



R F D

(Results-Framework Document)

for

Ministry of Road Transport and Highways

(2012-2013)

Section 1:

Vision, Mission, Objectives and Functions

Vision

Enabling INDIA to have a sustainable, efficient, safe and internationally comparable quality of road infrastructure in general and National Highways infrastructure in particular to achieve enhanced, quick connectivity, mobility to a level which accelerates socio-economic development.

Mission

- Development of a National Highways (NHs) Network in the country encompassing roads of international standards for uninterrupted flow of traffic with enhanced safety features.
- Enhanced connectivity for remote far flung and isolated areas, including North-East region (NER), Left Wing Extremism (LWE) affected areas including Tribal Sub-Plan (TSP).
- Evolving policies for efficient and Safe transportation through the Road Network and facilitating their implementation.
- Establish arrangement for review of Road Transport requirements keeping in view the long term perspective.
- Improving road safety scenario in the country.
- Computerization of the procedure for regulating motor vehicular traffic.
- Strengthening public transport system.

Objective

- 1 Planning, development and maintenance of National Highways (NHs) infrastructure by creating State-of-the-Art additional capacity.
- 2 Skill development amongst stakeholders compatible with the international standards.
- 3 Special Accelerated Road Development Programme for North-East region (SARDP-NE) including Arunachal Pradesh package for enhancing state capitals, district headquarters connectivity, strategic roads in border states and connectivity to neighbouring countries.
- 4 Special Programme for development of road connectivity of two-lane standards in the Left Wing Extremism (LWE) affected areas including Tribal Sub-Plan (TSP).
- 5 Technical & financial support to State Governments for development of State roads and the roads of the Inter-State Connectivity and Economic Importance.
- 6 Endeavour to evolve effective policy measures to sustainably improve road safety scenario in the country.

Section 1: Vision, Mission, Objectives and Functions

- 7 Efficient and safe transportation through the road network.
- 8 To set up Model Inspection and Certification Centres.
- 9 To take up effective policy initiatives for strengthening integrated public transport system.

Functions

- 1 Development and maintenance of National Highways (NHs).
- 2 Administration of Central Road Fund (CRF).
- 3 Formulation, Implementation of policies relating to road transport.

Section 2: Inter se Priorities among Key Objectives, Success indicators and Targets

Objective	Weight	Action	Success Indicator	Unit	Weight	Target / Criteria Value				
						Excellent 100%	Very Good 90%	Good 80%	Fair 70%	Poor 60%
[1] Planning, development and maintenance of National Highways (NHs) infrastructure by creating State-of-the-Art additional capacity.	32.00	[1.1] Development of NHs infrastructure under National Highways Development Project (NHDP).	[1.1.1] Completion of construction.	Kms	8.00	3300	3000	2650	2300	2000
		[1.2] Award of works under NHDP.	[1.2.1] Length to be awarded.	Kms	5.12	9700	8800	7750	6800	5800
		[1.3] Feasibility studies (FS) for implementation of projects under NHDP.	[1.3.1] Length of FS to be completed.	Kms	1.92	11000	10000	9000	8000	7000
		[1.4] Land acquisition ensuring completion of process under Section 3G of NH Act for acquisition of land under NHDP.	[1.4.1] Taking possession of land (area in hectare).	Ha	4.16	11000	10000	8800	7700	6600
		[1.5] Raising of funds for NHDP by National Highways Authority of India (NHA).	[1.5.1] IEBR (Internal & External Budgetary Resources) under 54 EC and tax-free bonds.	Rs crores	0.96	14300	13000	11440	10000	8600
		[1.6] Development of non-NHDP NHs [Includ. widening to 2 lane, strengthening, improvement of riding quality (IRQP), etc] by State PWDs / BRO.	[1.6.1] Completion of length.	Kms	5.44	3300	3000	2650	2300	2000
		[1.7] Sanction of works for NHs (non-NHDP) to be executed by State PWDs / BRO.	[1.7.1] Cost of works to be sanctioned.	Rs crores	1.60	3300	3000	2650	2300	2000
		[1.8] Maintenance of NHs with NHAI / State PWDs / BRO.	[1.8.1] Periodical and ordinary repairs (filling pot holes, patches, levelling berms, repair of culverts, etc).	Rs crores	3.84	2120	1930	1700	1500	1275

Section 2: Inter se Priorities among Key Objectives, Success indicators and Targets

Objective	Weight	Action	Success Indicator	Unit	Weight	Target / Criteria Value				
						Excellent 100%	Very Good 90%	Good 80%	Fair 70%	Poor 60%
[2] Skill development amongst stakeholders compatible with the international standards.	3.00	[1.8.2] Independent audit of quality of maintenance and road safety on NHs on sample basis.	[1.8.2]	Kms	0.96	2200	2000	1760	1540	1320
		[2.1] Study for assessment of skill requirement during 12th Plan. [2.2] Refresher course / course for new recruits / in-service Highway professionals.	[2.1.1] Completion of study. [2.2.1] Number of engineers to be trained.	Date Nos	2.01 0.99	30/11/2012 450	31/12/2012 400	31/01/2013 350	28/02/2013 300	31/03/2013 260
[3] Special Accelerated Road Development Programme for North-East region (SARDP-NE) including Arunachal Pradesh package for enhancing state capitals, district headquarters connectivity, strategic roads in border states and connectivity to neighbouring countries.	15.00	[3.1] Development of roads in NE region.	[3.1.1] Length to be completed.	Kms	6.00	330	300	265	230	200
		[3.2] Award of works under SARDP-NE.	[3.2.1] Length to be awarded.	Kms	6.00	2200	1980	1750	1530	1320
		[3.3] Construction of 2-lane 25.8 km Missing Link of NH-37 Extn including 9.3 km long bridge across river Brahmaputra connecting Assam at Dholā Sadia Ghat with Roing in Arunachal Pradesh on BOT (Annuity) at TPC Rs 876 cr.	[3.3.1] Length to be completed in 2012-13 (stand-alone mega project under Arunachal Pradesh Package).	Kms	1.50	9	8	7	6	5
		[3.4] Construction of two-lane Kalandan State road in 100 km length in Mizoram (up to Mynamr border) under	[3.4.1] Length to be completed in 2012-13 (stand-alone mega project under	Kms	1.50	33	30	26	23	20

Section 2: Inter se Priorities among Key Objectives, Success indicators and Targets

Objective	Weight	Action	Success Indicator	Unit	Weight	Target / Criteria Value				
						Excellent 100%	Very Good 90%	Good 80%	Fair 70%	Poor 60%
		MTT (Multi-model transit transport) in extension of NH-54 for connectivity to Silway port in Mynamar on EPC mode at a cost of Rs 576 cr.	SARDP-NIE Phase-A).							
[4] Special Programme for development of road connectivity of two-lane standards in the Left Wing Extremism (LWE) affected areas including Tribal Sub-Plan (TSP).	14.00	[4.1] Development of road connectivity in LWE.	[4.1.1] Length to be completed.	Kms	7.00	1320	1200	1060	930	800
		[4.2] Award of works under LWE.	[4.2.1] Length to be awarded.	Kms	7.00	1070	975	850	750	640
[5] Technical & financial support to State Governments for development of State roads and the roads of the Inter-State Connectivity and Economic Importance.	1.00	[5.1] Release of funds under Central Road Fund (CRF).	[5.1.1] Funds to be released.	Rs in crore	1.00	2600	2360	2100	1820	1560
[6] Endeavour to evolve effective policy measures to sustainably improve road safety scenario in the country.	9.00	[6.1] Implementation of remedial measures on NHs for 100 black spots in 13 most accident-prone States under dedicated 10% of Plan outlay earmarked for road safety.	[6.1.1] Identification and rectification of 100 black spots on NHs.	Nos.	2.97	110	100	90	80	70
		[6.2] To improve the road safety scenario in the country by various measures such as, generating mass awareness through print and electronic media including vernacular and dedicated NGOs.	[6.2.1] To conduct a number of video spots and radio spots to be telecast / broadcast.	Nos	2.97	30000	27000	24000	21000	18000
		[6.3] Developing communication strategy for road safety	[6.3.1] Creation of single toll-free number, emergency care,	Date	0.99	30/11/2012	31/12/2012	31/01/2013	28/02/2013	31/03/2013

Section 2: Inter se Priorities among Key Objectives, Success indicators and Targets

Objective	Weight	Action	Success Indicator	Unit	Weight	Target / Criteria Value				
						Excellent 100%	Very Good 90%	Good 80%	Fair 70%	Poor 60%
[7] Efficient and safe transportation through the road network.	6.00	and monitoring implementation.	designated trauma centres and ambulance code, etc.							
			[6.3.2] Implementation of RADMS software for collection of data on road accidents	Date	0.00	31/12/2012	30/01/2013	28/02/2013	15/03/2013	31/03/2013
			[6.4.1] Setting up RSF in 13 most accident-prone States.	Date	0.99	30/11/2012	31/12/2012	31/01/2013	28/02/2013	31/03/2013
			[6.5.1] Extension of ETC system on 3 stretch of Delhi - Mumbai GQ limb.	Kms	1.08	1100	1000	900	800	700
			[7.1.1] To impart refresher training to HMV drivers including first-aid and trauma care training.	Nos	3.00	100000	90000	80000	70000	60000
		[7.2] To impart training to State Transport personnel.	[7.2.1] Number of training programmes to be conducted.	Nos	1.02	20	18	16	14	12
		[7.3] To set up Model Driving Training Institutes.	[7.3.1] Number of Driving Training Institutes to be sanctioned.	Nos	0.96	5	4	3	2	1
		[7.4] Sanctioning (Rs.in crores) of road safety equipments.	[7.4.1] Number of pollution testing equipments, ambulances, cranes, breath analyzers, portable road accidents recorders to be	Nos.	1.02	500	450	400	350	300

Section 2: Inter se Priorities among Key Objectives, Success indicators and Targets

Objective	Weight	Action	Success Indicator	Unit	Weight	Target / Criteria Value				
						Excellent 100%	Very Good 90%	Good 80%	Fair 70%	Poor 60%
			sanctioned and provided to the States.							
[8] To set up Model Inspection and Certification Centres.	2.00	[8.1] To set up Model Inspection & Certification Centres.	[8.1.1] Number of I&C centres to be sanctioned.	Nos	2.00	5	4	3	2	1
[9] To take up effective policy initiatives for strengthening integrated public transport system.	3.00	[9.1] To provide Central assistance to States / STUs for implementation of IT projects / Mobility Plan. [9.2] Study on shortfalls on public transport system.	[9.1.1] Number of STUs to be sanctioned. [9.2.1] Completion of study.	Nos Date	2.01 0.99	15 30/11/2012	14 31/12/2012	12 31/01/2013	10 28/02/2013	9 31/03/2013
* Efficient Functioning of the RFD System	3.00	Timely submission of Draft for Approval Timely submission of Results	On-time submission On- time submission	Date Date	2.0 1.0	05/03/2012 01/05/2012	06/03/2012 03/05/2012	07/03/2012 04/05/2012	08/03/2012 05/05/2012	09/03/2012 06/05/2012
* Administrative Reforms	6.00	Implement mitigating strategies for reducing potential risk of corruption Implement ISO 9001 as per the approved action plan Identify, design and implement major innovations	% of implementation Area of operations covered Implementation of identified innovations	% % Date	2.0 2.0 2.0	100 100 05/03/2013	95 95 06/03/2013	90 90 07/03/2013	85 85 08/03/2013	80 80 09/03/2013
* Improving Internal Efficiency / responsiveness / service delivery of Ministry / Department	4.00	Implementation of Sevottam	Independent Audit of Implementation of Citizen's Charter Independent Audit of implementation of public grievance redressal system	% %	2.0 2.0	100 100	95 95	90 90	85 85	80 80
* Ensuring compliance to the Financial Accountability Framework	2.00	Timely submission of ATNs on Audit paras of C&AG	Percentage of ATNs submitted within due date (4 months) from date of presentation of	%	0.5	100	90	80	70	60

* Mandatory Objective(s)

Section 2: Inter se Priorities among Key Objectives, Success indicators and Targets

Objective	Weight	Action	Success Indicator	Unit	Weight	Target / Criteria Value				
						Excellent 100%	Very Good 90%	Good 80%	Fair 70%	Poor 60%
		Timely submission of ATRs to the PAC Sectt. on PAC Reports.	Report to Parliament by CAG during the year.							
			Percentage of ATRS submitted within due date (6 months) from date of presentation of Report to Parliament by PAC during the year.	%	0.5	100	90	80	70	60
		Early disposal of pending ATNs on Audit Paras of C&AG Reports presented to Parliament before 31.3.2012.	Percentage of outstanding ATNs disposed off during the year.	%	0.5	100	90	80	70	60
			Percentage of outstanding ATRS disposed off during the year.	%	0.5	100	90	80	70	60

* Mandatory Objective(s)

Section 3: Trend Values of the Success Indicators

Objective	Action	Success Indicator	Unit	Actual Value FY 10/11	Actual Value FY 11/12	Target Value FY 12/13	Projected Value for FY 13/14	Projected Value for FY 14/15
[1] Planning, development and maintenance of National Highways (NHs) infrastructure by creating State-of-the-Art additional capacity.	[1.1] Development of NHs infrastructure under National Highways Development Project (NHDP).	[1.1.1] Completion of construction.	Kms	1780	2250	3000	5000	7000
	[1.2] Award of works under NHDP.	[1.2.1] Length to be awarded.	Kms	5058	6000	8800	7500	7500
	[1.3] Feasibility studies (FS) for implementation of projects under NHDP.	[1.3.1] Length of FS to be completed.	Kms	7300	7500	10000	10000	10000
	[1.4] Land acquisition ensuring completion of process under Section 3G of NH Act for acquisition of land under NHDP.	[1.4.1] Taking possession of land (area in hectare).	Ha	13500	10000	10000	10000	10000
	[1.5] Raising of funds for NHDP by National Highways Authority of India (NHAI).	[1.5.1] IEBR (Internal & External Budgetary Resources) under 54 EC and tax-free bonds.	Rs crores	2136	5000	13000	15000	15000
	[1.6] Development of non-NHDP NHs [includ. widening to 2 lane, strengthening, improvement of riding quality (IRQP), etc] by State PWDs / BRO.	[1.6.1] Completion of length.	Kms	4184	4200	3000	4000	4000
	[1.7] Sanction of works for NHs (non-NHDP) to be executed by State PWDs / BRO.	[1.7.1] Cost of works to be sanctioned.	Rs crores	5083	4000	3000	4000	4000
	[1.8] Maintenance of NHs with NHAI / State PWDs / BRO.	[1.8.1] Periodical and ordinary repairs (filling pot holes, patches, levelling	Rs crores	--	--	1930	2500	2500

Section 3: Trend Values of the Success Indicators

Objective	Action	Success Indicator	Unit	Actual Value FY 10/11	Actual Value FY 11/12	Target Value FY 12/13	Projected Value for FY 13/14	Projected Value for FY 14/15
[2] Skill development amongst stakeholders compatible with the international standards.		berms, repair of culverts, etc).						
		[1.8.2] Independent audit of quality of maintenance and road safety on NHs on sample basis.	Kms	--	--	2000	3000	5000
	[2.1] Study for assessment of skill requirement during 12th Plan.	[2.1.1] Completion of study.	Date	--	--	31/12/2012	--	--
[3] Special Accelerated Road Development Programme for North-East region (SARDP-NE) including Arunachal Pradesh package for enhancing state capitals, district headquarters connectivity, strategic roads in border states and connectivity to neighbouring countries.	[2.2] Refresher course / course for new recruits / in-service Highway professionals.	[2.2.1] Number of engineers to be trained.	Nos	--	--	400	500	600
	[3.1] Development of roads in NE region.	[3.1.1] Length to be completed.	Kms	146	200	300	500	700
	[3.2] Award of works under SARDP-NE.	[3.2.1] Length to be awarded.	Kms	9160	5025	1980	7000	7000
	[3.3] Construction of 2-lane 25.8 km Missing Link of NH-37 Extn including 9.3 km long bridge across river Brahmaputra connecting Assam at Dholia Sadia Ghat with Roing in Arunachal Pradesh on BOT (Annuity) at	[3.3.1] Length to be completed in 2012-13 (stand-alone mega project under Arunachal Pradesh Package).	Kms	--	--	8	10	25.8

Section 3: Trend Values of the Success Indicators

Objective	Action	Success Indicator	Unit	Actual Value FY 10/11	Actual Value FY 11/12	Target Value FY 12/13	Projected Value for FY 13/14	Projected Value for FY 14/15
[4] Special Programme for development of road connectivity of two-lane standards in the Left Wing Extremism (LWE) affected areas including Tribal Sub-Plan (TSP).	TPC Rs 876 cr.	[3.4.1] Length to be completed in 2012-13 (stand-alone mega project under SARDP-NE Phase-A).	Kms	--	--	30	40	20
	[3.4] Construction of two-lane Kalandan State road in 100 km length in Mizoram (up to Mynmar border) under MTT (Multi-model transit transport) in extension of NH-54 for connectivity to Sitway port in Mynmar on EPC mode at a cost of Rs 576 cr.							
	[4.1] Development of road connectivity in LWE.	[4.1.1] Length to be completed.	Kms	3256	700	1200	1500	1500
[5] Technical & financial support to State Governments for development of State roads and the roads of the Inter-State Connectivity and Economic Importance.	[4.2] Award of works under LWE.	[4.2.1] Length to be awarded.	Kms	4323	1700	975	3500	3500
	[5.1] Release of funds under Central Road Fund (CRF).	[5.1.1] Funds to be released.	Rs in crore	2460	1400	2360	2500	2700
[6] Endeavour to evolve effective policy measures to sustainably improve road safety scenario in the country.	[6.1] Implementation of remedial measures on NHs for 100 black spots in 13 most accident-prone States under dedicated 10% of Plan outlay earmarked for road safety.	[6.1.1] Identification and rectification of 100 black spots on NHs.	Nos.	--	--	100	200	300

Section 3: Trend Values of the Success Indicators

Objective	Action	Success Indicator	Unit	Actual Value FY 10/11	Actual Value FY 11/12	Target Value FY 12/13	Projected Value for FY 13/14	Projected Value for FY 14/15
	[6.2] To improve the road safety scenario in the country by various measures such as, generating mass awareness through print and electronic media including vernacular and dedicated NGOs.	[6.2.1] To conduct a number of video spots and radio spots to be telecast / broadcast.	Nos	--	--	27000	35000	40000
	[6.3] Developing communication strategy for road safety and monitoring implementation.	[6.3.1] Creation of single toll-free number, emergency care, designated trauma centres and ambulance code, etc.	Date	--	--	31/12/2012	--	--
		[6.3.2] Implementation of RADMS software for collection of data on road accidents	Date	--	--	30/01/2013	--	--
		[6.4.1] Setting up RSF in 13 most accident-prone States.	Date	--	--	31/12/2012	--	--
	[6.5] Extension of pilot project of Delhi - Chandigarh on ETC (electronic toll collection) basis for ensuring uninterrupted flow of traffic.	[6.5.1] Extension of ETC system on 3 stretches of Delhi - Mumbai GQ limb.	Kms	--	--	1000	3000	5000
[7] Efficient and safe transportation through the road network.	[7.1] To impart refresher training to HMV drivers including first-aid and trauma care training.	[7.1.1] Number of HMV drivers to be trained.	Nos	0	0	90000	90000	90000
	[7.2] To impart training to State Transport personnel.	[7.2.1] Number of training programmes to be conducted.	Nos	10	10	18	20	20

Section 3: Trend Values of the Success Indicators

Objective	Action	Success Indicator	Unit	Actual Value FY 10/11	Actual Value FY 11/12	Target Value FY 12/13	Projected Value for FY 13/14	Projected Value for FY 14/15
	[7.3] To set up Model Driving Training Institutes.	[7.3.1] Number of Driving Training Institutes to be sanctioned.	Nos	7	2	4	4	4
	[7.4] Sanctioning (Rs.in crores) of road safety equipments.	[7.4.1] Number of pollution testing equipments, ambulances, cranes, breath analyzers, portable road accidents recorders to be sanctioned and provided to the States.	Nos.	278	400	450	500	500
[8] To set up Model Inspection and Certification Centres.	[8.1] To set up Model Inspection & Certification Centres.	[8.1.1] Number of I&C centres to be sanctioned.	Nos	7	7	4	4	4
[9] To take up effective policy initiatives for strengthening integrated public transport system.	[9.1] To provide Central assistance to States / STUs for implementation of IT projects / Mobility Plan.	[9.1.1] Number of STUs to be sanctioned.	Nos	9	4	14	14	14
	[9.2] Study on shortfalls on public transport system.	[9.2.1] Completion of study.	Date	--	--	31/12/2012	--	--
* Efficient Functioning of the RFD System	Timely submission of Draft for Approval	On-time submission	Date	05/03/2010	15/04/2011	06/03/2012	05/03/2013	05/03/2014
	Timely submission of Results	On- time submission	Date	27/04/2011	30/04/2012	03/05/2012	10/05/2013	08/05/2014
* Administrative Reforms	Implement mitigating strategies for reducing potential risk of corruption	% of implementation	%	70	80	95	100	100

* Mandatory Objective(s)

Section 3: Trend Values of the Success Indicators

Objective	Action	Success Indicator	Unit	Actual Value FY 10/11	Actual Value FY 11/12	Target Value FY 12/13	Projected Value for FY 13/14	Projected Value for FY 14/15
* Improving Internal Efficiency / responsiveness / service delivery of Ministry / Department	Implement ISO 9001 as per the approved action plan	Area of operations covered	%	70	80	95	100	100
	Identify, design and implement major innovations	Implementation of identified innovations	Date	05/03/2010	04/03/2011	06/03/2012	06/03/2013	07/03/2014
	Implementation of Sevottam	Independent Audit of Implementation of Citizen's Charter	%	70	80	95	100	100
		Independent Audit of implementation of public grievance redressal system	%	70	80	95	100	100
* Ensuring compliance to the Financial Accountability Framework	Timely submission of ATNs on Audit paras of C&AG	Percentage of ATNs submitted within due date (4 months) from date of presentation of Report to Parliament by CAG during the year.	%	70	80	90	95	100
		Percentage of ATRS submitted within due date (6 months) from date of presentation of Report to Parliament by PAC during the year.	%	70	80	90	95	100
	Early disposal of pending ATNs on Audit Paras of C&AG Reports presented to Parliament before 31.3.2012.	Percentage of outstanding ATNs disposed off during the year.	%	70	80	90	95	100
	Early disposal of pending ATRs on PAC Reports presented to Parliament before 31.3.2012	Percentage of outstanding ATRS disposed off during the year.	%	70	80	90	95	100
* Mandatory Objective(s)								

Section 4:

Description and Definition of Success Indicators and Proposed Measurement Methodology

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1. Planning, development and maintenance of NHs:

1.1 NHDP (National Highways Development Project)

SI No 1.1.1 to 1.1.5 - The measurable target for completion of construction is 3000 kms has been indicated in view of the past trend / availability of quantum of work under implementation. A measurable target for award of works under NHDP for 8800 kms is indicated in view of the enthusiastic public participation. The target for completion of feasibility studies for 10,000 km of road length and LA for 10,000 Ha has accordingly been indicated as measurable target. As per requirement of Internal and Extra Budgetary Resources of Rs 13,000 cr including tax-free bonds for Rs 10,000 cr and balance Rs 3,000 cr through 54 EC Bonds has been indicated.

1.2 & 1.3: Non-NHDP NHs: Under NH(O), the measurable target of 3,000 km indicated for improvement by way of strengthening, widening to 2-lane, improvement of riding quality to keep road in traffic-worthy condition. The sanction ceiling of Rs 3000 cr is indicated. Under M&R, the measurable target for periodical and ordinary repairs to keep the road traffic-worthy has been indicated for Rs 1930 cr. These measurable targets are consistent with the Plan Outlay 2012-13. A measurable target for independent audit of quality for maintenance and road safety for 2,000 km has been indicated, as a pilot project.

2. It is proposed to train 400 fresh recruits / in service highway professionals under the skill development programme. A measurable target for a study for assessment for skill requirement under the 12th Plan have been indicated to be completed during 2012-13.

3. Special Accelerated Road Development Programme for North-East Region (SARDP-NE) including Arunachal Pradesh package:

The projects for 3723 km length have already been awarded and 892 km length completed till 31-3-2012. The measurable targets of 1980 km to be awarded and 300 km to be completed during 2012-13 against the Plan Outlay under GBS of Rs 2000 cr. The Plan Outlay for NER roads of this Ministry is more than mandatory 10 per cent of the outlay for NH (O) of Rs 6042.80 cr. Two major projects, one each in Phase A and Special Arunachal Package, namely, construction of 100 km long Kaladan road in Mizoram costing Rs 576 cr on EPC basis under MTT (Multi-modal Transit Transport) to facilitate Mynamar Sitway Port Connectivity and construction of 25.8 km missing link of NH-37 Ext including 9.3 km long bridge across river Brahmaputra connecting Dhola Sadia Ghat in Assam with Roing in Arunachal Pradesh on BOT (Annuity) with TPC of Rs 876 cr respectively as measurable indicators of vital importance.

4. Special Programme for development of road connectivity of two-lane standards in the LWE affected areas including Tribal Sub-Plan (TSP): 4511 km have been awarded and

Section 4:

Description and Definition of Success Indicators and Proposed Measurement Methodology

1329 km completed till 31-3-2012. During 2012-13, the measurable target of 975 km for awards and 1200 km for completion has been kept. The Plan Outlay for 2012-13 is Rs 1500 cr.

5. Technical and financial support to State Governments for development of State roads and the roads of the Inter-State Connectivity and Economic Importance: A suitable mechanism is under examination to ensure release of Central Road Fund within a month of receipt of the Utilization Certificate.
6. Endeavour to evolve effective policy measures to sustainably improve road safety scenario in the country: In view of alarming road accidents, a new measurable indicator of 100 identified Black Spots, i.e. black spots which are locations of frequent / recurrence of accidents either due to geometric constraints or visibility (setback distance), signages, etc. on NHs in 13 most accident-prone States which accounts for 90% of casualties have been included to be implemented for remedial measures as a measurable indicator for which 10% of the Plan Outlay meant for NH(O) for Rs 6042.80 cr have been earmarked during 2012-13. The focus of mass awareness campaign through print / electronic media is made on vulnerable section of road users through vernacular press / media and dedicated NGOs as well as focus on the training including first-aid and trauma care for major contributor to the fatal accidents, i.e. HMTV drivers, who contribute about 78% of the fatal accidents. Provision for ETC (Electronic Toll Collection) as a pilot project and development of communication strategy have been provided as new indicators.
7. Efficient and safe transportation through the road network: Development of software for RADMS (Road Accident Data Management System) on Tamil Nadu model is indicated as measurable target. The provision for the road safety equipments proposed to be provided as per inter se needs, the sanction of which to be measured in terms of Rs in Cr and equipment in numbers.
8. To set up Model Inspection and Certification Centres: A measurable target of 10 model inspection and certification centres are indicated to be set up during 2012-13.
9. To take up effective policy initiatives for integrated public transport system, strengthening public transport system: The Central assistance for implementation of IT projects / mobility plans in 14 number of STUs (State Transport Undertakings) to be sanctioned is indicated as measurable target.
10. Mandatory indicators: Under administrative reforms, Sevottam in brining the transparency and responsiveness besides increased public participation, time-frame for delivery, e-procurement, user-friendly Facebook, mechanism for redressal of public grievances and inviting suggestions for effective responsiveness and Citizens' Charter on the Ministry's website are the measurable indicators.

Section 5:

Specific Performance Requirements from other Departments

1. Planning Commission: Timely approvals of proposals sent for appraisal to the Planning Commission. Need more delegation of powers for deciding upon projects' financing mode especially changeover from BOT (Toll) to BOT (Annuity) / EFC in the preliminary stage of feasibility study report preparation.
2. Finance Ministry: Adequate budgetary support for the projects that are not viable on public-private participation mode for considering under EPC mode.
3. State Governments: Support for implementation of National Highway projects by providing dedicated staff for land acquisition, timely shifting of utilities as requested by National Highways Authority of India (NHAI), law & order support for implementation by the agencies of NHAI, clearances from the Forest Department, signing of State Support Agreement and Umbrella Agreement by the State Governments. Timely receipt of requirements regarding road safety equipments, cranes, ambulances and facilitating in execution of schemes of I&C Centres, public transport strengthening and driver training schools.
4. Expeditious environmental clearances by the Ministry of Environment.
5. Ministry of Railways: GAD approvals for ROBs, details design approvals, maintenance of ROBs, regulation of train traffic during construction and timely CRS approvals.
6. Assistance from DAVP for facilitating publicity campaigns on road safety.

Section 6: Outcome/Impact of Department/Ministry

Outcome/Impact of Department/Ministry	Jointly responsible for influencing this outcome / impact with the following department (s) / ministry(ies)	Success Indicator	Unit	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15
1 Development and maintenance of National Highways (NHs).	NHAI, State PWDs and BRO.	Creation of safe and efficient road network supplementing the existing road capacity and upgrading the road transport system to sustain higher GDP growth rate. Reduction in total road transportation cost. Saving of foreign exchange due to fuel savings. Improving Level of Service (LoS) of road infrastructure. Improvement of environment and reduction in emission of carbon gases. Large scale reduction in road accidents due to segregation of fast-moving & slow-moving traffic.	Km	6069	6044	-	-	-
2 Enhanced connectivity in far flung & remote areas of NER.	NHAI, State PWDs and BRO.	-do-	Km	146	150	-	-	-
3 Enhanced connectivity in LWE-affected areas.	State PWDs.	-do-	Km	251	1078	-	-	-
4 Formulation, implementation of policies relating to road transportation.	All States / UTs, Ministry of Health & Family Welfare, DAVP.	Reduction in number of accidents, injuries and fatalities.	Nos. in lakhs	-	-	-	-	-

