

ANNUAL REPORT

2022 - 2023

75
आज़ादी का
अमृत महोत्सव



BHARATMALA
ROAD TO PROSPERITY



सत्यमेव जयते

GOVERNMENT OF INDIA
MINISTRY OF
ROAD TRANSPORT AND HIGHWAYS
NEW DELHI



भारत 2023 INDIA

वसुधैव कुटुम्बकम्

ONE EARTH • ONE FAMILY • ONE FUTURE



... And that's why today, I am talking about the strength of 130 crore countrymen, witnessing their dreams and feeling their resolutions from the ramparts of Red Fort, I believe we must focus our attention on the "Panch Pran" for the coming 25 years. You have to concentrate on your resolves and strength. And we must take up the responsibility of fulfilling all the dreams of the freedom fighters by embracing those Panch Pran by 2047 when the country celebrates 100 years of independence.

-15th August, 2022



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सत्यमेव जयते

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
NEW DELHI



रुकिए
Stop

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



**Officials of MoRTH Watching Live Streaming of the Launch of Mission LiFE
by Hon'ble PM at Kevadia, Gujarat**

यह चिन्ह सबसे महत्वपूर्ण और प्रमुख सड़क चिन्हों में से एक है। यह चिन्ह दर्शाता है कि ड्राइवर वाहन को तत्काल रोक दे। आमतौर पर पुलिस, यातायात और पथ-कर प्रशासन इस चिन्ह को जांच-चौकियों पर लगाते हैं।

This is one of the most important and prominent Road Signs. This sign indicates that driver should immediately stop. Usually Police, traffic and toll authorities use this sign at check posts.



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इस चिन्ह का प्रयोग गोलचक्कर पर किया जाता है जहां एक विशेष लेन अनुशासन का पालन किया जाना होता है। यह चिन्ह वाहनों को उनकी दायीं तरफ यातायात के दिए अन्य वाहनों को रास्ता देने का निर्देश देता है।

This sign is used at roundabouts where a specific lane discipline is to be followed. This sign directs the traffic to give way to the fellow traffic on your right side.



प्रवेश निषेध
No Entry

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



National Highways Excellence Awards, 2021

यह चिन्ह दर्शाता है कि यहां सभी वाहनों का प्रवेश निषेध है। एक क्षेत्र के कुछ भागों को यातायात के लिए प्रवेश निषेध के रूप चिन्ह किया जाता है। यह प्रतिबंधित क्षेत्र में प्रवेश या यातायात निषेध क्षेत्र हो सकता है। इसलिए, चालक को इसका पालन करना चाहिए और अपना मार्ग परिवर्तित कर लेना चाहिए।

This sign notifies that entry is prohibited for all vehicles. Certain pockets of an area or road are demarcated as 'no entry' areas for traffic. This could be entry to a restricted area or no-traffic zone. So the driver should obey it and divert his route.



National Highways Excellence Awards, 2021



यह चिन्ह दर्शाता है कि इस निर्दिष्ट क्षेत्र में बाहरी या भीतरी वाहन नहीं चलाए जाएंगे। इस क्षेत्र में भीड़-भाड़ कम करने के लिए ऐसा किया जाता है। पदयात्रियों के उपयोग वाले क्षेत्रों में भी इस चिन्ह का इस्तेमाल किया जाता है।

This sign signifies that there should be no movement of traffic in the designated area either from outside or within. This is used to decongest the area. It is also used at pedestrian areas.



ट्रकों का आना मना है
Truck Prohibited

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



**Successful Listing of National Highways Infra Trust (NHIT) Bonds
on the Bombay Stock Exchange & National Stock Exchange on 28th October, 2022**

जैसा कि चिन्ह से स्पष्ट है, निर्दिष्ट क्षेत्र में ट्रक या भारी मोटर वाहनों (एचएमवी) का प्रवेश वर्जित है। ये वे संकरे रास्ते या भीड़-भाड़ वाले क्षेत्र हो सकते हैं, जहां भारी मोटर वाहनों के प्रवेश से यातायात के सुगम प्रवाह में बाधा पहुंच सकती है।

As sign itself speaks the area designated is a no entry zone for Trucks or HMV. These could be narrow lanes or congested areas where entry of heavy transport vehicle could obstruct smooth flow of traffic.



CHAPTER - I

INTRODUCTION

- 1.1** Ministry of Road Transport and Highways was formed in 2009 by bifurcating the erstwhile Ministry of Shipping, Road Transport and Highways into two independent Ministries, i.e., Ministry of Road Transport and Highways and Ministry of Shipping.
- 1.2** Road Transport is a critical infrastructure for the economic development of a country. It impacts the pace, structure and pattern of development. The tasks and responsibilities of the Ministry of Road Transport and Highways encompass, inter alia, construction and maintenance of National Highways (NHs); administration of the National Highways Act, 1956; National Highways Authority of India Act, 1988; National Highways Fee (Determination of Rates and Collection) Rules, 2008; Motor Vehicles Act, 1988; and Central Motor Vehicles Rules 1989, as also formulation of broad policies relating to road transport and automotive norms, besides making arrangements for movement of vehicular traffic with neighbouring countries.
- 1.3** The capacity of National Highways in terms of handling traffic (passenger and goods) needs to keep pace with economic growth. India has the second largest road network in the world of about 63.32 lakh km. This comprises National Highways, Expressways, State Highways, Major District Roads, Other District Roads and Village Roads as under:

National Highways	1,44,955 km
State Highways	1,67,079 km
Other Roads	60,19,757 km
Total	63,31,791 km

- 1.4** Historically, investments in the transport sector have been made by the Government. However, in order to encourage private sector participation, the Ministry has laid down comprehensive policy guidelines for private sector participation in the development of National Highways.

Functions

- 1.5** The subjects allocated to the Ministry of Road Transport and Highways are listed at **Appendix-1**.

Organisation

- 1.6 Associated Offices**

- 1.6.1 National Highways Authority of India**

The National Highways Authority of India (NHAI) was set up through an Act of Parliament, namely the National Highways Authority of India Act, 1988. The NHAI is responsible for the development, maintenance and management of the National Highways entrusted to it and for matters related or incidental thereto. The NHAI became operational in February, 1995.

यह चिन्ह दर्शाता है कि इस सड़क पर बैलगाड़ियों और हाथ-देलों को चलाना वर्जित है। धीमी गति से चलने वाली ये गाड़ियां और ढेले कई बार यातायात के सुगम प्रवाह में बाधा उत्पन्न करते हैं।

This sign indicates that the road has been prohibited for plying of Bullock & Hand Carts. These slow moving carts many a times hinder the smooth flow of traffic.



बैलगाड़ियों का
आना मना है
**Bullock Cart
Prohibited**

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



1.6.2 National Highways & Infrastructure Development Corporation Ltd. (NHIDCL)

The Cabinet, in its meeting held on 13th March, 2014, approved the setting up and operationalization of a new corporate entity, the NHIDCL, under the Ministry of Road Transport and Highways to exclusively carry out the task of construction/up-grading/widening of National Highways in parts of the country which share international boundaries with neighbouring countries in order to promote regional connectivity on a sustainable basis.

1.6.3 Indian Academy of Highway Engineers (IAHE)

The Indian Academy of Highway Engineers (IAHE) is a registered Society under the administrative control of the Ministry. It is a collaborative body which was set up in the year 1983 with the objective of fulfilling the long felt need for training of Highway Engineers in the country, both at the entry level and during their service period.

1.6.4 Indian Roads Congress (IRC)

The IRC was formally registered as a Society on 24th September, 1937 under the Societies Registration Act of 1860 for periodical holding of road conferences to discuss issues related to road construction, maintenance & development. IRC has over 16,850 registered members comprising engineers & professionals of all stakeholders of the road sector, from Central and State Governments; Public Sector; Research Institutions; Academic Institutions; Local bodies; Private sector; Concessionaires; Contractors; Consultants; Equipment manufacturers; Machinery manufacturers; Material producers & suppliers; Industrial Associations; and Multilateral & Institutional organizations like World Bank, ADB, JICA, JRA, IRF etc.

1.6.5 National Highway Logistics Management Limited (NHLML)

The National Highways Logistics Management Limited (NHLML) is a 100% owned subsidiary company of NHAI. It is a Special Purpose Vehicle (SPV) company incorporated by the Ministry in the year 2020 with the intent of spearheading the development and inter-departmental coordination pertaining to the Multi-Modal Logistics Parks (MMLPs) for Cargo Traffic and first/last mile Port Connectivity Road projects under the Bharatmala Pariyojana. NHLML has also been delegated by Ministry of Road Transport and Highways for development of other allied highway infrastructure such as Inter-modal Stations for passenger traffic and development operations and management of Way-side amenities along National Highways, Utility corridor along NH. NHLML has been pivotal in accelerating the pace of coordination with various State Governments and Partner Government Agencies in terms of on-boarding them as equity stakeholders for development of MMLPs and signing of MoUs with various agencies. Since its inception, the organization, under the supervision of Ministry of Road Transport and Highways, has prioritized action on fast-tracking first/last mile direct road connectivity for various major and non-major ports and Inland Waterway Terminals under Bharatmala Pariyojana, while coordinating with the Ministry of Ports, Shipping and Waterways and various Port agencies.



Longest Double Decker Viaduct with Highway Flyover & Metro Rail in Nagpur.



Elevated Structure (Flyover) in Ahmednagar City

कुछ स्थानों पर पुल की व्यवस्था किए बिना सड़कें नदी के साथ जोड़ी जाती हैं। चूँकि नदी सड़क को विभाजित करती है इसलिए नौका सेवा के जरिए इन सड़कों को जोड़ा जाता है। यह चिन्ह दर्शाता है कि वहां नदी पार करने के लिए नौका सेवा उपलब्ध है।

Sometimes roads are intersected by the river without the provision of bridge. These roads are connected through ferry service. This sign indicates that there is a ferry service available to cross the river.



पत्थर लुढ़कने की संभावना
Falling Rocks

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



Inauguration of Phase-I of New Zuari Bridge in Goa



Zuari Bridge, Goa

10

तीव्र जलवायु में भूस्खलन के दौरान पहाड़ी रास्तों पर पत्थर/चट्टानें गिरती रहती हैं। यह चिन्ह दर्शाता है कि आगे के रास्ते पर पत्थर/चट्टानें गिरने का खतरा है। दुर्घटना से बचने के लिए ड्राइवर को सावधानी से वाहन चलाना चाहिए।

In hilly roads the rocks fall on road during landslides in extreme climates. This sign shows that the road ahead is prone to such falling of rocks and driver should drive carefully to avoid crash.



CHAPTER - II

YEAR 2022-23 AT A GLANCE

2. ROAD NETWORK

2.1 Road Sector: The National Highways have a total length of 1,44,955 km, which in totality serve as the arterial network of the country. The development of National Highways is the responsibility of the Government of India. The Government of India had launched major initiatives to upgrade and strengthen National Highways through various phases of the National Highways Development Project (NHDP) and is taking the initiative forward through the umbrella program of Bharatmala Pariyojana Phase-I and other schemes and projects. The status of various components of Bharatmala Pariyojana Phase-I and other schemes up to 31st December, 2022 are as under:

Components / Scheme	Total Length in km	Length Completed up to 31.03.2022 in km	Length Completed during 01.04.2022 to 31.12.2022 in km	Total Length Completed up to 31.12.2022 in km
A. Bharatmala Pariyojana Phase-I				
Economic Corridors	9,000	2,165	990	3,155
Inter Corridors & Feeder Roads	6,000	883	498	1,381
National Corridor Efficiency Improvement	5,000	1,282	130	1,412
Border & International Road Connectivity	2,000	1,134	79	1,213
Coastal & Port Connectivity Roads	2,000	69	24	93
Expressways	800	621	158	779
Subtotal	24,800	6,154	1,879	8,033
Balance road works under NHDP	10,000	2,788	968	3,756
Grand Total	34,800	8,942	2,847	11,789
B. Other Schemes				
SARDP-NE (Phase A+ Arunachal Pradesh)	6,418	4,212	261	4,473
LWE (including Vijayawada Ranchi Route)	6,085	5,797	31	5,818
EAP (WB+JICA+ADB)	2,855	1,521	243	1,764

यह चिन्ह दर्शाता है कि निर्धारित सड़क पर हाथ ठेले चलाने पर रोक है क्योंकि ये यातायात के तेज प्रवाह में बाधक बनते हैं।
 This sign indicates that the Hand Cart is prohibited on the demarcated road as it would hinder the flow of fast moving traffic.



The status of completion of various phases of NHDP, which have been subsumed under the umbrella programme of Bharatmala Pariyojana Phase-I, are as under:

NHDP Phases	Length completed up to 31.12.2020 in km
I+II+III+IV: GQ, Port connection & Up-gradation with 2/4/6-laning / North-South & East West Corridor	38,685
V: 6-laning of GQ and High density corridor	4,088
VI: Expressways	219
VII: Ring Roads, Bypasses and flyovers and other structures	181

2.2 In order to provide a boost to infrastructure development and enable it to overcome the impact of COVID-19 pandemic, the Ministry has placed target of 14,300 km for award, which is highest ever and 12,200 km for construction for the FY year 2022-23. Overall road projects exceeding 65,000 km in length, costing more than Rs. 11 lakh crore, are in progress, of which work in respect of projects of more than 39,000 km length has been completed and in balance length of more than 26,000 km works are in progress. NHs of 5,774 km length have been constructed during the first nine months of FY 2022-23. The Ministry has sensitized all project implementing agencies to make extra efforts and maximize the achievement of the targets for 2022-23. Above average rainfall during last monsoon is adversely impacting construction progress. Accordingly, there has been marginal shortfall in construction of NHs as compared to same period of previous financial year 2021-22.

The Ministry is closely monitoring construction progress and proactively working with project implementing agencies, State Governments, contractors/developers, to resolve issues/bottlenecks in projects and speed up construction of NHs. Periodic review meetings are being held at various levels, and several steps have been taken to improve liquidity of funds available with contractors/developers, to expedite progress.

2.3 Progress pertaining to Multi-Modal Logistics Parks (MMLP) under Bharatmala Ph- I

The Ministry finalized the Model Concession Agreement (MCA) for the MMLPs to be developed under Bharatmala Pariyojana in October 2021 through an elaborate process of inter- ministerial consultations. The document serves as the Developer Agreements/Concession Agreements for the individual MMLP projects under the Pariyojana. In addition to the MCA, the Ministry also finalized and approved the Model RFP document of selection of Concessionaire for development of the MMLPs in November 2021. Ministry, through its implementing agencies NHAI / NHLML and NHIDCL has kept pace with the work of implementing of 35 MMLPs Projects identified for development under Bharatmala Pariyojana - Phase I.

Of the 35 Multi-Modal Logistics Parks, MMLP in Jogighopa, Assam has been awarded and is under



construction under EPC mode by NHIDCL. Out of the remaining 34 sites, 15 sites have been prioritized for award by FY 25. MCA and RFP for development of MMLPs in PPP Mode have been approved. MMLP in Chennai, first MMLP on PPP basis has been awarded and bids have been invited for MMLPs in Nagpur, Indore and Bengaluru. DFR is in progress for 8 sites (Mumbai, Pune, Coimbatore, Hyderabad, Anantapur, Jammu, Vishakhapatnam and Jalna). DFR for 2 Locations - Patna and Nashik- will be awarded by March 2023. Memorandum of Understanding (MoU) have been signed with stakeholders such as Rail Vikas Nigam Limited (RVNL), Industrial Development Corporations of State Governments of Tamil Nadu, Andhra Pradesh, Karnataka, Maharashtra and with Port Trusts/authority such as Inland Waterways Authority of India (IWAI), Chennai Port Trust and Jawaharlal Nehru Port.

2.4 Progress pertaining to First/Last Mile Port Connectivity Road (PCR) Project under Bharatmala Phase-I

India has a total of 226 ports including 12 Major ports. At present, there are 87 operational/under implementation ports which are being considered for assessment in terms of connectivity or capacity augmentation. For improving first/last mile connectivity to all Major & Non-major ports of the country specifically the operational/under implementation ports, 55 port connectivity and associated hinterland projects with a total length of 2,779 km have already been initiated by the Ministry and its implementing agencies. As of now, 8 projects of length 294 km have been completed, 14 projects of length 1,645 km are under implementation, 13 projects of length 363 km are under bidding and 20 projects of length 476 km are yet to be awarded. Post completion of these projects, 45 maritime ports will be provided with National Highway or 4 Lane+ connectivity.

To ensure adequate last-mile connectivity to all the operational/UI ports in the country, a comprehensive Port Connectivity Masterplan was developed by MoRTH. As part of the Masterplan, connectivity requirements of all the operational and under implementation ports were assessed and connectivity projects were identified. The 59 projects (1,249 km) will be taken up under PM GatiShakti National Master Plan for improving last mile connectivity to ports in the country. Detailed Project Reports (DPR) are being developed for 2 projects (22 km) and bids have been invited for DPR for the remaining 57 projects (1,227 km).

2.5 Way Side Amenities

In order to improve the comfort and convenience of the highway users, the Ministry has planned development of state-of-the-art Way Side Amenities (WSA) at approximately every 40 kms along the National Highways. These facilities shall provide multiple options of rest and refreshment for the highway commuters during their journey. Some of the mandatory facilities being developed at each WSA are fuel stations, food court/restaurants, dhabas, convenience stores, clean and hygienic toilet facilities, drinking water, first aid/medical room including child-care room, dedicated area for promoting local artisans, car/bus/truck parking, drone landing facilities/helipad etc.



बाएं मुड़ना मना है
Left Turn Prohibited

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



A total of 600+ WSA sites are planned for development by FY 25. Out of which 144 WSA sites, along both brownfield (109 sites) and greenfield (35 sites) corridors, have already been awarded. Bids are under evaluation for 12 additional sites and Bids have been invited for additional 25 sites. Bids for another 45 sites are planned to be released by March 2023.

2.6 Public Transport Terminal Infrastructure (PTI)

A Public Transport Terminal Infrastructure (PTI) is envisioned as a world-class passenger movement facility, designed to provide a hub for interfacing and interconnecting a variety of inter-city, regional and local public transport systems, all within a single facility. Additionally, PTIs also help to address the issue of city congestion arising out of the ever-increasing traffic growth and severe under capacity of transport infrastructure. Development of these stations has two clear benefits as follows:

- (i) Improved Passenger Convenience: Transits are seamless as various transport modes operate from the same premises. These stations will also provide international standard amenities and cater to needs of a wide passenger demography.
- (ii) Reducing City Congestion: Aggregation of transportation nodes in the city can eliminate localized congestion. Further, if these hubs are near national highways or ring roads, they can provide effective city evacuation. Traffic due to transit passengers is largely eliminated.

PTI at Katra (Jammu) is planned for award in the FY 2022-23. Detailed Feasibility Report is under preparation for 3 locations, namely, Nagpur (Maharashtra), Katra (Jammu) and Tirupati (Andhra Pradesh). In addition, Pre-feasibility study for 4 locations in Haryana is complete.

2.7 Optical Fibre Cables (OFCs)

With the rapid expansion in mobile and broadband connectivity across India, it is necessary to explore and fully utilize opportunities presented by next generation networks like 5G & 6G. Optic Fibre Cable (OFC) infrastructure will form the backbone of these next generation telecom technologies in India and will play a critical role in growth of the economy.

To fulfil this need, in-line with principles of PM GatiShakti – National Master Plan, the Ministry is working towards development of a network of digital highways in the country by installing optic fibre cables (dark fibre) along the National Highway Corridors. This initiative will empower the Ministry to provide internet connectivity to remote locations/far-flung areas all across the country. The developed OFC network will allow a direct plug-and-play model or 'Fibre-on-demand' model for the Telecom/Internet Service Providers and will enable expansion in telecom connectivity and expedited roll out of new age telecom technologies like 5G & 6G.

In this regard, the Ministry has awarded 2 pilot projects for development of OFC infrastructure along one brown field and one green field pilot projects, namely, Hyderabad-Bangalore National Corridor and Delhi-Mumbai Expressway, having a total length of ~1900 kms.



2.8 Ropeways

As announced by the Hon'ble Finance Minister in the Union Budget 2022, the Ministry plans to undertake development of Cable Propelled Transit, i.e., Ropeways, as an alternate mobility transport solution under the National Ropeways Development Programme – Parvatmala Pariyojana. Under this program, the Ministry envisages provision of safe, economical, convenient, efficient, self-sustainable & world-class ropeway infrastructure through first & last mile connectivity to improve logistics and transportation in India.

Under Parvatmala Pariyojana, 8 ropeway projects of length ~50 kms are planned for award in Financial Year 2022-23. Ropeway at Varanasi (Uttar Pradesh) has been awarded on PPP mode for construction, operations and maintenance. Bids for 6 other projects of religious tourism importance, namely, Kedarnath (Uttarakhand), Hemkundsahib (Uttarakhand), Bijli Mahadev (Himachal Pradesh), Shivkhori (Jammu & Kashmir), Gwalior Fort (Madhya Pradesh) and Ujjain (Madhya Pradesh) are already invited. Detailed Feasibility Studies are underway for the remaining 13 locations, namely, Kanakdurga Temple (Andhra Pradesh), Palani (Tamil Nadu), Shankaracharya Temple (J&K), Leh Palace (Ladakh), Ghaziabad (UP), Maharani to Chhabimura (Tripura), Narnol (Haryana), Bishnupur (Manipur), Daporijo to Dumptorijo (Arunachal Pradesh), Pune (Maharashtra), Nashik (Maharashtra), Kodachadri hills (Karnataka) and Srisaillam (Andhra Pradesh). Memorandum of Understanding (MoU) have been signed with States such as Uttarakhand, Uttar Pradesh, Madhya Pradesh, Andhra Pradesh, Himachal Pradesh, Jammu & Kashmir, Assam, Tripura, Nagaland and Arunachal Pradesh confirming participation in the Parvatmala Pariyojana through partnership with MoRTH.



Ropeway

सड़क के कुछ व्यस्त चौराहों (इंटरसेक्शन) पर यह चिन्ह देखा जा सकता है। इन चौराहों पर वापस मुड़ने (यू-टर्न) से बड़ी दुर्घटनाएं हो सकती हैं या यातायात जाम लग सकता है। जुर्माने और किसी भी अप्रिय घटना से बचने के लिए ड्राइवर को चाहिए कि वह इस चिन्ह का उल्लंघन न करें।

This sign can be seen at some of the busy intersections on roads. The U-turn at these intersection could result in major crashes or traffic jams. The driver should not violate this sign to avoid fine and any untoward incident.



आगे चलना या
बाएं मुड़ना अनिवार्य
Compulsory Ahead
or Turn Left

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2.9 Setu Bandhan: Under the Setu Bandhan scheme of the Ministry, replacement of railway line Level Crossings (LCs) with Road Over Bridges (ROBs)/Rail Under Bridges (RUBs) through CRIF on State roads/MDR/ODR will be done. Allocation of fund for the year 2022-23 under this scheme is Rs.1326 crore.

2.10 Inauguration of Phase-I of New Zuari Bridge in Goa: Hon'ble Minister for Road Transport and Highways inaugurated Phase-I of the New Zuari Bridge in Goa. Located on the Zuari river at Cortalim village on Margao-Panaji National Highway, the bridge aims to ease the traffic woes of the State. Under the 1st Phase, the 4 Lane Right Hand Side Corridor of the 8 Lane Stayed Cable bridge has been inaugurated. Rs. 2530 crore project consists of the new bridge and the approaches from Bambolim to Verna and has a total project length of 13.20 km.

2.11 Changes in the Model Concession Agreement (MCA) & Request for Proposal (RFP) of the Road Construction Models

- (i) Bidder Eligibility criteria of NH projects under Hybrid Annuity Mode: Ministry has amended the Standard RFP document of HAM Mode to incorporate provisions relating to Threshold Technical capacity prescribed for similar work experience for EPC works related to Major Bridges and Tunnels. This will enable NHAI to procure concessionaires having appropriate experience in Major Bridges/ Tunnels for projects being executed under HAM mode.
- (ii) Changes have been made in the relevant clauses of the model RFP and MCA of the HAM project to allow the Lowest Quoted Bid Project Cost (BPC) as the basis for awarding the HAM Project and O&M cost to be fixed as in EPC projects.

It was a much-needed demand of the Industry as it will now bring out the winner immediately after the opening of financial bids in a transparent manner as in EPC mode of bidding. The earlier practice of making the award of the project in HAM after converting BPC and O&M quotes to NPV was sometimes not clear to many bidders.

- (iii) Changes have been made in the relevant clauses of the Model Concession Agreement of the BOT (Toll) project permitting the change of ownership from existing 2 years to 1 year after the Commercial Operation Date (COD). This move will free the equity/funds of construction companies for taking up other projects.

2.12 Asset Monetization

- (i) Bids invited for 4 Projects (382 km) for a concession period of 20 years under 3 TOT Bundles in August 2021 (Extended Bid Due date 27th January, 2022 for TOT Bundle 6 & 7 and 31st January,



2022 for TOT Bundle 8). The final status of these 3 TOT Bundles are as under:

TOT Bundle	Stretch (s)	Length (in km)	IECV (Rs. in cr.)	Highest Bid Concession fee (Rs. In cr.)	Status of Award of Work
6	Agra Bypass & Jhansi Shivpuri	108	1190	1107	Bids rejected
7	Eastern Peripheral Expressway (EPE)	135	5400	6267.1	LoA issued on 31.03.2022
8	Borkhedi – Wadner – Deodhari – Kelapur- Mah./Telangana Border	139	1475	1314.15	Bids rejected

- (ii) National Highways Infra Trust (NHIT) Bonds were successfully listed on the Bombay Stock Exchange & National Stock Exchange on 28th October, 2022 in the presence of Hon'ble Minister (RT&H). NHIT raised a sum of Rs 1,500 crore through an issue of secured, rated, listed, redeemable, non-convertible debentures securities (“Bonds”) with a long-dated maturity of 25 years. The Bonds were issued with a coupon of 7.9% payable half yearly, which works out to 8.05% interest for the year. The minimum investment amount was kept low at Rs. 10,000/- to encourage the participation of retail investors. NHIT Bonds received enormous interest from multiple investor classes and were called for early closure on the second day due to over-subscription.

2.13 Launch of Surety Bond Insurance: Hon'ble Minister for Road Transport and Highways launched India's first-ever Surety Bond Insurance product from Bajaj Allianz on 19th December, 2022. With this new instrument of Surety Bonds, the availability of both liquidity and capacity will be boosted, and the infrastructure sector will be strengthened.

2.14 Relief for Contractors/Developers of the Road Sector in view of the COVID-19 Pandemic

The Ministry has granted following reliefs/extension to relief granted to the Contractors / Developers of the Road Sector in view of the COVID-19 pandemic:

- Extension of relaxation in Schedule H/G till 31st March, 2023** to improve the liquidity of funds available with the Contractors and Concessionaire.
- Arrangement regarding direct payment to approved Sub-Contractor** through Escrow Account may be continued till **31st March, 2023** or the completion of the work by the Sub-Contractor, whichever is earlier.
- Reduction of Performance Security/release of retention money:** The Ministry has already decided to reduce Performance Security from existing 5-10 % to 3% of the value of the contract for all existing contracts (excluding the contracts under dispute wherein arbitration/court proceedings have already been started or are completed). All tenders/contracts issued/concluded till 31st March,

यह चिन्ह निर्देश देता है कि यातायात के सुगम प्रवाह के लिए ड्राइवर बाएं रहकर गाड़ी चलाएं। यह चिन्ह मुख्यतः उन सड़कों पर लगाया जाता है, जहां बीच में विभाजक (डिवाइडर) नहीं होता और उसी सड़क पर दुतरफा यातायात प्रवाह रहता है।

This sign indicates that the driver should drive in left lane for smooth traffic flow. This sign is installed mainly on the roads which do not have divider in between and two way traffic flows on the same road.



2023 should also have the provision of reduced performance security. However, in order to ensure the quality of work being executed, the Ministry will advise all project executing agencies to ensure that in case of abnormally low bids (ALBs), additional performance security is realized as per the latest guidelines provided by the Department of Expenditure, Ministry of Finance.

Retention money is a part of the Performance Security till the construction period. Hence, the release of retention money may be continued in proportion to the work already executed and no reduction of retention money may be made from the Bills raised by the Contractor till 31st March, 2023.

For HAM/BOT Contracts, a Performance Guarantee may be released on a pro-rata basis, as provided in the Contract, if Concessionaire is not in breach of the Contract.

Other than the above measures, following reliefs were also provided to the contractors till 31st October, 2022 :

- (i) Extension of Time to Contractor/Concessionaire may be examined and considered on case to case basis.
- (ii) Waiver of penalty for delay in submission of Performance Security/Bank Guarantee in new Contracts entered into during April 2021 - June 2021 may be granted in general for all such contracts for a period of one month from the due dates, as per provisions of the contract.
- (iii) Extension of Time to Consultants i.e I.E./A.E./S.C. may be examined and considered on case to case basis.
- (iv) In the case of BOT/ TOT Concessionaire, for the reduction in collection of the user fee, the concession period is to be extended as per provisions in the Concession Agreement.
- (v) For all NH Tolling Contracts, a reduction in collection of the fee may be compensated in accordance with the User Fee Collection Contracts.
- (vi) Extension of Time may be granted to Concessionaire for the achievement of Financial Closure in the Concession Agreements entered between April-June, 2021 for a period of one month from the due dates, as per provisions of the contract, depending on the location of the project.

2.15 National Highways Excellence Awards, 2021

Annual awards for excellence in National Highways sector have been instituted in year 2018 for recognizing concessionaires and contractors who have been performing exceptionally well. Total of 122 applications were received for the awards under various categories through the online process which were evaluated on pre-determined scoring parameters and then validated through desktop and third-party field assessment by Quality Council of India. Thereafter, an independent Jury went through the short-listed nominations and selected the final 11 awardees for gold and silver awards in all categories for felicitation by the Ministry.



Moreover, 27 field officers of MoRTH, NHAI and NHIDCL have also been selected for their outstanding contribution in the construction and development of National Highways in the ongoing COVID-19 pandemic situation and their outstanding contribution in the implementation of nationwide 100% ETC/FasTag rollout.

National Highways Excellence Awards, 2021 Ceremony for presentation of the Awards was held on 28th June, 2022 at Vigyan Bhawan, New Delhi. Chief Guest for the event was the Hon'ble Speaker, Lok Sabha.

2.16 Guinness World Records

- (i) NHAI has created Guinness World Record by constructing 75 km continuous Single Lane Bituminous Concrete Road in record time of 105 hours 33 minutes, between Amravati and Akola on NH 53 in Maharashtra.
- (ii) NHAI along with Maha Metro achieved the Guinness World Record by constructing longest Double Decker Viaduct (3.14 km) with Highway Flyover & Metro Rail supported on single column in between 3 metro stations in Nagpur.

2.17 E-initiatives

(i) BhoomiRashi - Land Acquisition Portal

The Ministry of Road Transport and Highways has launched BhoomiRashi portal to digitize the Land Acquisition notification process and avoid parking of public funds with the Competent Authority for Land Acquisition (CALA). The portal has been made mandatory for processing all the LA proposals w.e.f. 1st April, 2018. Since the operationalization of the portal, land acquisition process has been expedited significantly, it has become error-free and more transparent and the notifications at every stage are being processed on a real time basis. During the period 1st January, 2022 to 31st December, 2022, a total of 3019 Land Acquisition notifications have been issued and nearly 26254 hectares of land have been notified for acquisition for National Highway projects.

Also, following new modules have been added in the portal to further streamline the LA process and monitor land acquisition progress across the country:

- Offline Data Entry of Survey Numbers and Land Parties;
- Monitoring of Land Acquisition Pipeline;
- Interface for appointment of arbitrator and login credentials to Arbitrator;
- Module for monitoring Court Cases and arbitral cases;
- Module for generating CALA performance report and average time taken in publication of notification;
- Module for Grievance Redressal System;
- Land Acquisition pipeline module for Project monitoring;



आगे चलना अनिवार्य
(केवल आगे)
Compulsory Ahead
(Ahead Only)

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
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- ➔ Use of REAT payment module of PFMS for payment of compensation through BhoomiRashi so that requisite TDS may be deducted from compensation amount.

Further, a key objective of the Ministry was to avoid parking of funds in bank accounts and also ensuring transparent real time deposit of funds in the account of the individuals whose land/property were acquired. The same has successfully been achieved by integrating the payment of land acquisition compensation with the BhoomiRashi portal via Public Finance Management System (PFMS). Already, amounting to more than Rs. 843.00 crore have been paid through PFMS, for the Projects executed by MoRTH through State PWDs and National Highways Authority of India. Payment of LA compensation for projects being implemented by National Highways & Infrastructure Development Corporation Limited through BhoomiRashi-PFMS is under process. This initiative of MoRTH has resulted in a more robust and efficient land acquisition for road construction in the country.

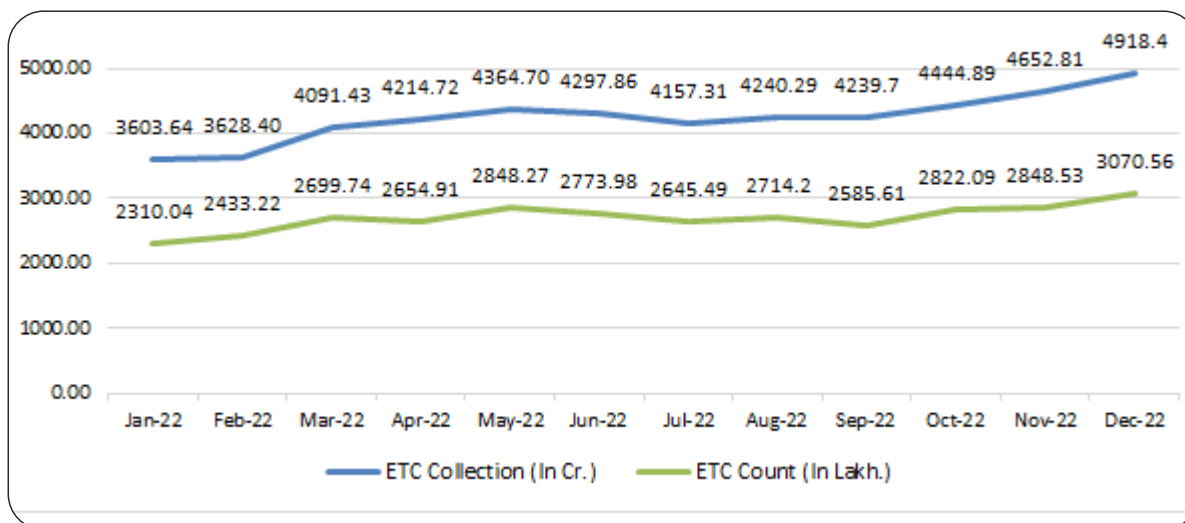
(ii) E-tolling

In order to ensure seamless movement of traffic through fee plazas and increase transparency in collection of user fee using FASTag, the National Electronic Toll Collection (NETC) programme, the flagship initiative of Ministry of Road Transport and Highways, has been implemented on pan-India basis. The National Payment Corporation of India (NPCI) is the Central Clearing House (CCH). There are thirty eight (38) banks (including Public and Private sector banks) engaged as issuer banks for FASTag issuance to road users and fourteen (14) acquirer banks to process the transactions at fee plazas.

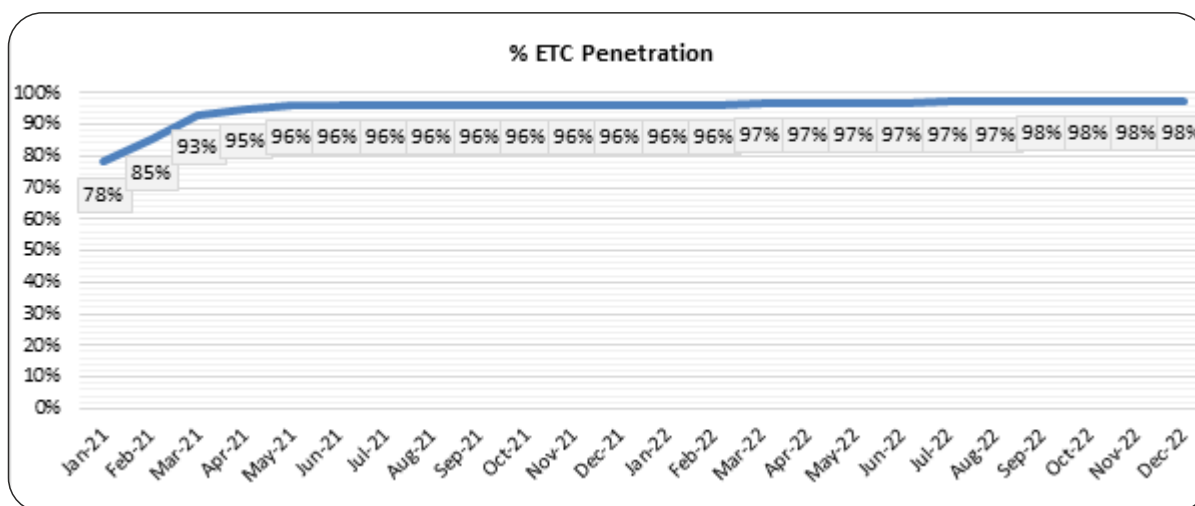
The Ministry had mandated fitment of FASTag in M&N categories of motor vehicles with effect from 1st January, 2021. Category 'M' stands for a motor vehicle with at least four wheels used for carrying passengers. Category 'N' stands for a motor vehicle with at least four wheels used for carrying goods, which may also carry persons in addition to goods. In order to further promote fee payment through digital mode, reduce waiting time and fuel consumption, and provide for seamless passage through fee plazas, Government has declared all lanes of the fee plazas on National Highways to be “FASTag lane of the fee plaza” w.e.f. the midnight of 15th /16th February, 2021.

As on 31st December, 2022, collectively banks have issued over 6.33 crore FASTags with an average daily ETC transactions of 99.05 lakh; the average daily collection through ETC has increased to Rs. 158.66 crore with penetration of 97.6% in total fee collection. There are 1181 National Highways (NH) and State Highways fee plazas live with ETC infrastructure in all lanes.

The constant growth and adoption of FASTag by highway users is very encouraging and has helped increase efficiency in toll operations.



Monthly ETC Transaction Count & Collection



ETC Penetration

- (iii) **Acceptance of Electronic Bank Guarantees (E-BGs) by NHAI:** To further improve efficiency and transparency of internal processes and take forward the adoption of digital technology, NHAI has started accepting Electronic Bank Guarantees (E-BGs) and has also digitalized all its existing Bank Guarantees. NHAI is utilizing the E-BG services of National e-Governance Services Limited (NeSL), which facilitates reduction in physical paper movement, elimination of physical storage needs and easy access for Bank Guarantee life cycle events like invocation, renewal and closure. Few E-BGs have already been issued by the Banks in favour of NHAI.

यह चिन्ह ड्राइवर को सिर्फ दाएं मुड़ने का निर्देश देता है। इस संकेत का पालन करने से सुरक्षित और सुगम ड्राइविंग का मार्ग प्रशस्त होता है।

This sign directs the driver to turn right only. Obeying this sign will lead to safety and hassle free drive.



आगे चलना या
दाएं मुड़ना अनिवार्य
Compulsory Ahead
or Turn Right

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



Foundation Stone Laid for MMLP Chennai by Hon'ble PM on 26th May, 2022



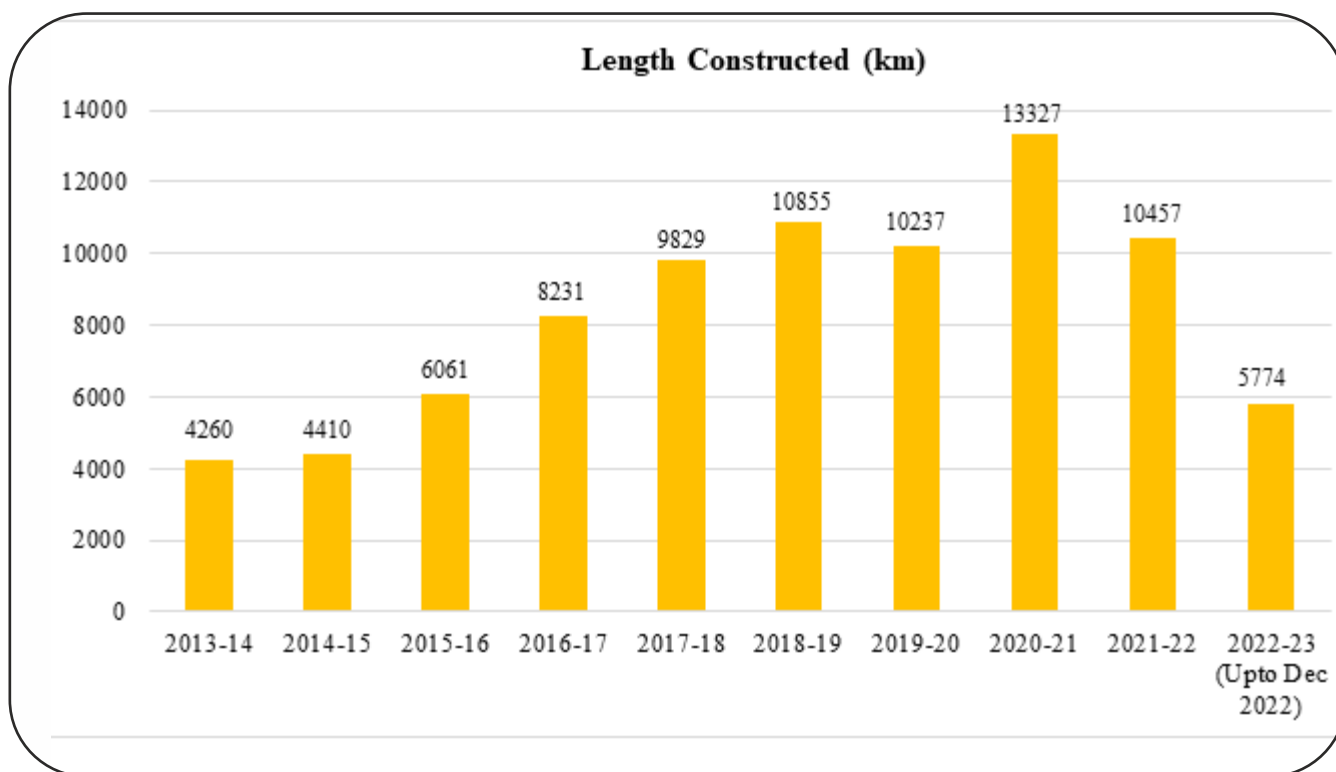
Inauguration of Vadakkanchery - Mannuti Section of NH-47

CHAPTER - III

ROAD DEVELOPMENT

3.1 The Ministry has been entrusted with the responsibility of development of Road Transport and Highways in general and construction & maintenance of National Highways (NHs) in particular. All roads other than National Highways in the States fall within the jurisdiction of respective State Governments. However, the Ministry allocates fund for development of State roads under Central Road Infrastructure Fund (CRIF) scheme. Ministry has also taken up development of State Roads under SARDP-NE and LWE Schemes.

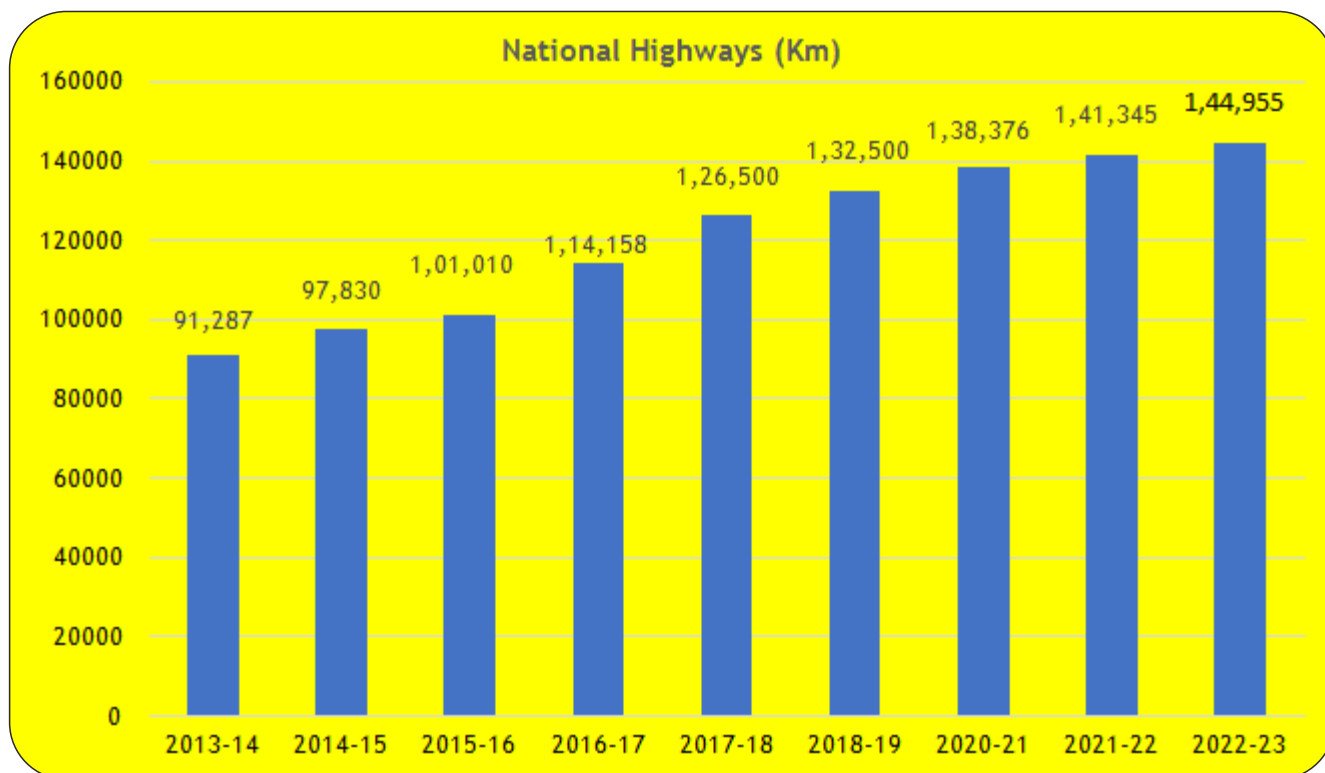
The Ministry is also responsible for evolving standards and specifications for roads and bridges in the country besides acting as a repository of technical information on roads and bridges.



3.2 The length of National Highways for which the Ministry of Road Transport and Highways, is responsible is 1,44,955 km. A list of State-wise National Highways is at **Appendix-2**.

यह चिन्ह उस वाहन की चौड़ाई दर्शाता है, जिसे चिन्ह के स्थान के पार जाने के क्षेत्र में प्रवेश के लिए अनुमति दी जाती है। इस क्षेत्र में 2 मीटर से ज्यादा चौड़ाई वाले वाहन के प्रवेश पर रोक होती है। यह कोई पुल या संकरा रास्ता हो सकता है।

This sign indicates the width of the vehicle, which is allowed to enter the zone beyond it. The vehicle with width above 2 meters is restricted to enter this zone. This could be a bridge or a narrow lane.



3.3 Development and Maintenance of National Highways

The Government is implementing Bharatmala and National Highways Development Project (NHDP).

3.3.1 Bharatmala Phase-I (including subsumed National Highways Development Project (NHDP))

The Public Investment Board (PIB) recommended the proposal during its meeting held on 16th June, 2017. Cabinet Committee on Economic Affairs (CCEA) approved the Bharatmala Pariyojana Phase-I on 24th October, 2017.

The Ministry has taken up detailed review of NHs network with a view to develop the road connectivity to Border areas, development of Coastal roads including road connectivity for Non-Major ports, improvement in the efficiency of National Corridors, development of Economic Corridors, Inter Corridors and Feeder Routes along with integration with Sagarmala, etc., under Bharatmala Pariyojana. The Bharatmala Pariyojana envisages development of about 26,000 km length of Economic Corridors, which along with Golden Quadrilateral (GQ) and North-South and East-West (NS-EW) Corridors are expected to carry majority of the Freight Traffic on roads. Further, about 8,000 km of Inter Corridors and about 7,500 km of Feeder Routes have been identified for improving effectiveness of Economic Corridors, GQ and NS-EW Corridors. The programme envisages development of Ring Roads / bypasses and elevated corridors to decongest the traffic passing through



cities and enhance logistic efficiency; 28 cities have been identified for Ring Roads; 125 choke points and 66 congestion points have been identified for their improvements. Further, in order to reduce congestion on proposed Corridors, enhance logistic efficiency and reduce logistics costs of freight movements, 35 locations have been identified for development of Multi Modal Logistics Parks.

3.3.2 Sources of Funding for Bharatmala Phase-I

The Bharatmala (approved for estimated cost of Rs. 6,92,324 crore including other ongoing schemes) is to be funded from CRIF Cess (Rs. 2,37,024 crore) collected from Petrol & Diesel (as per Central Road & Infrastructure Fund Act, 2000, erstwhile CRF Act, 2000), amount collected from toll remittances (Rs. 46,048 crore) apart from additional budgetary support (Rs. 59,973 crore), expected monetisation of NHs through TOT (Toll-Operate-Transfer) (Rs. 34,000 crore), Internal & Extra Budgetary Resources (IEBR) (Rs. 2,09,279 crore) and Private Sector Investment (Rs. 1,06,000 crore) as per Financing Plan upto 2021-22. However, due to increase in the project cost as well as cost of land acquisition, the revised financial proposal for the Bharatmala Pariyojana is under process for approval.

3.3.3 Expenditure / Release during the last six years and current year for NHDP/ Bharatmala Phase-I (Amount in Rs. crore)

Year	CRF Cess	Toll Remittances	TOT Remittances	Total (GBS)	IEBR Raised	Total Budgetary	Pvt. Sector Investment	Grand Total
2014-15	9,565	5,448		15,013	3,343	18,356	19,232	37,588
2015-16	21,018	6,500		27,518	23,281	50,799	29,770	80,569
2016-17	7,410	7,500		14,910	33,118	48,028	16,029	64,057
2017-18	15,429	8,462		23,891	50,533	74,424	16,501	90,925
2018-19	16,567	9,570	9,682	35,819	61,217	97,036	20,618	1,17,654
2019-20	15,733	10,600	5,000	31,333	74,988	1,06,321	21,926	1,28,247
2020-21	27,249	11,500	7,262	46,011	65,036	1,11,047	12,476	1,23,523
2021-22	36,210	12,650	5,000	53,860	65,150	1,19,010	19,206	1,38,216
2022-23*	95,161	13,915	0	1,09,076	798	1,09,874	16,347	1,26,221

* Till 31.12.2022

Revised approval of BMP-I is under process

3.3.4 Status of Appraisal and Award-Mode of Implementation-wise

Bharatmala Pariyojana envisages 60% projects on Hybrid Annuity Mode, 10% projects on BOT(Toll) Mode and 30% projects on EPC mode respectively. Total aggregate length of 25,713 km with a total capital cost of Rs. 7,81,845 crore have been approved and awarded till date under Bharatmala Pariyojana (including 6,649 km length of residual NHDP with a total capital cost of Rs. 1,51,991 crore). Out of the total approved 25,713 km, an aggregate length of 14,317 km have been approved on EPC mode, an aggregate length of 10,989 km on HAM mode and an aggregate length of 408 km on BOT (Toll) mode [EPC: HAM: BOT:: 56%:42%:2%].

यह संकेत दर्शाता है कि यह सड़क तीन रंग वाली बत्ती सिगनल से प्रचालित है क्योंकि चालक कुछ सड़कों पर इस प्रकार की व्यवस्था का अनुमान नहीं लगा पाते।

This sign on road indicates that this road is regulated by three-colour light signals, as driver may not expect such section of some roads.



पशु
Cattle

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



(a) Details are as follows (31.12.2022): Overall

Corridor type	Awarded		Approved - Yet to be awarded		Total (Awarded + Approved)	
	Length (km)	Total Capital Cost (Rs. in Cr.)	Length (km)	Total Capital cost (Rs. in Cr.)	Length (km)	Total Capital cost (Rs. in Cr.)
EPC	13,991	3,55,244	326	11,413	14,317	3,66,657
HAM	10,361	3,86,822	628	17,619	10,989	4,04,441
BOT Toll	408	10,747	0	0	408	10,747
Grand Total	24,760	7,52,813	954	29,032	25,713	7,81,845

(b) Status of Appraisal and Award

Out of the 24,800 km approved under Bharatmala Pariyojana Phase-I, total length of 18,348 km have been awarded till date. Similarly, out of the residual NHDP component to be completed under Bharatmala Phase-I, a total length of 6,412 km have been awarded till date. The details are as under:

Corridor type	Awarded		Approved - Yet to be awarded		Total (Awarded + Approved)		Completed Length (km)
	Length (km)	Total Capital cost (In Rs. Cr.)	Length (km)	Total Capital cost (In Rs. Cr.)	Length (km)	Total Capital cost (In Rs. Cr.)	
Economic Corridors	7,582	2,41,944	413	12,513	7,996	2,54,457	3,155
Inter Corridor Roads	2,815	66,399	76	2,049	2,891	68,447	1,128
Feeder Roads	945	28,112	140	3,259	1,085	31,371	253
National Corridor	1,904	59,997	0	0	1,904	59,997	904
National Corridor Efficiency Program	824	42,534	0	0	824	42,534	508
Border & International connectivity roads	1,550	13,195	0	0	1,550	13,195	1,213
Port connectivity & coastal roads	282	3,321	88	2,623	370	5,945	93
Expressways	2,445	1,53,906	0	0	2,445	1,53,906	779
Bharatmala Total	18,348	6,09,409	717	20,444	19,065	6,29,853	8,033
Residual NHDP	6,412	1,43,403	237	8,588	6,649	1,51,991	3,756
Bharatmala Pariyojana Total (ongoing)	24,760	7,52,813	954	29,032	25,713	7,81,845	11,789

3.3.5 Monetisation of NHs: Apart from the Budgetary support for the NHs projects, other sources of funds include monetization of NHs including Project based financing and Internal and Extra



Budgetary Resources (IEBR). In addition, private investment is also done for highways. Ministry is raising funds through the monetization of NHs including project based financing since 2018-19. Year-wise details of funds raised so far are as under:

Year	Amount (Rs. crore)
2018-19	9,681.5
2019-20	----
2020-21	14,742
2021-22	22,367
2022-23	14,268

3.4 Financial Performance

Progress during 2022-23

Total Budgetary allocation for the year 2022-23 has been increased by 51.81% from Rs. 1,31,149 crore in 2021-22 to Rs. 1,99,108 crore in 2022-23. Further, RE outlay has been enhanced by 8.7% over the BE outlay for the year 2022-23.

The funds allocated and expenditure incurred during 2022-23 are summarized below.

(Amount in Rs. crore)

Sl. No.	Scheme	2022-23		
		Alloc. (BE outlay)	Alloc. (RE outlay)	Expd.*
1	GBS – Capital	1,87,020	2,05,507	1,51,968
2	Total Revenue incl. M&R	2,659	2,659	1,611
3	Total (Central Sector Road)	1,89,679	2,08,166	1,53,579
4	CRF(State Roads) – Revenue	8,560	7,974	5,509
5	EI&ISC for State roads – Capital	250	350	234
6	Ropeway	100	100	100
7	Road Transport – Revenue	356	274	62
8	Secretariat Expd. – Revenue	163	163	116
9	Total (Budget)	1,99,108	2,17,027	1,59,600
Other Resources				
10	IEBR	798**		798
11	Project Based Finance	15,000**		3,900
12	InvIT	10,000**		2,850
13	Grand Total (Budget + other sources)	2,24,906	2,42,825	1,67,148
14	Pvt. Sector Investment	30,000		12,795

GBS- Gross Budgetary Support, IEBR- Internal and Extra Budgetary Resources,

* Till 31.12.2022, ** - Target

यह चिन्ह आगाह करता है कि आगे के रास्ते पर गहराई है। यह चिन्ह ड्राइवर को सड़क का गहरा हिस्सा पार करने के लिए वाहन की गति धीमी रखने में सहायक होता है।

This sign cautions that there is a dip on road ahead. This sign helps driver to reduce the speed to cross the plunge on road.



उभार या ऊबड़-खाबड़
सड़क

Hump or Rough
Road

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



3.5 Toll Collection

Sr. No.	Parameter & Unit	2022-23
1	Highway Length Tolled (km)	2,782 [#]
2	Toll Collection (Rs. Crore)	15958.13 [#]

[#]- Till November, 2022

3.6 Progress Made in Increase in Non-Tax Revenue like Monetisation of NHs

Cabinet Committee on Economic Affairs (CCEA) approved Toll, Operate and Transfer (TOT) Model in August, 2016 for monetisation of developed National Highway (NH) stretches. Target of Rs. 10,000 crore has been set for realization of funds under TOT during 2022-23. A sum of Rs. 15,703.5 crore already realized and remitted to CFI against the monetized length of 245 km of NHs.

NHAI has also raised Rs. 7350 crore in 2021-22 and Rs. 2,850 crore in 2022-23 so far through InvIT mode.

NHAI has also successfully raised funds through Project based financing. During 2020-21 and 2021-22, an amount of Rs. 23,737 crore has been raised. Further Rs. 3,900 crore has been raised during 2022-23 so far.

3.7 Allocation to NHAI

An amount of about Rs. 1,86,206 crore has been earmarked for NHAI including all sources out of which Rs. 1,10,400 crore has been allocated under CRIF Cess, Rs. 18,006 crore under Toll remittances, Rs. 16,450 crore under NH(O) and Rs. 1,300 crore under M&R of NHs. NHAI has spent Rs. 1,37,618 crore (including private investment) till 31.12.2022.

3.8 State PWD and Border Roads Organization (BRO)

Development

- ❖ An amount of about Rs. 30,960 crore has been earmarked during current year 2022-23 for the development of NH entrusted to State PWDs out of which Rs. 18,290 crore has been spent till 31.12.2022.
- ❖ An amount of about Rs. 522 crore has been earmarked during current year 2022-23 for the development of NH entrusted to BRO out of which Rs. 291 crore has been spent till 31.12.2022.

Maintenance

- ❖ An amount of about Rs. 1326.62 crore has been earmarked during current year 2022-23 for the maintenance of NH entrusted to State PWDs/BRO out of which Rs. 291 crore has been spent till 31.12.2022.
- ❖ An amount of about Rs. 180 crore has been earmarked during current year 2022-23 for the maintenance of NH entrusted to BRO out of which Rs. 120.21 crore has been spent till 30.11.2022.



3.9 NHIDCL: Against the estimated earmarked allocation of about Rs. 16,000 crore, funds amounting to Rs. 11,151 crore has been released and an amount of Rs. 9,387 crore has been spent till 31.12.2022.

3.10 Tribal Sub Plan (TSP) for NH Works

The Ministry has been earmarking dedicated funds under Tribal Sub-Plan (TSP) component since 2011-12, which was limited to the Scheme for development of National Highways (NHs) roads in Left Wing Extremism (LWE) affected areas. However, the dedicated outlay under TSP component of the Ministry has been significantly enhanced to 4.3% of the annual capital budgetary allocation (excluding loan part of external aid component and plough back of revenue received by auctioning of NHs on Toll-Operate-Transfer (TOT) model) effective from the financial year 2018-19 by taking up NH projects confined within Tribal Areas under National Highways (Original) [NH(O)] Scheme.

Following are the details of allocation of funds and expenditure incurred under TSP component of the Ministry during current year:

(Amount in Rs. crore)

Sr. No.	Financial Year	Total Outlay for eligible Capital Schemes as per RE	Outlay under Tribal Sub Plan (TSP) Component as per RE	Expenditure incurred (provisional upto 31.12.2022)
(1)	(2)	(3)	(4)	(5)
1	2022-23	1,65,696.60	6,396	2,721.0

3.11 State Road Sector

3.11.1 Central Road & Infrastructure Fund

- (i) An allocation of Rs. 1,48,147 crore has been made to the Ministry under the CRIF for 2022-23 under BE and Rs. 1,69,041 under RE with the following break-up:

(Amount in Rs. crore)

Item	BE outlay	RE outlay
National Highways	1,38,881	1,60,343
Grant to State Governments & UTs for State roads	8,560	7,974
Grant to States & UTs for Roads of Inter-State Connectivity and Economic Importance	250	350
Development of Ropeways	100	100
Road Transport	356	274
Total	1,48,147	1,69,041

यह चिन्ह दर्शाता है कि आगे के रास्ते पर क्रॉसिंग है। यह चिन्ह सलाह देता है कि वाहन की गति धीमी करें और दोनों तरफ देखते हुए सावधानी से चौराहा पार करें।

This sign indicates that there is a crossing of roads ahead. This sign indicates that the vehicle should be slowed and intersection should be crossed cautiously by looking on both sides.



- (ii) The summary of the allocation and release in respect of States/UTs roads since the year 2000-01 to 2021-22 is at **Appendix-3**.

3.11.2 Economic Importance and Inter State Connectivity (EI&ISC) Schemes

The schemes of Economic Importance and Inter State Connectivity had been in existence prior to the enactment of CRF Act 2000 where only modest programmes of work were sanctioned with Central loan assistance. The scheme was being regulated in accordance with the provisions in the Central Road Fund (State Roads) Rules, 2014 dated 24th July, 2014, further amended vide notifications dated 23rd June, 2016 and 18th December, 2017.

However, as per the CRIF Act, 2000 amended by the Finance Act, 2019, the Central Government is no longer responsible for sanction of projects and monitoring of specific projects and expenditure incurred thereon. Further, MoRTH finalised the “Criteria for allocation of funds for development of State Roads under the CRIF Act, 2000” with the approval of Hon'ble Minister (RT&H) and Hon'ble Finance Minister and circulated the same to all the States/ UTs on 31st January, 2020 .

3.12 Development of National Master Plan for Expressways

MoRTH is developing 27 Greenfield corridors of 9,860 km length at a total capital cost of Rs. 4,08,437 crore. Ambala - Kotputli corridor has been opened to public traffic and sections of Delhi Mumbai Expressway (Delhi - Dausa, Vadodara - Ankleshwar, Jhalawar (Rajasthan) - MP/Gujarat Border) and Amritsar - Jamnagar Corridor (Bikaner to Pachpadra (Jodhpur)) will be dedicated to the nation in the coming months.

A new national masterplan for new Expressways for next 25 years during “*Amrit Kaal*” to improve efficiency of passenger and freight movement in the country is under progress, in line with the vision of the Hon'ble Prime Minister to enable integrated infrastructure development with economic development.

New corridors such as Bengaluru - Kadapa - Vijayawada, Varanasi - Ranchi - Kolkata, Atal Progress way are targeted for award in the ongoing and coming financial year.

A. Summary of Greenfield Corridors being developed by MoRTH

Type	Number of Corridors	Length (Km)	Total Capital Cost (Rs. Cr.)
Expressways	5	2,489	1,63,930
Access- Controlled	22	7,371	2,44,508
Total	27	9,860	4,08,437

**B. List of Greenfield Expressways being developed by MoRTH**

Sr. No.	Corridor Name	Length (km)	Total Capital Cost (Rs. Cr.)	Target Completion Year
1	Delhi – Mumbai Expressway	1,386	1,01,420	FY 24-25
2	Ahmedabad - Dholera	109	4,192	FY 24-25
3	Bengaluru – Chennai	262	16,730	FY 24-25
4	Delhi – Amritsar - Katra	669	37,524	FY 24-25
5	Kanpur – Lucknow Expressway	63	4,063	FY 24-25
Expressways Total		2,489	1,63,930	

C. List of Access Controlled Corridors being developed by MoRTH

Sr. No.	Corridor Name	Length (km)	Total Capital Cost (Rs. Cr.)	Target Completion Year
1	Ambala – Kotputli	313	11,375	Completed
2	Amritsar - Bhatinda - Jamnagar	917	22,757	FY 24-25
3	Raipur - Vishakhapatnam	465	16,513	FY 24-25
4	Hyderabad Vishakhapatnam	222	5,921	FY 24-25
15	UER II	75	7,010	FY 23-24
6	Chennai - Salem	277	7,232	FY 25-26
7	Chittor - Thatchur	116	4,754	FY 24-25
8	Bangalore Ring Road	280	11,022	FY 25-26
9	Delhi - Saharanpur - Dehradun	239	12,601	FY 24-25
10	Durg Raipur Arang	92	3,333	FY 25-26
11	Hyderabad - Raipur	335	10,118	FY 25-26
12	Surat - Nashik - Ahmednagar - Solapur	719	23,921	FY 25-26
13	Solapur - Kurnool - Chennai	340	10,817	FY 25-26
14	Indore - Hyderabad	525	13,759	FY 24-25
15	Kharagpur - Siliguri	235	8,635	FY 25-26
16	Kota Indore (Garoth to Ujjain)	135	2,594	FY 24-25
17	Nagpur - Vijayawada	401	14,055	FY 25-26
18	Santhore - Deesa - Mehsana - Ahmedabad	212	7,790	FY 25-26
19	Bengaluru - Kadappa - Vijayawada EXP	342	13,559	FY 25-26
20	Varanasi - Ranchi - Kolkata	612	22,490	FY 25-26
21	Atal Progressway	412	12,140	FY 25-26
22	Mohali - Sirhind - Khanna Bypass - Malerkotla - Barnala	108	2,111	FY 25-26
Access Controlled Total		7,371	2,44,508	

यह संकेत मार्ग देने वाले संकेतों के समूह से है। यह संकेत विशिष्ट दर्शाता है कि वहां दायीं ओर साइड सड़क है। साइड सड़क का प्रयोक्ता यातायात को मार्ग देगा। यह संकेत रास्ता दीजिए संकेत के साथ साइड सड़क पर लगाया जाता है।

This sign belongs to the family of Give Way signs. This particular sign indicates that there is side road on right. This sign is used in conjunction with a give way sign on the side road.



3.13 Indian Academy of Highway Engineers (IAHE)

3.13.1 The Academy has been playing pivotal role in imparting training to highway engineers. The broad activities of IAHE consist of the following:

- ✧ Training of freshly recruited Highway Engineers.
- ✧ Conducting Refresher Courses for Senior and Middle level Engineers.
- ✧ Short duration technical and management development courses for Senior Level Engineers and Administrators involved in road development.
- ✧ Training in specialized areas and new trends in highway sector.
- ✧ Development of training materials, training modules for domestic and foreign participants.
- ✧ To conduct short term courses/management development programme on PPP and EPC etc., develop expertise in different areas like road safety and conduct collaborative research in planning/designing/ construction and management of roads and highways in the country.
- ✧ Training of engineers of African/other foreign countries sponsored by Ministry of External Affairs.
- ✧ Other miscellaneous work assigned to IAHE from time to time by Government.

3.13.2 Training Programme Conducted during the Year

During the year 2022, the Academy has organized 16 In-campus training programmes which include first 10 months foundation training programme for Ministry's Assistant Executive Engineers, three 16 weeks foundation training programmes for Deputy Managers of NHAI, two for Border Roads Organization, two refresher courses for Ministry's Senior Technical Officers and one for NHAI Officers on deputation, three Mandatory Training Programmes on Preparation of DPR for Highway Projects for the personnel of Consultants, one course on Quality Control for NRIDA and three 15 Days Certificate Courses for Road Safety Auditors, and 42 online training programmes. Total 2945 Engineers and Professionals have participated in In-campus & online training programmes.

Besides, four courses were conducted on “Avoidance of Collapses of Pre-stressed Concrete Elevated Structures & Bridges during Construction”, one each at Surat (Gujarat), Indore (Madhya Pradesh), Kolkata (West Bengal) and Raipur (Chhattisgarh) in which 426 professionals participated. Five Mid-Career Training Programmes - one for Chief Engineers (CEs), two for Superintending Engineers, one for Executive Engineers and one for Assistant Executive Engineers - were also conducted in which 69 Engineers of the Ministry participated. One Training Programme was also conducted on Executing Works of Bridges on EPC Mode sponsored by UPSBCL at Lucknow, Uttar Pradesh in which 57 Engineers participated. .



3.13.3 Establishment of Centre for Advanced Transportation Technology & Systems (CATTS)

MoRTH has sanctioned an estimate amounting to Rs. 48.71 crore during the year 2019-20 (Revised cost Rs. 52.13 crore sanctioned during 2022-23) to undertake a project for capacity building, technology transfer and creation of an enabling environment for establishment of CATTS in IAHE in partnership with University of New South Wales, Sydney and two premier Indian Universities. The broad scope of the project is building India specific Macro-Model (Computable General Equilibrium Model) for National Highways, India specific Urban Pervasive Data Model and Safety Performance Functions (SPFs). These models will facilitate evidence-based decision making in prioritization of projects, evaluating wider economic benefits region-wise and on the country, analysing impacts on economy, selection of most efficient solution for a problem at corridor/intersection level from among different alternatives, devising efficient ITS solutions to increase traffic performance, evaluating safety standards etc. Stage-1 “Inception Report” has been submitted by UNSW, recommended by IIT Roorkee and approved by Project Monitoring & Inspection Committee for CATTS. Stage-2 “Data Collection” is under way.



Indian Academy of Highway Engineers

यह चिन्ह इंगित करता है कि सड़क के नजदीक अल्पाहार की सुविधा उपलब्ध है।

This sign indicates that there is facility of light refreshment nearby on the road.



पत्थर लुढ़कने की संभावना
Falling Rocks

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



10 Months First Foundation Training from 1st March to 9th December, 2022



**Foundation Training Programme for Border Roads Organization
from 27th December 2021 to 26th March, 2022**



Dwarka-Khambhaliya-Devariya Section of NH-151A



Agra - Etawah Bypass Section of NH-3

यह चिन्ह दर्शाता है कि निर्धारित सड़क पर हाथ ठेले चलाने पर रोक है क्योंकि ये यातायात के तेज प्रवाह में बाधक बनते हैं।

This sign indicates that the Hand Cart is prohibited on the demarcated road as it would hinder the flow of fast moving traffic.



Construction of Rangpo Viaduct Connecting Sikkim with West Bengal



Kaliabor - Tainali Bridge Assam



CHAPTER - IV

DEVELOPMENT OF NATIONAL HIGHWAYS IN NORTH-EASTERN REGION

- 4.1** The Ministry has been paying special attention to the development of NHs in the North-Eastern-Region and 10 percent of the total budget allocation is earmarked for NE region. The total length of National Highways in North-East is 15,735 km and these are being developed and maintained by four Agencies- the State PWDs, BRO, NHA and NHIDCL. Of the total length of 15,735 km, about 12132.7 km is with the NHIDCL and respective State PWDs, 882 km is with NHA and 772.64 km is with BRO. Balance length of 1948 km is not entrusted to any executing agency.
- 4.2** The details of National Highways and their development and maintenance works taken up under various schemes in the North-East region are given below:

S. No.	Programme	Length(in km)
a	Length under NHDP Phase -III	110
b	Length of National Highways, State Roads under SARDP NE-	
	(i) Phase A	4,099
	(ii) Phase B (approved for DPR preparation only)	3,723
c	Arunachal Pradesh Package of Roads and Highways	2,319

- 4.3** A length of 110 km of National Highway No. 44 in the State of Meghalaya (Jowai-Meghalaya/Assam border {Ratachhera} stretch) falls under NHDP Phase-III, work on which has been completed.
- 4.4** Under the EI & ISC scheme, 20 projects amounting to Rs. 1136.78 crore are under progress.
- 4.5** Under the CRIF, 188 works amounting to Rs. 3577 crore are in progress for the improvement of State roads.
- 4.6** 69 works costing Rs. 6377.21 crore under NH(O) are in progress. 9 improvements works costing Rs. 3,950.56 crore are in progress under SARDP-NE.
- 4.7** State-wise details of works in the North-East are given below:
- 4.7.1 Arunachal Pradesh**
- (i) As on 31st December, 2022, 17 improvements works costing Rs. 2,526.28 crore are in progress under NH(O).



- (ii) 9 improvements works costing Rs. 3,950.56 crore are in progress under SARDP-NE.
- (iii) Under CRIF, 66 works costing Rs. 1,314.79 crore are in progress for the improvement of State roads.
- (iv) 7 works costing Rs. 206.12 crore are in progress under EI & ISC scheme.

4.7.2 Assam

- (i) As on 31st December, 2022, 19 improvement works costing Rs.2123.81 crore are in progress under NH(O).
- (ii) A length of 667 Km connecting Silchar to Srirampur via Lumding - Daboka - Nagaon - Guwahati in Assam has been entrusted to NHA & NHIDCL as part of East West corridor under NHDP Phase-II.
- (iii) Under CRIF, 19 works costing Rs. 844.62 crore are in progress for the improvement of State roads.
- (iv) No works is in progress under EI & ISC scheme.
- (v) 5 Projects recently sanctioned amounting to Rs. 59.17 crore.

4.7.3 Manipur

- (i) As on 31st December, 2022, 3 improvements work costing Rs. 89.72 crore are in progress under NH(O).
- (ii) Under CRIF, 22 works costing Rs. 208.52 crore are in progress for the improvement of State roads.
- (iii) 1 work costing Rs. 75.79 crore is in progress under EI & ISC scheme.

4.7.4 Meghalaya

- (i) As on 31st December, 2022, 15 improvements works costing Rs. 366.80 crore are in progress under NH(O).
- (ii) Under CRIF, 43 works costing Rs. 508.38 crore are in progress for the improvement of State roads.



4.7.5 Mizoram

- (i) As on 31st December, 2022, 2 improvements works costing Rs. 107.67 crore are in progress under NH(O).
- (ii) Under CRIF, 7 works costing Rs. 317.44 crore are in progress for the improvement of State roads.
- (iii) 1 work costing Rs. 57.91 crore is in progress under EI & ISC scheme.

4.7.6 Nagaland

- (i) As on 31st December, 2022, 10 improvements works costing Rs. 1496.28 crore are in progress under NH(O).
- (ii) Under CRIF, 9 works costing Rs. 207.75 crore are in progress for the improvement of State roads.
- (iii) 11 works costing Rs. 796.96 crore are in progress under EI & ISC scheme.

4.7.7 Sikkim

- (i) As on 31st December, 2022, 2 improvements works costing Rs. 430.47 crore are in progress under NH(O).
- (ii) Under CRIF, 17 works costing Rs. 101.84 crore are in progress for the improvement of State roads.

4.7.8 Tripura

- (i) As on 31st December, 2022, 1 improvement work costing Rs. 236.18 crore is in progress under NH(O).
- (ii) Under CRIF, 5 works costing Rs. 73.66 crore are in progress for the improvement of State roads.

जब सड़क की चौड़ाई कम हो जाती है और वह किसी संकरे रास्ते से मिल जाती है तो तेज गति से चलने वाले वाहन के सामने से आ रहे वाहन से टकराने की संभावना रहती है। यह चिन्ह ड्राइवर को सतर्क रहने का संकेत देता है क्योंकि आगे का रास्ता संकरा है।

When the width of the road decreases and the road merges into a narrow road, there is a possibility that a speeding vehicle may collide with oncoming traffic. This sign cautions the driver to be careful as the road ahead is narrow.



आगे रास्ता चौड़ा है
Road Widens Ahead

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



Discussion over Road Projects in Ladakh



Construction of Khellani Bypass Tunnel in Jammu & Kashmir



CHAPTER - V

NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD

5.1 Introduction

The National Highways & Infrastructure Development Corporation Limited (NHIDCL) is a Public Sector Undertaking under the Ministry of Road Transport and Highways. It was incorporated on 18th July, 2014 with the objective to develop National Highways and other infrastructure at fast pace in the North East and Strategic areas of the country sharing International Borders. Presently, the efforts are focussed on economically consolidating these areas with overall economic benefits flowing to the each and every strata of local population and integrating them in more robust manner with the National Economy.

This company has been entrusted by the Government of India with the task of developing and improving road connectivity in length of about 13,528 km including the international trade corridor in the North Eastern regions of India. With the passage of time, the company have been also involved in NH development in northern States/UTs of J&K, Ladakh & Uttarakhand and southern islands of Andaman.

The Company since its inception has adopted IT initiatives like e-Office, e-Tendering, e-Monitoring, e-Access & SAP for efficiency and transparency.

In a short span of time of about eight years, NHIDCL has been able to expedite the construction of highways and development of other infrastructure in the North-Eastern, North and Strategic Border areas of the country under various funding schemes of MoRTH.

5.2 Overview of Projects with NHIDCL

5.2.1 Status of Projects under Implementation/Construction

S. No.	State/UT	Total Ongoing Projects		
		No. of Projects	Length (in km)	Total Project Cost (in Cr.)
1	Andaman & Nicobar	5	178	1,407
2	Arunachal Pradesh	21	423	6,691
3	Assam	31	642	19,806
4	Jammu & Kashmir	18	264	15,619
5	Ladakh	8	230	2,368
6	Manipur	37	732	11,259
7	Meghalaya	10	254	3,184
8	Mizoram	27	736	14,945
9	Nagaland	29	559	9,648
10	Sikkim	14	168	3,992
11	Tripura	18	280	4,091
12	Uttarakhand	4	99	2,479
13	West Bengal	5	77	1,598
Total		227	4,642	97,087

यह चिन्ह आगे की सड़क की फिसलन-भरी स्थितियों को दर्शाता है। इन स्थितियों का कारण जल रिसाव या तेल का फैलना आदि हो सकता है। यह चिन्ह दिखने पर चालक सदैव दुर्घटना से बचने के लिए अपने वाहन की गति कम करे।

This sign indicates the slippery condition of the road ahead. This condition could be due to seepage of water or oil spill etc. The driver should invariably slow down the vehicle at sight of this sign to avoid crash.



5.3 Andaman & Nicobar

11 stretches with a length of 321 km at total project cost of Rs. 2083 crore are sanctioned out of which about 143 km at cost of Rs. 675 crore is completed and balance 178 km is under construction.

5.4 Arunachal Pradesh

35 stretches with a length of 751 km at total project cost of Rs. 10,027 crore are sanctioned out of which about 327 km at cost of Rs. 3336 crore is completed and balance 423 km is under construction.

5.5 Assam

37 stretches with a length of 726 km at total project cost of Rs. 20,598 crore are sanctioned out of which about 84 km at cost of Rs. 792 crore is completed and balance 642 km is under construction.

5.6 Jammu & Kashmir

23 stretches with a length of 357 km at total project cost of Rs. 24,353 crore are sanctioned out of which about 37 km at cost of Rs. 25 crore is completed and 264 km is under construction. The remaining 55 km is under the bidding process.

5.7 Ladakh

8 stretches with a length of 230 km at total project cost of Rs. 2368 crore are under construction.

5.8 Manipur

42 stretches with a length of 820 km at total project cost of Rs. 12,875 crore are sanctioned out of which about 65 km at cost of Rs. 1118 crore is completed and 732 km is under construction. The remaining 23 km is balance for award.

5.9 Meghalaya

12 stretches with a length of 274 km at total project cost of Rs. 3820 crore are sanctioned out of which 254 km is under construction. The remaining 20 km is balance for award.

5.10 Mizoram

27 stretches with a length of 736 km at total project cost of Rs. 14,945 crore are under construction.

5.11 Nagaland

36 stretches with a length of 688 km at total project cost of Rs. 11,367 crore are sanctioned out of which about 108 km at cost of Rs. 1327 crore is completed and 559 km is under construction. The remaining 22 km is balance for award.

5.12 Sikkim

19 stretches with a length of 221 km at total project cost of Rs. 4,867 crore are sanctioned out of which about 38 km at cost of Rs. 650 crore is completed and 168 km is under construction. The remaining 14 km is balance for award.



5.13 Tripura

23 stretches with a length of 491 km at total project cost of Rs. 6,188 crore are sanctioned out of which about 212 km at cost of Rs. 2,098 crore is completed and balance 280 km is under construction.

5.14 Uttarakhand

11 stretches with a length of 105 km at total project cost of Rs. 2828 crore are sanctioned out of which about 6 km at cost of Rs. 349 crore is completed and balance 99 km is under construction.

5.15 West Bengal

7 stretches with a length of 79 km at total project cost of Rs. 1834 crore are sanctioned out of which about 2 km at cost of Rs. 159 crore is completed and balance 77 km is under construction.

5.16 Bharatmala Projects entrusted to NHIDCL

NHIDCL has been assigned to develop 5,070 km of stretches under Bharatmala Pariyojana Phase-I. So far NHIDCL has awarded 2641 km at the cost of Rs. 56,622 crore and has completed 550 km of length. The total length of 927 km has been constructed under Bharatmala Pariyojana Phase-I.

The assigned components are Border Roads, International Connectivity Roads, Economic Corridor (NER) & Feeder Route-Inland Waterways as follows:

S.No.	Corridor Type	Total Length (in Km)
1	Economic Corridors	2,973
2	Feeder Route	312
3	National Corridors	25
4	Border Connectivity Roads	718
5	International Connectivity Roads	878
6	Inter Corridor Feeder Routes	164
Bharatmala Total		5,070

5.17 Establishing International Connectivity by the NHIDCL

NHIDCL is playing a vital role in creating cross border connectivity to Nepal, Bangladesh and Myanmar with following projects:

5.17.1 Connectivity to Bangladesh

- Construction of bridge over river Feni in Sabroom to provide connectivity of Tripura to Bangladesh has been completed.
- Construction of Tlabung - Lunglei road to provide connectivity of Mizoram to Bangladesh.
- Construction of Shillong - Dawki road to provide connectivity of Meghalaya to Bangladesh.

यह चिन्ह आगे की सड़क की फिसलन-भरी स्थितियों को दर्शाता है। इन स्थितियों का कारण जल रिसाव या तेल का फैलना आदि हो सकता है। यह चिन्ह दिखने पर चालक सदैव दुर्घटना से बचने के लिए अपने वाहन की गति कम करे।

This sign indicates the slippery condition of the road ahead. This condition could be due to seepage of water or oil spill etc. The driver should invariably slow down the vehicle at sight of this sign to avoid crash.



5.17.2 Connectivity to Myanmar

- 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 which will provide vital link to the Kaladan Multimodal Transport project that will connect Sittwe port in Myanmar with the NE Region.

5.17.3 Connectivity to Nepal

- Construction of 6-lane Mechi Bridge on Asian Highway (AH-02) shall improve cross trade through West Bengal with Nepal. The project has been completed by NHIDCL in September 2020.

5.18 Projects Awarded in 2022-23 (01.01.2022-31.12.2022)

Projects Awarded in 2022-23			
S.No	State/UT	Length (in Km)	Cost (Rs in Cr)
1	Assam	85	1,898
2	Jammu & Kashmir	1.4	245
3	Manipur	30	411
4	Meghalaya	76	788
5	Mizoram	133	3,394
6	Nagaland	15	152
Grand Total		340.4	6,888

- 5.19** A statement indicating the fund spent for the period from 01.01.2022 to 31.12.2022 for the projects entrusted to NHIDCL is at **Appendix-4**.

5.20 Presence of Company in Remote Localities

The company has established its offices in remote localities with extreme climate conditions, which enable it to deliver projects in those areas. The company has built excellent relations with local persons and State Governments. The company has established 13 Regional Offices, 47 Project Monitoring Units and 66 Site Offices up to 31.03.2022 for effective monitoring and implementation of its projects.



5.21 Major IT Initiatives for Project Implementation and Management

NHIDCL has aptly utilised the latest technological advances of Information Technology to function in an efficient and effective way. Public connectivity on Internet is through NIC domain thus ensuring all security policies are automatically implemented. All the applications developed by NHIDCL are hosted in the secure environment of NIC Data Centers across the country on its NIC cloud.0

5.21.1 eDMS (Electronic Document Management System)

Paper documents have long been used in storing information but in today's fast paced businesses, managing paper documents is quite an impossible task especially in case of enterprise level businesses.

(a) INFRACON Portal

The Ministry of Road Transport and Highways is embarking on an ambitious program to attain a target of 40 km per day for developing National Highways and Expressways across the country. While doing so, the services of key professionals and consultants are utilized for project preparation and project supervision activities. Such activities include the preparation of Detailed Project Reports, obtaining Statutory Clearances, completing the acquisition of land required for the project and qualitative supervision.

Verification of Key Personnel Data by Reputed Firms along with 10 Checks.

- i. KPMG
- ii. Ernst & Young Pvt. Ltd
- iii. Deloitte Touche Tohmatsu Limited

Payment Gateway- Payment method for collecting Fee/Charges has also be installed.

(b) SAP

NHIDCL is striving for advancement in Information Technology in various aspects of highway development and management. The company designs, builds, operates, maintains and upgrades National Highways and Strategic Roads including interconnecting roads in parts of the country which share international boundaries with neighboring countries. This makes the entity strategically important for the nation and integration of all its assets critical.

In order to integrate its complete project life cycle including post-construction maintenance and operations, NHIDCL decided to use SAP as its ERP (Enterprise Resource Planning) across all its offices and projects.



(c) NHIDCL Dashboard on PMIS (Project Monitoring Information System)

Project Monitoring Information System (PMIS) is used to monitor progress of Roads/Highways projects in terms of physical progress. Projects in pre-construction, construction and post construction stages are maintained in the PMIS. Project in PMIS is created once DPR consultant is appointed or project is directly sanctioned for the construction.

(d) NHIDCL Website

NHIDCL website provides organization information and current activities along with multimedia presentations, also containing below activities:

- i. Latest Updates, News and project related activities
- ii. Updated Information/ Notices on Daily basis
- iii. Contact details of all employees along organization information
- iv. NHIDCL Social Media Platform Linked
- v. Complete hierarchical information of Managements according to seniority
- vi. All softwares are access from website
- vii. Current Tenders/ Projects & Openings publicly display
- viii. Message Boards, MD/ Director Messages

(e) Employee Portal

An Employee Portal has been activated and in use for streamlining HR, provides transparency, empower employees with access to their work records and offer smooth and efficient communication methods. HR Staff update employee data, request time-off on behalf of any team member, set up notification alerts, access reports for payroll, and more.

NHIDCL Employee Portal also contains below activities:

- ✧ NHIDCL Policies
- ✧ IRC Publication Codes
- ✧ NHIDCL Circulars
- ✧ Contact Details
- ✧ Office orders
- ✧ Others Publications (Appointments, National Level Projects, Swachh Bharat Abhiyan)



(f) Online EMD and Tender Fee Management

NHIDCL has signed a MoU with IndusInd Bank on 16th July, 2022 for availing online banking services. Through IndusCollect application of IndusInd Bank, submission of EMD and Tender Fee will be done online. This facility shall have following advantages for NHIDCL and prospective Bidders for Tenders:

- i. Immediate payment: Quick fund realisation
- ii. Each payment is linked to the specific Project/Bidder and purpose (EMD, Bidding Fee, Processing Fee)
- iii. Multiple choice of payment modes: Net banking, RTGS, NEFT, Cards (Credit and Debit)
- iv. Easy refund of EMD after the completion of Bidding Process

5.22 Details of CSR amount spent against ongoing projects for the financial year are at **Appendix-5**.



Checking of BC Laying And Rolling at Andman & Nicobar Islands

यह चिन्ह ड्राइवर को सिर्फ दाएं मुड़ने का निर्देश देता है। इस संकेत का पालन करने से सुरक्षित और सुगम ड्राइविंग का मार्ग प्रशस्त होता है।

This sign directs the driver to turn right only. Obeying this sign will lead to safety and hassle free drive.



Manthan: Ideas to Action





CHAPTER - VI

ROAD TRANSPORT AND ROAD SAFETY

ROAD TRANSPORT

- 6.1** Road transport is the dominant mode of transport in India, both in terms of traffic share and contribution to the national economy. Apart from facilitating the movement of goods and passengers, road transport plays a key role in promoting equitable socio-economic development across regions of the country. It also plays a vital role in social and economic integration and development of the country. Easy accessibility, flexibility of operations, door-to-door service and reliability have earned road transport a greater significance in both passenger and freight traffic vis-à-vis other modes of transport.
- 6.2** The Ministry is responsible for the formulation of broad policies relating to regulation of road transport in the country, besides making/monitoring arrangements for vehicular traffic to and from neighbouring countries.
- 6.3** The following Acts/Rules, which embody the policy relating to motor vehicles and State Road Transport Corporations (SRTC's), are being administered in the Road Transport Division of the Ministry:
- Motor Vehicles Act, 1988
 - Central Motor Vehicles Rules, 1989
 - Road Transport Corporations Act, 1950
 - Carriage by Road Act, 2007
 - Carriage by Road Rules, 2011
- 6.4** In order to facilitate inter-State movement of goods carriages, a national permit system has been implemented in all States/Union Territories with effect from 08th May, 2010. As per this arrangement, national permit can be granted by the home State on payment of Rs. 1,000 as home State authorization fee and Rs.16,500 per annum per truck towards consolidated fee authorizing the permit holder to operate throughout the country. This system is also being implemented electronically through a web portal developed by National Informatics Centre (NIC) w.e.f. 15th September, 2010. The consolidated fee collected by the Central Government through State Bank of India is distributed among the States/UTs on a pro rata basis, as per an agreed formula.
- 6.5 eTransport**
- eTransport Mission Mode Project is an umbrella platform for facilitation of various transport services in a user friendly manner. It has transformed the service delivery mechanism for vehicle registration, driving license, enforcement, taxation, permit, fitness and related activities through a

यह चिन्ह दर्शाता है कि सीधी सड़क पर बायीं/दायीं और दायीं/बायीं ओर मुड़ने के लिए मोड़ उपलब्ध हैं, जिनके बीच छोटी दूरी है। यह एक चौराहा (इंटरसेक्शन) है जहाँ सड़क एक दूसरे को नहीं काटती है।

These signs indicate that there is a left/right and right/left turn available on the straight road with small distance between them. It is an intersection which does not allow crossing of road.



खतरनाक गहराई
Dangerous Dip

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



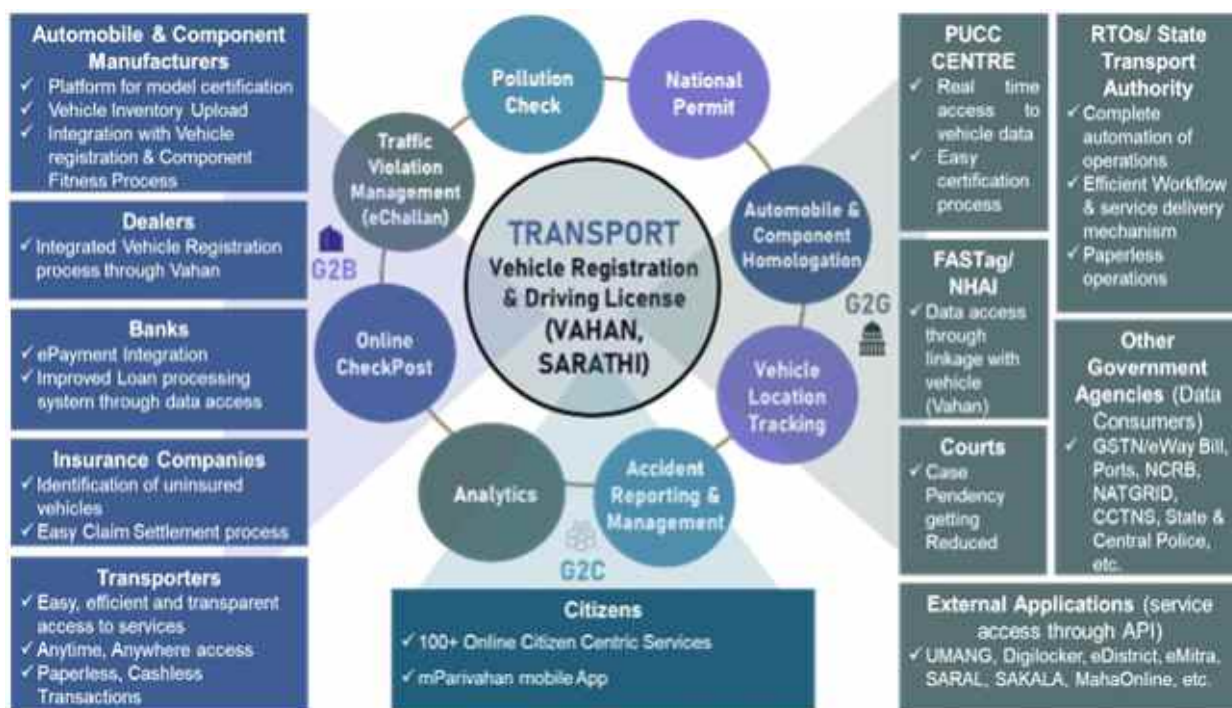
multitude of applications. More than 100 online services complement the solution by facilitating document upload, ePayment, online appointment etc., some of which are completely contactless/faceless.

6.5.1 Growth as a Public Digital Platform

The eTransport MMP has steadily evolved from primarily a medium for online RC and DL related services, to a comprehensive public digital platform. A multitude of upstream and downstream integrations with a large number of internal/external stakeholders, along with an array of solutions around the entire life cycle of vehicle and license services, have propelled this growth, enhancing service delivery mechanism and user experience to a great extent, for citizens, business and governments alike.

The integrated eco-system comprises Automobile and component manufacturers, Fitment Centres, Car dealers, PUC kiosks, Banks, Insurance Companies, Transporters, Private Fitness Centres, support agencies for Smart Card, HSRP, FasTag, Security agencies like Police, CCTNS/NCRB, NATGRID, along with eDistrict, CSC, UMANG, DigiLocker, etc. services, all connected to the common eTransport platform through API and other online mechanisms.

The continuous data/service exchange, leading from these integrations, arms the project with a large volume of data, which is then analysed to generate key insights for decision making/monitoring by the Authorities. Further, it allows preparedness required for adapting to upcoming trends and scenarios, and benchmarking with best practices.





6.5.2 mVahan

mVahan has been envisaged as a convenient mobile solution for managing various VAHAN Services by Departmental Officers at the RTOs and other internal stakeholders like Dealers. The current version, available in android platform, facilitates a number of processes including automation of Vehicle Inspection and Fitness, facilitation of documents upload by Dealer/RTO during vehicle registration and other services like processing requests for change of address etc. Work is on to further expand the functionalities to cover the full range of RTO operations.

Fitness Inspection using mVahan: Motor Vehicle Inspector (MVI) inspects vehicles by first capturing their current geo-location and time ensuring the presence of the vehicle within specified proximity at the recorded time. The MVI uploads time-stamped images taken as part of the inspection process, along with status of vehicle condition parameters like breaks, wipers, seat belts, front light, rear light etc. The details are then processed further for approval/rejection, as applicable.



The facility has been currently rolled out in RTOs of 12 States - Assam, Tamil Nadu, Odisha, Karnataka, Gujarat, Maharashtra, Uttar Pradesh, Uttarakhand, Rajasthan, Chandigarh, Jharkhand and West Bengal.

6.5.3 Integration of eChallan with Intelligent Traffic Management System (ITMS)

A number of States and smart cities have implemented Intelligent Traffic Management System (ITMS) to modernize the traffic management system. As part of this, advanced technologies/components like Closed-Circuit Television /Automatic Number Plate Recognition

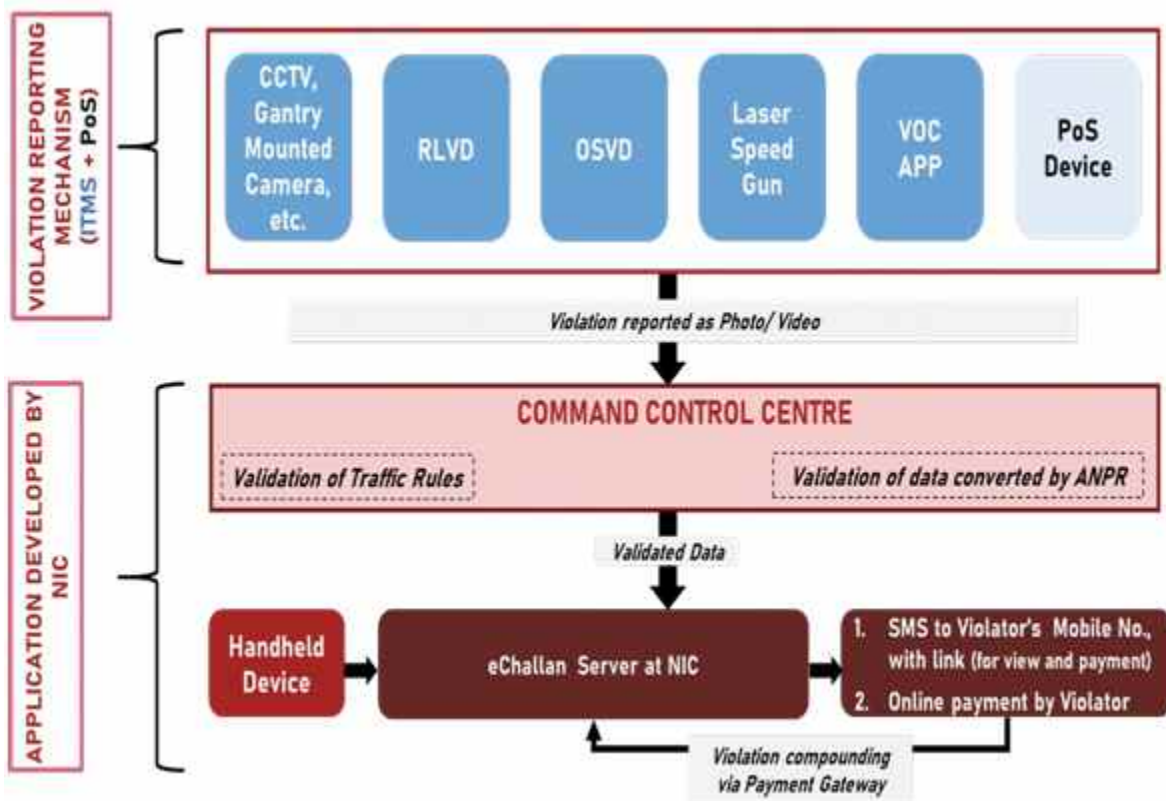
कुछ स्थानों में सड़क पर एक उभार होता है, जो यातायात को धीमा करने के लिए जान-बूझकर बनाया जाता है। यह चिन्ह ड्राइवर को आगाह करता है कि वह इस उभार को पार करने के लिए वाहन की गति कम करे।

Sometimes there is a hump on road intentionally created for slowing the traffic. This sign cautions the driver that he should reduce the speed to cross the hump comfortably.



cameras, Speed Guns, Over Speed Violation Detection (OSVD) / Red Light Violation Detection (RLVD) devices, etc. have been installed to effectively monitor the traffic violations. The data captured by these systems have been integrated with the eChallan Traffic Enforcement Solution for issuance of challan notices to violators in a non-invasive manner.

The system reads the vehicle registration plate, records violation details and sends the same to the eChallan system, which then connects to the VAHAN database for accessing vehicle and owner details and automatically sends violation notice through SMS. The SMS provides link to view the violation details on the portal and also allows citizens to pay the penalty online. Additionally, there is integration with Virtual Court, which enables online settlement of violations, from online court referral to closure.



Such integrated system has been implemented in 15 States, more than 3.88 Crore traffic violation notices have been issued through the system.

6.5.4 VLTS Command & Control Centre Solution

Vehicle Location Tracking & Emergency Alerts System (VLTEAS) has been conceived by MoRTH for implementation across the country. The complete system is based on AIS-140



specification as notified by the Ministry, defining the process for fitment of approved tracking devices in public service vehicles and setting up of VLTS Command and Control Centre (C&CC) at State level.

NIC has developed the complete solution, which includes the device homologation and fitment system through VLTD Maker application and also the software for creating and operating the Command & Control Centre to track all the vehicles fitted with the devices. NIC is also providing the dedicated cloud infrastructure for the implementation of the system for all States. The VLTD Maker application is operational in 20 States/UTs (Andaman & Nicobar Island, Arunachal Pradesh, Bihar, Chandigarh, Chhattisgarh, Delhi, Goa, Haryana, Himachal Pradesh, Jammu & Kashmir, Kerala, Maharashtra, Meghalaya, Puducherry, Punjab, Sikkim, Rajasthan, Tamil Nadu, Uttarakhand and Uttar Pradesh) and the Command & Control Centre is operational in States - Uttarakhand, Goa and Rajasthan (for ambulance only) and is under progress in States - Bihar, Punjab, Chandigarh, Mizoram and Haryana.

Salient Features:



6.5.5 Bharat Series Vehicle Registration

In order to facilitate seamless transfer of vehicles across States, a provision for “Bharat series (BH-series)” has been notified as per Gazette Notification G.S.R 294 (E) on 26th August, 2021. NIC has incorporated the needful changes in the Dealer point module and facility has been provided to all States for Central issuance of BH series registration number from the portal. The same has been activated and brought into force from 15th September, 2021.

This facility is provided only for new registration of vehicle through Dealer point registration. This vehicle registration facility under “Bharat series (BH-series)” is available on voluntary basis to



Defense personnel, employees of Central Government/ State Government/ Central/ State Public Sector Undertakings and private sector companies/organizations, which have their offices in four or more States/Union Territories. Currently, BH series registration is active in 25 States/UTs Andaman & Nicobar Island, Arunachal Pradesh, Assam, Bihar, Chandigarh, Delhi, Goa, Gujarat, Himachal Pradesh, Jammu & Kashmir, Karnataka, Madhya Pradesh, Meghalaya, Maharashtra, Manipur, Mizoram, Nagaland, Odisha, Puducherry, Rajasthan, Sikkim, Tripura, UT of DNH and DD and Uttar Pradesh.

6.5.6 Vehicle Recall Management System

The recent notification by MoRTH (SO 1232(E)) envisages to streamline the vehicle recall process by the Manufacturers, by facilitating a robust online system with the technical support of NIC. To accomplish this objective, Vehicle Recall Management System is being facilitated to handle every aspect of vehicle recall, including customer notification and response mechanism, Process Tracking, compliance and reporting, among other necessary stages of the cycle. It may also take care of recall events triggered by retrofitting requirements in vehicle(s).

The system will require integrations with various stakeholders like Vehicle/Component Manufacturers, Vahan, Homologation systems, etc. to operate in an effective manner.

A portal has already been launched for digitization of the vehicle complaints and recall process, and to host multiple other functionalities including user registration, complaint registration, action taken by designated officers, etc.

6.5.7 All India Tourist Permit (AITP) Module

A new module has been developed for providing this online service to all stakeholders as per Gazette notification - G.S.R 166(E) dated 10th March, 2021 regarding All India Tourist Permit (AITP) Rules, 2021- <https://vahan.parivahan.gov.in/aitp/>. In this module there is a provision to all States for Central issuance of AITP from the common portal. The module has been activated and has come into force from 1st April, 2021.

6.5.8 Faceless, Contactless, Aadhar - eKYC based Services

Existing transport services have been transformed into Faceless/Contactless mode leveraging advanced technologies like AadharAuth/eKYC, AI based face recognition, eSign/ DSC and other business process transformations. Online facility for filing application, making ePayment, uploading documents, taking appointments was already available for most of the services. The launch of Faceless Services is a quantum leap in the system as it facilitates complete elimination of RTO visit, freedom from standing in queues and hassles from middlemen.

Most of the online services under Vahan and Sarathi platform have been converted to faceless mode



with State-specific customization and in conformity of the provisions of CMVR. Currently, this facility is provided on 70 services and implemented in 21 States. This initiative has benefited all stakeholders like Citizen and RTOs by reducing RTO footfall and faster, hassle free delivery of services. A highlight of the system is the integration of the Artificial Intelligence based face recognition feature facilitated by NIC for authenticating the Learner License Test applicants.

Salient Features:

- ✧ Completely online & contactless service
- ✧ No need to visit RTO at any stage of application
- ✧ AADHAR based authentication and e-KYC of the applicant
- ✧ AI based Face Recognition and verification for Learner License test
- ✧ Online proctoring through video capturing (AI Video processing) of the applicant taking the Learner's License test
- ✧ Provision for document upload for all Faceless Transactions



6.5.9 Automatic Fitness Management System/Automated Testing System

The recently launched Automatic Fitness Management System (AFMS) will provide motor vehicle owners ability to book vehicle tests, view test results, apply for re-test and appeal against first test result. Automated Testing System (ATS) operators will be able to manage test bookings



and generate test results. In addition to this, RTO will be able to manage requests for appeals against test results and update status of vehicles accordingly. The application results are linked to Vahan which would help the authorities in enforcing it strictly through measures like generating trigger on fuel stations when the vehicle enters it or gets refuelled.

The application provides end-to-end visibility into vehicle testing process and its result, thus improving transparency. It will help in maintaining digital recordings of visual checks and concealing individual test results till final report is generated.

6.5.10 Registered Vehicle Scrapping Facility (RVSF)

The Voluntary Vehicle Scrapping application provides motor vehicle owners to phase out new/old and/ or unfit vehicle seamlessly. It helps to boost the automotive sector and also provide checks on vehicular pollution. The application also encourages setting up of inspection and fitness centres and scrap yards to judge the condition of vehicles and then subsequently scrap the vehicles. The vehicle owners can voluntarily choose to scrap the damaged / unfit vehicles based on state or union government regulation. This facility is available online for vehicles registered in VAHAN.

Certificate of Deposit (CD) is issued to the vehicle owners who has submitted the vehicle for scrapping. The CD can be used for trading; it has financial benefits also.

A Certificate of Vehicle Scrapping (CVS) is issued after the procedure of dismantling and disposing of the vehicle has been completed.

6.5.11 NextGen mParivahan Mobile App

To facilitate greater convenience to the citizens and increase accessibility, a super app 'NextGen mParivahan' has been developed by MoRTH in collaboration with eTransport Division of NIC by encapsulating all the features, functionalities and related utilities pertaining to transport related services in a single-stop platform. The app has been created by linking various services of Vahan, Sarathi, eChallan etc. through API linkage. The features and functionalities as available on the online web portals have been replicated in this app considering the State-specific requirements. Facilities like Aadhaar authentication, faceless services etc. have also been incorporated in this app. The app will help in improving transparency by connecting all stakeholders through a common system. It will also help in easing operations and efficient monitoring through digitisation of records. It will enhance the visibility of offenders, leading to better traffic management.

The first version of the app with 25 online services and utilities has been developed and is now ready for release. The app is available on both Android and iOS. Following are the services and

utilities incorporated in the first release:

Vahan	Driving License	Challan	Citizen Sentinel
☐ Duplicate Vehicle RC ☐ Change of Address ☐ Hypothecation Addition ☐ Hypothecation Termination ☐ Hypothecation Continuation ☐ Issue of NOC ☐ RC Particular ☐ Update Mobile Number ☐ Application Status ☐ Verify Payment Status ☐ Dispose Application	☐ Renewal of DL ☐ Duplicate DL ☐ Change of Address in DL ☐ DL Replacement ☐ International Driving Permit ☐ DL Extract ☐ Update Mobile Number ☐ Application Status ☐ Verify Payment Status	☐ Challan Status ☐ Challan Payment ☐ Verify Payment Status	☐ Report Traffic Violation ☐ Road Accident Reporting

6.5.12 National Registry of Vehicles and License Records

As on 31st December, 2022, Vehicle Registration record and Driving License record are 33.04 + crore and 18.23 + crore respectively.

6.6 Brief on the Major Initiatives Taken in the Year 2022 to Amend CMVR, 1989

6.6.1 Fire Alarm System and Fire Protection System in Buses

The Ministry, vide notification dated 27th January, 2022, has introduced Fire Alarm System and Fire Protection System in the Passenger (or Occupant) Compartment in buses through an amendment in the AIS (Automotive Industry Standard)-135.

6.6.2 Implementation of Section 44 of the Motor Vehicles (Amendment) Act, 2019

The Ministry, vide S.O. 691 (E) dated 15th February, 2022, has notified the implementation of Section 44 of the Motor Vehicles (Amendment) Act, 2019 relating to wearing of protective headgear. It mandates that every person, above four years of age, driving or riding or being carried on a motorcycle of any class or description shall, while in a public place, wear protective headgear conforming to such standards, as may be prescribed by the Central Government.

6.6.3 Safety Measures for Children below Four Years of Age riding or being carried on a Motor Cycle

The Ministry, vide notification dated 15th February, 2022, has amended Rule 138 of Central Motor Vehicle Rules (CMVR), 1989 and has prescribed norms related to safety measures for children below four years of age riding or being carried on a motor cycle. It specifies use of a safety harness and crash helmet. It also restricts speed of such motor cycles to 40 kmph. These rules will come into

यह चिन्ह इंगित करता है कि आसपास अस्पताल है। इस रास्ते पर गाड़ी चलाते समय ड्राइवर को सतर्क रहना चाहिए और अनावश्यक रूप से हॉर्न नहीं बजाना चाहिए।

This sign indicates that there is Hospital nearby. The driver should be careful while driving through this stretch and should not honk unnecessarily.



force after one year from the date of publication of the Central Motor Vehicles (Second Amendment) Rules, 2022 i.e. from 15th February, 2023.

6.6.4 Type Approval of Cash Van

The Ministry, vide notification dated 23rd February, 2022, has issued the rule regarding type approval of Cash Van, a Special Purpose Vehicle (SPV), and its compliance with the respective Automotive Industry Standard (AIS). It has been prescribed that Cash Vans shall comply with the requirements stated in AIS-163:2020, as amended from time to time, till the corresponding BIS specifications are notified under the Bureau of Indian Standards Act, 2016 (11 of 2016).

6.6.5 Triple Deck to Transport Two Wheelers

The Ministry, vide notification dated 25th February, 2022, has amended Rule 93 of the CMVR, 1989, and allowed rigid vehicles as well as trailers to have maximum of three decks to transport two wheelers, with the load body not projecting over the driver's cabin. This will enhance the carriage capacity of two wheelers by 40-50%.

6.6.6 Compensation to Victims of Hit and Run Motor Accidents Scheme

The Ministry has notified a new scheme for compensation of victims of Hit & Run motor accidents, vide notification dated 25th February, 2022, to cater to enhanced compensation (from Rs 12,500 to Rs 50,000 for grievous hurt and from Rs 25,000 to Rs 2,00,000 for death). The process of application for compensation and the release of payment to victims has also been made time bound. This scheme will supersede the Solatium Scheme, 1989 from 01st April, 2022 onwards.

6.6.7 Detailed Accident Report (DAR)

The Ministry has issued notification dated 25th February, 2022 to mandate the procedure for detailed investigation of road accidents, the Detailed Accident Report (DAR) and its reporting, along with timelines for different stakeholders, for quick settlements of claims by the Motor Accident Claim Tribunal (MACT). Further, it has mandated incorporation of validated mobile number in the Certificate of Insurance.

6.6.8 Motor Vehicle Accident Fund Rules

The Ministry has published rules on 25th February, 2022 regarding creation, operation, sources of fund etc. of the Motor Vehicles Accident Fund. This fund shall be used for providing compensation in case of Hit & Run Accident, treatment for accident victims and any other purpose, as may be specified by the Central Government.



6.6.9 Safety Requirements for Road Train

The Ministry, vide GSR 200(E) dated 14th March, 2022, has amended CMVR, 1989 to insert new Rule 125K regarding Safety Requirements for Road Train. It has been prescribed that the procedure for type approval and certification of Road Train shall be in accordance with AIS-113, as amended from time to time, till the corresponding BIS specifications are notified under the Bureau of Indian Standards Act, 2016 (11 of 2016).

6.6.10 Standards for Safety Glass

The Ministry has notified S.O. 1533(E) dated 31st March, 2022 exempting all motor vehicles including agricultural tractor fitted with cabin, construction equipment vehicle fitted with cabin and combined harvester from the application of Rule 100 of the said rules, up to the 31st March, 2023 and the manufacturer shall continue to comply with the provisions of Rule 100 as existed on 31st March, 2021. Further, any manufacturer, who has already complied with the provisions of Rule 100 of the said rules, as existed on 1st April, 2021, shall continue to do so. This has been notified to align the CMVR, 1989 in line with the latest Quality Control Orders issued by the DPIIT for safety glasses.

6.6.11 Motor Vehicles (Third Party Insurance Base Premium and Liability) Rules, 2022

Ministry of Road Transport and Highways, in consultation with the Insurance Regulatory and Development Authority of India, has published Motor Vehicles (Third Party Insurance Base Premium and Liability) Rules, 2022 vide notification dated 25th May, 2022. The rules shall come into force on 1st June, 2022. In the said rules, base premium for third party insurance for unlimited liability has been notified for various classes of vehicles.

6.6.12 Regulations for Bharat New Car Assessment Programme

The Ministry has issued a notification dated 24th June, 2022, whereby it is proposed to insert a new Rule 126E in CMVR, 1989 regarding the Bharat New Car Assessment Program (BNCAP). The following has been proposed:

- (a) It is applicable on Type Approved motor vehicles of category M1 [motor vehicles used for the carriage of passengers, comprising not more than eight seats, in addition to driver's seat] with gross vehicle weight less than 3.5 Tonnes, manufactured or imported in the country, in accordance with the Automotive Industry Standard (AIS)-197, as amended from time to time. The standard is aligned with global benchmarks: it is beyond minimum regulatory requirements.

- (b) Bharat NCAP rating will provide consumers an indication of the level of protection offered to occupants by evaluating the vehicle in the areas of (a) Adult Occupant Protection (AOP) (b) Child Occupant Protection (COP) and (c) Safety Assist Technologies (SAT). The vehicle shall be assigned a star rating from one to five stars, based on scoring against various tests undertaken as per AIS 197.

It introduces the concept of safety rating of passenger cars and empowers consumers to take informed decisions. It will promote export worthiness of the cars produced by OEMs in the country and increase the domestic customer's confidence in these vehicles. Additionally, the program will encourage manufacturers to provide advanced safety technologies to earn higher ratings.

- (c) The testing of vehicles for this program will be carried out at Testing Agencies, with the necessary infrastructure, referred to in Rule 126 of CMVR, 1989.

6.6.13 Norms for Tyre Rolling Resistance, Wet Grip and Rolling Sound

Ministry of Road Transport and Highways has issued a notification dated 28th June, 2022 to amend the Rule 95 of the CMVR, 1989. It mandates requirements of Rolling resistance, Wet Grip and Rolling Sound Emissions for tyres falling under classes C1 (passenger cars), C2 (light truck) and C3 (truck and bus), as defined in the Automotive Industry Standard 142:2019. The said tyres shall meet the Wet grip requirements and Stage 2 limits of Rolling Resistance and Rolling Sound Emissions, as specified in this AIS. With this regulation, India will be aligned with UNECE (United Nations Economic Commission for Europe) regulations.

6.6.14 Specific Exemptions for Armoured Vehicles from the provisions under the Central Motor Vehicles Rules, 1989

The Ministry, vide G.S.R. 863(E) dated 1st December, 2022, has notified to insert a new Rule 125L in CMVR, 1989 whereby it has been prescribed that specific exemptions for Armoured Vehicles from the notified provisions under the CMVR, 1989, shall be in accordance with AIS-194:2022, as amended from time to time.

6.6.15 Fuel Efficiency Norms for Light, Medium and Heavy Motor Vehicles

The Ministry vide G.S.R. 844(E) dated 22nd November, 2022 has amended Rule 115G of CMVR, 1989 to include compliance to Fuel Consumption Norms for light, medium and heavy duty motor vehicles of various categories, excluding Tippers, manufactured or imported to India. This is

required for the computation of Average Annual fuel consumption. The continued compliance to Fuel Consumption Norms is proposed to be implemented from 1st day of April, 2023.

6.6.16 Vehicle Location Tracking Device for Vehicle carrying any Dangerous or Hazardous Goods

The Ministry, vide G.S.R 617(E) dated 3rd August, 2022, has mandated that every vehicle of categories N2 and N3, manufactured on and after the 1st Day of September, 2022, in the case of new models, and 1st day of January, 2023, in the case of existing models, carrying dangerous or hazardous goods, shall be fitted with a vehicle tracking system device as per AIS 140.

6.6.17 Retrofitment in BS VI Vehicles

The Ministry, vide G.S.R. 625(E) dated 11th August, 2022, has notified regarding retrofitment of CNG and LPG kit on BS (Bharat Stage)-VI gasoline vehicles and replacement of diesel engines with CNG/LPG engines in case of BS-VI vehicles, less than 3.5 tonnes. Retrofitment of CNG and LPG kits was earlier permissible in motor vehicles complying with BS IV emission norms.

6.6.18 Type approval and establishing conformity of production for components related to Traction Battery for Electric Power Train Vehicles

The Ministry, vide draft G.S.R. 659(E) dated 25th August 2022, has proposed to amend sub rule 4 of Rule 124 of CMVR, 1989 whereby it has been proposed that the procedure for type approval and establishing conformity of production for components related to Traction Battery for Electric Power train Vehicles shall be in accordance with AIS:037:2004 till the corresponding BIS specifications are notified under the Bureau of Indian Standards Act, 1986 (63 of 1986).

6.6.19 Standardisation of International Driving Permit (IDP)

The Ministry has issued a notification on 26th August, 2022 for greater facilitation of citizens in the issue of International Driving Permit (IDP) across the country. As the format, size, pattern, colour etc. of the IDP being issued was differing across States in India, many citizens were facing difficulties with their respective IDP in foreign countries. Now, through this amendment, the format, size, colour etc. for IDP has been standardized for issuance across India, and in adherence to the Geneva Convention. Provision for QR code to link the IDP with the Driving License has also been made.

6.6.20 Constant Speed Fuel Consumption Test for M and N categories

The Ministry, vide S.O. 4144(E) dated 2nd September, 2022, has notified the BIS standard (IS: 11921: 2020) for the Constant Speed Fuel Consumption Test for M and N categories of vehicles, except tippers, having GVW (Gross Vehicle Weight) greater than 3.5 tonnes.



6.6.21 Safety Standards for Battery and Related Components of Electric Vehicles

The Ministry has approved Amendment 3 to both AIS 156 and AIS 038 (Rev.2). AIS 156 is regarding Specific Requirements for L category [motor vehicles with less than four wheels, quadricycle] vehicles with electric power train and AIS 038 (Rev.2) is regarding Safety requirements with respect to the electric power train of M [motor vehicles with at least four wheels used for carrying passengers] and N [motor vehicle with at least four wheels used for carrying goods] category vehicles. Ministry has notified the applicability of these amendments in two phases from 1st December, 2022 and 31st March, 2023 to enable industry to set up necessary facilities.

6.6.22 Ease of Doing Business and Transparency in the Sale and Purchase of Registered Vehicles

The Ministry has issued a draft notification G.S.R 693(E) on 12th September, 2022 to promote ease of doing business and transparency in the sale and purchase of registered vehicles through dealers. MoRTH has proposed amendments in Chapter III of CMVR, 1989 to build a comprehensive regulatory ecosystem for the pre-owned car market. These rules are expected to aid in recognizing and empowering intermediaries / dealers of registered vehicles as well as to provide adequate safeguards against fraudulent activities to the selling or purchasing of such vehicles.

6.6.23 Hydrogen as an IC Engine Fuel in BS IV Vehicles

The Ministry, vide GSR 885(E) dated 16th December, 2022, has notified the use of Hydrogen as an IC Engine Fuel in BS IV vehicles with Gross Vehicle Weight greater than 3.5 tonnes.

6.6.24 Facilitation in Availing Transport Related Services Using Aadhar

The Ministry has issued S.O. 4353(E) on 16th September, 2022, through which a total of 58 citizen-centric services related to driving license, conductor license, vehicle registration, permit, transfer of ownership etc. can be now availed completely online, eliminating the need to visit the RTO. These services can be availed with the help of Aadhaar authentication on voluntary basis. Providing such services in a contactless and faceless manner would go a long way in saving critical time of citizens while easing their compliance burden.

6.6.25 Trade Certificate Regime

In an endeavour to promote ease of doing business, MoRTH has notified new rules to simplify and streamline the Trade Certificate regime. Due to certain anomalies in the existing rules, the applicability of Trade Certificate was open to interpretation in many cases, leading to harassment of many business establishments. Moreover, the application for a trade certificate was required to be filed physically at the RTO which was a time-consuming process.

6.6.26 Accredited Driver Training Centres (ADTC) Rules

MoRTH, vide GSR 714(E) dated 20th September, 2022, has notified amendment to the rules related to Accredited Driver Training Centres (ADTC). New rules will further streamline the functioning of ADTCs with the following key features:

- (i) Renewal of accreditation of an ADTC shall be valid for a period of five years.
- (ii) Syllabus for imparting training for two-wheelers has been specifically detailed to comprehensively cover practical as well as theoretical knowledge.
- (iii) The trainee will be required to pass the “test of competence to drive” in order to receive the proficiency test certificate for issue of driving license.
- (iv) Other provisions linked to ADTC viz. fees, issue of driving license etc. have been clarified.

6.6.27 Rules regarding Side/Side Torso Air Bags and Side Curtain/Tube Air Bags

The Ministry, vide notification dated 30th September, 2022, has proposed to insert new sub-rule 9B in Rule 125 of the CMVR, 1989 to introduce the provision for the fitment of side/side torso airbags and side curtain/tube airbags in M1 category vehicles.

6.6.28 Use of Amber Light on a Vehicle Specifically Designated for the Purpose of Patrolling of National Highways

The Ministry, vide notification G.S.R. 858(E) dated 29th November, 2022, has amended the sub-rule 1 of Rule 108 of CMVR, 1989 to facilitate the use of top light of amber colour on a vehicle specifically designated for the purpose of patrolling on National Highways.

6.6.29 Movement of Non-Transport (Personal) Foreign Vehicles in India

The Ministry has issued the Motor Vehicles Non Transport Vehicles Visiting India Rules, 2022 vide notification GSR 680(E) dated 2nd September, 2022. These rules formalize the movement of Non-Transport (Personal) vehicles registered in other countries when entering or plying in the territory of India.

6.6.30 Amendment Rules regarding BH Series

In an endeavor to further improve as well as widen the scope of BH series implementation, MoRTH has issued a notification G.S.R 879(E) on 14th December, 2022, notifying amendments in the rules governing Bharat (BH) series registration mark.

6.6.31 OBD Stage II Norms for 2W and 3W

On-board diagnostics (OBD) system specifications for two-wheelers have been included for the first time in the BS VI regulation. OBD system has the capability of identifying the possible areas

of malfunction. The Ministry, vide GSR 809(E) dated 9th November, 2022, has notified the implementation timeline for OBD Stage II Norms for 2W and 3W. It has been mandated that OBD Stage II-A (BS VI) will be applicable for vehicles manufactured on or after 1st April, 2023 and OBD Stage II-B (BS VI) will be applicable for vehicles manufactured on or after 1st April, 2025.

6.6.32 All India Tourist Vehicle (Authorisation or Permit) Rules, 2021

The Ministry has issued a draft notification G.S.R 815(E) on 11th November, 2022 to supersede the All India Tourist Vehicle (Authorisation or Permit) Rules, 2021. The rules notified in 2021 provided a significant boost to the tourism sector in India by streamlining and simplifying the permit regime for tourist vehicles. Now, with the proposed All India Tourist Vehicles (Permit) Rules, 2022, the tourist permit regime is proposed to be further streamlined and strengthened.

6.7 Strengthening ITS in Public Transport System

- The Ministry has revamped its previous ITS Scheme and issued guidelines on 23rd June, 2022 to continue the previous scheme. This will provide additional financial support to STUs to equip themselves with advanced ITS technologies, improved bus services, operations, performance, and customer conveniences.
- The Scheme provides support of hardware and software components for Fleet Management System, Electronic Ticketing & Fare Collection System (including NCMC) and Passenger Information & Feedback System.
- The Transport Bodies such as State Transport Undertakings, State Transport Corporations, Public Private Partnerships and State Government Bodies (including hilly regions and North-east States) are eligible to avail the financial assistance under the Scheme.
- The duration of the scheme is for 4 years (FY 2022-23, 2023-24, 2024-25 and 2025-26 i.e., during remaining period of 15th Finance Commission Cycle).
- The total outlay of the Scheme is estimated to be Rs 175 crore from Ministry. Previous Scheme had fund of share of 50% by Ministry but the revamped scheme has fund share of 70% by Ministry and remaining 30% will be contributed by respective Transport Bodies.
- The Scheme includes cost of capital expenditure of ITS hardware, software, application development, operation, and maintenance cost for up to 2 years, planning, management, administrative work, and appointment of Project Management Unit (PMU).
- So far, proposals amounting to over 200 crore have been received in the Ministry from several STUs such as TSRTC, KSRTC, GSRTC, BEST, Ahmedabad Jalmarg Ltd., Bhopal City Link Ltd.,

यह चिन्ह ड्राइवर को आश्वस्त करता है कि वह सही रास्ते पर है और यह उस पर लिखे गए स्थानों की दूरी भी दर्शाता है।

This sign assures the driver that he is on right path and also tells the distance of the places written on it.



Kerala SRTC etc. These proposals are under consideration of the Ministry and several of them are already in advanced stages of appraisal.

6.8 Development of Bus Ports in States/UTs on BOT/HAM basis

Efficient mobility of people is one of the key factors for the progress and prosperity of a society and a nation. In order to develop standardised bus ports, complete with requisite infrastructure, this Ministry launched a scheme (on 5th September, 2018), namely, “Development of Bus Ports in States/ UTs on BOT/ HAM basis”. The objective of the scheme is to enhance the capacity and quality of the bus terminal infrastructure to benefit users of public bus transportation by providing them safe, convenient and user-friendly locations to board and de-board, as well as better passenger amenities. An allied objective is to bring private operators into the mainstream by allowing them entry into bus ports.

Under this scheme, in-principle approval had been accorded to proposed projects in Tamil Nadu (Salem), Odisha (Cuttack), Uttarakhand (Ramnagar), Himachal Pradesh (Baddi), UT of Chandigarh, UT of Andaman and Nicobar, Haryana (Sonepat), Kerala (Trivandrum), Tripura (Udaipur), Punjab (Patiala), Jammu (Katra), Maharashtra (Pune). The project for development of Bus Port in Ramnagar (Uttarakhand) has been approved.

However, owing to the high VGF (viability gap funding) requirement arising in majority of the proposals, the proposals had to be dropped. Further, the land being selected at various locations across the States/UTs are such that they have a low commercial return, which is not attracting requisite interest from contractors to execute these on BOT/HAM basis. The scheme duration was up to 31st March, 2021. Accordingly, the scheme is under appraisal for continuation as per the extant policy and requisite deliberations are underway to review and renew the scheme.

6.9 Safety and Security of Women Passengers (Projects under Nirbhaya Framework)

The Government of India has set up a dedicated fund under the Nirbhaya Framework being administered by the Department of Economic Affairs, Ministry of Finance. This Ministry sanctions financial assistance from the Nirbhaya fund to States/UTs for projects specifically designed to improve safety and security of women in public transport, after appraisal and recommendation by the Empowered Committee of the Ministry of Women and Child Development. Standalone projects from the Government of Andhra Pradesh, Uttar Pradesh State Road Transport Corporation and Bangalore Metropolitan Transport Corporation have been approved under the Nirbhaya Fund Scheme to augment safety and security of women in public road transport, which are under different stages of execution.

यह चिन्ह दर्शाता है कि आसपास एक प्राथमिक उपचार सुविधा है जो आपात स्थिति या दुर्घटना के मामले में बहुत उपयोगी साबित होती है। आम तौर पर ये चिन्ह राजमार्गों और ग्रामीण सड़कों पर लगाए जाते हैं।

The sign shows that there is a First Aid facility nearby which is very useful in case of emergency or crashes. These signs are normally erected on highways and rural roads.



6.10 Development of State-wise Vehicle Tracking Platform in States/UTs (under Nirbhaya Framework)

MoRTH has approved a scheme (on 15th January, 2020) for implementation of “Development, Customization, Deployment and Management of State-wise vehicle tracking platform for Safety & Enforcement as per AIS 140 Specifications in States/UTs under Nirbhaya Framework” at total estimated cost of Rs. 463.90 crore (including Central and State share, as per Nirbhaya Framework).

The proposed system envisages enhancing the safety of women and girl children by establishing Monitoring Centers across States/UTs, which shall track all the public service vehicles (PSV) that are fitted with location tracking device and emergency buttons for raising an alert in case of emergency. The Monitoring Centre will monitor the alerts and coordinate with State ERSS for responding to distress calls. This Ministry had earlier issued a notification dated 28th November, 2016, wherein Vehicle Location Tracking (VLTS) device and emergency buttons were mandated to be fitted in all public service vehicles. Further, the responsibility of fitting VLT device and emergency buttons lies with the vehicle owner, and this scheme shall finance only the setting up of Monitoring Centre in each State/UT for the tracking of PSVs.

MoRTH has received proposals from thirty (30) States/UTs, namely, Chhattisgarh, Nagaland, Himachal Pradesh, Uttar Pradesh, Jammu & Kashmir, Ladakh, Andaman & Nicobar, Bihar, West Bengal, Sikkim, Chandigarh, Karnataka, Punjab, Odisha, Kerala, Meghalaya, Assam, Puducherry, Jharkhand, Manipur, Uttarakhand, Goa, Maharashtra, Madhya Pradesh, Arunachal Pradesh, Daman & Diu and Dadar & Nagar Haveli, Rajasthan, Mizoram, Tripura, Andhra Pradesh.

The Ministry has released the funds amounting to Rs. 192.95 crore which includes first instalment of Centre's share to these thirty (30) States/UTs, amounting to Rs. 140.57 crore, funds of Rs. 49.05 crore to NIC for cloud services and Rs. 3.32 crore to M/s. DIMTS for PMU services.

The Ministry has been closely monitoring the implementation of this scheme. Periodic reviews are being done with the State representatives and other stakeholders. So far, three States/UTs i.e. Himachal Pradesh, Puducherry and Bihar have commissioned the monitoring Centres a couple of months back and it is expected that more States/UTs are soon to follow the suit.

6.11 Voluntary Vehicle-Fleet Modernization Program (V-VMP) (Vehicle Scrapping Policy)

- 6.11.1** As a part of the forward-looking Budget 2021-22, the Government of India has introduced the Voluntary Vehicle-Fleet Modernization Program (V-VMP) or “Vehicle Scrapping Policy”, which is aimed at creating an eco-system for phasing out of unfit and polluting vehicles in an eco-friendly

manner. The policy targets voluntary scrapping of unfit commercial and passenger vehicles, based on their fitness, irrespective of vehicle age.

- 6.11.2** The main objectives of the policy are to facilitate switching to safer vehicles for citizens, provide boost to automobile manufacturing & scrapping industry, ensure road safety by having newer & safer vehicles on roads, ensure availability of cheaper raw material for industry & rare-earth metals which are not available in India and help in reduction of the oil import bill and pollution, generate employment, boost investment, and contribute to GDP growth.
- 6.11.3** MoRTH has envisaged a digital and user-friendly implementation of this policy. In this regard, the final rules for setting up automated fitness testing stations and registered vehicle scrapping facilities were issued by MoRTH on 23rd September, 2021. These rules came into effect on 25th September, 2021. The amendments to these rules have also been carried out recently through GSR Notification 695(E) dated 13th September, 2022 which provides for amendments in Registration and Functions of Vehicle Scrapping Facility Rules, 2021 earlier published vide GSR 653(E) dated 23rd September, 2021 and through GSR notification 797(E) dated 31st October, 2022 which provides for amendments in the rules for automated fitness testing earlier published vide G.S.R. 652(E) dated 23rd September, 2021. These rules have been kept very simple for the investors and have been prepared in consultations with industry and other stakeholders.
- 6.11.4** In order to attract private investment in the vehicle scrapping ecosystem, a single window system has been developed. This portal is part of the National Single Window System (NSWS), which is hosted by DPIIT and Invest India. Currently, 11 States have been onboarded onto NSWS for V-VMP – Gujarat, Uttar Pradesh, Karnataka, Andhra Pradesh, Odisha, Madhya Pradesh, Rajasthan, Assam, Goa, Uttarakhand and Chandigarh. Expeditious onboarding of all other States/UTs on the NSWS has also been initiated.
- 6.11.5** The vehicle scrapping policy includes a system of incentives/dis-incentives for creation of an ecosystem to phase out old, unfit, polluting vehicles. To enforce provisions of the policy, rules have been issued to amend Central Motor Vehicles Rules, 1989 under the Motor Vehicles Act, 1988.
- 6.11.6** MoRTH has issued the following notifications for implementation of the policy:
- (i) GSR Notification 653 (E) dated 23rd September, 2021 provides the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 for establishment of Registered Vehicles Scrapping Facility (RVSF). The notification has come into force with effect from 25th September, 2021.



रुकिए
Stop

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



- (ii) GSR Notification 652 (E) dated 23rd September, 2021 provides for recognition, regulation and control of Automated Testing Stations. The notification has come into force with effect from 25th September, 2021.
 - (iii) GSR Notification 714 (E) dated 4th October, 2021 provides for upward revision of registration fee, fitness testing fee and fitness certification fee of vehicles. The notification has come into force with effect from 1st April, 2022.
 - (iv) GSR Notification 720 (E) dated 5th October, 2021 provides for concession in the motor vehicle tax for the vehicle registered against submission of "Certificate of deposit". The notification has come into force with effect from 1st April, 2022.
 - (v) GSR Notification 272(E) dated 5th April, 2022 provides for mandatory fitness of motor vehicles only through an Automated Testing Station, registered in accordance with Rule 175 of the CMVR, 1989 as under:
 - (a) For Heavy Goods Vehicles/Heavy Passenger Motor Vehicles with effect from 01st April, 2023 onwards, and
 - (b) For Medium Goods Vehicles/Medium Passenger Motor Vehicles and Light Motor Vehicles (Transport) with effect from 01st June, 2024 onwards.
 - (vi) GSR Notification 695(E) dated 13th September, 2022 provides for amendments in Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 earlier published vide GSR 653(E) dated 23rd September, 2021.
 - (vii) GSR Notification 797(E) dated 31st October, 2022 provides for amendments in the rules for “recognition, regulation and control of automated testing stations” earlier published vide G.S.R. 652(E) dated 23rd September, 2021.
 - (viii) Draft GSR Notification 177(E) dated 12th March, 2021 provides that Certificate of registration for vehicles owned by Central, States and UT governments and their Departments, Local government (Municipal Corporations or Municipalities or Panchayats), PSUs and other Autonomous bodies with the Central Government and State Governments, shall not be renewed after the lapse of fifteen years.
 - (ix) Draft GSR Notification 166(E) dated 28th February, 2022 provides for the manner in which validity of fitness certificate and registration mark of the motor vehicle shall be exhibited on the vehicles.
- 6.11.7** As on 31st December, 2022, applications of 127 investors are under process which have shown interest for RVSF out of which 40 applications have been approved by the respective State



Governments (Bihar - 21, Gujarat - 3, Uttar Pradesh - 6, Haryana - 2, Madhya Pradesh - 2, Assam - 4, Chandigarh - 1 and Chhattisgarh - 1). Similarly, 353 applications are under process for ATS, out of which 65 have been approved (Bihar - 48, Chhattisgarh - 8, Gujarat - 5, Uttarakhand - 2, Assam - 2). In addition, 84 ATSs across 11 States are proposed under the State/UT Government control through Request for Proposal (RFP) by doing the necessary tendering.

6.11.8 Investor summits have been conducted across 16 States to promote salient features of the V-VMP policy, attracting private investment by showcasing the Government of India as well as the State governments policies.

6.11.9 As per projections based on vehicle registrations data on Vahan, 40-45 RVSFs are required to be set up in the next 2 years and 60-70 RVSFs in coming 5 years across India. Similarly, there is a requirement of 130-150 ATS in the next 2 years and 450-500 ATS in coming 5 years across India.

6.12 Electronic Monitoring and Enforcement of Road Safety

MoRTH has issued GSR notification 575(E) dated 11th August, 2021 for Electronic Monitoring and Enforcement of Road Safety in exercise of powers conferred under section 136 A of the Motor Vehicles Act, 1988.

The electronic enforcement device means a speed camera, closed-circuit television camera, speed gun, body wearable camera, dashboard camera, Automatic Number Plate Recognition (ANPR), weigh in motion (WIM) and any such other technology specified by the State Government. The electronic enforcement device will be used for enforcement of traffic rules and issuance of challan thereon. The devices shall carry an approval certificate issued by the designated authority to ensure proper working of such devices. State Governments shall ensure that appropriate electronic enforcement devices are placed at high-risk and high-density corridors on National Highways and State Highways, and at critical junctions at least in major cities with more than one million population, including 132 cities under the National Clean Air Programme (NCAP). This initiative will help in enhancing Road Safety.

6.13 Workshop cum Training Programme for State/UT Transport Department Officials

6.13.1 The Ministry is responsible for the formulation of broad policies relating to regulation of road transport in the country, besides making/monitoring arrangements for vehicular traffic to and from neighboring countries. The Motor Vehicles Act 1988, Central Motor Vehicle Rules, 1989 etc. are administered in the Road Transport Division. The Ministry also issues several notifications on relevant subject matters from time to time.

इस चिन्ह का प्रयोग गोलचक्कर पर किया जाता है जहाँ एक विशेष लेन अनुशासन का पालन किया जाना होता है। यह चिन्ह वाहनों को उनकी दायीं तरफ यातायात के लिए अन्य वाहनों को रास्ता देने का निर्देश देता है।

This sign is used at roundabouts where a specific lane discipline is to be followed. This sign directs the traffic to give way to the fellow traffic on your right side.



प्रवेश निषेध
No Entry

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
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- 6.13.2** To update the officials of Transport Department of States/UTs with new rules and regulations relating to transport, the Ministry conducts Workshop cum Training programmes for development of Human Resources through various institutes namely Engineering Staff College of India (ESCI), Hyderabad, Asian Institute of Transport Development (AITD), Delhi, Central Institute of Road Transport (CIRT), Pune, Institute of Road Traffic Education (IRTE), Faridabad, Delhi and Automotive Research Association of India (ARAI) Pune.
- 6.13.3** During the year 2018-19, 2019-20 and 2020-21, the above-mentioned institutes conducted a total of 213 training programmes involving 5802 participants from 26 States and 6 Union Territories in the country. Furthermore, the analysis by CIRT study revealed that the institutes' programmes were successful in meeting its objectives.
- 6.13.4** For conducting training from 2022-23 onwards, the Ministry has prepared new Guidelines for administering the “Workshop cum Training Programme for development of Human Resources in States/UTs Transport Departments and Ministry of Road Transport and Highways”. These guidelines provide detailed instructions to the training institutes to organize programmes, timelines for submission of proposals, expenditure to be incurred on training etc. The training of the officials is being conducted as per these guidelines for the current year.
- 6.14 Accessible India Campaign (Sugamya Bharat Abhiyan)**
- 6.14.1** The Accessible India Campaign was launched by Hon'ble Prime Minister for creating universal accessibility for Persons with Disabilities in Built Environment, Transport, and Information & Communication Technology (ICT) ecosystem. The Campaign is based on the principles of the Social Model of Disability, which mentions that disability is caused by the way society is organized, and is not based on the person's limitations and impairments. Physical, social, structural and attitudinal barriers prevent people with disabilities (Divyangjan) from participating equally in socio-cultural and economic activities. Under the campaign, all the STUs are required to achieve targets of Accessible India Campaign as under:
- 25% of Government owned public transport vehicles should be made fully accessible by March 2019.
 - All bus stops/ terminals/ ports should be made accessible to differently aided persons.
 - Facilities for speedy licensing and registration may be provided to differently abled persons.
- 6.14.2** The Ministry of Road Transport and Highways has issued the Accessibility Guidelines for Bus Terminals and Bus Stops on 29th August, 2022 which cover the planning and design aspects of areas

यह चिन्ह दर्शाता है कि यहां सभी वाहनों का प्रवेश निषेध है। एक क्षेत्र के कुछ भागों को यातायात के लिए प्रवेश निषेध के रूप चिन्ह किया जाता है। यह प्रतिबंधित क्षेत्र में प्रवेश या यातायात निषेध क्षेत्र हो सकता है। इसलिए, चालक को इसका पालन करना चाहिए और अपना मार्ग परिवर्तित कर लेना चाहिए।

This sign notifies that entry is prohibited for all vehicles. Certain pockets of an area or road are demarcated as 'no entry' areas for traffic. This could be entry to a restricted area or no-traffic zone. So the driver should obey it and divert his route.



in bus ports/bus terminals and bus stops, so that these areas can be made accessible to all. Special emphasis has been laid on ensuring ease of access for the use of these facilities by end users. The aim is to ensure seamless inclusion of Divyangjan, irrespective of their disability in the context of accessibility to any such infrastructure.

6.14.3 In order to ensure widespread use of these guidelines in the transport infrastructure across the Country, through letter dated 5th September, 2022, the Association of State Road Transport Undertakings (ASRTU) was also requested to distribute copies of the guidelines to the member STUs of ASRTU.

6.14.4 In this regard, data has been compiled in respect of 62 STUs by ASRTU vide their letter dated 30th October, 2022. It was brought out that total number of operational buses are 1,46,081, the number of buses involved in intercity operations are 1,01,908 and in urban operations are 44,173. The accessibility percentage of these buses is tabulated as under:

Sr. No.	Number of Buses held by STUs	Total Number of Buses	Number of* Accessible Buses	Number of ** Fully Accessible Buses	Total (4+5)	Percentage of Accessibility
(1)	(2)	(3)	(4)	(5)	(6)	(7)
1	Intercity operations	101908	26993*	140**	27133	27%
2	Urban operations	44173	15224*	8949**	24173	55%
Total		146081	42217*	9089**	51306	35.12%

*Notes: *Accessible without wheelchair facility,*

*** Fully accessible having wheel chair facility*

6.15 ROAD SAFETY

6.15.1 SAFETY IN ROAD TRANSPORT SECTOR

India is committed to bring down fatalities from road accidents. It is clear from the report that road accidents are multi-causal which requires multi-pronged measures to mitigate the problems through concerted efforts of all agencies both in the Central and State Governments. Road accident measures which are within the purview of the Ministry of Road Transport and Highways include road engineering design for safety; proper road marking and signages; safety standards for vehicles like use of seat belts etc., education and awareness campaign and programmes. The Ministry has

यह चिन्ह दर्शाता है कि इस निर्दिष्ट क्षेत्र में बाहरी या भीतरी वाहन नहीं चलाए जाएंगे। इस क्षेत्र में भीड़-भाड़ कम करने के लिए ऐसा किया जाता है। पदयात्रियों के उपयोग वाले क्षेत्रों में भी इस चिन्ह का इस्तेमाल किया जाता है।

This sign signifies that there should be no movement of traffic in the designated area either from outside or within. This is used to decongest the area. It is also used at pedestrian areas.



ट्रकों का आना मना है
Truck Prohibited

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



formulated a multi-pronged strategy to address the issue of road safety based on Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care.

6.15.2 Road Accidents Data

As per the Ministry's annual report on road accidents based on the data reported by Police authorities throughout India, road safety continues to be a cause for concern:

Parameter	2019	2020	2021
Number of road accidents	4,49,002	3,66,138	4,12,432
No. of persons killed	1,51,113	1,31,714	1,59,972

The Ministry has been making concerted efforts to address the problem of road safety through a series of measures that include improving road infrastructure, road safety audits, identification and rectification of black spots on roads, strengthening the automobile safety standards, organizing road safety awareness programmes and strengthening enforcement etc.

6.15.3 The various accidents mitigation measures taken up by the Ministry in the recent past are as follows:

(A) EDUCATION MEASURES

- (i) **Publicity and Awareness Campaigns:** The Ministry of Road Transport and Highways has implemented a scheme, “Grant of Financial Assistance for Administering Road Safety Advocacy and Awards for the Outstanding Work Done in the Field of Road Safety”. Under the scheme, financial assistance is provided to various eligible agencies such as NGO/Trust/ Cooperative Society / Firm / Academic Institutions etc. As prescribed in the scheme guidelines, programme themes covered under the scheme are Road Safety Audit, Pilot projects, Awareness campaigns (Awareness Building, Safer Vehicles, Safer Road Users) and Capacity Building.
- (ii) To create effective public awareness about road safety, Ministry undertakes various publicity measures and awareness campaigns on road safety through social media, electronic media and print media.

(B) ENGINEERING (BOTH ROAD & VEHICLES) MEASURES

I. Road Engineering

- (i) **Identification and Rectification of Accident Blackspots:** High priority has been accorded for identification and rectification of blackspots (accidents prone spots) on National Highways.



Concerted efforts towards improvement of road safety through engineering measures on National Highways have been made. The Ministry has identified 5352 blackspots on National Highways based on accident and fatality data of year 2015-2018 in 30 States/UTs. Ministry is taking following steps to rectify the blackspots:

- (a) The blackspots are being rectified by providing immediate short-term measures such as cautionary road signs and markings, transverse bar markings, rumble strips and solar blinkers etc.
- (b) For long term rectification, measures such as Flyover, Underpasses, Foot over Bridges, Service roads etc. are being provided wherever required.
- (c) Traffic calming measures such as traffic warning signs, delineators, road studs, bar markings, humps at approach roads, etc. are taken at vulnerable sections of National Highways to reduce road accident fatalities.
- (d) Emergency / medical facilities for the road accident victims are provided as per the respective contract / concession agreements signed between NHAI and the contractor / concessionaire.
- (ii) **Road Safety Audits:** It is mandatory to carry out the Road Safety Audit of all highway projects at all stages i.e. design, construction and operation & maintenance stages. The Road Safety Audit is being carried out as per the applicable standards laid down by the Indian Road Congress (IRC).
- (iii) **Pedestrian Facilities:** Financial power of up to Rs. 25 crore for construction of Pedestrian Underpasses (PUP) and Pedestrian Subways (PSW) and up to Rs. 1.25 crore for construction of Foot Over Bridges (FOBs) is delegated to Regional Officers of NHAI to speed up the process. To make roads safer for pedestrians, MoRTH notified AIS 100, which contains the requirements for the protection of pedestrian and other vulnerable road users in the event of a collision with a motor vehicle. These norms were applicable from 01st October, 2018 for new models and from 01st October, 2020 for all models.

II. Vehicle Engineering

- (i) **Crash Safety Norms:** To ensure the safety of the occupants of the vehicles in an event of a crash, following standards have been notified:
 - (a) AIS 098: Requirements for the Protection of the Occupants in the event of an Offset Frontal Collision.
 - (b) AIS 099: Requirements for the Protection of the Occupants in the event of a Lateral Collision.
 The applicability of these standards started from 01st October, 2017 for new models and from 01st October, 2019 for all existing models.

यह चिन्ह दर्शाता है कि इस सड़क पर बैलगाड़ियों और हाथ-देलों को चलाना वर्जित है। धीमी गति से चलने वाली ये गाड़ियां और ढेले कई बार यातायात के सुगम प्रवाह में बाधा उत्पन्न करते हैं।

This sign indicates that the road has been prohibited for plying of Bullock & Hand Carts. These slow moving carts many a times hinder the smooth flow of traffic.



आगे चलना या
बाएं मुड़ना अनिवार्य
Compulsory Ahead
or Turn Left

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



- (ii) **Mandatory Fitment of Safety Technologies:** To enhance the safety aspect of the vehicle, from time to time, MoRTH notifies mandatory fitment of various safety technologies in various vehicle categories. Few of the safety technologies mandated by MoRTH are as listed below:
- (a) **Airbags:** Fitment of front airbag for driver was mandated from 01st July, 2019. From 01st April, 2021 for new models and 31st December, 2021 for all models, fitment of co-driver airbag was also made mandatory.
 - (b) **Anti-lock Braking System (ABS) and Combined Braking System (CBS):** Mandatory fitment of ABS, applicable for 4-wheelers and for 2-wheelers with engine capacity greater than 125 cc, got implemented from 01st April, 2018 for new models and 01st April, 2019 for all models. For 2-wheelers with engine capacity less than or equal to 125 cc, ABS or CBS must be fitted.
 - (c) **Safety Technologies:** Some other safety technologies made mandatory from 01st July, 2019 are seat belt reminder for driver and co-driver, over speed warning system, reverse parking sensors and manual override for central locking door.
 - (d) The Ministry has mandated that all transport vehicles shall be equipped with speed limiting function/device, except for two wheeler, three wheeler, Quadricycle, fire tenders, ambulances, police vehicles.
 - (e) The Ministry has mandated that the fully built buses (with a seating capacity of 22 passengers or above, excluding driver) manufactured on and after 1st April, 2019 by Original Equipment Manufacturers shall comply with the requirements of Fire Detection, Alarm and Suppression system. Further, type III buses of category M3 and school buses shall also comply with fire alarm and protection system in occupant compartment.
 - (f) The Ministry has prescribed norms related to safety measures for children below four years of age, riding or being carried on a motorcycle. Further, it specifies use of a safety harness, crash helmet and restricts speed to 40 kmph.

(C) TRAINING AND CAPACITY BUILDING

- (i) **Accredited Driver Training Centre:** Shortage of skilled drivers is one of the major issues in the Indian Roadways Sector. The Ministry of Road Transport and Highways has published a notification on 7th June, 2021, wherein the requirements to be fulfilled by accredited driver training centers have been mandated. The Centre shall be equipped with simulators and dedicated driving



test track to provide high quality training to candidates. The candidates who successfully pass the test at these centers will be exempted from the driving test requirement at the time of applying for driving license, which is currently being taken at the RTO. These centres are allowed to provide industry- specific specialized training as well.

- (ii) To ensure good driving skills and knowledge of rules of road regulations among the drivers and to strengthen the system of driver licensing and training to improve the competence and capability of drivers, Ministry is setting up model Institutes of Driving Training and Research (IDTR) Centres, Regional Driving Training Centres (RDTCS) and Driving Training Centres (DTC) in the States/UTs. As on 31st December 2022, a total 31 IDTRs, 11 RDTCS and 9 DTCs were sanctioned. Out of 31 IDTRs, 19 IDTRs are functional and remaining are at different stage of completion.
- (iii) Poor maintenance and use of old vehicles which is not roadworthy (not fit) cause accidents and deaths. To strengthen the fitness check regime in the country, Ministry of Road Transport and Highways is setting up model Inspection and Certification Centres in States/UTs. As on 31st December 2022, 27 States/UTs have been covered under the scheme.
- (iv) Ministry of Road Transport and Highways has tied up with Indian Institute of Technology (IIT) Madras to set up a Center of Excellence for Road Safety to work on development of new products, capacity building, knowledge sharing, collaborations, research and strategic initiatives focused towards improving road safety and reducing road fatalities in the Country.

(D) ENFORCEMENT MEASURES

The Motor Vehicles Act, 1988 is the principal instrument through which road transport is regulated in the country. The same has been amended first time in a comprehensive way by the Motor Vehicles (Amendment) Act, 2019, passed by the Parliament and published in the Gazette of India on 9th August, 2019. The Act is expected to bring reforms in the various segments as elaborated upon in the subsequent paras:

- (i) The Act will bring reforms in the area of Road Safety, bring citizen facilitation, transparency, and reduce corruption with the help of information technology and removing intermediaries. The Act will strengthen public transport, safeguard and protect Good Samaritan and reform the insurance and compensation regime. It will allow innovation and new technologies such as driverless vehicles, to be tested in live environment and increase efficiency in research. The Act will facilitate Divyang by allowing motor vehicles to be converted to adapted vehicles with post-facto approval and facilitating license to drive adapted vehicles.

यह चिन्ह निर्देश देता है कि यातायात के सुगम प्रवाह के लिए ड्राइवर बाएं रहकर गाड़ी चलाएं। यह चिन्ह मुख्यतः उन सड़कों पर लगाया जाता है, जहां बीच में विभाजक (डिवाइडर) नहीं होता और उसी सड़क पर दुतरफा यातायात प्रवाह रहता है।

This sign indicates that the driver should drive in left lane for smooth traffic flow. This sign is installed mainly on the roads which do not have divider in between and two way traffic flows on the same road.



(ii) **Some of the important Road Safety Provisions and Penalties are as under:**

(a) Strengthening Enforcement and Road Safety

- Stricter penalties to improve deterrence effect.
- Minimum Penalty of Rs 500 as against present amount of Rs 100 for minor offences
- Stricter penalties for Juvenile offences.
- Drunken driving - Penalty increased to Rs 10,000 from present level of Rs 2,000 and suspension of license.
- Impounding and suspension of License in case of over speeding, dangerous driving, drunk driving, use of unsafe vehicles, not wearing helmets, use of mobiles etc.
- Recognizing the use of IT enabled enforcement equipment.
- Recognition of driver refreshing training course as a remedial measure in case of suspension of license.
- Mandatory automated testing for fitness certification.
- Constitution of National Road Safety Board to render advice on Road Safety and Traffic Management.

(b) Speedy Assistance to Accident Victims

- Protection of Good Samaritans who help accident victims.
- Heavy Penalties on those not giving way to Ambulances.
- Cashless treatment during golden hour.
- Faster and hassle-free provisions for compensation of Rs 2.5 Lakh for grievous hurt and Rs 5 Lakh for death.
- Enhanced compensation of Rs. two Lakh in case of death and fifty thousand for grievous hurt for victims of hit and run accidents.
- Simplification of procedures for 3rd Party Insurance and hired driver brought under the insurance cover.

(c) Simplification and Citizen Facilitation

- Permitting issue of driving license anywhere in the State.
- Facilitating grant of online learning license.
- Registration of new vehicles at the dealer's end including grant of registration number before the delivery of the vehicle is given.



- Renewal of transport license after five years as against present provision of three years.
- Documentation permissible in electronic form.
- Provision for recycling of vehicles.
- Adapted vehicles for Divyang.

(d) Strengthening Public Transport

- Aggregators recognized as a legal entity.
- Promote Rural Transport.
- Promote Public Transport.
- Promote last mile connectivity.
- National and State Level Transportation plans.
- States can formulate Schemes for promotion of public transport waiving the conditions in the Act.

(e) Automation and Computerization

- Promoting use of electronic forms and documents.
- Migration from State registers of driving license and vehicle registration to National level database.

(f) Empowerment of States

- Compound offenses at amounts equal to the penalty or higher amounts.
- Impose a multiplier up to 10 to any penalty.
- Exempt the requirement of Stage Carriage in interest of rural transport.
- Exempt the requirements for promoting the last mile connectivity.
- Can authorize any other person to exercise the powers.
- Regulating pedestrians' movements and non-motorized traffic.

(E) ENHANCING ROAD SAFETY OF CITIZENS

- (i) **Protection of Good Samaritan:** The Motor Vehicles (Amendment) Act, 2019 inserted a new section 134A, viz., "Protection of Good Samaritans". This section provides that no police officer or any other person shall compel a Good Samaritan to disclose the name, identity, address or any such other personal details provided that the Good Samaritan may voluntarily choose to disclose his/her name.



प्रवेश निषेध
No Entry

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



- (ii) MoRTH initiated a scheme, “Scheme for grant of Award to the Good Samaritan who has saved life of a victim of a fatal accident involving a motor vehicle by administering immediate assistance and rushing to Hospital/Trauma Care Centre within the Golden Hour of the accident to provide medical treatment”. Under this scheme, Good Samaritans are incentivized so that Good Samaritan Acts are encouraged.

(F) OTHER INITIATIVES

- (i) **Electronic Monitoring and Enforcement:** For provision of electronic monitoring and enforcement of Road Safety (through speed cameras, CCTVs, speed guns, dash cams, body wearable cameras etc.), rules have been notified through G.S.R. 575(E) dated 11th August, 2021.
- (ii) **Incident Management System & Incident Management Services:** The services like ambulances, patrol vehicles, cranes are deployed at every toll plaza.
- (iii) **National Road Safety Board (NRSB):** National Road Safety Board and its Rules has been notified on 3rd September, 2021.
- (iv) **Supreme Court Committee on Road Safety:** Regular review meetings are being conducted by Supreme Court Committee on Road Safety, State Road Safety Committee and District Road Safety Committee. The Ministry, in coordination with field offices, ensures compliance of directions of the Supreme Court Committee on Road Safety.
- (v) **Electronic Detailed Accident Report (e-DAR)/Integrated Road Accident Database (iRAD):** eDAR/iRAD system is a central repository for reporting, management, claim processing and analysis of road accidents data to enhance road safety in the Country. The application is being developed and implemented by NIC/ NICS and the required analytics on the data is being carried out by Indian Institute of Technology (IIT) Madras under the aegis of Ministry of Road Transport and Highways. It is being integrated with national databases such as CCTNS, VAAHAN, SAARTHI etc. Till now, the application has been rolled out in 36 States/UTs for live data entry of road accidents.

यह चिन्ह दर्शाता है कि यहां सभी वाहनों का प्रवेश निषेध है। एक क्षेत्र के कुछ भागों को यातायात के लिए प्रवेश निषेध के रूप चिन्ह किया जाता है। यह प्रतिबंधित क्षेत्र में प्रवेश या यातायात निषेध क्षेत्र हो सकता है। इसलिए, चालक को इसका पालन करना चाहिए और अपना मार्ग परिवर्तित कर लेना चाहिए।

This sign notifies that entry is prohibited for all vehicles. Certain pockets of an area or road are demarcated as 'no entry' areas for traffic. This could be entry to a restricted area or no-traffic zone. So the driver should obey it and divert his route.

Manthan: Ideas to Action



यह चिन्ह दर्शाता है कि आसपास एक प्राथमिक उपचार सुविधा है जो आपात स्थिति या दुर्घटना के मामले में बहुत उपयोगी साबित होती है। आम तौर पर ये चिन्ह राजमार्गों और ग्रामीण सड़कों पर लगाए जाते हैं।

The sign shows that there is a First Aid facility nearby which is very useful in case of emergency or crashes. These signs are normally erected on highways and rural roads.



Construction of Aunta Simariya Project including Ganga Bridge with approach Roads on NH 31



Ghoshpukur - Dhupguri Section of NH 31D

यह चिन्ह ड्राइवर को आश्वस्त करता है कि वह सही रास्ते पर है और यह उस पर लिखे गए स्थानों की दूरी भी दर्शाता है।
This sign assures the driver that he is on right path and also tells the distance of the places written on it.



CHAPTER - VII

RESEARCH AND DEVELOPMENT DURING THE YEAR 2022

7.1 The role of Research and Development (R&D) in the road sector is to update the standards and specifications for road and bridge works, for efficient planning, design, construction, operation and maintenance of highways with focus on cost optimization, faster delivery, enhanced durability, safety & serviceability and environmental sustainability. The research schemes being sponsored by the Ministry of Road Transport and Highways are generally need based & 'applied' in nature, which helps in formulation of standards, specifications, guidelines etc. that are used by agencies engaged in implementation of highway projects. The study areas cover different aspects of roads, bridges, tunnels, etc. The research works are undertaken through research and academic institutions of repute and excellence. The research findings are disseminated with help of Indian Roads Congress (IRC) by way of publication in their journals and further incorporation of findings in IRC guidelines/codes of practice/manuals, Ministry's specifications, State-of-Art reports and guidelines/instructions/circulars issued by this Ministry. Thus, the research works play pivotal role in the development and management of road infrastructure in the country.

7.2 R&D Projects

In the year 2022, following research schemes have been sanctioned by MoRTH for development of Roads & Bridges:

- ❖ Research proposal “Analysis of Reinforced soil wall failures” for an amount of Rs. 54.98 lakh, which is being carried out by IIT Delhi.
- ❖ “Utilization of Natural Rubber in road construction” for an amount of Rs. 175.23 lakh, which is to be carried out by Jawaharlal Nehru Technological University, Anantapur (JNTUA).
- ❖ “Use of Waste Plastic and Computer Electronic Waste in Pavement Construction” which is to be carried out under Ministry's Chair Professor in IIT BHU.
- ❖ “Research proposed on Optimization of Coir Geotextiles based on its form for low-volume rural road Construction” for an amount of Rs. 3.4 lakh, which is to be carried out by IIT Madras.
- ❖ “Developing implementable Passenger Car units (PCU) for field Usage and Nationwide Transferability” for an amount of Rs. 22.75 lakh, which is to be carried out by IIT BHU.
- ❖ “Developing a Data-Driven Practice Guidebook on Mid-term and Long-term Freight Traffic Forecasting in India” for an amount of Rs. 21.625 lakh, which is to be carried out by IIT BHU.
- ❖ “Development of Fixed Time Signal Design Standards for Heterogeneous and less disciplined traffic conditions” for an amount of Rs. 28.5 lakh, which is to be carried out by IIT Madras.
- ❖ “Development of Codal Guidelines for Performance Based Mix Design based on Marshall Mix Design (for Plant Produced Mixes)” which is to be carried out under Ministry's Chair Professor in IIT BHU.

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This sign signifies that there should be no movement of traffic in the designated area either from outside or within. This is used to decongest the area. It is also used at pedestrian areas.



7.2.1 To establish MoRTH Chair Professor, Ministry has signed a fresh MoU with JNTUA on 22nd June, 2022 for academic collaboration, research & development, teaching and training in the area of Development of Highway sector. The Chair Professor will act as a strategic advisor to Ministry in areas of Bridge and Tunnel Engineering relevant to Road Transport & Highway to conduct M.Tech. Programme in Bridge and Tunnel Engineering at JNTUA with the financial support of Ministry of Road Transport and Highways.

7.3 Annual Research Plan Concept

The Ministry has initiated the concept of “Annual Research Plan” from the year 2022-23 onwards to identify the applied and need based research projects in consultation with all the stakeholders.

7.4 New Materials and Technology

7.4.1 It has been the endeavour of the Ministry to encourage use of new/alternative materials/technologies on National Highways. For this, Ministry has issued necessary guidelines to facilitate and encourage use of those materials/technology. Ministry has taken lot of proactive action to enhance use of precast concrete elements in bridges/structures and other elements of highway projects and also use advanced materials like UHPFRC for long span bridges.

7.4.2 Following new/alternative materials are also being used in ongoing projects of National Highways. More and more use of such materials is being promoted through enabling guidelines and regular monitoring.

- (i) Geo-synthetics including Coir/Jute
- (ii) Fly ash
- (iii) Waste plastic
- (iv) Modified Bitumen (CRMB, PMB, NRMB)
- (v) Cement treated sub-base/base
- (vi) Soil stabilization
- (vii) Geo-composite
- (viii) Ground Granulated Blast Furnace Slag
- (ix) Slope stabilization using geogrid/soil nailing and other appropriate technology
- (x) Fibre(s) in PQC
- (xi) Silica-fume
- (xii) Dolacher (a residue of sponge iron) in embankment
- (xiii) Steel and Iron slag as aggregates
- (xiv) Alcofine/Microsilica



- (xv) Reclaimed Asphalt pavement
- (xvi) Copper Slag
- (xvii) Zinc Slag
- (xviii) Recycled concrete aggregates
- (xix) Ultra-High Performance Fiber Reinforced Concrete (UHPFRC)
- (xx) Industrialised Pre-cast Concrete Elements
- (xxi) Glass fiber Reinforced Polymer Rebar (GFRP)
- (xxii) Short-Panelled Concrete Pavement
- (xxiii) Bonded Concrete Pavement
- (xxiv) Bio-Bitumen
- (xxv) Fiber reinforced Micro-Surfacing
- (xxvi) Bamboo Crash Barrier
- (xxvii) Pre-stressed Precast Concrete Pavement
- (xxviii) Graphene Modified Asphalt (GIPAVE)
- (xxix) High Modulus Asphalt
- (xxx) Stone Matrix Asphalt
- (xxxi) Hot in-place Recycling
- (xxxii) Textile Reinforced Concrete
- (xxxiii) Futuristic Flexible Pavement
- (xxxiv) Perpetual Pavement
- (xxxv) Roller Compacted Concrete Pavement
- (xxxvi) Geopolymer Concrete with RAP

7.5 Standardisation

Adoption of standardized practices in design, construction and maintenance with due regard to variabilities in terrain, soil and climate is imperative for efficient and economical development of highway facilities including rural roads. On this front, the Indian Roads Congress (IRC) has made valuable contribution to the profession in preparing/revising Standards, Specifications, Codes of Practices, Guidelines and Manuals on different aspects of roads, bridges and traffic engineering.

In addition to publishing of the Four Periodicals viz. Indian Highways (Monthly), Journal of IRC (Quarterly), Highway Research Journal (Half Yearly) & Highway Research Record (Yearly), following documents have been released by the IRC during the year 2022:

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This sign indicates that the road has been prohibited for plying of Bullock & Hand Carts. These slow moving carts many a times hinder the smooth flow of traffic.



S. No	IRC Publication No	Name of Document
1	Revision of IRC:9	“Traffic Census for Non-Urban Roads” (Second Revision)
2	Revision of IRC:67	“Code of Practice for Road Signs” (Fourth Revision)
3	Revision of IRC:80	“Typical Designs for Pick-Up Bus Stops on Rural (i.e. Non-Urban) Highways” (First Revision)
4	Revision of IRC:102	“Planning for Bypasses Around Towns” (First Revision)
5	Revision of IRC:103	“Guidelines for Pedestrian Facilities” (Second Revision)
6	IRC:131	“Guidelines for Identifying and Treating Black Spots”
7	IRC:134	“Guidelines on Skid Resistance of Pavement Surfacing”
8	IRC:137	“Guidelines on use of Fibre-Reinforced Polymer Bars in Road Projects (Part 1 : Glass Fibre reinforced Polymer Bars)”
9	Revision of IRC:SP:13	“Guidelines for the Design of Small Bridges and Culverts” (Second Revision)
10	Revision of IRC:SP:43	“Guidelines on Traffic Management Techniques for Urban Areas” (First Revision)
11	Revision of IRC:SP:68	“Guidelines for Construction of Roller Compacted Concrete Pavements” (First Revision)
12	IRC:SP:129	“Guidelines for the Design and Construction of Roads Using Coir Geotextiles”
13	IRC:SP:130	“Guidelines on Design and Installation of Noise Barriers for Roads”
14	IRC:SP:131	“Guidelines for Design & Evaluation of Public and Non-Motorised Transport Systems for Sustainability”
15	IRC:SP:132	“Guidelines on Use of Industrial Wastes for Road Embankment and Subgrade Construction”
16	IRC:SP:133	“Guidelines on Reducing Carbon Footprint of Road Projects”
17	IRC:SP:134	“Guidelines for Assessment of Wave Effects on Bridges”
18	IRC:SP:135	“Manual for the Design of Hot Bituminous Mixes”
19	HRB SOAR No. 25	“Design of Safer Highways based on lessons from past earthquake”
20	HRB SOAR No. 26	“Use of Fiber Reinforced Polymer(FRP) Bars in Highway Projects”

7.5.1 Guidelines/Circulars Issued by the Ministry during 2022

- Standard operating procedure to debar/penalize/declare the Contractor/Concessionaire as Non-performer in National Highways and other centrally sponsored road projects vide letter no. RW/NH-33044/ 76/ 2021-S&R(P&B) dated 04th January, 2022.
- Standard operating procedure (SOP) to debar/penalize/declare as Non-Performer the Authority's Engineer/Independent Engineer/Construction Supervision Consultant/Project management Consultant in National Highways and centrally sponsored road projects vide



letter no. RW/NH-33044/ 76/ 2021-S&R(P&B) dated 04th January, 2022.

- Mandatory training courses requirement for Personnel of Consultants, Contractors, IEs and AEs vide letter no. RW/NH-33044/04/2022-S&R(P&B) dated 31st January, 2022.
- Use of dynamite on hills/ mountains for the construction of roads issued vide letter no. RW/NH-33044/04/2022-S&R (P&B) dated 15th February, 2022.
- Use of Ultra High Performance Fiber Reinforced Concrete (UHPFRC) in Design & Construction of Structures/Bridges of National Highways issued vide letter no. File No.RW/NH-33049/01/2020-S&R (B) Pt. dated 22nd February, 2022.
- E-tendering on CPPP in respect of National Highways and all centrally sponsored Road works issued vide file no. RW/NH-34048/6/13-S&R(B)Pt. dated 25th March, 2022.
- National Highway Pre-cast Concrete Policy issued vide letter no. File No.RW/NH-34049/01/2020-S&R(B) dated 08th April, 2022 mandating use of minimum 25% pre-cast components in National Highways, Expressways and Centrally Sponsored Infra Projects.
- Use of Fly Ash in Road/Flyover embankment construction on National Highways work issued vide letter no. No. RW/NH-33044/0 112019-5&R(P&B)RSCE-Pt.1 dated 18th April, 2022.
- Achieving Global Quality Standards and NABL Accreditation of Laboratories issued vide letter no. Receipt No. 1656077/2022/0/o Secy (RT&H) dated 22nd April, 2022.
- Internship of B.Tech/ M.Tech Civil Engineering students in National Highway Projects vide letter no. RW/NH-36098/03/2022-S&R(P&B) dated 10th May, 2022.
- Delegation of Powers for invitation, evaluation and acceptance of bids for selection of Project Management Consultancy (PMC) vide letter no. RW/NH-24024/02/2019-S&R(P&B) dated 11th July, 2022.
- Mandatory training courses requirement for Personnel of DPR Consultants who are working in Highways vide letter no. RW/NH-33044/04/2022-S&R(P&B) dated 29th August, 2022.
- Value Engineering Practices for the Design, Construction and Maintenance of National Highways Projects vide letter No. RW/NH-33049/01/2020-S&R (P&B) dated 30th August, 2022.
- Department-related Parliamentary Standing Committee on Transport, Tourism and Culture- Action taken Notes on Recommendations/ Observations contained (Para 19.8 of the 301st Report) - Necessary Direction/advisory for ensuring regular trimming of the shrubs and trees on NHs vide letter No. H-11013/03/2022-S&R (P&B) dated 06th September, 2022.
- Construction of Subway/FOB/Footpath along with ROB for closure of Level Crossing issued vide letter no. RW/NH-36098/14/2022-S&R (B) dated 14th September, 2022.



- Remuneration of professional staff claimed by the consultancy firms vide letter No. RW/NH-33066/25/2018-S&R(P&B) dated 20th September, 2022.
- Department related Parliamentary Standing Committee on Transport, Tourism and Culture- Action Taken Replies on recommendations/observations contained (Para 92 of the 317th Report) -Necessary Direction/advisory to tackle the problem of stray cattle and other animals trespassing National Highways vide letter No. H-11013/01/2020-S&R(P&B) dated 22nd September, 2022.
- Amendment/Incorporating a clause in the RFP of DPR Consultant to be conducted by MoRTH/NHAI/NHIDCL/BRO and State PWDs vide letter no. RW/NH-33044/04/2022-S&R(P&B) dated 20th October, 2022.
- Removal of encroachments from National Highways vide letter No. RW/NH-33044/59/2022-S&R (P&B) dated 01st November, 2022.
- Consultancy services for Authority's Engineer/Independent Engineer/Project Management Consultant (AE/IE/PMC)- Amendment w.r.t. Reduction of Remuneration on account of shortfall in Attendance vide letter no. RW/NH-33044/88/2021-S&R(P&B) dated 09th December, 2022.
- Bridges in severely damaged and precarious conditions on National Highways- Identification and Rectification issued vide letter no. RW/NH-34049/1/2014-S&R(B)Pt. dated 12th December, 2022.
- Supply of fly ash to the end users by the Power Plants to increase fly ash utilization issued vide letter no. No. RW/NH-33044/01/2019-S&R (P&B) RSCE-Pt. 1(188362) dated 19th December, 2022.
- Standard EPC Agreement for National Highways and Centrally Sponsored Road works proposed to be implemented on Engineering procurement and Construction (EPC) mode of Contract – Amendment to Schedule Hissued vide letter no. RW/NH-33044/88/2021-S&R(P&B)/DNT(215840) dated 19th December, 2022.
- Amendment to Schedule H of Standard EPC Agreement for National Highways and Centrally Sponsored Road works proposed to be implemented on Engineering procurement and Construction (EPC) mode of Contract and Annexure-I of Schedule G of Model Concession Agreement of Hybrid Annuity Project issued vide letter no. RW/NH-33044/88/2021-S&R(P&B)/DNT(215840) dated 28th December, 2022.



Inauguration and Foundation Stone Laying of 7 NH Projects worth Rs. 1128 crore in Madhya Pradesh

यह चिन्ह बस स्टॉप को दर्शाता है। यह दर्शाता है कि सभी बसें (सार्वजनिक परिवहन) इस स्थान पर रुकेंगी।
This sign indicates Bus Stop. It shows that all buses (public transport) will stop at this place.



बैलगाड़ियों का
आना मना है
Bullock Cart
Prohibited

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



Vigilance Awareness Week



धीमी गति वाले वाहन कई बार यातायात के सुगम प्रवाह में बाधक बनते हैं। इसलिए, कुछ क्षेत्रों को सीमांकित कर उनमें बैलगाड़ियां चलाने की अनुमति नहीं दी जाती है।

The slowest form of transport many a times becomes obstruction to the free flow of traffic hence certain zones have been demarcated where bullock carts are not allowed to ply.



CHAPTER - VIII

ADMINISTRATION AND FINANCE

(A) ADMINISTRATION

- 8.1** Administration Wing of the Ministry of Road Transport and Highways consists of Establishment Section, General Administration Section, O&M Section and Cash Sections. The Administrative Wing is entrusted with the service and administrative matters of 930 employees (Group A, B & C) of the Ministry, House-keeping jobs and the drawing and disbursing of salaries and other expenditure. Efforts are made to manage the various Cadres as per the instructions and guidelines issued by Department of Personnel & Training, Union Public Service Commission, Ministry of Finance and Department of Administrative Reforms and Public Grievances, etc.
- 8.2** Special efforts have been made by the Ministry to ensure compliance of the orders issued from time to time regarding reservation for SC/ST/OBCs to fill up vacant posts of the Ministry. Information with regard to the total number of Government Servants, separately for Technical and Non-Technical side (Group wise) and representation of SC/ST employees in the Ministry is given in **Appendix - 6**.
- 8.3** Pension Papers of the retirees are submitted to the Pay & Accounts Officer well in time and the retirement benefits paid on the last working day of the retiring officers/officials.
- 8.4** A Welfare Cell also exists in the Ministry of Road Transport and Highways which looks after all the welfare measures activity of the officers/officials in the Ministry. Farewell parties are organized by the Welfare Cell to bid farewell to retirees and a Memento as well as a gift is also presented. Various welfare measures for women employees of the Ministry were undertaken.
- 8.5** Important Days of national importance viz. Constitution Day, Anti-Terrorism Day, Flag Day Communal Harmony Week, Sadbhavana Diwas, International Day of Yoga, International Women's Day with local tour programme, Rashtriya Ekta Diwas, Swachh Bharat Abhiyan, Armed Forces Flag Day were observed and the "Pledge" taken by the employees of the Ministry of Road Transport and Highways. Contributions were also raised and collected towards "Flag Day". The essay competitions both in Hindi and English were conducted during Yoga Day. The participants were rewarded for their participation in these events.
- 8.6 Departmental Record Room**
- Due attention is being paid by the Ministry to records management. A total of 0 files were recorded in the Record Room of Ministry and 4,781 files were taken out of Record Room from 1st January, 2022 to 31st December, 2022 by different Sections of the Ministry for reviewing/weeding out as per



provisions of Record Retention Schedule. Apart from this, a Special Campaign for weeding out of Files on the guidelines of Cabinet Secretariat and DARPG was organized from 1st October, 2022 to 31st October, 2022 wherein a total of 60,815 Files were reviewed and out of these, 12,612 Files were weeded out. These include NHAI, NHIDCL, IAHE, RT Wing, Roads Wing and Regional Offices.

8.7 Grievance & Citizen's Charter Cell

Public Grievance Cell has been functioning as part of O&M Section for monitoring the speedy and quality disposal of grievance cases. Grievance Cell in the Ministry is concerned with initial receipt and forwarding of grievances from Department of Administrative Reforms and Public Grievances, Department of Public Grievance, President Secretariat, Prime Minister's Office and other local grievances to concerned Divisions/Wings/Zones. Citizens' Charter for disseminating information about the activities of this Ministry is being revised/updated.

8.8 The Grievance Redressal & CPGRAMS

The Public Grievance Redressal Machinery in the Ministry is headed by the Joint Secretary (O&M). He is designated as Nodal Officer of Public Grievances. Public grievances received are referred to the concerned administrative units for speedy redressal. The Centralized Public Grievances Redressal and Monitoring System (CPGRAMS), a web based grievance redressal mechanism is also operational in the Ministry and has been upgraded to the latest 7.0 version. A total number of 24,219 cases of public grievances were received from 1st January, 2022 to 31st December, 2022, all have been forwarded to the concerned Wings/Divisions for prompt disposal. These include NHAI, NHIDCL, IAHE, RT Wing, Roads Wing and Regional Offices. Out of the total 25,281 (including brought forward cases) grievances, 24,275 have been disposed of till 31st December, 2022. Considering the urgency and importance of redressal of COVID 19 grievances, Ministry has prioritized for expeditious quality redressal of these grievances at the earliest preferably within a timeline of 3 days. In this regard, 104 number of COVID-19 related grievances have been received from 1st January, 2022 to 31st December, 2022 and out of the total 110 (including brought forward cases) grievances, 109 have been disposed of till 31st December, 2022. Further, a total number of 3,069 Appeals against Public Grievances have been received from 1st January, 2022 to 31st December, 2022 and out of total 3296 (including brought forward cases) appeals, 3,101 have been disposed of till 31st December, 2022.

A staff Grievance Redressal Machinery is also functioning in the Ministry. Director/Deputy Secretary in-charge of concerned Administration Section has been designated as the Staff Grievance Officer for hearing the grievances and also for receiving the grievance petitions. In addition, Joint Secretary (O&M) is also available for hearing of grievances.



8.9 e-office

8.9.1 The need for transforming conventional government offices into more efficient and transparent e-offices, eliminating huge amounts of paperwork has long been felt. The e-office product pioneered by National Informatics Centre(NIC) aims to support governance by using more effective and transparent inter and intra-government processes.

e-file, an integral part of e-office suite is a system designed for the Government departments, PSUs, autonomous bodies to enable a paperless office by scanning, registering and routing inward correspondences along with creation of file, noting, references, correspondences attachment, draft for approvals and finally movement of files as well as receipts.

8.9.2 Implementation of e-office in MoRTH

E-office has already been implemented in MoRTH. A target of 80% e-office prescribed by Department of Administrative Reforms and Public Grievances has already been achieved long back. At present more than 92% work is being done in e-office by this Ministry. Any issues/complaints regarding e-office is attended in time. Admin, HR, Technical, Project and Financial Division are communicating each other through e-office very smoothly. Tracking of files has now become very easy. MoRTH is striving to achieve the goal of paperless organisation.

8.9.3 Project Development Cell (PDC)

A Project Development Cell (PDC) in MoRTH has been set up for development of resources for the setting up of Investment Clearance Cell for providing end-to-end facilitation and support for investors and facilitating clearance at Centre and State level.

Project Development Cell (PDC) of MoRTH aims to attract private investment from both domestic and international investors across highways, allied highways and transport sector in India by creating a shelf of investible projects and enabling policies/ strategies.

(B) FINANCE

8.10 Accounts and Budget

8.10.1 Secretary, Ministry of Road Transport and Highways is the Chief Accounting Authority for the Ministry. She discharges her responsibilities through the Additional Secretary and Financial Advisor (AS & FA) and the Pr. Chief Controller of Accounts (Pr. CCA). The Accounts and Budget Wings of the Ministry of Road Transport and Highways are functioning under the Pr. Chief Controller of Accounts. The office of the Pr. CCA is inter-alia responsible for making all authorized payments of the Ministry, compilation of Monthly and Annual Accounts, conducting Internal Audit of all the Units under the Ministry to ensure compliance of the prescribed Rules etc. Pr. CCA office has been entrusted the task of preparation of Budget, Statement of Central Transactions, Finance Accounts and Appropriation Accounts rendering Technical advice to the Ministry on



बाएँ मुड़ना मना है
Left Turn Prohibited

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



financial and accounting matters, cash management and coordination with the Controller General of Accounts, Comptroller & Auditor General of India, Finance Ministry and other related agencies.

8.10.2 The Pr. Chief Controller of Accounts organization comprises of Pr. CCA, one Controller of Accounts, one Deputy Controller of Accounts and one Assistant Controller of Accounts. The Budget Section consists of one Under Secretary (Budget). There is one Principal Accounts Officer for Ministry, one Sr. Accounts Officer for Administration and Establishment and one Sr. Accounts Officer for Internal Audit Wing headed by CA/ACA. There are 12 PAOs/RPAOs under the administrative control of Pr.CCA located at New Delhi (two), Mumbai, Kolkata, Bangalore, Chandigarh, Jaipur, Lucknow, Guwahati, Raipur, Hyderabad and Patna.

8.10.3 The detailed responsibilities assigned to the office of the Pr.CCA, Ministry of Road Transport and Highways and its offices throughout the country are as under:

(i) Payments

1. Making payments on behalf of the Ministry after conducting pre-check of the presented bills as per approved budget.
2. Making payments to the Subordinate, Attached offices, Autonomous Bodies, Societies Associations, Public Sector Undertaking and State Governments.
3. Release of authorization to other Ministries to incur expenditure on behalf of the Ministry.

(ii) Receipts

1. Accepting, budgeting and accounting the receipts of the Ministry.
2. Monitoring the repayment of loans and interest thereon received from State Governments and Public Sector Undertakings.
3. Receipt & Payment under National Payment System.

(iii) Submission of Accounts & Reports

1. Preparation of Monthly Accounts of the Ministry of Road Transport and Highways, Statement of Central Transaction, Statements of Finance Accounts, Head wise and stage wise Appropriation Accounts and their submission to the Controller General of Accounts, Ministry of Finance, Department of Expenditure and the Director General of Audit, Central Revenues.
2. Preparation of Annual Budget including outcome Budget and coordination with the Ministry of Finance in the Budget process during the financial year.
3. Monitoring of Internal Extra Budgetary Resources (IEBR) and its submission to the office of the CGA.
4. Monitoring and submission of mandatory information as per Fiscal Responsibility and Budget Management (FRBM) Act and Rules.

यह चिन्ह चालक को निर्देश देता है कि वह किसी भी परिस्थिति में बाएँ न मुड़े।

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5. Preparation of Management Information Reports based on accounting, budget & audit data for submission to various authorities.
6. Preparation of financial statistics on monthly basis regarding receipts and expenditure for uploading on Ministry's website.
7. Preparation of Monthly expenditure/Weekly expenditure based on Budget and submission to various authorities viz. AS&FA/ Secretary for monitoring the expenditure with respect to Budget Estimates and Revised Estimates.
8. Preparation of material for Annual Report for submission to Ministry, Accounts at a Glance and flash figure of expenditure and to submit to CGA and preparation of provisional Accounts and to submit to the Ministry.
9. Preparation of Monthly DO on the basis of MIS received from the PAO/RPAO's and submission to CGA.
10. Preparation of State wise monthly expenditure in respect of All RPAOs/PAOs for further submission to Ministry.

(iv) Budget

1. Preparation and submission of Annual Budget Estimates and Revised Estimates re-appropriation of funds of the Ministry of Road Transport and Highways and Coordination with the Ministry of Finance and other Departments in all budget matters.
2. Vetting of Demands for Grants yearly after incorporating actual expenditure.
3. Monitoring/Disposal of all Audit paras and Observations made by the C&AG of India (Civil and Commercial) and coordination with Monitoring Cell of the Department of Expenditure, M/o Finance for the 'Action Taken Note'/Explanatory Notes on saving and review and ATN notes on selected Grants of Public Accounts Committee (PAC) reports also.
4. Preparation of Annual Estimates of Revenue Receipts, Interest Receipt & Public Accounts.

(v) Computerization of Accounts

1. **E-Lekha:** A web based application for generating daily/monthly MIS/Expenditure of accounting information. All the PAO's/RPAO's have been fully integrated with the web based accounting portal E-Lekha. They are required to upload their daily transactions in this portal so that the data of expenditure and receipts are available on daily basis. This has enabled availability of real time data on expenditure and receipt which is crucial for effective monitoring of expenditure/receipts and budgetary controls. The reports generated from the Management Information System of this portal are important managerial tools and are being used by various Departments of the Ministry.
2. **PFMS:** PFMS was initially started for release of funds under plan schemes of Govt. of India. Now

सड़क के कुछ व्यस्त चौराहों (इंटरसेक्शन) पर यह चिन्ह देखा जा सकता है। इन चौराहों पर वापस मुड़ने (यू-टर्न) से बड़ी दुर्घटनाएं हो सकती हैं या यातायात जाम लग सकता है। जुर्माने और किसी भी अप्रिय घटना से बचने के लिए ड्राइवर को चाहिए कि वह इस चिन्ह का उल्लंघन न करें।

This sign can be seen at some of the busy intersections on roads. The U-turn at these intersection could result in major crashes or traffic jams. The driver should not violate this sign to avoid fine and any untoward incident.



आगे चलना या
बाएं मुड़ना अनिवार्य
Compulsory Ahead
or Turn Left

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



the scope of PFMS has been expanded to integrate various existing standalone systems being used by DDOs and PAOs for online processing of sanctions, bills and payments of all types of expenditure. The Controller General of Accounts (CGA) has rolled out PFMS in 40 departments including nearly 90 PAOs and 500 DDOs. All Payments made by PAOs including salaries, pensions and GPF are being routed through PFMS.

3. **Treasury Single Account (TSA):** Treasury Single Account (TSA) is a bank account or a set of linked accounts through which the government transacts all its receipts and payments. The principle of unity follows from the fungibility of all cash irrespective of its end use. TSA system for Autonomous Bodies is intended to facilitate release of Government grants to ABs/implementing agencies 'just in time' and avoiding parking of funds in PSBs/accumulation of unutilized grants with ABs/agencies. This would also avoid cash transfers to ABs/agencies in lump sum and facilitate draw-down from Government account as and when required. As per directions of Department of Expenditure, Ministry Finance, TSA system has been implemented in MoRTH. NHAI and NHIDCL have been designated as Central Nodal Agency (CNA) under road works scheme. Assignment account in respect of NHAI (CNA) and NHIDCL (CNA) have been opened in Reserve Bank of India, New Delhi.

(vi) Internal Audit

1. Internal audit/ Inspection of accounts of all Wings of the Ministry and test check of the Accounting of the Public Works Divisions (NH) of State Government Involved in construction and maintenance of National Highways Roads & Units of the Ministry.
2. Preparation of Annual Review of the performance of Internal Audit.

8.10.4 National Permit Fee Scheme

- (i) In the year 2010-11, the Ministry of Road Transport and Highways adopted a new National Permit Scheme for transport of goods vehicles in the country and had taken up the responsibility of coordinating for the collection of the National Permit Fee from almost 1200 RTO, State Transport Authorities across the country and distribute the same to all the State Government/UTs as per agreed formula every month.
- (ii) As per the National Permit Fee Scheme launched in May, 2010, the transporters are required to pay Rs. 15000/- per annum per vehicle towards the consolidated fee. This fee is being collected by the Ministry of Road Transport and Highways, Govt. of India and distributed to the States/UTs as per the formula prescribed in the Central Motor Vehicles (Amendment) Rules, 2010. No amount would accrue to the Central Government in the Scheme.
- (iii) Consequent upon the instruction issued by the Ministry in this regard, the online system of



collection of Consolidated Fee for National Permit through the State Bank of India branches (Accredited Banker for collection of Consolidated Fee for National Permit) on nation-wide network, its reporting to the concerned Authorities and accounting is being done by the PAO (Sectt.), MoRTH.

- (iv) A specific Accounting Procedure for the collection, reporting and accounting of the New Consolidated Fee for National Permit by the Ministry of Road Transport and Highways has been chalked out by the Office of the Controller General of Accounts for use by various implementing agencies. This large scale nation-wide network scheme, in addition to administrative responsibilities imposes the workload and accounting on the Pr. CCA Organization for money and accounting for the same. Statement showing the State-wise disbursement of National Permit fee up to December, 2022 is at **Appendix-7**.

8.10.5 All India Tourist Vehicle

- (i) In the year 2021, the Ministry, vide G.S.R 166(E) dated 10.03.2021, has published All India Tourist Vehicles (Authorisation or Permit) Rules, 2021. The details of the scheme are as under:

- (a) Collection of fees

Sl. No.	Category of Tourist Vehicle as per Passengers Capacity excluding Driver	Authorisation Fee (in rupees)	Air Conditioned Permit Fee (in rupees)	Non-Air Conditioned Permit Fee (in rupees)
(1)	(2)	(3)	(4)	(5)
1	Less than nine	500	25000	15000
2	Ten or more but less than twenty three	750	75,000	50,000
3	Twenty three or more	1,000	3,00,000	2,00,000

- (b) Formula for distribution of consolidated authorisation or permit fee among States and Union Territories: The fee paid towards authorisation or permit, as the case may be, shall be remitted on a monthly basis to the jurisdictional State.

- (ii) The permit fee collected shall be distributed among the States and Union Territories as per the formula given below:

SS = Actual revenue for the month for the country

SR_n = Actual State Revenue for the month for nth State

SS_n = State share of nth State

$$= \frac{\text{Total revenue for each State for preceding three financial years}}{\text{Total revenue of all the States/ Union Territories for preceding three financial years.}}$$

यह चिन्ह निर्देश देता है कि यातायात के सुगम प्रवाह के लिए ड्राइवर बाएं रहकर गाड़ी चलाएं। यह चिन्ह मुख्यतः उन सड़कों पर लगाया जाता है, जहां बीच में विभाजक (डिवाइडर) नहीं होता और उसी सड़क पर दुतरफा यातायात प्रवाह रहता है।

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Explanation - For this purpose, the expression "Total revenue" means the revenue collected by the State or Union Territory from levy of Inter-state permit charges.

- (iii) This fee will be collected only through online mode. User/Transporter will submit all the required documents on the website www.vahan.nic.in and will pay the required fee. This portal is integrated with Bharat-kosh portal at back-end. The entire fee collected will be deposited to accredited bank and from there will be deposited in the Consolidated Fund of India on day to day basis.

8.10.6 Action Taken Notes in respect of PAC Paras/Reports and Audit Reports/Paras of C&AG

- (i) In terms of the guidelines issued by the Ministry of Finance, Department of Expenditure, the Standing Audit Committee (SAC) chaired by Secretary (RT&H) reviews and monitors the progress of furnishing of Action Taken Notes in respect of the Reports/Paras of the Public Accounts Committee (PAC) and Audit Reports/Paras (Civil) as per the printed reports of the Comptroller & Auditor General of India which are within the purview of PAC. SAC also reviews and monitors Audit Paras as per printed reports of C&AG falling in the Commercial category which are within the purview of Committee on Public Undertaking. As per further instructions issued by Ministry of Finance, SAC meetings can also be chaired at AS&FA level and there is also a mechanism of Adhoc Committee to review the progress of furnishing replies to Inspection Paras of Audit.
- (ii) Final ATN of five paras i.e. Para No. 2.3 (Report No. 15 of 2016)-Undue benefit to the concessionaire (PIU Dharbhanga), Para No. 12.3 (Report No. 9 of 2017)-Incorrect revenue projection in financial analysis, Para No. 11.1 (Report No. 11 of 2018)-Non recovery of damages and maintenance cost from the concessionaire, Para No. 11.6 (Report No.11 of 2018)-Non recovery of claims from concessionaire and Para No. 11.7 (Report No.11 of 2018)-Undue favour to a concessionaire were sent to Lok Sabha Sectt. (COPU Branch).

In addition to the above, meetings of the Standing Audit Committee (SAC) chaired by AS&FA were also held from time to time to expedite replies on the part of the Ministry in respect of Inspection Reports/Paras and Draft Audit Paras of Audit on various matters and for the settlement of Inspection Paras/DAPs with Audit.

- (iii) Status of pending C&AG Paras is reflected in **Appendix-16**.

8.10.7 The actual expenditure for the year 2022-23 (upto December, 2022) has been reflected in **Appendix-8**. Source of funds as per the Statement of Central Transaction (SCT) during last three years in respect of Revenue Receipts have been reflected in **Appendix-9** and Head-wise details of Revenue Receipts for the last three years have been reflected in **Appendix-10**. Highlights of accounts are at **Appendix-11**.



(C) VIGILANCE

8.11.1 Vigilance Unit of the Ministry is responsible for coordinating and supervising the vigilance activities pertaining to the Ministry. The Unit is headed by the Joint Secretary & Chief Vigilance Officer. National Highways Authority of India (NHAI) which is an autonomous body under the Ministry has a separate full time Chief Vigilance Officer. National Highways and Infrastructure Development Corporation Limited (NHIDCL) also has a part-time CVO.

8.11.2 During the year 2022-23, a total of 57 complaints have been examined and out of them 33 complaints were disposed of. Two disciplinary cases are being examined by Vigilance Division. Besides dealing with vigilance related complaints in consultation with the Central Vigilance Commission wherever required, special emphasis was laid on preventive vigilance. It was emphasized that Road Wing should monitor the quality of construction and maintenance alongwith timely progress / completion of National Highways through PMIS portal. Road Wing was also advised to carry out inspections of all ongoing projects on regular intervals to ensure the quality in constructions and to redress the problems causing delay in their timely completion. Access permission guidelines got reviewed and a software got developed to make the entire process of access permission on-line with provisions for a real-time MIS to leave little room for any complaint on this issue.

8.11.3 Corruption can be defined as a dishonest or unethical conduct by a person entrusted with a position of authority, either to obtain benefits to one self or to some other person. It is global phenomenon, affecting all strata of society in some way or the other. Corruption undermines political development, democracy, economic development, the environment, people's health and much more. It is, therefore, imperative that the public must be sensitised and motivated in the anti-corruption efforts. During the Vigilance Awareness Week, 2022, the following activities were undertaken:

- NHAI, NHIDCL, IAHE, IRC and all Regional Offices of MoRTH were advised to observe Vigilance Awareness Week, 2022 from 31st October, 2022 to 06th November, 2022.
- Integrity Pledge was administered by Hon'ble Minister (RT&H) to all the officers of the Ministry.
- Selected quotes on theme of corruption were run on large screen installed near reception (Main Entrance) and uploaded on Twitter account of the Ministry.
- A link was developed on Ministry's website www.morth.nic.in to take e-pledge through CVC portal - www.cvc.gov.in

An Essay writing competition on the topics “हकिमत के विकास के लिए” in Hindi and “Combating corruption for accelerated development” in English was organized. Cash prize of Rs. 3,000, Rs. 2,500 & Rs. 2,000 were awarded in a function to officials whose articles are adjudged 1st,



आगे चलना अनिवार्य
(केवल आगे)
Compulsory Ahead
(Ahead Only)

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



2nd and 3rd in English and Hindi respectively.

(D) Right To Information Act- Implementation

8.12 The main objective of the RTI Act, 2005 is to promote transparency and accountability in the functioning of every Public authority and to set up a practical regime for giving citizens access to information that is under the control of public authorities. It is an attempt to move from opaqueness to transparency, ultimately leading to good governance. Central Information Commission (CIC) and State Information Commission (SIC) have been set up to promote transparency and accountability in the working of public authority. As per the RTI Act, Nodal Officer, RTI Section, PIOs, Appellate Authorities are fully functional in this Ministry. Section 4(1) (b) of RTI Act, 2005 envisages disclosure of suo moto information to the public through various means of communication. The website of this Ministry under various headings gives a host of information on various matters concerning the Ministry. A counter has been opened in the ground floor of Transport Bhawan for receiving RTI applications along with prescribed fee as per RTI Act, 2005. A web portal enabling citizens to apply for information under the RTI Act online and also the Appeals has been introduced by Department of Personnel & Training and is fully functional in this Ministry. The online system also includes the facility of scanning and sending physical applications to different PIOs online for further processing and sending physical replies. Information to the applicant / public is being provided keeping in view and subject to the various provisions of the RTI Act, 2005 including the time limits and exemption clauses. Three organizations namely, National Highways Authority of India, National Highways and Infrastructure Development Corporation Limited, and Indian Academy of Highway Engineers (formerly known as NITHE) under the administrative control of the Ministry have also appointed their separate PIOs/APIOs/Appellate Authorities for providing information to public/applicants as directed in the RTI Act. This Ministry has been receiving RTI applications relating to various subjects viz. Motor Vehicles Act, Road Transport, National Highways, Flyovers, Bridges, Toll Plaza, collection of users' fee, installation of petrol pumps, tenders etc. All efforts are made by the concerned PIOs to send timely and accurate replies to the applicants.

A total of 7,856 RTI applications were received till 31st December, 2022 which includes brought forward as well as physical and online applications. Likewise, till 31st December 2022, a total number of 242 appeals (including brought forward) have been received and forwarded to concerned FAAs. The system also has the facility of system generated reminders/alerts to concerned PIOs/FAAs through their emails. By using the facility available in the online system, monitoring of the disposal of RTI Applications/Appeals is also done from time to time.



CHAPTER - IX

IMPLEMENTATION OF OFFICIAL LANGUAGE POLICY

9.1 Implementation Mechanism

The Hindi Section of the Ministry of Road Transport and Highways is presently manned by one Deputy Director (Official Language), 02 Senior Translation Officers and 02 Junior Translation Officers. Hindi Section deals with the work related to implementation of official language policy and the work related to translation from English to Hindi and vice-versa of the text material received from various sections/divisions of the Ministry. At present 01 post of Deputy Director (OL), 02 posts of Assistant Director and 01 post of Junior Translation Officer have been lying vacant.

9.2 Official Language Implementation Committee

The Official Language Implementation Committee (OLIC) of the Ministry of Road Transport and Highways is headed by the Joint Secretary (Administration & Official Language). During the year, four meetings of OLIC were held in March, June, September and December, 2022 respectively. Quarterly Progress Reports regarding progressive use of Hindi in official work, received from sections/divisions of the Ministry and the offices under its control, were reviewed in these meetings and remedial measures were suggested to improve and enhance the use of Hindi in official work.

9.3 Compliance with Section 3(3) of the Official Languages Act, 1963 (as Amended in 1967) and Correspondence in Hindi

- 9.3.1 In compliance of provisions of Section 3(3) of the Official Languages Act, 1963 (as amended in 1967), all the documents covered under this section are being issued bilingually.
- 9.3.2 All letters received in Hindi i.e. letters either written in Hindi or signed in Hindi, are replied to in Hindi, irrespective of the region from where these are received under Rule 5 of Official Languages Act 1976.
- 9.3.3 Continuous efforts are being made to increase correspondence in Hindi with the offices of the Central Government, State Governments, UT Administrations and the general public in the regions 'A' and 'B'.

9.4 Official Language Inspection by Ministry

As per the direction of the Department of Official Language, Ministry of Home Affairs, official language inspections were conducted by Deputy Director (OL) and Senior Translation Officer to take actual stock of the use of Hindi in various subordinate offices of the Ministry and necessary guidelines were given through the detail report.



आगे चलना या
दाएं मुड़ना अनिवार्य
Compulsory Ahead
or Turn Right

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



9.5 Representation of the Ministry in the Inspection of the Committee of Parliament on Official Language

The Committee of Parliament on Official Language has conducted inspections of various regional offices of NHAI i.e. RO Chennai, RO Jammu, RO Mumbai, RO Nagpur, RO Rajkot and RO Hyderabad. During these inspection programmes, the Joint Secretary (Official Language) apprised the committee about the progress of official language Hindi in the Ministry and ensured compliance of the instructions given by the committee. The assurances given to the committee were fulfilled.

9.6 Specific Measures taken for Promoting Use of Hindi

Cash Awards and Incentive Scheme

Incentive schemes to encourage officers and employees to do their official work in Hindi is in vogue in the Ministry. Under these schemes, cash awards are given for doing noting and drafting in Hindi and the officers who dictated maximum dictation in Hindi are also awarded. Cash prizes were given to 04 personnel under the said scheme, conducted for the year 2022-23. Under the above schemes conducted for the year 2022-23 cash prizes were given to officers for dictating maximum dictation in Hindi and to the personnel for drafting notes in Hindi throughout the year.

9.7 Celebration of Hindi Divas and Hindi Pakhwara

9.7.1 On the occasion of Hindi Divas on 14th September, 2022, the message of the Hon'ble Union Minister of Home Affairs was circulated for the perusal of officers and staff of the Ministry to encourage them to increase use of Hindi in their official work. Hindi Pakhwara was observed in the Ministry from 14th September, 2022 to 28th September, 2022. During this period, competitions were held in Hindi Essay writing, Hindi Noting & Drafting, Hindi Letter Writing, Hindi Handwriting and Translation and recitation of Hindi Poem. Some of the competitions were held separately for Hindi speaking and non-Hindi speaking staff of the Ministry. In total 06 competitions were held during the Hindi Pakhwara this year, 04 non-Hindi speaking and 43 Hindi speaking personnel participated. 37 (Thirty Seven) participants have been declared prize winners on the basis of competition results.

9.7.2 During 2022-23, for the quarters ending March, 2022, June, 2022, September, 2022 and December, 2022, Hindi workshops on various topics related to Official Language were organized in the Ministry which were attended by various officers and employees. In these workshops, innovative information related to the use of Hindi was given to the participants, which is reflected in the form of use in official work.

यह चिन्ह यातायात को सीधे चलने या दाएं मुड़ने का निर्देश देता है। बाएं मुड़ना वर्जित है।

This sign directs the traffic to either move straight or take right turn. Turning towards left is prohibited.

9.8 Meeting of Hindi Advisory Committee

Hindi Advisory Committee meeting was organized on 15th November, 2022 at Dr. Ambedkar International Centre, New Delhi under the chairmanship of Hon'ble Minister of Road Transport & Highways, Shri Nitin Gadkari. The Minister of State (Road Transport & Highways) Dr. (Gen) V. K. Singh (Retd.) was present in the meeting as the Vice-Chairman. Mrs. Alka Upadhyay, Secretary, Ministry of Road Transport and Highways along with other senior officials were also present in the meeting. The function of the Committee is to review the implementation of the Official Language Policy as envisaged in the Constitution of India, Official Language Act & the Rules made there under, decisions of the Kendriya Hindi Samiti and the instructions issued by the Department of Official Language and also to render to increase the use of Hindi in the working of Ministry of Road Transport and Highways and its subordinate offices.

9.9 Propagation of Information Technology

The entire Hindi typing work in the Ministry is carried out on computers. As per the recommendations of Department of Official Language, Ministry of Home Affairs, latest Unicode enabled Hindi software has been activated/installed on the computers for efficient and fast completion of tasks. Further, there is a provision of short noting in e-office portal of the Ministry.



Meeting of Ministry's Hindi Salahkar Samiti

यह चिन्ह उस वाहन की चौड़ाई दर्शाता है, जिसे चिन्ह के स्थान के पार जाने के क्षेत्र में प्रवेश के लिए अनुमति दी जाती है। इस क्षेत्र में 2 मीटर से ज्यादा चौड़ाई वाले वाहन के प्रवेश पर रोक होती है। यह कोई पुल या संकरा रास्ता हो सकता है।

This sign indicates the width of the vehicle, which is allowed to enter the zone beyond it. The vehicle with width above 2 meters is restricted to enter this zone. This could be a bridge or a narrow lane.



Hindi Pakhwa Prize Distribution Programme



CHAPTER - X

IMPLEMENTATION OF PERSONS WITH DISABILITIES ACT, 1995

- 10.1** Ministry of Road Transport and Highways is making sincere efforts for effective implementation of Persons with Disability (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995. Disabled persons selected / nominated are appointed against vacancies reserved for them and also adjusted against unreserved vacancies as per instant instructions of DOP&T. The status as on 31st December, 2022 in respect of Technical and Non-Technical posts with regard to the number of Persons with Disabilities is as under:

Group	Sanctioned Strength	No. of Persons with Disabilities
A (Non-Technical)	93	01
A (Technical)	328	07
B	237	03
C(including MTS)	272	10
Total	930	18

- 10.2** Posts/vacancies for which MoRTH is not the recruiting agency, are reported to UPSC/SSC. Recruitment to such vacancies are made on the basis of recommendations of UPSC/SSC.



बैलगाड़ियों का
आना मना है
**Bullock Cart
Prohibited**

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



Rasisar Deoghar Greenfield Highway Project (Rajasthan)



Shelad to Nadura Section of NH 53

धीमी गति वाले वाहन कई बार यातायात के सुगम प्रवाह में बाधक बनते हैं। इसलिए, कुछ क्षेत्रों को सीमांकित कर उनमें बैलगाड़ियां चलाने की अनुमति नहीं दी जाती है।

The slowest form of transport many a times becomes obstruction to the free flow of traffic hence certain zones have been demarcated where bullock carts are not allowed to ply.



CHAPTER - XI

TRANSPORT RESEARCH

11.1 The Transport Research Wing (TRW) of the Ministry of Road Transport and Highways is involved in collection, compilation, dissemination and analysis of data on roads and road transport sector including road accidents. The Wing is also responsible for rendering research and data support to the Ministry for policy planning and monitoring. In this direction, the Wing is working for systemic improvement of data quality and is also taking up studies on key areas in road transport sector through reputed institutions.

11.2 On the roads and road transport sector, TRW disseminates data through four annual publication, namely, Basic Road Statistics, Road Transport Year Book, Road Accidents in India and Review of Performance of Road Transport Undertakings.

(i) **Basic Road Statistics of India (BRS):** The publication of BRS 2019-20 is under finalization. The publication provides comprehensive information on the road network in the country including National Highways, State Highways & District Road (Constructed by State PWDs), Rural Roads of PMGSY, those constructed by State PWD and Rural Work Departments and Panchayats, Urban Roads under Municipalities, Ports Trusts and Military Engineering Services, and Project Roads of different organizations such as Railways, Border Roads Organization, Coal PSUs, State Departments such as Forest, Power, Irrigation etc. The latest issue published by TRW is for the year 2018-19.

(ii) **Road Transport Year Book (RTYB):** It is the primary source of information/data on number of registered motor vehicles, motor vehicles taxation, licenses and permits and revenue realized from road transport in various State and UTs and in million-plus cities of the country. TRW collects information for this publication from the Transport Commissioners of all State/UTs. The publication of RTYB 2019-20 is under compilation.

(iii) **Road Accidents in India:** The publication provides State/UT-wise data on all facets of road accidents, fatalities and injuries during a calendar year. TRW collects data on a calendar year basis from the Police Departments of State/UTs in a prescribed format which is finalised by a committee consisting of professors of IIT-Delhi & IIT-Kharagpur, Principal Secretary Transport, Tripura, ADG (Police) Traffic from Govt. of Tamil Nadu, representatives from Ministry of Health & Family Welfare as well as WHO and MoRTH and approved by Secretary, MoRTH. The latest issue of “Road Accidents in India” published by TRW is for the calendar year 2021.

आम तौर पर किसी पुल से पहले यह चिन्ह लगाया जाता है। यह पुल की वहन क्षमता को दर्शाता है। इस चिन्ह की भार सीमा 4 टन है। यह दर्शाता है कि सिर्फ 4 टन या उससे कम एक्सल भार वाले वाहन इस पुल से गुजर सकते हैं।

This sign is usually installed before a bridge. It indicates the load that a bridge can bear. The limit of this sign is 4 tonnes which indicates that only vehicles with axle load of 4 tonnes or less can pass over the bridge.

(iv) **Review and Performance of State Road Transport Undertaking (SRTU):** The publication reviews physical and financial performance of SRTUs during the financial year under report, based on the information supplied by the State Road Transport Undertakings. The latest issue of Review of Performance of State Road Transport Undertaking for 2017-2018 & 2018-2019 is under finalization.

11.3 The major highlights of the Road and Road Transport Sector in India as evident from the data of the publications are as follows:

(i) **Road Transport Year Book:** The latest Publication of Road Transport Year book for the year 2019-20 is under finalization. As per this publications, the number of registered vehicles in the country stood at about 3263 lakh (326 million) upto the period 31st March, 2020 recording an annual compound growth rate of 9.83 percent during 2010 to 2020. Two-wheelers constitute 74.6 percent of total registered vehicles as on 31st March, 2020 (**Appendix-12**). Two-wheelers account for the largest segment of registered vehicles. While the category of “Transport” vehicles account for 8.6 percent of total registered vehicles, Non Transport Vehicles account for the balance 91.4 percent. International comparison reveals that while developed countries tend to have a higher car penetration ratio, developing countries tend to have higher two-wheelers penetration.

(ii) **Road Accidents in India:** As far as the report on Road Accidents in India is concerned during the calendar year 2021, the total number of road accidents were reported at 4,12,432 causing injuries to 3,84,448 persons and claiming 1,53,972 lives in the country. The trends in the number of road accident, those injured and killed for the calendar years from 2005 to 2021 is at **Appendix-13**.

- As compared to 2020, the number of road accidents increase by 12.6 percent, persons killed has increased by 16.9 percent and injuries have increased by 10.4 percent in the year 2021.
- However, accident severity expressed in terms of number of persons killed per 100 accidents rose from 36 in 2020 to 37 in 2021.
- Age profile of road accident victims for the calendar year 2021 reveals that the youth of age group 18-60 accounted for 84.5 percent (1,30,222 persons).
- Two-wheelers accounted for the highest share in total number of road accident deaths (45 percent) in 2021 followed by Cars, Taxis, Vans and LMV vehicles (12.9 percent), Pedestrians (18.9 percent), Trucks/Lorries (6.2 percent), Buses (2.0 percent), Auto rickshaws (3.9 percent) and other motor vehicles (6.6 percent).



- Under Traffic rules violation, the single most important factor responsible for road accidents is over speeding which accounted for a share of 71.7 percent in road accidents and 69.6 percent of road accident deaths.

(iii) **Basic Road Statistics of India:** As per the Basic Roads Statistics of India (BRS) 2018-19, the total road length as on 31st March, 2019 is 63,31,757 Kilometers. The break-up of major categories is as follows:

S. No.	Category	2018			2019			Increase/Decrease	
		Total	Surfaced	%age Share of Col.(i) in Total	Total	Surfaced	% age Share of Col.(iv) in Total	Absolute Value (iv)-(i)	Percentage (vii)/(i)*100
		(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)	(viii)
1	National Highway	1,26,350	12,6,350	2.03	1,32,499	1,32,499	2.09	6,149	4.86
2	State Highway	1,86,908	1,85,495	3.0	1,79,535	1,78,384	2.84	-7,373	-3.94
3	District Roads	6,11,268	5,80,064	9.83	6,12,778	5,87,004	9.68	1,510	0.25
4	Rural Roads(*)	44,09,582	24,78,255	70.94	45,22,228	26,12,590	71.42	1,12,646	2.55
5	Urban Roads	5,34,142	4,15,859	8.59	5,41,554	4,28,076	8.55	7,412	1.39
6	Project Roads	3,47,547	1,45,471	5.59	3,43,163	1,57,171	5.41	-4,384	1.26
7	Total (including JRY Roads)	62,15,797	39,31,494		63,31,757	40,95,726		1,15,960	1.87
8	% age Share to Total		63.2			64.7			

(P)- Provisional

(*) Includes 9 lakh km length of rural constructed under Jawahar Rozgar Yojana (JRY) from 1990-1999.

As on 31st March, 2019, National Highways comprised of 2.09 percent of total road network in the country, State Highways 2.84 percent during the same period and the share of rural roads (including JRY) was the highest at 71.42 percent followed by District roads (9.68 percent) and Urban roads (8.55 percent). The percentage of surfaced roads to total road length was 64.70.

यह संकेत दर्शाता है कि यह सड़क तीन रंग वाली बत्ती सिगनल से प्रचालित है क्योंकि चालक कुछ सड़कों पर इस प्रकार की व्यवस्था का अनुमान नहीं लगा पाते।

This sign on road indicates that this road is regulated by three-colour light signals, as driver may not expect such section of some roads.



percent. The total road length of the country increased significantly from 3.99 lakh km in 1951 to 63.31 lakh km in 2019, growing at a Compound Annual Growth Rate (CAGR) of 4.2 percent. Category-wise break-up of total road length from 1951 to 2019 is at **Appendix -14**.

(iv) Review and Performance of State Road Transport Undertakings: The review of the Performance of State Road Transport Undertaking for the financial year 2017-2018 & 2018-19 is under finalization and a total of 56 SRTUs reported their physical and financial performance in 2016-17.

The loss reported by 56 SRTUs in 2017-18 and 2018-19 was of the order Rs. 20,30,959.73 lakh and 17,92,392.43 respectively (provisional) as against Rs. 17,16,860.10 in 2016-17. Though there is not much change in the physical performance of the SRTUs, the total revenue earned by the SRTUs registered an increase of 6.19 in 2017-18 and 8.74 percent in 2018-19 which was more than neutralized by the increase in cost by about 9.04 percent in 2017-18 but the cost remained at 3.52 percent in 2018-19 (**Appendix -15**).

The net profits/losses varies for each SRTU depending upon underlying operational efficiency parameters such as fleet vintage, fleet utilization, occupancy ratio, staff productivity, etc.



CHAPTER - XII

INTERNATIONAL COOPERATION

12.1 The International Cooperation Division of this Ministry has been engaged in various bilateral and regional level activities for cooperation with neighbouring and other countries during the year 2022. MoRTH already has Memorandum of Understanding (MOU)/ Framework of Cooperation (FOC)/Memorandum of Cooperation (MOC) with Japan, Korea, Canada, USA, UAE, Russia, UK in Road Transport and Highways Sector. Besides, a Motor Vehicles Agreement (MVA) between India and Nepal was signed in November 2014 for operation of passengers and personal vehicles between both countries. Under this agreement, bus services are operational on 12 routes from Uttar Pradesh, Bihar, Delhi, Uttarakhand and West Bengal at present. Further, there exist Bus Service Agreements between India and Bangladesh for operation of bus services on 5 routes i.e. Kolkata-Dhaka, Agaratala-Dhaka, Kolkata-Agartala via Dhaka, Guwahati-Dhaka and Kolkata-Khulna routes. Bangladesh, Bhutan, India and Nepal (BBIN) Motor Vehicles Agreement (MVA) was signed in Thimphu in June 2015 and is aimed to facilitate passenger, personal and cargo vehicular traffic between the BBIN countries.

12.2 Shri Giridhar Aramane, the then Secretary, Ministry of Road Transport and Highways, received the highest number of preferences indicated by members of the ESCAP and hence, selected to represent UNESCAP at the Advisory Board of the United Nations Road Safety Fund (UNRSF) representing the Asia-Pacific region.

12.3 Major Initiatives Taken in the Year 2022

12.3.1 India-Japan Joint Working Group

The 7th meeting of the Joint Working Group (JWG) under the Framework of Cooperation (FoC) between India and Japan on Roads and Road Transport sector (signed in 2014) was held on 25th February, 2022 in hybrid mode. The two sides noted with satisfaction the progress made in cooperation in road sector under FoC and highlighted progress made in roads and transport technologies and potential for cooperation between the two countries.

The 8th India-Japan Joint Working Group Meeting in the Roads and Road Transport Sector was held on 19th December, 2022 in New Delhi followed by a site visit on 20th December, 2022 in pursuance of the Framework of Cooperation (FoC) between the Ministry of Road Transport and Highways (MoRTH), India and the Ministry of Land, Infrastructure, Transport and Tourism (MLIT), Japan. The two sides noted with satisfaction the progress made in cooperation in road sector under FoC

यह अग्रिम संकेत इंटरसेक्शन से पूर्व स्थापित किया जाता है जो तीर के चिन्हों से गंतव्य के मार्ग को दर्शाता है जिससे चालक को सही मार्ग के चयन में सहायता मिलती है।

This advance sign is erected before an intersection indicating the way to destination by arrows, facilitating the driver to ensure that he is on correct route.



पशु
Cattle

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



and highlighted progress made in roads and transport technologies and potential for cooperation between the two countries.

- 12.3.2 BBIN MVA:** A virtual meeting, chaired by MEA, Govt. of India, was held on 28th July 2022, to discuss the progress made on the Action Points for implementation of the BBIN MVA. The meeting was attended by delegations from Bangladesh, India and Nepal and was supported by the consultants from Asian Development Bank (ADB). Bangladesh, Bhutan, India and Nepal (BBIN) Motor Vehicles Agreement (MVA), signed in Thimphu in June 2015, is aimed to facilitate passenger, personal and cargo vehicular traffic between the BBIN countries. Once fully implemented, it is envisaged to reduce costly and time-consuming trans-shipment of goods at border crossings, promote people to people connect, and creating greater opportunities for economic exchanges in key trade routes.
- 12.3.3** A meeting was organized between Hon'ble Minister (RT&H) and Brazilian delegation led by Minister of Mines and Energy on 20th April, 2022. Deliberations were done about biofuels (ethanol in particular) and cooperation in flex-fuel technologies, as well as the use of ethanol to produce auto-parts and the use of biofuels for aviation.
- 12.3.4** A meeting was organized between officers of MoRTH and US delegation of officers from the Embassy of USA on 10th June, 2022 under India-US Transportation partnership. Deliberations took place during the meeting for collaboration in sectors pertaining to capacity building in road safety, investment in multi-modal logistic parks and highways, construction of tunnels in hilly areas, intelligent transport system and development of regulations on the safety of electric vehicles.
- 12.3.5** A meeting was organized between Hon'ble Minister (RT&H) and the MEDEF Delegation from France on 27th September, 2022 at Transport Bhawan, New Delhi. Deliberations took place during the meeting for collaboration in the sectors pertaining to public transport infrastructure development, highway development, promotion of alternate clean and green fuels like hydrogen and electric mobility, and construction of sustainable mobility infrastructure like ropeway and cable cars.
- 12.3.6** Hon'ble Minister (RT&H) visited Australia from 19-22 October, 2022 to foster India-Australia Partnership. He chaired the Centre for Advanced Transportation Technology and Systems (CATTS) workshop, organized by the University of New South Wales (UNSW). Road Safety is an important issue in India and working in tandem with UNSW in the field of vehicle mechanical



systems and assessment of driver assistance system including emergency braking and lane assistance and warning systems will improve the road safety conditions. The use of sensors and real time monitoring as well as modelling of tunnel operations as available at Australia's largest Motorway Control Centre managed by Transurban at St. Peters NSW in Sydney can be adopted by India to improve efficiency in tunnelling operations. This visit was helpful in deepening the bilateral investment ties between India and Australia especially in the field of net zero emission, transportation and related infrastructure development paving way for the larger and enduring relationship.

12.3.7 In pursuance of India assuming the chairmanship of SCO, Ministry of Road Transport and Highways will hold Ministerial Level meetings during the currency of Chairmanship of India.

12.3.8 Officers of the Ministry participated in various meetings conducted by International Platforms/organizations including SCO, UNESCAP and other multilateral agencies.



Shri Nitin Gadkari, Hon'ble Minister (RT&H) Visit to Australia

यह चिन्ह दर्शाता है कि आगे के रास्ते पर क्रॉसिंग है। यह चिन्ह सलाह देता है कि वाहन की गति धीमी करें और दोनों तरफ देखते हुए सावधानी से चौराहा पार करें।

This sign indicates that there is a crossing of roads ahead. This sign indicates that the vehicle should be slowed and intersection should be crossed cautiously by looking on both sides.



Meeting between Hon'ble Minister (RT&H) and the MEDEF Delegation from France



8th Meeting of India - Japan JWG



CHAPTER - XIII

OTHER ACTIVITIES AND CAMPAIGNS

13.1 Activities undertaken to contain spread of Covid-19 pandemic

- i. Hand sanitizer machines have been installed at entrance as well as at various locations in the building. Availability of Sanitizers in these machines are also ensured.
 - ii. Face masks, hand gloves, liquid soaps and hand sanitizers are also provided to the officials of this Ministry on demand.
 - iii. In order to facilitate work from home, the officers at the level of US & SO and equivalent were provided laptops as per their requirements and guidelines in this regard.
 - iv. Rapid Antigen detection Test (RADT)/RTPCR and Antibodies Test of the officers/officials including outsourced staff were conducted with the help of the teams of NDMC.
 - v. RTPCR Tests were arranged on very short notice during Parliament sessions.
 - vi. Posters/banners/standees were displayed on various locations of the Ministry to spread awareness about containment of spread of COVID- 19.
 - vii. Regular circulars were issued by the Ministry to circulate pandemic related precautionary practices in the subordinate and attached offices/ organizations.
 - viii. Circulation of instruction/advisories issued by Ministry of Health & Family Welfare and Ministry of Home Affairs in the Ministry as well as other organizations under this Ministry viz. NHAI, NHIDCL, IAHE, IRC, Regional Offices etc. from time to time.
 - ix. Although meetings were avoided during the period, however, whenever required, meetings were conducted with limited number of officials and through VC after observing proper social distancing, apart from the exhaustive sanitization of the meeting place.
 - x. Camps were organized for administering COVAXIN and COVISHIELD vaccines and for administering Booster dose so that most of the officers/officials could get them fully vaccinated.
- All these practices resulted in the lesser number of Covid- 19 positive cases in the Ministry.

13.2 Achievements made by MoRTH during Special Campaign 2.0 of DARPG

- i. **Monitoring of References:** This Ministry has a dedicated portal for disposal and monitoring of VIP References. All the letters by the Chief Ministers, Deputy Chief Ministers, Governors, Member of Parliaments, MLAs from various States addressed to Hon'ble Minister for Road Transport and Highways are uploaded on this portal. Through the portal, the pendency of VIP references with concerned officers of the Ministry, NHAI and NHIDCL are monitored. The draft Replies to the VIPs are submitted by the respective offices to the office of Hon'ble Minister from where letter is finally issued.

यह संकेत मार्ग देने वाले संकेतों के समूह से है। यह संकेत विशिष्ट दर्शाता है कि वहां दायीं ओर साइड सड़क है। साइड सड़क का प्रयोक्ता यातायात को मार्ग देगा। यह संकेत रास्ता दीजिए संकेत के साथ साइड सड़क पर लगाया जाता है।

This sign belongs to the family of Give Way signs. This particular sign indicates that there is side road on right. This sign is used in conjunction with a give way sign on the side road.

During the Special Campaign 2.0, monitoring of disposal of pending MP references as on 30th September, 2022 was done on daily basis through this portal and efforts were made for its quality disposal through coordination among different offices. Out of 694 references pending as on 30th September, 2022, replies to 677 references were given by the Hon'ble Minister till 25th November, 2022.

Similarly, through daily monitoring and in collaboration with concerned offices, this Ministry has achieved a major target to dispose of 28 State Govt. References, 1,048 Public Grievances out of 1,049 Public Grievances pending as on 30th September, 2022 and 603 PG Appeals during the special campaign drive period. Besides, out of 59 Parliamentary Assurances, 40 were disposed of during the period.

- ii. **Cleanliness Campaign:** MoRTH took many steps not only to clean the office but also make it presentable. Respective officers were directed to get clean the roof, corridors, stairs, rooms, conference rooms, courtyard, parking areas etc. under the premises of the building. Accordingly, offices situated in Transport Bhawan premises and all regional offices of MoRTH and its attached offices i.e. NHAI, NHIDCL, IAHE, IRC also participated in active manner to the cleanliness drive and as a result of collective participation, the Ministry was able to run the drive successfully at 2,466 cleanliness campaign sites.
- iii. **Weeding out of Files:** The Ministry reviewed around 50,000 physical files during the special campaign and out of these, more than 12,000 files of category 'C' have been weeded out. Additionally, 1049 e-files were also reviewed.
- iv. **Disposal of Scrap:** The Ministry fixed targets for disposal of scrap/obsolete items lying in the premises of Transport Bhawan and all its offices across the country. The disposal was done periodically during Special Campaign period and Rs. 7 lakh (approx) generated as revenue from scrap disposal. Due to scrap disposal and weeding of files, an area of about 1,936 Sq.feet has been got freed.

13.3 Azadi ka Amrit Mahotsav

India is celebrating '*Azadi Ka Amrit Mahotsav*', to commemorate 75 years of independence and glorious history of its people, culture, and achievements. To mark this momentous occasion, MoRTH and its agencies have taken several initiatives that are focused on recognizing the contribution of the people and building a holistic and sustainable National Highway infrastructure network:

1. Ministry of Road Transport and Highways organized an event namely “Arteries of New India: Highways and Roads to the Future (Innovation and Excellence in Road Construction)” on 28th June, 2022 at Vigyan Bhawan, New Delhi under *Azadi Ka Amrit Mahotsav*. The event comprised panel



discussions, series of innovative and unique sessions on subject matters like contract management, sustainability and climate resilience, technologies for slope stabilization in hill roads, innovative technologies and practices by sector experts.

2. To transform infrastructure through technology & innovation creating a sustainable mobility and logistics ecosystem, Ministry of Road Transport and Highways organised “**MANTHAN**” in September, 2022 - a three-day National Conference cum public EXPO, initiating discussions around multiple opportunities and challenges in the roads, transport, Ropeways, and logistics sectors. The Expo showcased developments and latest technologies around construction equipment, new construction materials, logistics management and EV sector. Over 65 exhibitors took part in the exhibition. Celebrating '*Azadi Ka Amrit Mahotsav*', a drone show was also organized at the Expo which highlighted growth of the National Highway network in India and showcased various Government of India initiatives like the '*Bharatmala Pariyojna*' and '*PM GatiShakti*'.
3. Exhibitions at 75 notable bus stand buildings across the country were organized to commemorate this monumental occasion.
4. Taking the theme of '*Azadi Ka Amrit Mahotsav*' to the regional offices, NHAI hosted regional conferences in Lucknow, Kolkata, Kochi and Srinagar that served as a common platform for stakeholders to share knowledge, achievements and challenges.
5. **Amrit Sarovar:** Government of India has taken the initiative to rejuvenate and recharge water bodies around National Highways by creating '*Amrit Sarovars*'. Soil and silt extracted from these ponds is used in highway construction of the region, serving a dual purpose of availability of resources for construction and environment conservation. As a part of the *Amrit Sarovar Abhiyan*, NHAI aims to create around 530 such ponds across India. NHAI celebrated Independence Day on 15th August, 2022 by organizing Flag Hoisting at over 100 *Amrit Sarovars* across the country.

NHIDCL has also undertaken the construction of Amrit Sarovars which include the revival of old dried up ponds throughout India. NHIDCL has undertaken a total of 87 Amrit Sarovars located in various parts of India. 09 Amrit Sarovars have been constructed. At the remaining locations construction work is in progress.
6. Celebrating *Amrit Mahotsav*, NHAI created a new Guinness World Record for laying of bituminous concrete on a 75 km single lane in just 105 hours and 33 minutes. The record was made on the Amravati – Akola section of National Highway 53 in Maharashtra.
7. Recognizing people for their contribution in building world class highway network, NHAI under the *Amrit Mahotsav*, felicitated construction workers, contractors, consultants, engineers and its officials for their outstanding contribution. Visits to historical monuments were also organized for the construction workers.



8. Creating awareness around road safety in different parts of the country, NHAI organized various road shows and cultural events promoting local artists and culture of the region. Celebrating *Amrit Mahotsav*, Cycle rallies were also organized to spread the message of road safety. Various health and eye check-up camps were organized by NHAI as a part of the celebrations.
9. NHAI conducted special training sessions for NHAI officials on topics such as new technology in construction equipment. Also, internship opportunities were provided to various students across the country.
10. NHAI organized a Nation-wide plantation drive and planted over three lakh plants in a single day at around 369 locations that were located along the National Highways, at NHAI land parcels and Toll Plazas across the country. Public representatives, local people of civil society, NGOs, students and Women Self Help Groups participated in the drive to make it a grand success.
11. NHAI also announced a Digital Photography Contest. The theme of the photography contest was 'National Highways through the Eyes of the Camera'.
12. NHIDCL has started the construction of tourist viewpoints for Ministry of Tourism at 22 locations in the NER States. Further, NHIDCL is planning to undertake development of 50 locations as wayside amenities along the highways and project corridors under its jurisdiction.
13. Employees of the Ministry and its agencies actively participated in “*Har Ghar Tiranga*” Programme.



Special Campaign 2.0



यह सड़क चिन्ह दर्शाता है कि चौराहे की मुख्य सड़क पर एक साइकिल पथ है या साइकिल चालक इस पथ का निरंतर प्रयोग करते हैं। ड्राइवर को सावधानीपूर्वक चौराहा (इंटरसेक्शन) पार करना चाहिए ताकि साइकिल सवार सुरक्षित ढंग से मुख्य सड़क पार कर सकें।

This road sign indicates that there is a cycle path intersecting the major road or is frequented by cyclists. The driver should carefully cross this intersection so that cyclist could cross the major road safely.



आगे सुरंग है
Tunnel Ahead

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



Nagpur Seoni Section of NH-44



Rewa-Sidhi Tunnel on NH 24, inaugurated by Hon'ble Minister (RT&H)

यह संकेत दर्शाता है कि सड़क पर आगे सुरंग है। यह संकेत कई बार सुरंग के नाम तथा उसकी लंबाई को भी दर्शाता है।

This sign indicates the tunnel on road. This sign sometimes may also indicate the name and length of tunnel.



Appendix-I (Vide Para 1.5)

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SADAK PARIVAHAN AUR RAJ MARG MANTRALAYA)

- I. The following subjects which fall within list 1 of the SEVENTH SCHEDULE to the CONSTITUTION OF INDIA:**
 1. Compulsory insurance of motor vehicles.
 2. Administration of the Road Transport Corporations Act, 1950 (64 of 1950).
 3. Highways declared by or under law made by Parliament to be national highways.
 4. Issuance of notifications under clause (a) of section 3 and sections 3A, 3D, 7 and section 8A of the National Highways Act, 1956 (48 of 1956) without being scrutinised and vetted by the Legislative Department.
- II. IN RESPECT OF THE UNION TERRITORIES:**
 5. Roads other than National Highways.
 6. Administration of the Motor Vehicles Act, 1988 (59 of 1988) and taxation of motor vehicles.
 7. Vehicles other than mechanically propelled vehicles.
- III. OTHER SUBJECTS WHICH HAVE NOT BEEN INCLUDED UNDER THE PREVIOUS PARTS:**
 8. Coordination and Research pertaining to Road Works.
 9. Road works financed in whole or in part by the Central Government.
 10. Motor vehicles legislation.
 11. Promotion of Transport Co-operatives in the field of motor transport.
 12. Formulation of the privatisation policy in the infrastructure areas of roads.
 13. Coordination, research, standards and policy matters in respect of ropeways and other innovative/alternative mobility solutions.

Contd...



रेलवे स्टेशन
Railway Station

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



IV. AUTONOMOUS BODIES:

14. National Highways Authority of India.

V. SOCIETIES/ASSOCIATIONS:

15. Indian Academy of Highway Engineers.

VI. PUBLIC SECTOR UNDERTAKINGS:

16. National Highways and Infrastructure Development Corporation Ltd.

VII. ACTS:

17. The Road Transport Corporations Act, 1950 (64 of 1950).
18. The National Highway Act, 1956 (48 of 1956).
19. The Motor Vehicles Act, 1988 (59 of 1988).
20. The National Highways Authority of India Act, 1988 (68 of 1988).



Appendix-2 (Vide Para 3.2)

STATE/UT-WISE DETAILS OF NHs

As on 31st Dec 2022

Sr. No.	Name of State/UT	National Highway No.	Total No. of NH's	Total Length (in km)
(1)	(2)	(3)	(4)	(5)
1	Andhra Pradesh	16, 216, 216A, 716, 26, 326, 326A, 30, 40, 140, 340, 340C, 42, 44, 544D, 150A, 65, 165, 516D, 565, 765, 67, 167, 69, 71, 75, 167A, 516E, 167B, 365BB, 365BG, 544DD, 544E, 130CD, 716A, 716B, 516C, 167BG, 544F, 167K, 342, NE7, 440, 516B, 340B, 167AD, 167AG, 516F, 516W, 150C, 716G, 216E, 216H, 163G, 544G	55	8,683.15
2	Arunachal Pradesh	13, 113, 313, 513, 713, 713A, 15, 115, 215, 315, 315A, 415, 515, 913	14	4,285.39
3	Assam	2, 702, 702C, 702D, 6, 306, 8, 208A, 15, 115, 215, 315, 315A, 415, 515, 715, 715A, 17, 117, 117A, 217, 27, 127, 127A, 127B, 127C, 127D, 127E, 427, 627, 29, 129, 329, 329A, 37, 715K, 137, 137G	38	4,076.91
4	Bihar	19, 119, 219, 319, 20, 120, 22, 122, 122A, 322, 722, 922, 27, 227, 227A, 327, 327A, 527, 527A, 527B, 527C, 527D, 727, 727A, 31, 131, 131A, 231, 331, 431, 531, 33, 133, 133B, 333, 333A, 333B, 139, 124C, 227F, 227J, 227L, 727AA, 133E, 122B, 333C, 527E, 327AD, 319A, 131B, 131G, 119A, 119D, 139W, 727B	55	5,969.40
5	Chandigarh	5	1	15.28
6	Chhattisgarh	30, 130, 130A, 130B, 130C, 130D, 930, 43, 343, 45, 49, 149B, 53, 153, 353, 63, 163, 163A, 130CD, 143B	20	3,620.45
7	Delhi	9, 44, 48, 148A, 248BB, 709B, 344M, 148AE, 148NA, 344N, 344P, NE3	12	157.10
8	Goa	748, 66, 366, 566, 748AA, 166S	6	299.30

Contd...



बिखरी बजरी
Loose Gravel

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



Sr. No.	Name of State/UT	National Highway No.	Total No. of NH's	Total Length (in km)
(1)	(2)	(3)	(4)	(5)
9	Gujarat	27, 927D, 41, 141, 341, 47, 147, 48, 848, 848A, 848B, 51, 151, 251, 351, 53, 753B, 953, 56, 58, 64, 68, 168, 168A, 756, 148M, 751D, 751DD, 351F, 147D, 751, 151A, 754A, NE1, NE4, 351K, 351G, 151K, 848K, 151AD, 927C, 927K, 168G	43	7,885.00
10	Haryana	703, 5, 105, 7, 907, 9, 709, 709A, 11, 919, 334B, 44, 344, 444A, 48, 148A, 148B, 248A, 52, 152, 352, 352A, 54, 254, 248BB, 152A, 907G, 352R, 352W, 709AD, 334D, 152D, 148NA, 344N, 344P, NE2, NE5, NE4, 152G, 344GM	40	3,391.10
11	Himachal Pradesh	3, 103, 303, 503, 503A, 5, 105, 205, 305, 505, 505A, 705, 7, 707, 907, 907A, 44, 154, 154A	19	2,606.88
12	Jammu and Kashmir	1, 501, 701, 44, 244, 144, 144A, 444, 244A, 701A, NE5	11	1,752.16
13	Jharkhand	114A, 18, 118, 19, 419, 20, 220, 320, 22, 522, 33, 133, 133A, 133B, 333, 333A, 39, 139, 43, 143, 143A, 343, 49, 143H, 143D, 320G, 143AG, 320D, 218, 143B, 320B	31	3,429.86
14	Karnataka	42, 44, 48, 648, 748, 948, 50, 150, 150A, 52, 160, 65, 66, 766, 766C, 67, 167, 367, 69, 169, 169A, 369, 73, 173, 75, 275, 181, 166E, 548B, 561A, 752K, 161A, 544DD, 544E, 548H, 748AA, 367A, 948A, 369E, 373, 275K, 766E, 766EE, NE7, 167N, 150C, 748A	47	8,037.18
15	Kerala	544, 744, 66, 766, 966, 966A, 966B, 183, 183A, 85, 185	11	1,781.57
16	Ladakh	1, 3, 301	3	806.45
17	Madhya Pradesh	719, 27, 30, 34, 934, 135, 135B, 39, 339, 339B, 539, 43, 543, 943, 44, 45, 46, 146, 146B, 346, 47, 347, 347C, 347B, 547, 52, 552, 752B, 752C, 56, 548C, 752G, 161G, 347A, 753L, 147E, 135BB, 135BD, 135BG, 135C, 347BG, 552G, 752D, 753BE, NE4, 543K	46	9,104.64

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यह चिन्ह दर्शाता है कि सीधी सड़क पर बायीं/दायीं और दायीं/बायीं ओर मुड़ने के लिए मोड़ उपलब्ध हैं, जिनके बीच छोटी दूरी है। यह एक चौराहा (इंटरसेक्शन) है जहां सड़क एक दूसरे को नहीं काटती है।

These signs indicate that there is a left/right and right/left turn available on the straight road with small distance between them. It is an intersection which does not allow crossing of road.



Sr. No.	Name of State/UT	National Highway No.	Total No. of NH's	Total Length (in km)
(1)	(2)	(3)	(4)	(5)
18	Maharashtra	130D, 930, 543, 44, 47, 347C, 547, 48, 348A, 348, 548, 848, 848A, 50, 150, 52, 53, 353C, 353D, 353E, 753, 753A, 753B, 953, 60, 160, 61, 161, 361, 63, 65, 965, 66, 166, 166A, 548C, 753E, 548E, 752G, 561, 753F, 548A, 166E, 266, 548B, 548CC, 161H, 161G, 361H, 548D, 561A, 965C, 752I, 965G, 752K, 347A, 930D, 361B, 353B, 247, 161A, 361C, 161E, 353I, 753J, 753L, 353J, 353K, 752E, 752H, 753M, 548H, 160A, 160B, 753C, 965D, 753BB, 160D, 348B, 348BB, 753AB, 160C, 166H, 761, 753H, 166D, 652, 465, 647, 461B, 160H, 361F, 965DD, 166F, 166G, 548DD, NE4, 547E, 753BE, 548DG, 150C, 543K	102	18,459.25
19	Manipur	2, 102, 202, 102A, 102B, 102C, 29, 129A, 37, 137, 137A	11	1,840.34
20	Meghalaya	6, 106, 206, 217, 127B	5	1,155.60
21	Mizoram	2, 102B, 302, 502, 502A, 6, 306, 306A, 108	9	1,498.67
22	Nagaland	2, 202, 702, 702A, 702B, 702D, 29, 129, 129A, 229, 329A, 202K	12	1,670.47
23	Orissa	16, 316, 516, 18, 20, 220, 520, 26, 326, 326A, 130C, 143, 49, 149, 53, 153B, 353, 55, 57, 157, 59, 63, 126, 130CD, 316A, 516A, 157A, 126A, 655, 720, 143H, 320D	32	5,897.08
24	Puducherry	32, 332	2	64.00
25	Punjab	3, 503, 503A, 703, 703A, 5, 205, 205A, 7, 9, 44, 344, 344A, 344B, 148B, 52, 152, 54, 154, 154A, 254, 754, 62, 354, 148BB, 105B, 152A, 703B, 354E, 354B, 703AA, NE5, NE5A, 503D, 754A, 754AD, 205K, 205AG	38	4,239.32
26	Rajasthan	709, 11, 919, 21, 23, 123, 25, 125, 325, 27, 927A, 44, 48, 148, 148B, 148D, 248, 248A, 448, 52, 552, 752, 54, 56, 156, 58, 158, 458, 758, 62, 162, 162A, 68, 168, 168A, 954, 311, 921, 70, 925, 925A, 911, 552G, 754A, 911A, 148C, 968, 752D, NE4, NE4C, 125A, 703	52	10,706.34

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यह चिन्ह आम तौर पर पहाड़ी सड़कों पर लगाया जाता है, जहां सड़कों पर धूल-मिट्टी या बजरी गिरती रहती है। यह चिन्ह दिखने पर ड्राइवरों को धीमी गति से और सावधानीपूर्वक वाहन चलाना चाहिए क्योंकि यहां थोड़ी सी लापरवाही से भी बड़ी दुर्घटनाएं हो सकती हैं।

This sign is usually erected on hilly roads where loose earth or gravel keeps on falling on the road. Driver should drive slowly and carefully after this sign as little carelessness can cause major crashes here.



दाहिना मोड़
Right Hand Curve

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



Sr. No.	Name of State/UT	National Highway No.	Total No. of NH's	Total Length (in km)
(1)	(2)	(3)	(4)	(5)
27	Sikkim	10, 310, 310A, 310AG, 710, 510, 717A, 717B	8	709.07
28	Tamil Nadu	16, 716, 32, 132, 332, 532, 36, 136, 336, 536, 38, 138, 40, 42, 44, 544, 744, 944, 48, 648, 948, 66, 75, 77, 79, 81, 181, 381, 83, 183, 85, 87, 544H, 179A, 383, 381A, 381B, 785, 716A, 744A, 948A, 338, 136B, 179B, 132B, 179D, 332A, 844, 716B, NE7	50	7,000.20
29	Telangana	30, 44, 150, 353C, 61, 161, 63, 163, 563, 65, 365, 365A, 365B, 363, 565, 765, 167, 353B, 161B, 365BB, 365BG, 765D, 161AA, 161BB, 167K, 765DG, 167N, 930P, 150C, 163G	30	4,925.76
30	Tripura	8, 108, 108A, 208, 208A, 108B	6	888.61
31	Uttar Pradesh	307, 9, 509, 709A, 19, 219, 519, 719, 21, 123, 24, 27, 227A, 727, 727A, 927, 28, 128, 30, 230, 330, 330B, 530, 330A, 730, 730A, 31, 731, 731A, 931, 931A, 34, 334, 334A, 334B, 334C, 534, 734, 234, 35, 135, 135B, 335, 39, 339, 539, 44, 344, 552, 709B, 135BB, 730H, 321, 731AG, 709AD, 319D, 124C, 727B, 727H, 727G, 128B, 128C, 328, 328A, 330D, 530B, 730B, 731K, 727BB, 730S, 730C, 334D, 128A, 135C, 135A, 124D, 321G, 334DD, 727AA, 731B, NE2, NE3, NE6, 227B, 344G, 344BG, 344GM, 148NA	88	12,270.23
32	Uttarakhand	7, 107, 107A, 307, 507, 707, 707A, 9, 109, 109D, 309, 309A, 309B, 30, 34, 134, 334, 334A, 534, 734, 344, 731K, 109K, 344BG, 107B, 134A	26	3,664.27
33	West Bengal	10, 110, 12, 112, 512, 14, 114, 114A, 314, 16, 116, 116B, 17, 317, 317A, 517, 717, 717A, 18, 19, 419, 27, 327, 327B, 31, 131A, 33, 133A, 49, 316A, 116A, 327C, 312, 218	34	3,674.67
34	A & N Islands	4	1	330.70
35	Dadar Nagar Haveli (U.T)	848A, NE4	2	37.00
36	Daman & Diu	848B, 251	2	22.00
Total Length (km.)				1,44,955



Appendix-3 (Vide Para 3.11.1)

ALLOCATION AND RELEASE UNDER CRF/CRIF (STATE ROADS)

Sr. No.	Year	Allocation	Release
1.	2000-01	985.00	332.01
2.	2001-02	962.03	300.00
3.	2002-03	980.00	950.28
4.	2003-04	910.76	778.94
5.	2004-05	868.00	607.40
6.	2005-06	1,535.36	1,299.27
7.	2006-07	1,535.46	1,426.29
8.	2007-08	1,565.32	1,322.19
9.	2008-09	1,271.64	2,122.00
10.	2009-10	1,786.56	1,344.98
11.	2010-11	2,714.87	2,460.29
12.	2011-12	2,288.65	1,927.39
13.	2012-13	2,359.91	2,350.37
14.	2013-14	2,359.91	2,226.60
15.	2011-12	2,642.63	2,094.78
16.	2015-16	2,852.64	2,369.47
17.	2016-17	7,175.00	5,069.82
18.	2017-18	6,744.07	6,367.11
19.	2018-19	6,998.93	6,784.50
20.	2019-20	7,421.58	6,868.66
21.	2020-21	6,820.00	6,613.30
22.	2021-22	6,945.22	6,926.58
23.	2022-23	8,559.76	5,508.38*

* Till 31.12.2022

जब सड़क की चौड़ाई कम हो जाती है और वह किसी संकरे रास्ते से मिल जाती है तो तेज गति से चलने वाले वाहन के सामने से आ रहे वाहन से टकराने की संभावना रहती है। यह चिन्ह ड्राइवर को सतर्क रहने का संकेत देता है क्योंकि आगे का रास्ता संकरा है।

When the width of the road decreases and the road merges into a narrow road, there is a possibility that a speeding vehicle may collide with oncoming traffic. This sign cautions the driver to be careful as the road ahead is narrow.



आगे रास्ता चौड़ा है
Road Widens Ahead

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



Appendix-4

(Vide Para 5.19)

FINANCIAL EXPENDITURE OF NHIDCL FOR THE PERIOD 01.01.2022 TO 31.12.2022

State/UT	Land Acquisition	Utility Shifting		Authority Engineer	Civil Works	Total
		Utility Relocation	Forest Clearance			
Andaman & Nicobar	-	6.33	6.34	7.87	137.67	158.21
Arunachal Pradesh	3.76	-	-	20.27	914.74	938.77
Assam	883.19	36.88	3.11	40.00	2,277.10	3,240.27
Jammu & Kashmir	304.08	45.87	1.88	37.36	2,000.57	2,389.76
Ladakh	9.55	0.13	-	3.34	591.80	604.83
Manipur	496.38	9.81	35.16	31.66	1,730.43	2,303.44
Nagaland	110.99	3.56	0.08	28.26	1,183.31	1,326.20
Sikkim	356.55	7.50	5.96	14.51	847.40	1,231.92
Tripura	288.22	17.77	19.07	10.67	878.75	1,214.18
Meghalaya	258.24	-	18.24	3.79	299.21	579.48
Mizoram	108.26	27.92	6.64	44.12	1,914.76	2,101.70
Uttarakhand	7.06	-	0.03	12.33	193.22	212.64
Total	2,826.30	155.47	96.50	254.19	12,968.94	16,301.40

N.B. : The report is prepared on the accrual basis as NHIDCL is registered under Companies Act and have to maintain its accounts on accrual basis.



Appendix 5 (Vide Para 5.22)

DETAILS OF CSR AMOUNT SPENT AGAINST ONGOING PROJECTS FOR THE FINANCIAL YEAR

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	
S. No.	Name of the Project	Item from the list of activities in Schedule VII to the Act	Local area Yes/No	Location of the project. State/District	Project duration (in yrs)	Amount allocated for the project (Rs in lakh)	Amount spent in the current financial Year (Rs.in lakh)	Amount t/fo Unspent CSR Account for the project as per Section 135(6) (Rs.in lakh)	Mode of Implementation Direct Yes/No	Mode of Implementation –Through Implementing Agency	
										Name	CSR Regi. No.
a.	Computer lab with solar power backed electricity to unit School DEF	Schedule VII (Clause ii)	Yes	Nagaland-Kohima	1	17.95	17.95	--	Yes	N.A	N.A
b.	Blood Bank, Red cross	Schedule VII (clause i)	Yes	Jammu & Kashmir	1	74.80	74.80	--	Yes	N.A	N.A
c.	Distribution of Food Packets to Orphans as Covid relief	Schedule VII (Clause i)	Yes	Agartala	1	9.96	9.96	--	Yes	N.A	N.A
d.	Construction of Skill Training Centre	Schedule VII (Clause ii)	Yes	Assam	1	21.00	21.00	--	No	Vivekananda Kendra	5526
e.	Hornbill Festival	Schedule VII (Clause v)	Yes	Nagaland	1	10.00	10.00	--	Yes	N.A	N.A
f.	X-Ray Machines Covid Care	Schedule VII (Clause i)	Yes	Nagaland	1	83.95	83.95	--	Yes		
g.	Skill training on Farm Machinery	Schedule VII (Clause ii)	Yes	Assam	1	10.40	10.40	--	No	Seva Bharati Purbanchal	4021
Total						228.06	228.06				

यह चिन्ह आगे की सड़क की फिसलन-भरी स्थितियों को दर्शाता है। इन स्थितियों का कारण जल रिसाव या तेल का फैलना आदि हो सकता है। यह चिन्ह दिखने पर चालक सदैव दुर्घटना से बचने के लिए अपने वाहन की गति कम करे।

This sign indicates the slippery condition of the road ahead. This condition could be due to seepage of water or oil spill etc. The driver should invariably slow down the vehicle at sight of this sign to avoid crash.



Appendix-6 (vide para 8.2)

NUMBER OF GOVERNMENT SERVANTS (TECHNICAL AND NON-TECHNICAL SIDE) INCLUDING SC/ST EMPLOYEE

Groups	Sanctioned Strength	Total No. of Employees in Position	SCs	STs	% of SCs to Total Employees in Position	% of STs to Total Employees in Position
TECHNICAL						
A	242+86*	313	41	20	13.09	6.38
B	23	13	04	0	30.77	0
C	100	66	15	04	26.31	7.01
TOTAL	451	379	60	24	15.66	6.26
NON-TECHNICAL						
A	93	72	14	08	19.44	11.11
B	214	124	14	07	11.29	5.64
C	172	89	28	13	31.46	14.6
TOTAL	479	285	56	28	19.64	9.82

* Total sanctioned strength of 328 includes deputation reserve of 86.



Appendix-7 (Vide Para 8.10.4)

STATEMENT SHOWING THE STATE-WISE DISBURSEMENT OF NATIONAL PERMIT FEE

S.No.	STATE/UT	Rs in Actuals (upto December, 2022)
1	Andhra Pradesh	60,61,96,224
2	Arunachal Pradesh	10,52,424
3	Assam	23,46,90,552
4	Bihar	76,40,59,824
5	Chandigarh	21,36,42,072
6	Chhattisgarh	29,99,40,840
7	Dadra & Nagar Haveli & Daman & Diu	15,47,06,328
8	Delhi	70,19,66,808
9	Goa	10,73,47,248
10	Gujarat	1,05,97,90,968
11	Haryana	83,35,19,808
12	Himachal Pradesh	31,15,17,504
13	Jammu & Kashmir	8,94,56,040
14	Jharkhand	69,88,09,536
15	Karnataka	1,35,44,69,688
16	Kerala	42,09,69,600
17	Madhya Pradesh	1,65,23,05,680
18	Maharashtra	1,72,17,65,664
19	Manipur	21,04,848
20	Meghalaya	1,89,43,632
21	Mizoram	31,57,272
22	Nagaland	1,47,33,936
23	Odissa	50,20,06,248
24	Punjab	58,30,42,896
25	Puducherry	16,10,20,872
26	Rajasthan	1,28,08,00,008
27	Sikkim	10,52,424
28	Tamil Nadu	59,14,62,288
29	Telangana	21,78,51,768
30	Tripura	1,05,24,240
31	Uttarakhand	42,09,69,600
32	Uttar Pradesh	1,71,75,55,968
33	West Bengal	61,35,63,192
Total		17,36,49,96,000

यह चिन्ह दर्शाता है कि सीधी सड़क पर बायीं/दायीं और दायीं/बायीं ओर मुड़ने के लिए मोड़ उपलब्ध हैं, जिनके बीच छोटी दूरी है। यह एक चौराहा (इंटरसेक्शन) है जहां सड़क एक दूसरे को नहीं काटती है।

These signs indicate that there is a left/right and right/left turn available on the straight road with small distance between them. It is an intersection which does not allow crossing of road.



घाट या नदी का किनारा
Quayside or River Bank

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



Appendix-8 (Vide Para 8.10.6)

MAJOR HEAD-WISE EXPENDITURE

As on 31.12.2022

(Fig. in crore)

Heads of Account	BE. 2022-23	Expdr. Upto Dec. 2022	% of BE
MH 3451 Secretariat	163.23	116.29	71.24
MH 3054 Roads and Bridges	5,318.20	3,606.38	67.81
MH 3055-Road Transport	676.00	308.00	45.56
MH3601-Grant in aid to State Govts	16,095.42	11,344.95	70.49
MH3602-Grant in aid to UT Govts	331.34	233.72	70.54
Gross Revenue Section	22,584.19	15,609.34	69.12
Deduct Recoveries (Rev.)	-11,220.48	-6,984.08	62.24
NET (Revenue Section)	11,363.71	8,672.96	76.32
MH 4552 Capital Outlay on North Eastern Areas *** (Expdt. against this head is being incurred through functional head 5054)	0	0	0
MH5054 Capital Outlay on Roads and Bridges (Voted)	3,69,115.14	2,93,071.33	79.40
MH5054 Bharatmala Pariyojana Financed from CRIF (Charged)	5.00	0.37	7.40
MH 5055- Capital Outlay on Road Transport	56.00	21.00	37.50
Gross Capital Section	3,69,176.14	2,93,092.70	79.39
Deduct Recoveries (Cap)	-1,81,432.14	-1,46,135.08	80.55
NET (Capital Section) (Voted)	1,87,739.00	1,49,484.85	79.62
NET (Capital Section) (Charged)	5.00	0.37	7.40
NET (Capital Section)	1,87,744.00	1,49,485.22	79.62
Gross Total (Revenue + Capital) (Voted)	3,91,760.33	3,08,702.04	78.80
Gross Total (Revenue + Capital)(Charged)	5.00	0.37	7.40
Deduct Recovery (Revenue+ Capital)	1,92,652.62	-1,53,119.16	79.48
Total (NET)	1,99,107.71	1,58,158.18	79.43



Appendix-9 (Vide Para 8.10.6)

SOURCE OF FUNDS AS PER THE STATEMENT OF CENTRAL TRANSACTIONS (SCT) DURING LAST THREE YEARS IN RESPECT OF REVENUE RECEIPTS

REVENUE RECEIPTS

(in crore)

ITEMS/YEAR	2019-20	2020-21	2021-22	2022-23 (till Dec. 2022)
Tax Revenue	602.93	522.21	493.27	301.57
Non Tax Revenue	10,619.69	11,496.57	14,811.05	16,337.42
Gross Revenue Receipts	11,222.62	12,018.78	15,304.32	16,638.99

यह सड़क चिन्ह दर्शाता है कि चौराहे की मुख्य सड़क पर एक साइकिल पथ है या साइकिल चालक इस पथ का निरंतर प्रयोग करते हैं। ड्राइवर को सावधानीपूर्वक चौराहा (इंटरसेक्शन) पार करना चाहिए ताकि साइकिल सवार सुरक्षित ढंग से मुख्य सड़क पार कर सकें।

This road sign indicates that there is a cycle path intersecting the major road or is frequented by cyclists. The driver should carefully cross this intersection so that cyclist could cross the major road safely.



लंबाई सीमा
Length Limit

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



Appendix-10 (Vide Para 8.10.6)

HEAD-WISE DETAILS OF REVENUE RECEIPTS FOR LAST THREE YEARS

(in crore)

	MAJOR HEAD	2019-20	2020-21	2021-22	2022-23 till Dec. 2022
1	0021-Taxes on Income other than Corporation Tax	602.93	522.21	493.27	301.57
2	0049- Interest Receipts	207.10	987.99	451.48	226.78
3	0050- Dividend & Profit	16.07	27.00	26.00	0
4	0070-Other Administrative Services	0	0	0	0.02
5	0071-Contribution and Recoveries towards Pension and Other Retirements Benefits	0.89	1.69	2.39	2.37
6	0075-Miscellaneous General Services	1.43	1.38	1.15	0.96
7	0210-Medical and Public Health	0.48	0.48	0.51	0.52
8	0216-Housing	0.14	0.15	0.18	0.15
9	1054 - Roads and Bridges	10,393.58	10,477.88	14,329.34	16,106.62
10	1475 - Other General Economic Services	0	0	0	0
	TOTAL	11,222.62	12,018.78	15,304.32	16,638.99

Source : e-lekha

सड़क पर लगा यह चिन्ह दर्शाता है कि कितनी लंबाई का वाहन उस रास्ते से गुजर सकता है। यह चिन्ह तीव्र मोड़ या घुमावदार मोड़ पर लगाया जाता है। यह उन लंबे और बड़े आकार के वाहनों के लिए होता है जो सुरक्षित ढंग से मुड़ नहीं सकते।

This sign on road indicates that length of the vehicle, which can be manoeuvred through that passage. It could be a sharp turn, a hairpin bend etc. This is meant for long and oversized vehicles which cannot negotiate a safe turn.

Appendix-11
(Vide Para 8.10.6)

HIGHLIGHTS OF ACCOUNTS

Receipts (2021-22)			Disbursements (2021-22)	
Amount (in thousands)			Amount(in thousands)	
A.	Revenue Receipts		Revenue Expenditure	
1	Tax Revenue	49,32,688	General Service	3,18,331
2	Non Tax Revenue	14,81,10,525	Social Service	900
	Interest Receipts	45,14,839	Economic Service	3,15,52,407
	Dividends and Profits	2,60,000	Grants in Aid & Cont.	6,91,79,500
	Other Non-Tax Revenue	14,33,35,686		
	Total Revenue Receipts	15,30,43,213	Total Revenue Expenditure	10,10,51,138
B.	Capital Receipts		Capital Expenditure	
	Loans for other Transport Service		General Services	60,000
	Loans and Advances to State Governments		Economic Service	1,12,89,33,270
	Monetization of National Highways	1,01,10,000	Loans and Advances	6,238
	Loans to Government Servants	1,792		
	Total Capital Receipts	1,01,11,792	Total Capital Expenditure	1,12,89,99,508
	Total Consolidated Fund of India	16,31,55,005	Total Consolidated Fund of India	1,23,00,50,646
	Public Account		Public Account	
	Small Savings Provident Fund A/c	2,34,856	Small Savings Provident Fund A/c	2,36,279
	Provident Fund	2,34,856	Provident Fund	2,36,279
	Other Accounts	785	Other Accounts	3,956
	CGEGIS	785	CGEGIS	3,956
	Reserve Funds	1,06,81,72,800	Reserve Funds	1,06,10,70,940
	Reserve Funds not bearing interest	1,06,81,72,800	Reserve Funds not bearing interest	1,06,10,70,940
	Deposit and Advances	11,50,99,350	Deposit and Advances	11,47,82,089
	Deposit bearing interest	0	Deposit bearing interest	0
	Deposit not bearing interest	11,50,99,350	Deposit not bearing interest	11,47,82,089
	Advances	0	Advances	0
	Suspense and Miscellaneous	1,24,00,73,888	Suspense and Miscellaneous	18,06,14,189
	Suspense	1,24,00,73,888	Suspense	18,06,14,189
	Remittances	21,415	Remittances	0
	Total Public Accounts	2,42,36,03,094	Total Public Accounts	1,35,67,07,453
	Total Receipts	2,58,67,58,099	Total Expenditure	2,58,67,58,099

Source: - Statement of Central Transactions for the F.Y. 2021-22

आम तौर पर किसी पुल से पहले यह चिन्ह लगाया जाता है। यह पुल की वहन क्षमता को दर्शाता है। इस चिन्ह की भार सीमा 4 टन है। यह दर्शाता है कि सिर्फ 4 टन या उससे कम एक्सल भार वाले वाहन इस पुल से गुजर सकते हैं।

This sign is usually installed before a bridge. It indicates the load that a bridge can bear. The limit of this sign is 4 tonnes which indicates that only vehicles with axle load of 4 tonnes or less can pass over the bridge.



रुकिए
Stop

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



Appendix-12 (Vide Para 11.3)

TOTAL NUMBER OF REGISTERED MOTOR VEHICLES IN INDIA: 2003-2020

Year (As on 31 st March)	All Vehicles	Two Wheelers*	Cars, Jeeps and Taxis	Buses@	Goods Vehicles	Others*
(1)	(2)	(3)	(4)	(5)	(6)	(7)
2003	67,007	47,519	8,599	721	3,492	6,676
2004	72,718	51,922	9,451	768	3,749	6,828
2005	81,499	58,799	10,320	892	4,031	7,457
2006	89,618	64,743	11,526	992	4,436	7,921
2007	96,707	69,129	12,649	1,350	5,119	8,460
2008	1,05,353	75,336	13,950	1,427	5,601	9,039
2009	1,14,951	82,402	15,313	1,486	6,041	9,710
2010	1,27,746	91,598	17,109	1,527	6,432	11,080
2011	1,41,866	1,01,865	19,231	1,604	7,064	12,102
2012	1,59,491	1,15,419	21,568	1,677	7,658	13,169
2013	1,76,044	1,27,830	24,056	1,814	8,307	14,037
2014	1,90,704	1,39,410	25,998	1,887	8,698	14,712
2015	2,10,023	1,54,298	28,611	1,971	9,344	15,799
2016	2,30,031	1,68,975	30,242	1,757	10,516	18,541
2017	2,53,311	1,87,091	33,688	1,864	12,256	18,411
2018	2,72,587	2,02,755	36,453	1,943	12,773	18,663
2019	2,95,772	2,21,270	38,433	2,049	13,766	20,254
2020 (P)	3,26,299	2,43,682	43,650	2,196	14,288	22,483
CAGR (2010 to 2020)	9.83	10.28	9.81	3.70	8.31	7.33

P-Provisional

**Others include tractors, trailers, three wheelers (passenger vehicles)/LMV and other miscellaneous vehicles for which category-wise break up is not reported by State/UT.*

@ Includes omni buses.

Source: Offices of State Transport Commissioners/UT Administrations.

यह चिन्ह सबसे महत्वपूर्ण और प्रमुख सड़क चिन्हों में से एक है। यह चिन्ह दर्शाता है कि ड्राइवर वाहन को तत्काल रोक दे। आमतौर पर पुलिस, यातायात और पथ-कर प्रशासन इस चिन्ह को जांच-चौकियों पर लगाते हैं।

This is one of the most important and prominent Road Signs. This sign indicates that driver should immediately stop. Usually Police, traffic and toll authorities use this sign at check posts.



Appendix-13 (Vide Para 11.3)

NUMBER OF ROAD ACCIDENTS AND PERSONS INVOLVED: 2005 TO 2021

Year	Number of Accidents Total	Fatal	Number of Persons Killed	Injured	Accident Severity*
2005	4,39,255	83491 (19.0)	94,968	4,65,282	21.6
2006	4,60,920	93917 (20.4)	1,05,749	4,96,481	22.9
2007	4,79,216	101161 (21.1)	1,14,444	5,13,340	23.9
2008	4,84,704	106591 (22.0)	1,19,860	5,23,193	24.7
2009	4,86,384	110993 (22.8)	1,25,660	5,15,458	25.8
2010	4,99,628	119558 (23.9)	1,34,513	5,27,512	26.9
2011	4,97,686	121618 (24.4)	1,42,485	5,11,394	28.6
2012	4,90,383	123093 (25.1)	1,38,258	5,09,667	28.2
2013	4,86,476	122589 (25.2)	1,37,572	4,94,893	28.3
2014	4,89,400	125828 (25.7)	1,39,671	4,93,474	28.5
2015	5,01,423	131726 (26.3)	1,46,133	5,00,279	29.1
2016	4,80,652	136071 (28.3)	1,50,785	4,94,624	31.4
2017	4,64,910	134796 (29.0)	1,47,913	4,70,975	31.8
2018	4,67,044	137726 (29.5)	1,51,417	4,69,418	32.4
2019	4,49,002	137689 (30.7)	1,51,113	4,51,361	33.7
2020	3,66,138	120806 (33)	1,31,714	3,48,279	36
2021	4,12,432	142163 (34.5)	1,53,972	3,84,448	37.3

Note: Figures in parentheses indicate share of fatal accidents in total accidents.

*Number of persons killed per 100 accidents.

Source: Information supplied by States/UTs (Police Department)

इस चिन्ह का प्रयोग गोलचक्कर पर किया जाता है जहाँ एक विशेष लेन अनुशासन का पालन किया जाना होता है। यह चिन्ह वाहनों को उनकी दायीं तरफ यातायात के दिए अन्य वाहनों को रास्ता देने का निर्देश देता है।

This sign is used at roundabouts where a specific lane discipline is to be followed. This sign directs the traffic to give way to the fellow traffic on your right side.



प्रवेश निषेध
No Entry

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



Appendix-14 (Vide Para 11.3)

TOTAL ROAD LENGTH AND PERCENTAGE SHARE OF EACH CATEGORY OF ROAD (1951-2019)

(IN KM)

Year (as on 31 st March)	National Highways	State Highways	District Roads	Rural Roads	Urban Roads	Project Roads	Total
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
1951	19,811	#	1,73,723	2,06,408	0	0	3,99,942
1961	23,798	#	2,57,125	1,97,194	46,361	0	5,24,478
1971	23,838	56,765	2,76,833	3,54,530	72,120	1,30,893	9,14,979
1981	31,671	94,359	4,21,895	6,28,865	1,23,120	1,85,511	14,85,421
1991	33,650	1,27,311	5,09,435	12,60,430	1,86,799	2,09,737	23,27,362
2001	57,737	1,32,100	7,36,001	19,72,016	2,52,001	2,23,665	33,73,520
2002	58,112	1,37,711	6,95,335	20,61,023	1,50,295	2,24,124	34,26,600
2003	58,112	1,34,807	6,96,960	20,82,188	2,97,259	2,59,328	35,28,654
2004	65,569	1,33,177	7,19,257	21,40,569	3,01,310	2,61,625	36,21,507
2005	65,569	1,44,396	7,86,230	22,66,439	2,86,707	2,59,815	38,09,156
2006	66,590	1,48,090	8,03,669	23,08,125	2,91,991	2,62,186	38,80,651
2007	66,590	1,52,235	8,35,003	23,93,488	3,00,580	2,68,505	40,16,401
2008	66,754	1,54,522	8,63,241	24,50,559	3,04,327	2,70,189	41,09,592
2009	70,548	1,58,497	9,62,880	26,29,165	3,73,802	2,76,617	44,71,510
2010	70,934	1,60,177	9,77,414	26,92,535	4,02,448	2,78,931	45,82,439
2011	70,934	1,63,898	9,98,895	27,49,804	4,11,679	2,81,628	46,76,838
2012	76,818	1,64,360	10,22,287	28,38,220	4,64,294	2,99,415	48,65,394
2013	79,116	1,69,227	10,66,747	31,59,639	4,46,238	3,10,955	52,31,922
2014	91,287	1,70,818	10,82,267	33,04,328	4,57,467	2,96,319	54,02,486
2015	97,991	1,67,109	11,01,178	33,37,255	4,67,106	3,01,505	54,72,144
2016	1,01,011	1,76,166	5,61,940	39,35,337	5,09,730	3,19,109	56,03,293
2017	1,14,158	1,75,036	5,86,181	41,66,916	5,26,483	3,28,897	58,97,671
2018	1,26,350	1,86,908	6,11,268	44,09,582	5,34,142	3,47,547	62,15,797
2019(P)	1,32,499	1,79,535	6,12,778	45,22,228	5,41,544	3,43,163	63,31,757
CAGR (1951- 2019)	2.88	@	1.90	4.72	@	@	4.21

(P) - Provisional

(#) - Included in District Roads

Source: Various State/UT and Central Departments/Agencies involved in road development & maintenance

@- CAGR cannot be calculated as there is no value in the first year(i.e. 1951)

यह चिन्ह दर्शाता है कि यहां सभी वाहनों का प्रवेश निषेध है। एक क्षेत्र के कुछ भागों को यातायात के लिए प्रवेश निषेध के रूप चिन्ह किया जाता है। यह प्रतिबंधित क्षेत्र में प्रवेश या यातायात निषेध क्षेत्र हो सकता है। इसलिए, चालक को इसका पालन करना चाहिए और अपना

This sign notifies that entry is prohibited for all vehicles. Certain pockets of an area or road are demarcated as 'no entry' areas for traffic. This could be entry to a restricted area or no-traffic zone. So the driver should obey it and



Appendix -15 (Vide Para 11.3)

COMBINED PHYSICAL PERFORMANCE OF 56 STATE ROAD TRANSPORT UNDERTAKINGS -2016-17, 2017-18 AND 2018-19

Sr.No.	Item	2016-17	2017-18	2018-19	% age Increase /Decrease (2018-19)	% age Increase /Decrease (2017-18)
A	Physical Performance					
1	Fleet Held (Number)	1,52,357.00	1,51,880.00	1,49,713.00	0.31	1.45
2	Fleet Operated (Number)	1,34,981.00	1,35,756.00	1,34,446.00	-0.57	0.97
3	Fleet Utilisation (%)	88.60	89.38	89.80	-0.88	-0.47
4	Passenger/km Offered (in lakhs)	84,79,117.40	85,97,651.22	86,90,608.94	-1.38	-1.07
5	Passenger/km Performed (in Lakh)	59,93,474.67	61,60,952.31	59,84,787.73	-2.72	2.94
6	Occupancy Ratio (%)	70.69	71.66	68.86	-1.36	4.06
7	Staff Strength (Number)	7,09,232.00	7,25,358.00	7,40,156.00	-2.22	-2.00
8	Staff/Bus Ratio	4.66	4.78	4.94	-2.53	-3.40
9	Staff Productivity (bus - kms/Staff/Day)	64.04	63.26	61.82	1.23	-2.33
10	Vehicle Productivity (bus- kms/Bus/Day)	298.10	302.11	305.62	-1.33	-1.15
B	Financial Performance					
1	Total Revenue (Rs. in Lakh)	64,55,436.47	59,36,521.43	55,90,249.87	8.74	6.19
	Of which total traffic earnings	50,44,144.27	47,30,534.12	45,17,978.91	6.63	4.70
2	Total cost (Rs. in Lakh)	82,47,828.90	79,67,481.16	73,07,109.97	3.52	9.04
	Of which staff cost	35,04,138.19	35,85,045.45	32,21,707.23	-2.26	11.28
3	Net profit/loss(-) [#] (Rs. in Lakh)	-17,92,392.43	-20,30,959.73	-17,16,860.10	-11.75	18.30

PProvisional

Net Loss is not equal to total revenue minus total cost due to adjustments of previous years' loss & deferment of part of interest payments in the current year net loss in respect of certain SRTUs.

Source: Various State Road Transport Undertakings

यह चिन्ह दर्शाता है कि इस निर्दिष्ट क्षेत्र में बाहरी या भीतरी वाहन नहीं चलाए जाएंगे। इस क्षेत्र में भीड़-भाड़ कम करने के लिए ऐसा किया जाता है। पदयात्रियों के उपयोग वाले क्षेत्रों में भी इस चिन्ह का इस्तेमाल किया जाता है।

This sign signifies that there should be no movement of traffic in the designated area either from outside or within. This is used to decongest the area. It is also used at pedestrian areas.



रेलवे स्टेशन
Railway Station

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



Appendix-16 (Vide Para 8.10.6)

STATUS OF PENDING C&AG AUDIT PARAS

C&AG Paras:

Civil Paras - One (Detail given below)

Sl. No.	Paras	Ministry's Remarks / Present Status
1	Para No. 6.1 of Report No. 3 of 2020 – Scheme for setting up of Inspection and Certification Centres.	ATN was uploaded in APMS Portal. After scrutiny C&AG has sent some observation for which the revised ATN is under process.

Commercial paras - Details given below

Pending list of C&AG Audit Paras (Commercials)

Sl. No.	Subject of Audit Para	Present position
1	Para no. 2.1 (Report no. 15 of 2016 (Volume II)) <i>MukamaMunger Project. NHAI paid undue financial benefits to the concessionaire of Rs. 51.03 crore comprising early completion bonus of Rs. 21.83 crore and Rs. 29.20 crore being part of annuity that was not payable due to reduction in scope of work. Recoveries from the Concessionaire towards negative change of scope is also pending.</i>	C&AG vide letter dated 28.10.2022 has sought latest status in respect of court case/ arbitration matter.
2	Para no. 12.1 of Report no. 9 of 2017 (Commercial)- OMT Package M/s MEP Hyderabad Bangalore Toll Road. Non recovery of concession fee and damages accumulated to the tune of Rs. 209.20 crore. <i>NHAI extended undue benefit to the concessionaire as it failed to initiate timely steps to encash the Bank Guarantee received as Performance Security or to terminate the agreement which lead to accumulation of dues to the tune of Rs 209.20 crore.</i>	Matter under process
3	Para 11.4 of Report No. 11 of 2018 – Excess payment of bonus to concessionaire for construction of two lane Shillong bypass in Meghalaya on BOT on annuity basis.	Matter under process
4	Para 11.5 of Report No. 11 of 2018– Loss of interest on toll revenue due to delay in delinking of road stretch from the project relating to six laning of Chilakaluripet-Vijayawada section in the State of Andhra Pradesh.	Reply sent to C&AG on 03.02.2022.
5	Para 11.8 of Report No. 11 of 2018 – Loss of revenue of Rs. 142.28 crore due to non-collection of toll. Karur-Coimbatore section of NH-67.	Reply sent to C&AG on 31.01.2022

Contd...



Sl. No.	Subject of Audit Para	Present position
6	Para 8.1 (Report No. 13 of 2019) -Undue benefit given to concessionaire (Jammu Udhampur Project) wrongly fixing the appointed date resulted in a loss of Rs. 93.78 crore to the National Highways Authority of India/exchequer i.e. incorrect bonus payment and non-imposition of LD.	Matter under process
7	Para 8.2 (Report No. 13 of 2019) -Undue favour to contractor and poor project management by NHAI in construction of second office building for NHAI at Dwarka, New Delhi, right from the stage of project conception till its execution resulted in time overrun, cost overrun, blockage of fund amounting to Rs. 43.60 crore and avoidable payment of rent of Rs.11.79 crore.	Revised reply sent to C&AG on 28.02.2022.
8	Para 8.3 (Report No. 13 of 2019) - Undue financial benefit to concessionaire on account of payment of early completion bonus amounting to Rs. 14.08 crore by NHAI, Begusarai.	Revised reply sent to C&AG on 16.10.2022
9	Para 11.1 (Report No. 18 of 2020) - Improper contract management by NHAI resulted in loss of revenue : Failure of National Highways Authority of India to enforce the contractual obligation of Operate, Maintain and Transfer agreement resulted in undue payment of Rs. 28.92 crore to concessionaire on account of short recovery of toll.	Revised reply sent to C&AG on 07.02.2022.
10	Para 11.2 (Report No. 18 of 2020) - Undue benefit to contractors: NHAI gave undue benefit of Rs. 14.53 crore to contractors by providing advance at lower rates.	Reply sent to C&AG on 10.11.2022.
11	Para 11.4 (Report No. 18 of 2020) -Short remittance of additional concession fee: Authority incurred a loss of Rs. 4.37 crore due to short remittance of additional concession fee by concessionaire to Authority as the concessionaire did not collect fee from overloaded vehicles as per the amended fee Rules- six laning of existing road on Kishangarh-Ajmer-Beawar Section of NH-8.	Reply sent to C&AG on 03.02.2022.
12	Para 10.1 (Report No. 14 of 2021) - Retention of extraneous clause in Concession Agreement for four laning BOT(Toll) projects- Non levy of damages of Rs. 12.36 crores in Biaora-Dewas and Shivpuri-Guna Section of NH-3.	Matter under process
13	Para 10.2 (Report No. 14 of 2021) - Undue benefit to concessionaire by resorting to post contract modification of damage computation clause in the agreement in violation of CVC guidelines.	Reply sent to C&AG on 03.06.2022.
14	Para 3.1 (Report No. 11 of 2022) - Formulation of scheme by going beyond clauses of Concession Agreements despite remedy being available within these Concession Agreements.	Matter under process
15	Para 3.2 (Report No. 11 of 2022) - Extension of undue benefit to concessionaires by resorting to post-tender amendments.	Matter under process
16	Para 3.3 (Report No. 11 of 2022) - Formulation of scheme on the basis of flawed presumptions.	Matter under process
17	Para 3.4 (Report No. 11 of 2022) - Non-consideration/non- approval of policy/scheme for rationalisation of premium by NHAI Board.	Matter under process

Contd...

यह चिन्ह इंगित करता है कि सड़क के नजदीक अल्पाहार की सुविधा उपलब्ध है।

This sign indicates that there is facility of light refreshment nearby on the road.

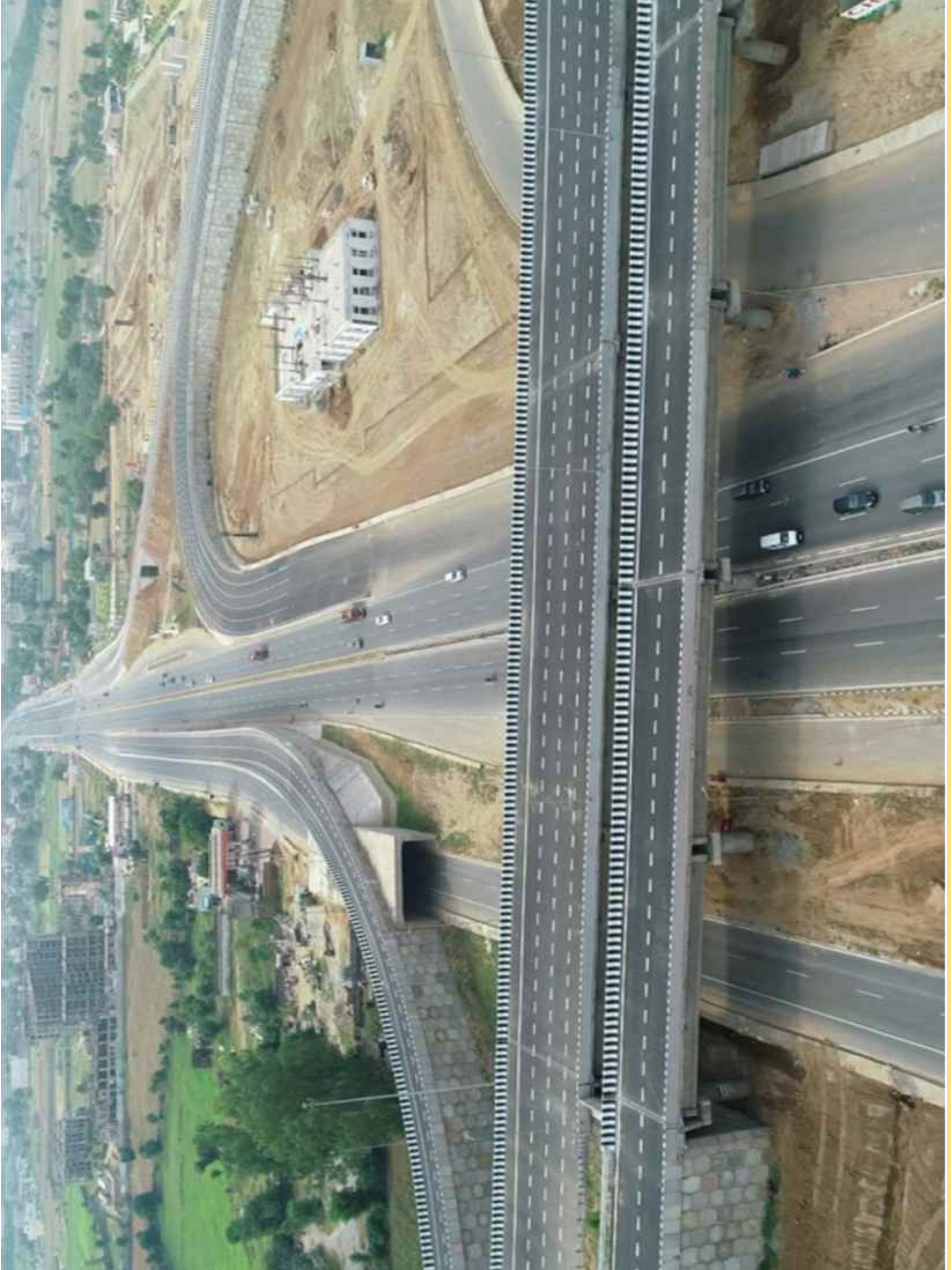


घाट या नदी का किनारा
Quayside or River Bank

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



Sl. No.	Subject of Audit Para	Present position
18	Para 3.5 (Report No. 11 of 2022) - Non-adherence to guidelines of Cabinet Secretariat for circulation/approval of Cabinet Notes.	Matter under process
19	Para 3.6 (Report No. 11 of 2022) - Non-providing of vital data to expert group for identifying a stressed project.	Matter under process
20	Para 4.1 (Report No. 11 of 2022) - Huge variation in revenue/traffic projections by Concessionaires.	Matter under process
21	Para 4.2 (Report No. 11 of 2022) - Huge variation in total project cost of NHAI vis-a-vis Concessionaire's total project cost resulting in high debt servicing.	Matter under process
22	Para 4.3 (Report No. 11 of 2022) - Non-levy of penalty of Rs. 51.01 crore resulting in undue favour to the Concessionaires.	Matter under process
23	Para 4.4 (Report No. 11 of 2022) - Undue favour to the Concessionaires by obtaining inadequate bank guarantees to the tune of Rs. 429.89 crore against the deferred premium of Rs. 7363.63 crore.	Matter under process
24	Para 4.5 (Report No. 11 of 2022) - Project specific deficiencies while granting approval for deferment of premium.	Matter under process
25	Para 5.1 (Report No. 11 of 2022) - Investment of funds amounting to Rs. 5303.73 crore from escrow account to mutual fund.	Matter under process
26	Para 5.2 (Report No. 11 of 2022) - Undue favour to the Concessionaires due to non-recovery of excess deferment granted of Rs. 252.97 crore.	Matter under process
27	Para 5.3 (Report No. 11 of 2022) - Deficiencies in monitoring of real time data transferred to NHAI.	Matter under process
28	Para 5.4 (Report No. 11 of 2022) - Non-withdrawal of claims against NHAI.	Matter under process
29	Para 5.5 (Report No. 11 of 2022) -Delay in signing of supplementary agreement between Concessionaire and NHAI.	Matter under process
30	Para 5.6 (Report No. 11 of 2022) - Project specific deficiencies in monitoring.	Matter under process





MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
Government of India
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