

Thailand through Myanmar. Construction of 130 km length stretch of road connecting Moreh (India) / Tamu (Myanmar) to Kalewa in Myanmar has already been completed by Border Roads Organization of India. For construction of 69 bridges including approach roads in the Tamu-Kyigone-Kalewa road section (149.70 kms) and construction/upgradation of the Kalewa-Yargi road section (120.74 kms) of the IMT Trilateral Highway in Myanmar, appointment of Consultants to finalise tender documents and award of contracts has already been completed.

Seamless entry of Bangladesh truck into India: History was written at the Inland Customs Depot in Patparganj in East Delhi in September 2016 when for the first time a cargo truck from Bangladesh drove in with a Delhi bound consignment, having come seamlessly through customs free borders on a trial basis under BBIN Motor Vehicles Agreement.

India-Myanmar-Thailand (IMT) Motor Vehicle Agreement: A trial run of passenger vehicles on the IMT Trilateral Highway up to Naypitaw in Myanmar was carried out during 9-14 November, 2015 in which Indian vehicles travelled to Myanmar on Imphal-Mandalay-Bagan-Naypitaw route and back and Myanmar vehicles joined the Indian vehicles on the return journey from Naypitaw to Imphal and returning to Myanmar.

BBIN Corridor: Under the study on LEEP, a strategic initiative called the Bangladesh Bhutan India Nepal (BBIN) corridor development aimed to improve economic cooperation and regional connectivity is under consideration. Various interventions like upgrading road connectivity within BBIN region, development of feeder routes and up-gradation of land ports are under consideration.

3.8. Recommendations of Rakesh Mohan Committee (National Transport Development Policy Committee (NTDPC))

- Roads should not be looked at in isolation, but as part of an integrated multi-modal system of transport. The planning and development of the primary road network must tie up with planning of railways' dedicated freight corridors and other segments of rail network, connectivity with ports, airports, SEZs, logistic hubs, major tourist centres and linkage with neighbouring countries.
- The current program of PMGSY should be expanded to achieve universal connectivity to all habitations on time bound basis.
- There is need for continuous upgradation of technology in the auto industry, especially the commercial vehicle sector, to meet the objectives of better comfort, productivity, energy efficiency, safety and emission standards in line with international practices and standards.
- Private sector financing in the highways will remain confined to commercially viable and high traffic density stretches. It will be prudent, therefore, to enhance the availability of public sector funding.
- The existing network of National Highways and State Highways may be expanded in tune with the economic growth and development of industrial hubs, SEZs, ports, tourist centers and connectivity to international routes – Asian Highways and the European Road Network.
- For capacity augmentation of state highways every state should formulate and implement programmes on the lines of NHDP.
- The accruals to the CRF may be enhanced by making levy of cess on fuel on ad valorem basis rather than the system of a fixed amount of Rs. 2 per litre (which was fixed in the year 2005). This may be enhanced to Rs. 4 per litre to enhance accruals to the CRF.
- There is a need for review of the current policy of user fees (tolls) on National Highways. A two-lane should be considered a minimum facility to be provided out of government budget in respect of primary roads (NHs and SHs) with no direct user charge. Toll should be