

**Relevant Recommendations culled out from the Report of the Working
Group on Cement Industry for XII Five Year Plan (2012-17)**

**Ministries of Road Transport/Urban
Development/Rural Development/NHAI**

- 19.b With a view to creating a world-class road infrastructure in the country for the rapid and inclusive growth of the economy, the Working Group recommends that:
- i) All new expansions in the National and State Highways may be made of cement concrete as a Policy. To begin with, this percentage could be 30% of the total allocations.
 - ii) All existing bitumen National and State Highways where strengthening is required should be replaced with concrete surface, by adopting the technology of concrete overlays, popularly known as White Topping.
 - iii) Use of PPC may be made mandatory in the construction of roads as a policy not only for National and State Highways but also in the construction of roads by all agencies including CPWD, State PWDs etc. This has already been permitted by the Indian Roads Congress (IRC).
 - iv) All existing city roads having bitumen surface be converted gradually to cement concrete and new ones should preferably be constructed with cement concrete technology.
 - v) All connecting roads in villages must be done with cement concrete technology.

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58. Due to the Multi-axle feature of new generation trucks, the carrying capacity of trucks has increased significantly. Also the multi-axle feature reduces the wear and tear impact on roads due to its uniform load distribution ability.
59. Thus government needs to amend the Motor Vehicles Act to increase the loading capacity allowance of trucks and take into account the axle load of a truck to be 13 tonnes instead of the current 9 tonnes. This shall aid in adding economies and efficiencies to road transport of cement which remains the major share-bearer of cement transport.

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