FAQs

Sectoral

Roads and Highways

1. what is the objective of Bharatmala programme?

Bharatmala Pariyojana program focuses on optimizing efficiency of freight and passenger movement across the country by bridging critical infrastructure gaps through effective interventions like development of Economic Corridors, Inter Corridors and Feeder Routes, National Corridor Efficiency Improvement, Border and International connectivity roads, Coastal and Port connectivity roads and Green-field expressways. For more information, click here.

2. What are the different initiatives taken by the Govt. towards development of Highways in India?

Some of the key initiatives taken by Ministry of Road Transport & Highways (MoRTH) are: Bharatmala Pariyojna Eastern Peripheral Expressway – Western Peripheral Expressway Indian Bridge Management System Toll-Operate-Transfer (ToT) Planning of multi modal transport system Green Highways Division in NHAI Project Monitoring Information System (PMIS) INAM-Pro+ launched Bhoomi Rashi For more information, click here.

3. What is the Green Highways (Plantation, Transplantation, Beautification & Maintenance) Policy? What are the benefits of adopting this policy?

This is a Policy to promote greening of highway corridors with participation of the community, farmers, private sector, NGOs, and government institutions. Further, the policy provides comprehensive guidelines to ensure uniformity of operations pertaining to enhancement of highway landscapes. The community shall be benefited in terms of huge generation of employment opportunities, entrepreneurship development and environmental benefits. Overall, adoption of the policy will contribute to economic development of the country and the local groups can access their rights to the non-timber produce from the trees.

4. What are the Fiscal incentives provided by the Government in Road and Highway

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Sector?

Fiscal incentives for the sector are as follows: 1) 100% FDI through automatic route allowed subject to applicable laws and regulation. 2) Right of way (RoW) for project land made available to concessionaires free from all encumbrances. 3) NHAI/GOI to provide capital grant (Viability Gap Funding/Cash Support) up to 40% of project cost to enhance viability on a case to case basis. 4) 100% tax exemption for five years and 30% relief for next five years, which may be availed of in 20 years. 5) Duty free import of modern high capacity construction equipment.

5. What roles did Government play in highway sector?

National Highways Authority of India implemented the National Highways Development Project (NHDP) which is India ' s largest ever Highways Project in a phased manner. Prime focus of NHDP was to ensure enhanced safety features, better riding surface, road geometry and traffic management, bypasses and wayside amenities, over bridges and underpasses etc. For more information, click here.

6. What is the scope of Pradhan Mantri Gram Sadak Yojana (PMGSY), ?

The Pradhan Mantri Gram Sadak Yojana (PMGSY), was launched by the Govt. of India to provide connectivity to unconnected Habitations as part of a poverty reduction strategy. For more information, click here.

7. Does the road and highway sector provide any tax benefits post GST?

Few tax benefits post GST in the Roads & Highway sector are: Interstate check posts removed, travel time of long-haul trucks, other cargo vehicles cut by at least one-fifth Rate for all goods expected to be in the range of 18% Logistics cost down to 10-12% of total value of goods For more information, click here.

8. What is Value Engineering Programme?

The Ministry of Road Transport and Highways, Government of India plans to implement 'Value Engineering Programme' in order to promote use of new technologies and material in highway projects being executed in India.

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9. What is Special Accelerated Road Development Programme?

Ministry of Road Transport and Highways has taken up an ambitious Special Accelerated Road Development Programme (SARDP-NE) for development of road network in the north eastern States of the Country. For more information, click here.

10. What amount of Foreign Direct Investment is permitted in streets and parkways?

100% Foreign Direct Investment (FDI) is allowed under the automatic route in the road and highways sector. For more information, click here.

11. What is the development plan and budget of Bharatmala?

A total of around 24,800 kms is being considered in Phase I of Bharatmala. In addition, Bharatmala Pariyojana phase -I also includes 10,000 kms of balance road works under NHDP, taking the total to 34,800 kms at an estimated cost of INR. 5,35,000 cr. Bharatmala Phase I - is to be implemented over a five years period of i.e. 2017-18 to 2021-22.

12. What are key objectives of Bharatmala?

Some key objectives of Bharatmala are: Improving connectivity in North East Seamless connectivity with Neighbouring countries Improvement in efficiency of existing corridors through development of Multimodal Logistics Park Delegation of powers to expedite project delivery - Phase I to complete by 2022 Emphasis on the use of technology & scientific planning for project preparation and asset monitoring For more information, click here.

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