Ministry of Finance for deposit of compensation in the accounts of landowners/ interested persons on a real time basis. The first set of payments in this regard has been successful[y made through PFMS on 26.03.2018. The Utility is being made more user friendly by adding the feature of SMS services to the beneficiaries so as to enhance transparency and achieve the objective of real time tracking of activities.

- v Bidder Information Management System (BIMS) - is aimed at streamlining the process of pre-qualification of bidders for EPC mode of contracts for National Highway works with enhanced transparency and objectivity

BIMS and Bhoomi Rashi have both been linked to PMIS

vi. ***Transport MMP: A successful and ambitious e-Governance Project***

Transport Mission Mode Project, driven by Ministry of Road Transport & Highways, has successfully automated RTO operations, set up a consolidated nation-wise transport database and has launched a host of citizen and trade-centric applications – contributing greatly towards the e-Governance initiative of the country under Digital India Program. The salient aspects of this project are as under:

- Two Flagship Applications under Transport MMP – Vahan and Sarathi Vahan deals with Vehicle Registration, Taxation, Permit, Fitness and associated services while Sarathi is related to Driving License, Learner License, Driving Schools and related activities
- Implemented in 1000+ RTOs across 33 States/UTs – with state-specific rules, tax structures
- Key users – RTOs, Govt, Police, Banks, Insurance, Citizens, Vehicle Manufacturers, Dealers
 - Country-wide data consolidated in National Register – updated through periodic replication
More than 19 crore Vehicle, 10 crore Driving License Records in the National Register
 - Portal/ API based Data access provided to Govt. Agencies, Security forces, Banks & Insurance
 - Vehicle and License search option to Citizen through Portal/ SMS/ Mobile app
 - More than 50 Lakh National Permits issued to Goods Vehicles through Online National Permit Portal
 - Homologation (Approval) Portal for Model Certification and Inventory Management for Manufacturers
 - More than Rs. 10000 crores taxes collected by States online.

New Initiatives

- Centralized, web-enabled Vahan and Sarathi version 4 (fully integrated online services) launched to replace current distributions

- More than 600 RTOs across 15 states already migrated to the new system; rest to follow soon.
 - Integration with multiple Payment Gateways, IRDA, NCRB, CSC, SMS, Open API
 - Integration with Aadhaar for biometric authentication and eKYC; Integration with Digilocker
 - Features dashboards, smart card, document upload, online scheduling, configurable workflow
 - Online Dealer Point Application with integration with Vehicle Manufacturers' inventory
 - Online Fancy Number application with e-auction and e-bidding facility
 - Complete range of online services related to Licensing, Tax Payment, transaction requests
 - System-based, Multi-lingual knowledge test for Learner License with advanced security options
 - Mobile app **e-Challan and m-Parivahan** – developed for comprehensive enforcement solution
 - Convenient, cost-effective, and practical solution with latest features and state-specific options
 - E-Challan being launched in multiple states by both Transport Enforcement and Traffic Police
 - **mParivahan App** - for information and comprehensive services to citizen
- Major feature will be virtual documents like Driving Licence, Registration Certificate, Permits etc – as authorized soft copy
 - Virtual DL/RC can replace physical document/card with encrypted QR Code for authentication
 - Vision to bring transformational improvements in Transport Sector to facilitate citizens

vii. Acceptance of Documents through DigiLocker and mParivahan Platform:

An advisory has been issued to States/ UTs to accept the documents in electronic form through Digilocker platform of the Ministry of Electronics and Information Technology, Government of India and the mParivahan mobile app of this Ministry. Such electronic records available on Digilocker or mParivahan are deemed to be legally recognised at par with the original documents as per the provisions of the Information Technology Act, 2000.

7. INTERNATIONAL PARTNERSHIPS

i. **BBIN, Motor Vehicles Agreement:**

Bangladesh, Bhutan, India and Nepal (BBIN) Motor Vehicles Agreement (MVA) is in advanced stage Its objective is to facilitate easy movement of passenger & cargo vehicles among the countries. Bhutan yet to ratify the MVA. Agreed by other three countries to implement the MVA in phased manner. Meeting of nodal officers of three countries held in January 2018 where operating procedures for

passenger vehicles movement was agreed upon and the draft protocol for regulation of passenger services signed. The three countries to complete internal approval process for signing the passenger protocol by April 2018.

- ii. **India-Myanmar-Thailand (IMT) MVA under consideration** – for seamless movement of cargo and passenger (including personal vehicles) from South to South East Asia up to Thailand. Meeting held in Bangkok in September, 2015. Text of agreement broadly agreed upon. Myanmar informed in August, 2016 that they would like to keep the proposed IMT MVA on hold for the present.
- iii. **IMT Trilateral Highway under implementation** - Kalewa-Yargi road is being implemented through EPC mode at a cost of Rs 1459.29 crore by NHAI (appointed by MEA as Technical Executing Agency). Works contract has been signed with the contractor in April 2018 with estimated construction time of 36 months.
- iv. **South Asian Sub-Regional Economic Cooperation (SASEC) Connectivity Investment Projects** -two projects connecting Bangladesh-India-Nepal (Asian Highway-02) and Bangladesh-India-Bhutan (Asian Highway-48) of 127.8km length with estimated cost of US\$ 262 million are already under implementation with loan funding from ADB.
- v. **Cross border connectivity to Nepal, Bangladesh and Myanmar**
 - Construction of bridge over river Feni in Sabroom to provide connectivity of Tripura to Bangladesh.
 - Construction of Imphal- Moreh road and Moreh bypass road will facilitate trade with Myanmar. Land Port at Moreh is under construction by Land Port & Custom Department.
 - 351 km long 2 laning of NH-54 from Aizawl to Tuipang in Mizoram will create will play a vital role in cross border trade through Mizoram with Myanmar. Two land ports are being developed by Land Port & Custom Department.
 - Construction of 6-lane Mechi Bridge on Asian Highway (AH-02) shall improve cross trade through West Bengal with Nepal.
- vi. **MoU between India and United Arab Emirates (UAE)**

To foster Bilateral Cooperation in the Road Transport & Highways sector, an MoU was signed in January, 2017 during the visit of Crown Prince of Abu Dhabi to India during the Republic Day Celebrations, 2017. The MoU envisages cooperation, exchange and collaboration between India and UAE for promoting increased investment in infrastructure development and logistics efficiency. A Joint Working Group (JWG) has been formed under the MoU from both the sides.
- vii. **Motor Vehicles Agreement (MVA) between India and Afghanistan**

A Motor Vehicles Agreement (MVA) for regulation of passenger, personal and cargo vehicular traffic between India and Afghanistan was signed in September, 2017 for enhanced regional connectivity through road transport and for promoting cross-border road transportation for increased trade with Afghanistan via the land route.

viii. *IMT Friendship Motor Rally-II, 2017*

India-Myanmar-Thailand (IMT) Friendship Motor Rally-II, 2017, supported by MoRTH from Guwahati to Bangkok, was organized jointly by Kalinga Motor Sports Club (KMSC), Bhubaneswar and Mahindra Adventure, Mumbai. The Rally started from Guwahati, India on 24.11.2017 and proceeded through Myanmar to reach at Bangkok, Thailand on 03.12.2017 covering a distance of about 5000 kms to return to Guwahati on 22.12.2017. The essence of the event was to propagate IMT Motor Vehicle Agreement and the Governments initiative along the planned route.

ix. *Co-operation Framework Agreement India and Morocco*

A Cooperation Framework Agreement between Indian Academy of Highway Engineers (IAHE), India and Institute of Training in Engines and Road Maintenance (IFEER), Morocco IAHE, Noida has been signed on 14.12.2017. The Agreement envisages bilateral cooperation in the field of training in Engines and Road Maintenance of Moroccan Engineers.

x. *Bus trial run across Bangladesh, India and Nepal*

A trial run of passenger bus from Dhaka, Bangladesh was conducted on 23rd to 26th April, 2018, with 43 passengers (officials from Bangladesh, India and Nepal) travelling to Kathmandu, Nepal, via Siliguri, West Bengal. The trial run has been conducted in preparation for the next meeting of representatives of the three BIN countries to plan the signing of the protocol for movement of passenger vehicles and conduct negotiations for finalizing the protocols for movement of cargo vehicles.

xi. *The Joint Working Group between India and Nepal has been revived and its first meeting held to activate more bus services between Bihar, UP, Uttarakhand and Nepal. Recently, the Prime Minister Shri Narendra Modi also flagged off a tourist bus service from Janakpur in Nepal to Ayodhya on 11th May 2018.*

8. OTHER INITIATIVES

i. *Wayside Amenities*

The National Highways Authority of India has started the process of developing wayside amenities at land acquired at 183 locations along side the national highways and has called for private participation for the same. The amenities

will provide rest and refreshment for highway commuters during their journey. There would be parking for cars, buses and trucks, restaurant/ food court, dhaba, fuel station, minor repair shop, rest rooms for passengers, dormitories for drivers, kiosks for sale of miscellaneous sundry items etc at these sites. The facilities having an area more than 5 acres will be developed under the brand name "HIGHWAY VILLAGE" and facilities on smaller area less than 5 Acres will be developed with brand name "HIGHWAY NEST.

ii. Skill Development

The Ministry has issued guidelines for Skill Development of Drivers and Mechanical Staff in the Road Transport Sector and of Workmen in the Highways Construction Sector with a view of meeting the manpower requirements of the road transport and highways sector and simultaneously creating additional avenues of employment. The workmen training will be conducted by the Directorate General of Training (DGT), Ministry of Skill Development & Entrepreneurship, Govt. of India. Drivers training will be imparted in driver training centres run by private promoters or State Road Transport Undertakings or the apex body of SRTUs, namely, the Association of State Road Transport Undertakings (ASRTU). The Ministry will also provide a stipend to each trainee. Training projects worth Rs 42 crore have been approved so far.

Nearly 2800 workers from the states of Karnataka, West Bengal, Rajasthan, Bihar and Odisha have been trained in World Bank funded projects in the trades of masonry, bar-bending and shuttering over a span of four months. A further 1 lakh twelve thousand workmen will be provided training at 310 projects of MoRTH, NHAI and NHIDCL by June 2018, under six trades namely masonry, bar-bending, shuttering, scaffolding, painting and plumbing.

iii. Red Beacon Lights:

With a view to strengthening healthy democratic values in the country, MORTH notified to do away with beacons of all kinds atop all categories of vehicles in the country except those connected with emergency, operation & relief services, etc

iv. Sukhad Yatra App and Toll-free Emergency number for highways users

A mobile App and Toll free Emergency number 1033 for highway users, developed by NHAI, were launched on 7th March 2018. The Sukhad Yatra mobile application provides information on toll rates. The key feature of the app includes a provision for the user to enter road quality-related information or to report any accident or pothole on the highway. It also provides users with real-time data related to waiting time expected at plazas and various facilities like points of

interest, highway nest/ nest mini, etc. The app can also be used to purchase FASTags. The toll-free number-1033 will enable users to report an emergency condition, or highway-related feedback, across the highway. The service has also been integrated with ambulance/ tow away services along the roads.

v. **Maximum speed per hour in kilometres on roads in India:**

The Ministry has revised the maximum speed in respect of various class of motor vehicles vide notification dated 6th April, 2018. The maximum speed for a motor vehicle used for carriage of passengers comprising not more than eight seats in addition to driver's seat (M1 category) has been fixed as 120 km/hr on Expressways with access control and 70 km/hr within the municipal limits. Similarly the speed limits for other class of vehicles have also been detailed in the notification.

9. SUCCESS STORIES

Eastern Peripheral Expressway

The 135 km long Eastern Peripheral Expressway from Kundli to Palwal is one half of the 270 km ring road that is coming up around Delhi to act as a bypass for traffic going to neighbouring states. This six lane, fully access controlled expressway is also the country's first SMART EXPRESSWAY, with a closed tolling system where toll will be charged on distance travelled, an iconic toll plaza with an underground digital art gallery, restriction for overloaded vehicles, 8 solar power plants to provide lighting for the entire length of the expressway, avenue and median plantation with drip irrigation and fountains at interchanges. The expressway was built in a record 500 days as against a target of 900 days.

Extra-dosed Bridge across River Narmada at Bharuch

A new four lane, Extra-dosed Bridge across river Narmada at Bharuch, inaugurated by the Prime Minister on 9th of March 2017, has brought major relief for people travelling on the Vadodara-Surat section of NH-8. The 1.4 km 'Extradosed' cable stayed bridge is the longest in India and the second such bridge in the country after Nivedita Setu over Hooghly.

Bridge over River Chambal at Kota

A 6-lane Cable Stayed Bridge across river Chambal at Kota was inaugurated by the Prime Minister Shri Narendra Modi on 29th August 2017. Built at a cost of Rs. 278 Crores, this bridge marks the completion of the East-West corridor.

Chenani- Nashri Tunnel

An ideal example of the government's 'Make in India' and 'Skill India' initiative, the 9 km long, twin-tube, all-weather tunnel between Udhampur and Ramban in Jammu & Kashmir is not only India's longest highway tunnel but also Asia's

longest bi-directional highway tunnel. Built at an elevation of 1200 metres on one of the most difficult Himalayan terrains, the tunnel cuts the travel time between Jammu and Srinagar by two hours, bypassing about 41 kms of road length. It will also ensure an all-weather passage on a route that often sees heavy traffic jams and disruptions due to landslides, snow, sharp curves, breakdown of vehicles and accidents. The tunnel has been constructed at a cost of about Rs 3720 crores and is a part of the 286-km-long project for four-laning of the Jammu-Srinagar National Highway.

Dhola Sadiya Bridge

The Hon'ble Prime Minister, Shri Narendra Modi, inaugurated India's longest bridge- the 9.15 km long Dhola-Sadiya Bridge over River Brahmaputra in Assam on 26th May 2017. The bridge has ensured 24x7 connectivity between upper Assam and Eastern part of Arunachal Pradesh, marking a major transformation from the ferry-based, day-only connectivity that collapsed during floods. It has considerably reduced the distance and travel time between the two states. The distance between Rupai on NH- 37 in Assam to Meka/Roing on NH-52 in Arunachal Pradesh has been cut down by 165 KM. The travel time between the two places has come down from six hours to just one hour – a total five hour reduction.
