

सत्यमेव जयते

GOVERNMENT OF INDIA

MINISTRY OF ROAD TRANSPORT & HIGHWAYS

NEW DELHI

ANNUAL REPORT 2016-17



LAUNCHING OF SETU BHARATAM

ANNUAL REPORT

2016-17



GOVERNMENT OF INDIA

MINISTRY OF ROAD TRANSPORT & HIGHWAYS

NEW DELHI



LAUNCHING OF HIGHWAY ADVISORY SYSTEM (HAS)

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

CONTENTS

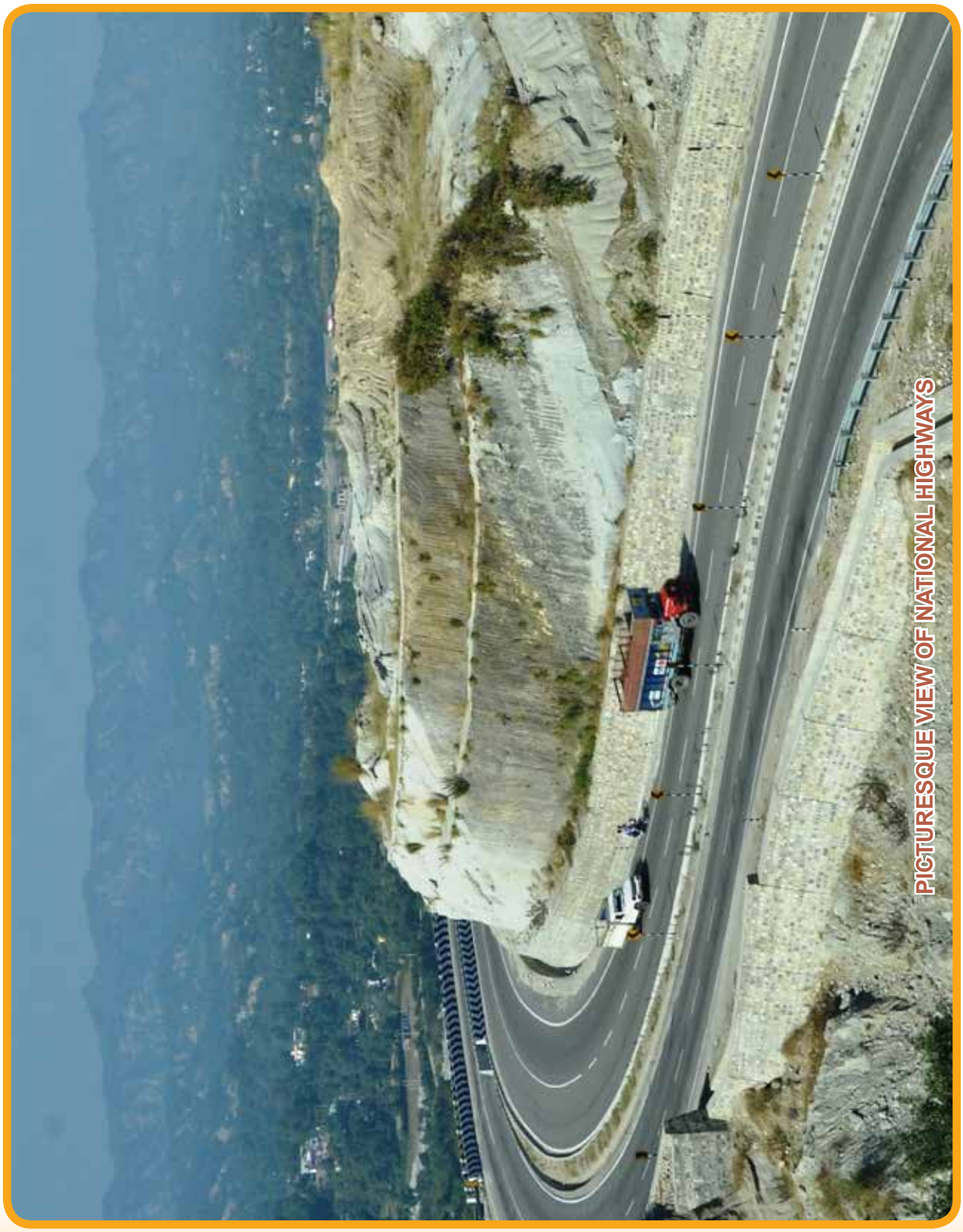
S.No	CHAPTER	PAGE
I	INTRODUCTION	7
II	YEAR AT A GLANCE	9
III	ROAD DEVELOPMENT	23
IV	ROAD TRANSPORT AND ROAD SAFETY	37
V	DEVELOPMENT OF NATIONAL HIGHWAYS IN NORTH EASTERN REGION	47
VI	RESEARCH AND DEVELOPMENT	51
VII	NATIONAL HIGHWAYS AND INFRASTRUCTURE DEVELOPMENT CORPORATION LIMITED (NHIDCL)	57
VIII	ADMINISTRATION AND FINANCE	63
IX	IMPLEMENTATION OF OFFICIAL LANGUAGE POLICY	79
X	IMPLEMENTATION OF PERSONS WITH DISABILITIES ACT, 1995	81
XI	TRANSPORT RESEARCH	83
XII	INTERNATIONAL COOPERATION	87
XIII	INITIATIVES UNDER SWACHH BHARAT MISSION	89
	APPENDIX	
Appendix 1	Subjects allocated to the Ministry of Road Transport & Highways (MoRTH)	90
Appendix 2	Organisational setup of MoRT & H	92
Appendix 3	List of State-wise National Highways in the Country	93
Appendix 4	Details of projects awarded during 01-04-2016 to 30-11-2016	96
Appendix 5	Allocation and Release under CRF	98
Appendix6	Financial Progress – 2016-17 NHIDCL	99
Appendix 7	Information regarding number of Government Servants (Technical and Non-Technical side) including SC/ST employees	100
Appendix 8	Statement Showing the State wise Disbursement of National Permit Fee	101
Appendix 9	Major Head wise Expenditure	103
Appendix 10	Details of Receipts as per the Statement of Central Transaction (SCT) for the last three years	104
Appendix 11	Head wise details of Revenue Receipts for last three years	105
Appendix 12	Highlights of Accounts	106
Appendix 13	Status of Technical and Non-Technical posts with regard to the number of Persons with Disabilities	107
Appendix 14	Total Number of Registered Motor Vehicles in India - 2003-2015	108
Appendix 15	Number of Road Accidents and Persons Involved : 2003 - 2015	109
Appendix 16	Road Network by Categories: 1951 - 2015	110
Appendix 17	Staus of Pending C&AG Paras No.2.1, 2.2 and 2.3 of Report No. 15 of 2016	111

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.



चौड़ाई सीमा
Width Limit

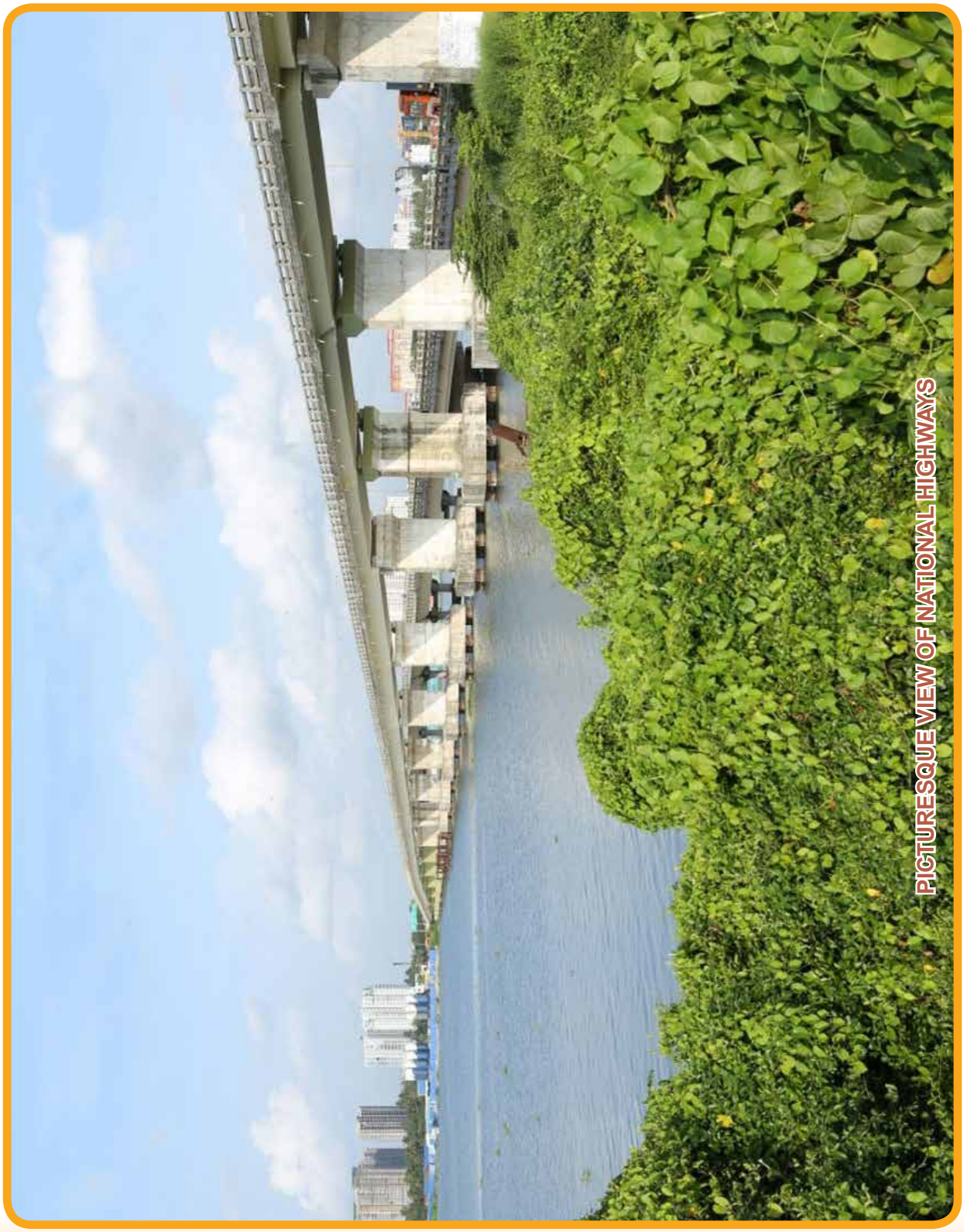


यह चिन्ह उस वाहन की चौड़ाई दर्शाता है, जिसे चिन्ह के स्थान के पार जाने के क्षेत्र में प्रवेश के लिए अनुमति दी जाती है। इस क्षेत्र में 2 मीटर से ज्यादा चौड़ाई वाले वाहन के प्रवेश पर रोक होती है। यह कोई पुल या संकरा रास्ता हो सकता है।

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.



सभी मोटर वाहनों
का आना मना है
**All Motor
Vehicles Prohibited**



PICTURESQUE VIEW OF NATIONAL HIGHWAYS

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.



INAUGURATION OF WORKSHOP ON
"ROAD SAFETY ENGINEERING MEASURES"



INAUGURATION OF INDIAN ROAD CONGRESS COUNCIL MEETING

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 The 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.

1.2 Road Transport is a critical infrastructure for the economic development of a country. It influences the pace, structure and pattern of development. The Ministry of Road Transport and Highways encompasses construction and maintenance of National Highways (NHs), administration of Motor Vehicles Act, 1988 and Central Motor Vehicles Rules 1989, National Highways Act,1956 and National Highways Fee (Determination of Rates and Collection) Rules,2008, formulation of broad policies relating to road transport, environmental issues, automotive norms etc. besides making arrangements for movements of vehicular traffic with neighboring countries.

1.3 The capacity of National Highways in terms of handling traffic (passenger and goods) needs to be in pace with the industrial growth. India has one of the largest road networks of over 54.72 lakh km. It comprises National Highways, Expressways, State Highways, Major District Roads, Other District Roads and Village Roads with following length distribution:

National Highways / Expressway	1,03,933 km
State Highways	1,61,487 km
Other Roads	52,07,044km
Total	54,72,464 km

1.4 Historically, investments in the transport sector have been made by the Government. However, to encourage private sector participation, 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 & Highways are listed at **Appendix-1**.

Organisation

1.6 The Organisational Setup of MoRT&H is at Appendix -2.

Associated offices

1.7.1 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. It is responsible for development,

यह चिन्ह दर्शाता है कि इस सड़क पर बैलगाड़ियों और हाथ–ठेलों को चलाना वर्जित है। धीमी गति से चलने वाली ये गाड़ियां और ठेले 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.

maintenance and management of National Highways entrusted to it and for matters related or incidental there to. The NHAI has become operational in February, 1995.

1.7.2 Indian Academy of Highway Engineers (IAHE)

Indian Academy of Highway Engineers (IAHE) is a registered Society under the administrative control of the Ministry. It is a collaborative body of both Central and State Governments and 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 the service period.

1.7.3 National Highways & Infrastructure Development Corporation LTD. (NHIDCL)

The Cabinet in its meeting held on 13.03.2014 approved the setting up and operationalizing of a new corporate entity 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 connectively with neighbouring countries on a sustainable basis.



INDIAN ACADEMY OF HIGHWAY ENGINEERS (IAHE)

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.



CHAPTER II

Year 2016-17 at a Glance

A. ROAD DEVELOPMENT

Road Network:

2.1 Road Sector: Status of various programmes up to 31st December, 2016 is as under:

Phases	Total length in km	Length completed in km till 31.12.2016	Length completed during 01.04.2016-31.12.2016
NHDP-I GQ,EW-NS corridors, Port connectivity & others	7,522	7,521	1
NHDP-II 4/6-laning North South-East West Corridor, Others	6,647	6,004	65
NHDP-III Upgradation,4/6-laning	12,109	7,269	386
NHDP-IV 2- laning with paved shoulders	20,000	3,195	1,041
NHDP-V 6-laning of GQ and High density corridor	6,500	2,502	127
NHDP-VI Expressways	1,000	-	-
NHDP-VII Ring Roads, Bypasses and flyovers and other structures	700 km of ring roads/ bypasses & flyovers etc.	22	-
SARDP-NE	6,190	1,947	118
LWE	5,422	4,166	222
NHIIP	1,120	4,14.6	175

Non-NHDP (NH-O): During the current year a length of 1,425 km of National Highways has been constructed under this scheme up to December, 2016. A length of 3,263 km has been awarded up to December 2016.

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.

2.2 Major Initiatives by the Ministry

2.2.1 Road Wing

- Implementation of e- payment system or on line direct payment procedure at Regional Offices.
- On line application facility for issue of NOCs for Retail outlets and issuing permission for OFC cables etc.,
- Web based Monitoring of National Highway Projects
- Ministry of Road Transport & Highways has signed a MOU with Railways wherein an effort has been made to remove all the bottlenecks which were present in the approval process of GAD as well as during construction. The MOU will smoothen the approval of GAD of ROBs. Also it will help smoothen the decisions during the execution of ROBs.
- MORTH has decided to replace all level crossing on National Highways with ROBs/ RUBs in a time bound manner. For this purpose consultants have been appointed for preparation of Project Reports for ROBs/RUBs.
- Ministry has developed and inaugurated a web portal on 6th Jan 2015 for giving permission for movement of Hydraulic Trailers upto HT-3 category. This web portal will facilitate real time basis permission for movement of Hydraulic Trailers on NHs. This will facilitate smooth and timely movement of heavy equipments leading to economic growth of the country.

2.2.2 Highways Wing:

Recycling of operational highway assets using - the Toll – Operate – Transfer (TOT) Model :

- A new Model has been developed by MoRTH and with the approval of the CCEA in August 2016. As per the Model, the right of collection of Toll Fees for operational public funded NH projects is to be assigned for a pre-determined concession period (30 years) to concessionaires against upfront payment of a lump-sum amount. O&M obligations of such projects shall be with the concessionaire till the completion of concession period. This Model facilitates long term O&M of the already constructed NH projects through private sector efficiency.

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.



साइकिलों का आना मना है
Cycle Prohibited



PICTURESQUE VIEW OF NATIONAL HIGHWAYS

साइकिल–सवारों की सुरक्षा सुनिश्चित करने के लिए कुछ सड़कों पर, जहां तेज गति से वाहन चलते हैं, साइकिल चलाने पर रोक लगा दी जाती है। इसलिए, साइकिल–सवारों को उन सड़कों का इस्तेमाल नहीं करना चाहिए, जहां यह चिन्ह लगा हो।

In order to ensure the safety of cyclists certain roads which are meant for fast moving vehicles are prohibited for cyclists. So the cyclists should not use the roads where this sign has been installed.

- This is a big investment opportunity for long term institutional investors- both domestic and international like pension funds, insurance funds, wealth funds etc in addition to banks and other financial institutions.
- Initially, 75 public funded NH projects with aggregate length of around 4,500 km and annual toll revenue collection of around ₹ 2,700 crore have been identified for the Model.
- The Model Concession Agreement (MCA) has been developed and the first round of bidding for projects shall be taken up in near future.

Hybrid Annuity Model (HAM):

- The Model has been approved by the CCEA. As per the model, 40% of the Project Cost is to be provided by the Government as 'Construction Support' to the private developer during the construction period and the balance 60% will be paid as annuity payments over the operations period along with interest on outstanding amount . The payable interest rate is linked to market rates (Bank Rate +3.00%). There is separate provision for O&M payments by the Government to the concessionaire. The private party does not have to bear the traffic and inflation risks.
- The Model has been successful in reviving PPPs in the roads and highways sector which is evident in the interest being shown by the market for such projects. Till now, 36 NH projects with aggregate length of around 2,000 km and involving cost of around ₹ 32,700 crore have been already awarded through this Model. Many more are in matured stages of bidding.

Issues resolved for languishing projects:

- 73 NH projects with aggregate length of around 8,310 km had been languishing after award around two and half years back. These projects involved estimated capital investment of around ₹ 1,00,000 crore. The investment remained blocked. MoRTH intervened into the issue through case to case interaction with concessionaires and lenders. As a result, most of the languishing projects have been effectively put back on track. Out of the 73 languishing projects, issues remain to be resolved for only 10 projects.

Implementation of Project Monitoring Information System (PMIS):

- The PMIS is a real value addition for the sector. Now, using an Information Technology (IT) enabled system, 2000+ NH projects are being effectively monitored on a regular basis. More than 50% of focus projects have shown progress through PMIS based reviews.

यह चिन्ह वाहन की गति सीमा निर्धारित करता है, जो सड़क पर लगे यातायात चिन्ह में दर्शायी जाती है। दंडात्मक कार्यवाही और सड़क पर दुर्घटनाओं से बचने के लिए निर्धारित गति सीमा का हमेशा पालन करना चाहिए।

This sign designates the speed of traffic on road. The limit specified must be invariably followed to avoid penal action and crashes on the road.



Launch of 'Lakshya':

- An online digital platform Lakshya has been launched for performance management of employees. This will play a significant role in streamlined evaluation of employees' performance.

2.2.3 Toll Division

2.2.3.1 Welfare measure taken for disabled persons:

Government has exempted mechanical vehicles specially designed and constructed for use of a person suffering from disabilities from paying user fee at fee plazas on National Highways.

2.2.3.2 Relief to the road users to avoid inconvenience caused due to demonetization:

In order to avoid inconvenience to the users of National Highways due to demonetization of currency notes of higher denomination, Govt had suspended user fee collection at fee plazas from 09.11.2016 to 02.12.2016 (midnight) for seamless movement of vehicles at toll plazas under the control of MoRT&H/NHAI.

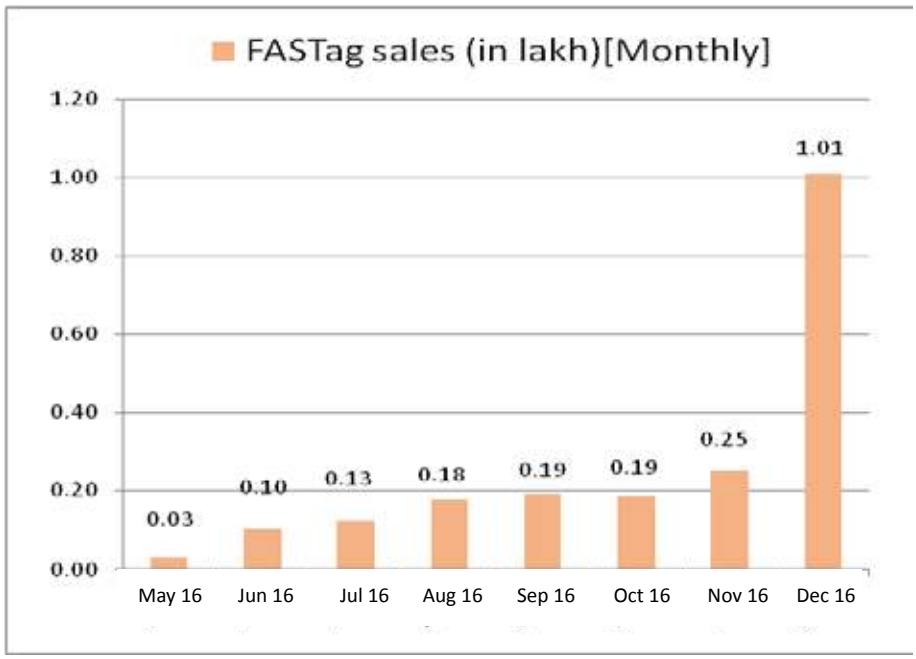
Steps taken for smooth flow of traffic at Toll Plazas:

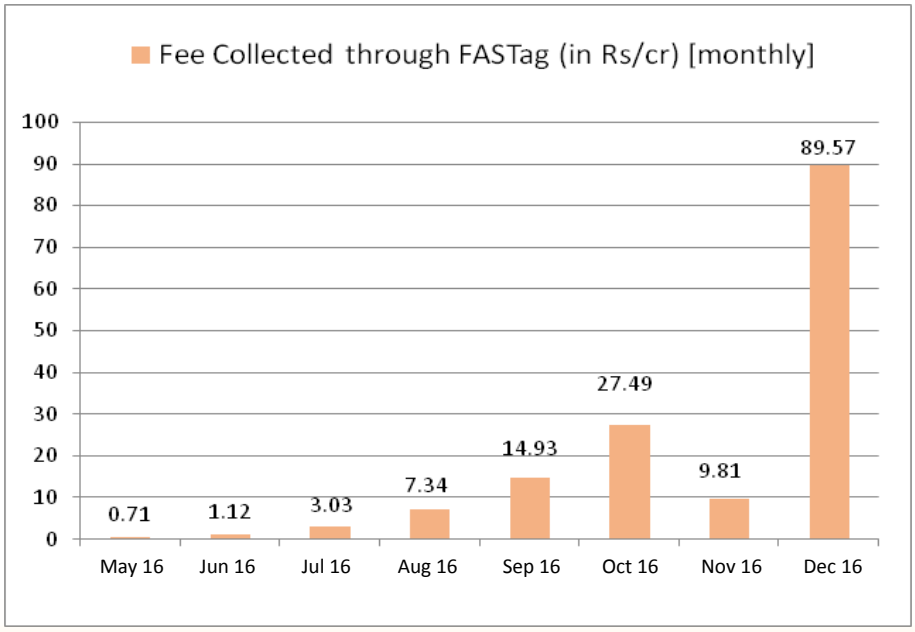
- In order to remove bottlenecks and ensure seamless movement of traffic and collection of user fee as per the notified rates, it has been decided to introduce Electronic Toll Collection (ETC) system using passive Radio Frequency Identification (RFID) technology.
- 2nd phase of E-Tolling is being implemented from 2nd Dec'16 (Mid-night). Indian Highways Management Corporation Limited (IHMCL) has been incorporated for implementation of Electronic Toll Collection. NPCI (National Payment Corporation of India) was chosen to function as Central Clearing House (CCH). IHMCL has initially engaged four banks – ICICI, SBI, AXIS and IDFC for issuing FASTags to road users. Several electronic means have been employed to collect user fees such as use of POS machines for collecting user fees through Credit/Debit card, various pre-paid payment instruments and FASTag are being encouraged among road users.
- As of Dec 2016, as many as 2.1 lakh FASTag units are being used by road users for payment of user fees. Total collection of user fee through FASTag has increased significantly from ₹0.7 cr. in May'16 to ₹89.50 cr. in Dec'16 and the total user fee collected through FASTag is ₹154 cr. As of Dec'16, the total collection of user fees through electronic means has increased to 12% of daily average user fee collection.

2.2.3.3 Rounding off of user fee to nearest ₹ 5

To reduce the problems due to shortage of change currency and for smooth movement of traffic at the fee plaza, rounding off of user fees to nearest ₹ 5 has been done for another 33 fee plazas.

The details of "FASTag" sales and Fee collected through it are given below:-





यह चिन्ह चालक को निर्देश देता है कि वह किसी भी परिस्थिति में बाएं न मुड़े।
This sign indicates that left turn is prohibited.



2.2.4 LAND ACQUISITION DIVISION

- In view of the RFCTLARR (Amendment) Ordinances and the RFCTLARR (Removal of Difficulties) Order, 2015, it has been decided that for acquisition of land under NH Act, 1956, the provisions of the RFCTLARR Act, 2013 relation to determination of compensation w.e.f. 01.01.2015 as per the First Schedule, shall be applicable.
- For the purpose of monitoring and expeditious settlement of LA issues for various projects, guidelines have been circulated to constitute LA Cells in the Ministry, its ROs, NHAI, NHIDCL and their PIUs. As a first step, LA Cell has been constituted in the Ministry by engagement of a retired revenue Officer as Consultant.
- Instructions have been issued for appointment of additional CALA/Arbitrator to ease the load, and also for providing basic facilities to CALA/TILR/Arbitrator, for smooth discharge of their duties.
- Besides acquisition under NH Act, 1956, a policy decision has been taken to ensure availability of requisite land for NHs through procurement in accordance with the policy of the concerned State Government. So far the States of Himachal Pradesh, Goa, Odisha, Bihar, Rajasthan, Chhattisgarh, Kerala, Telangana, West Bengal, Punjab, Maharashtra, Uttar Pradesh and Karnataka have been requested to make land available by utilizing their policies wherever applicable.
- Further, Acquisition of plots, missed out from bulk acquisition due to land consolidation process and poor maintenance of revenue records, minor technical alteration and social or environment considerations, has been authorized through CONSENT as an exception up to 10% of the total land.

2.2.5 IT DIVISION:

INAM Pro : "INAM-Pro (Platform for Infrastructure and Materials Providers) is a web based application for **Infrastructure and Materials Providers** and would act as a common platform for Infrastructure material providers viz. Cement Companies, Steel Companies Infrastructure providers, Ministry of Road Transport and Highways and other stakeholders. To start with, it would facilitate contractors/cement buyers engaged in executing the Central/State funded Roads and Highways/Bridge construction projects to place cement/Steel orders online with the registered companies offering at competitive rates in the vicinity of project execution locations. Cement /steel companies are facilitated to update their offered stock on the portal with the prices agreed upon with MoRTH. They would in turn get instant intimation about the orders placed and would be able to approve the delivery schedules as requested by the buyers without hassles and delays. This would also help cement/steel companies plan their annual production in advance and schedule deliveries with better precision. Cement

companies would also have the facility to increase the cement stock offerings based on market demand and reduce prices to attract more buyers. In addition, using INAM Pro, companies would be able to track orders, add more products (grade/type), add cement offerings, view listed buyers, and submit their complaints/suggestions to Ministry. Similarly, buyers would be able to view and track the orders placed with different companies and also submit their suggestions/complaints. With the help of INAM Pro, Ministry of Road Transport and Highways would be able to track and monitor the activities of buyers and suppliers, and remove impediments of either of the parties (Cement Suppliers/Buyers) and help accelerate the execution of infrastructure projects in the most cost effective manner. INAM Pro would also enhance transparency and allow the buyers and material providers to have fair understanding of stocks, prices and orders placed.

Salient features:

- MORTH is informed in real time about the price fluctuation on supply and demand side. This will stop blame game as well as false claims of retail inflation.
- Project companies can get in contact will reliable suppliers early in Project cycle.
- Suppliers get a comprehensive idea of the future demands. This helps them in planning the future production. The presence of government as a stake holder gives assurance that foul play is prevented.
- Brings transparency in the infrastructure projects – source of procurement, price etc.

INFRACON:

- Ministry of Road Transport & Highways, focuses on the development and upgradation of Highways & other Infrastructure Projects. For this purpose, it procures and uses the services of Consultancy firms and other domain experts in various fields related to Highways and Engineering called Key Personnel. The Key Personnel are deployed both for project preparation and supervision.
- In order to make the evaluation process during procurement more objective, user friendly and transparent, "INFRACON" has been developed by NHIDCL as a comprehensive National Portal for Infrastructure Consultancy firms & Key Personnel. The Portal has the facility to host Firms & Personnel CVs and Credentials online and has linkage to Aadhaar & Digi-locker for data validation & purity.
- The Portal also enables the agencies within MORTH facility to receive technical proposals through INFRACON. In order to do so, firms & key personnel are required to register on the portal online. This would lead to significant reduction in paper work during bid submission and also bring in Transparency & Accountability in the process. The

यह चिन्ह दर्शाता है कि यातायात सीधी दिशा में चलना चाहिए और किसी भी तरफ मुड़ने पर दंडात्मक कार्रवाई की जा सकती है या सुरक्षा का खतरा हो सकता है।

This sign indicates the traffic should move in straight direction and turning to either side would lead to penal action and safety hazard.



information being captured on the portal and the input forms are so designed that it would aid in automating the evaluation process and would lead to quick and effective decision-making.

- INFRACON in future has the potential to become a Common Platform for both the Service Providers and Clients. It would also open a window for professionals engaged in the Infrastructure domain to showcase their experiences and contribute to Nation Building.

eProcurement:

Ministry has started tendering work through CPP Portal . It has been successfully implemented in the HQ. Subsequently it will be implemented in all RO office.

2.2.6 IAHE

During the current year 2016-17 training programmes have been orgainised to impart training to 1250 Engineers till December, 2016

B. ROAD TRANSPORT SECTOR

2.3.1 The Ministry has been running a project for creation of National Register and State Register of Driving Licenses and Registration Certificate of Motor Vehicle at an estimated cost of ₹ 148 crore. National Informatics Center (NIC) was entrusted with the design, development, computerization roll-out and maintenance of the project across all the states and UTs. Two applications - VAHAN & SARATHI were conceptualized to capture the functionalities as mandated by Central Motor Vehicle Act, 1988 as well as State Motor Vehicle Rules with customization in the core product to suit the requirements of 36 States and UTs.

2.3.2 **Transport Mission Mode Project** – Through its flagship applications Vahan (for Vehicle Registration) and Sarathi (for Driving License) – nearly 100% automation of 1100+ RTOs all across the country has been achieved. Almost all states and UTs of the country are using versions of the applications developed by NIC. Almost 20 crore Vehicle records and 10 crore License records are available in its central repository (National Registry). The consolidated data in State and National Registry act as the base for a large number of online citizen-centric applications and information services.

As per policy of MoRTH, online access privileges have been provided to various Government and Non-Government agencies on the Consolidated Transport Databases (NR and SR). The Police and Security Agencies (Unlimited, free access), Banks, Insurance Companies (Paid access), Other agencies (paid, limited data access), State Governments applications (data access through web-service) and Citizen (limited information – through portal, SMS) have been using the information.

Apart from the core RTO-centric applications, a large number of online Citizen and Trade centric services have been facilitated through the Vahan and Sarathi platforms. Online Dealer Point Registration, Fancy Number Auction Scheme, Online Road Tax Payment, Online application for Driving/Learner License with advanced appointment module, online modification requests in existing RC/DL are some of the applications which have been rolled out in various states. Features like multi-option payment gateway system, biometric authentication, Open API etc are implemented in these applications. A mobile app cum web application has been developed for comprehensive enforcement solution to be used by Transport Department and Traffic Police across states.

Now a new centralized, web-enabled application covering all aspects of RTO operations and Citizen/Trade centric services has been developed to replace the distributed Vahan and Sarathi versions. This new version of Vahan and Sarathi with all latest features and functionalities has been deployed on NIC Cloud Infrastructure and has been opened to all states/UTs for adoption. Data migration from earlier version to the new platform is also going on in full swing. Already the new Vahan Version 4 has been rolled out in 67 RTOs in 12 states. Sarathi Version 4 has been implemented in almost 212 RTOs across 16 states. Process is on to migrate all RTOs across the country by end of this year.

2.3.2 **Status of Vahan 4.0 :–** 14 RTOs of Delhi, 14 RTO of Uttarakhand, 19 in J&K, 2 in Jharkhand & West Bengal, 3 in Rajasthan & Uttar Pradesh, 4 in Maharashtra & Assam and 1 RTO in each, Meghalaya, Tripura, Sikkim have been migrated to centralize Vahan 4.0 application.

2.3.3 **Status of Sarathi 4.0** :– 71 RTOs in Himachal Pradesh, 26 in Rajasthan, 43 in Haryana, 24 in Jharkhand, 5 in Gujarat,10 in Karnataka, 13 in Tamil Nadu, 6 in Odisha, 2 in Puducherry, Maharashtra & Assam, 5 in J&K and 1 RTO each in Chandigarh, Uttarakhand, Meghalaya and Uttar Pradesh.

2.3.4 **eChallan:** This comprehensive enforcement solution has been developed on android platform and is complemented by a web application. The prime users are the Transport Enforcement Officers and the Traffic Police personnel. Through this app, on-the-spot challan can be issued for any type of traffic violations and same can be followed up through the different stages of processing. This is a very user-friendly app with a number of advanced features and allows state-level customization, geo-tagging, integration with Google maps, on-spot photographs, online-offline options, integration with ePayment, back-end Vahan-Sarathi databases and so on. This system has already been implemented in 24 RTOs across UP. A number of other states (both Transport and Traffic Police Departments) have also carried out extensive testing, customizations and are in the process of implementation. It is expected that by the end of the current financial year, at least 6-7 states will be on-boarded for this app.

2.3.5 **mParivahan:** This app is primarily meant for common citizen and transport operators who can access various transport related services like payment of Road Tax, applying for various

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.

services, take appointment with RTO, upload document etc. It will provide a very unique feature of virtual Driving License and virtual Vehicle Registration Certificate through back-end connectivity to Transport National Register, encrypted QR code and Aadhaar-based authentication – which will allow an option to replace existing physical documents/ cards with the secured, enforceable, digital identities. The app will also have other informative features, accident reporting module, violation reporting module and so on. Beta version of this app has already been released for user testing. The production version is expected to be released by end of January, 2017.

2.3.6 **Vehicle Fleet Modernization Programme'** The concept note on 'Vehicle Fleet Modernization Programme' to enable the replacement of old, heavy and medium commercial vehicles as they contribute the maximum of vehicular pollution was placed on Ministry's official website for information and comments from concerned Ministries and Departments and other stakeholders. The policy proposes that old vehicles would get following financial benefits:- The scrap value of the vehicle and incentives from Original Equipment Manufacturers (OEMs) and incentives from government. It has been decided to refer the issue for consideration by Committee of Secretaries.

2.3.7 **Anti Lock Braking System:** This Ministry vide **G.S.R 52 (E) dated 23.01.2015**, has mandated that the following categories of vehicles shall be fitted With Anti-lock Braking System conforming to IS: 11852:2003 (Part 9)--

- N3 categories of vehicles other than tractor-trailer combination manufactured on and after the 1st day of October, 2006 meant for carrying hazardous goods and liquid petroleum gas›
- N3 categories of vehicles manufactured on and after the 1st day of October, 2007, that are double decked transport vehicles;
- N3 categories of vehicles manufactured on and after the 1st day of October, 2007, that are used as tractor-trailer combinations;
- M3 categories of buses that ply on All India Tourist Permit, manufactured on and after the 1st day of October, 2007.

Moreover, it has also been mandated that all two wheelers shall be fitted with Anti-lock braking System vide G.S.R. It has also been mandated that all two wheelers shall be fitted with Anti-lock braking System vide G.S.R 310 (E) dated 16.03.2016. Regarding mandatory fitment of ABS in M1 and M2 category of vehicles, this Ministry has already issued a draft notification G.S.R 830(E) dated 29.08.2016 seeking comments from stakeholders.

2.3.8 The Ministry has issued a **notification mandating implementation of Bharat Standards-VI (BS-VI)** emission norms from 1stApril 2020 for four wheelers, three wheelers and two wheelers. This is a significant step to combat vehicular pollution in the country.

2.3.9 **India ready for flex - fuel automobiles -** India has put in place all required regulations for the use of Flex-fuel like ethanol mixed with petrol.

2.3.10 **Vehicle manufacturers will have to give details about the emission and noise levels of each vehicle they produce –** From 1st of April 2017, manufacturers of all kinds of motor vehicles as also E-rickshaws and E-carts will have to give detailed declaration about the emission levels of the vehicle they have manufactured

2.3.11 **Ethanol – Fuelled Bus-** Notification was issued for mass emission standards for flexi-fuel ethanol E85 and ED95 . This Notification will enable vehicle manufacturers to manufacture vehicles running on bio-ethanol E85 and ED95. A bio-ethanol fuel bus is already under trial in Nagpur.

2.3.12 **Bio- CNG and Bio- Diesel** – Notification has been issued for norms for the use of Bio-CNG for testing and exhaust emission for vehicles running on Bio-CNG. With this notification, the vehicle manufacturers can manufacture, sell and get vehicles fuelled by Bio-CNG in the country. Draft Notification was also formulated for Mass Emission Standards for Bio-diesel (B 100) fuelled vehicles.

2.4 **National Permit system for goods carriages:** The Ministry of Road Transport & Highways has introduced a new National Permit system for goods carriages with effect from 8th May, 2010. As per the new arrangement national permits can be issued by the home State on payment of ₹ 16,500 per annum per goods vehicle towards consolidated fee authorizing the permit holder to operate throughout the country. Permit holder is also required to pay ₹ 1000 as Home Authorization fee for the first time. National Permit system is being implemented electronically through a web portal namely *https://vahan.nic.in/npermit/* developed by National Informatics Centre (NIC) w.e.f. 15.9.2010. The new national permit system is working successfully in all participating States and has been welcomed by all the stakeholders.

2.5 **Strengthening Public Transport System:** The Ministry has introduced a scheme w.e.f. 15.3.2010 to provide financial assistance to States for strengthening public transport system in the country. The scheme envisages assistance for introduction of Information Technology such as Global Positioning System (GPS)/ Global System for Mobile Communications (GSM) based vehicle tracking system, electronic ticket vending machines etc. Under the scheme, twenty three projects of seventeen states namely Karnataka, Haryana, Tamil Nadu, Himachal Pradesh, Gujarat, Punjab, Kerala, Rajasthan, Odisha, Uttarakhand, Andhra Pradesh, Arunachal Pradesh, Assam, Nagaland, Sikkim, Goa and J&K for bringing latest IT related features in their road transport services covering rural / mofussil areas were sanctioned for central assistance during the year 2010-11 to 2016-17. During 2017-18, one or two more projects from SRTUs may be sanctioned as they are under process at different stages.

2.6 **Development of Bus Terminals and Multi Modal Transit Terminal on BOT Basis:** Ministry of Road Transport & Highways had finalized a scheme to prepare a panel of project development consultants for development of large bus terminals in States / Union Territories on BOT basis

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।

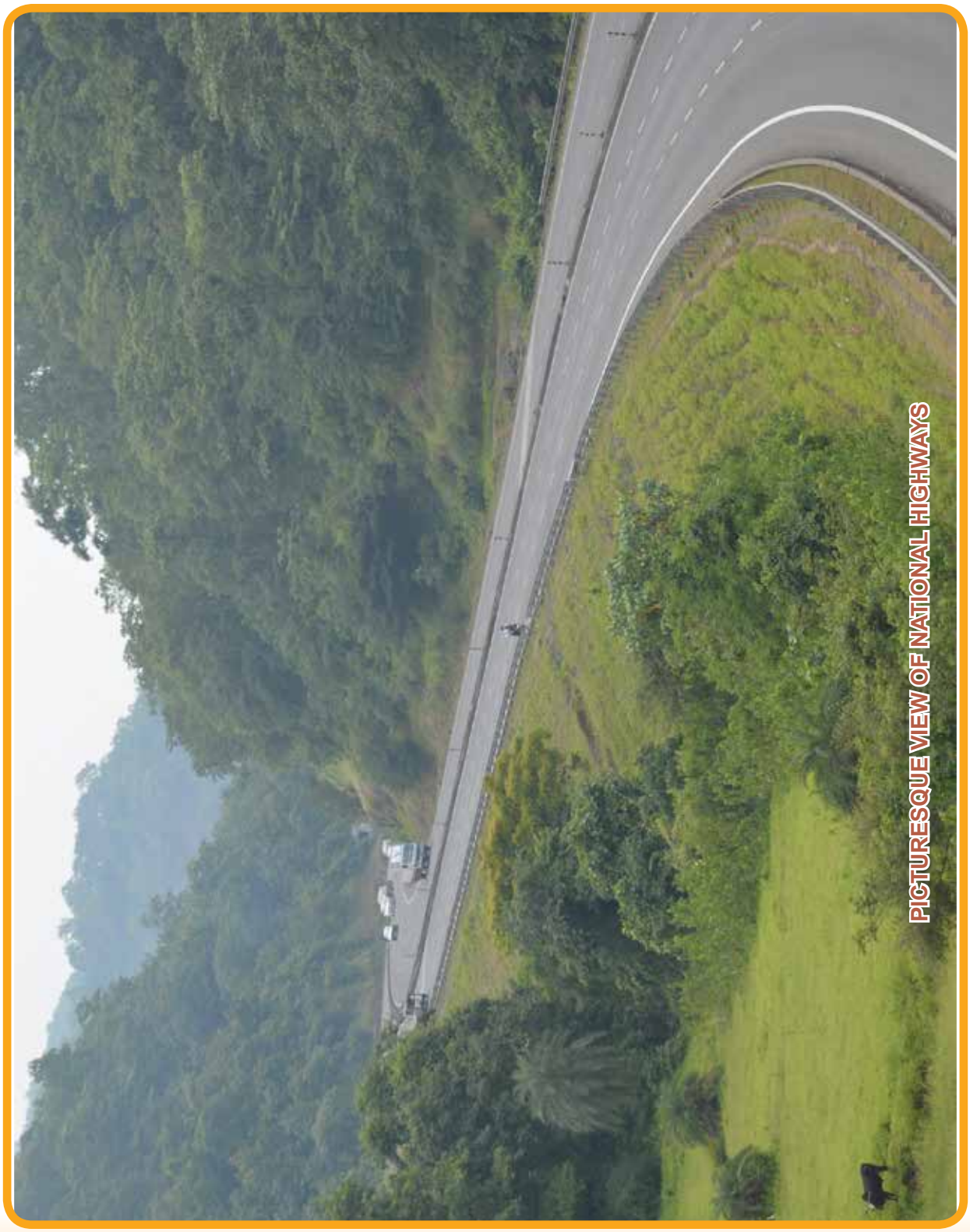
This sign on road indicates that length of the vehicle, which can be manoeuvred through that passage. It could be a sharp turn, a hairpin bend etc. This is meant for long and oversized vehicles which cannot negotiate a safe turn.

during 12th Five Year Plan. Financial assistance will be provided for consultancy services for development of large bus terminals in States / UTs under Public Private Partnership (PPP) model on Build Operate Transfer (BOT) basis. The Project development Consultant Cost would be shared by MoRTH & State/UT and successful bidder in ratio of 75% & 25%. The share of MoRTH in 75% of project development cost is 80% and State Govts./ UTs are 20%, for North east/ Hilly states is 90% & 10 % respectively. Project Reference Documents would be prepared by Consultant appointed by MoRTH in carrying out the scope of work of the scheme. DIMTS Ltd has been appointed as consultant to prepare the Standard Project Reference Documents. An agreement with DIMTS has been signed in August, 2016.

2.7 **Scheme for Security of Women in Public Road Transport :** Ministry of Road Transport and Highways has issued notification vide GSR No. 1095(E) dated 28.11.2016 whereby Central Govt has mandated the provision of vehicle location device and one or more panic button in public transport vehicles w.e.f. April 1st, 2018.

2.8 **Training Programmes for Transport/Traffic Department officials:** This Ministry is also sponsoring various training programmes for Transport/Traffic Department officials of States/UT Governments and Municipal Corporations for development of Human Resources in the Transport Sector. During financial year 2016-17, MoRTH sanctioned 59 training programmes for State Transport / Traffic Department personnel to be conducted through seven leading institutes of the country namely, Central Institute of Road Transport (CIRT), Pune, Automated Research Association of India (ARAI), Pune, Engineering Staff College of India (ESCI), Hyderabad, Institute of Road Traffic Education (IRTE), Faridabad, Indian Institute of Technology (IIT), Delhi, Petroleum Conservation Research Association (PCRA), Delhi and Indian Institute of Petroleum (IIP), Dehradun. The training programmes are designed in such a manner so as to give the participants exposure in all spheres of governance in road transport sector and to enable them to face the emerging challenges.

2.9 **Taxi Policy Guidelines:** The Committee constituted by the Ministry of Road Transport and Highways to review issues relating to taxi permits and propose taxi policy guidelines to promote urban mobility submitted its report. The committee has recommended that city taxies should be allowed to run on App Based platforms. The policy recommendations also ensure that bigger aggregators do not undercut the traditional cabs. The committee comprised representatives from Ministry of Road Transport & Highways, Transport Commissioners from four States and representatives from Central Pollution Control Board, Delhi Police, Ministry of Women and Child Development, NITI Aayog and Ministry of Electronics and Information Technology. The major focus of the policy is to ensure safe, secure and affordable ride to the common public so as to help in reducing congestion as well as pollution in the cities. The policy also recommends that the app used by aggregators is validated for its integrity by an agency authorized by Ministry of Electronics and Information Technology. It is expected that the policy would help in a healthy growth of the taxi industry. The policy is recommendatory in nature and would help to provide a particular framework to help the States in framing detailed regulations.



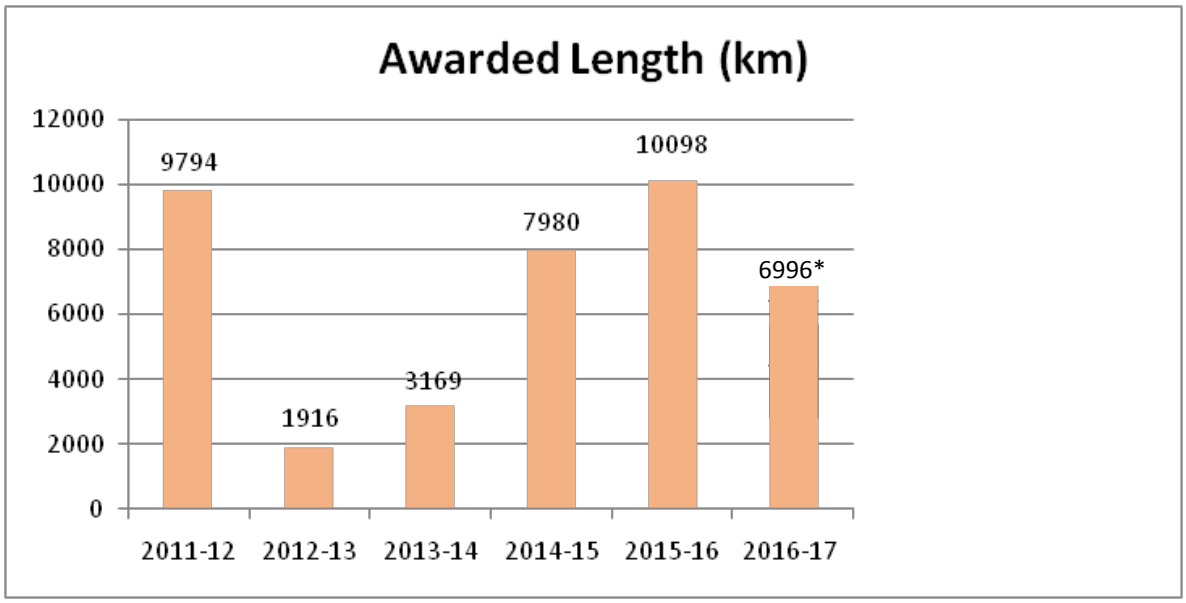
आम तौर पर किसी पुल से पहले यह चिन्ह लगाया जाता है। यह पुल की वहन क्षमता को दर्शाता है। इस चिन्ह की भार सीमा 4 टन है। यह दर्शाता है कि सिर्फ 4 टन या उससे कम एक्सल भार वाले वाहन इस पुल से गुजर सकते हैं।

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.

CHAPTER III

ROAD DEVELOPMENT

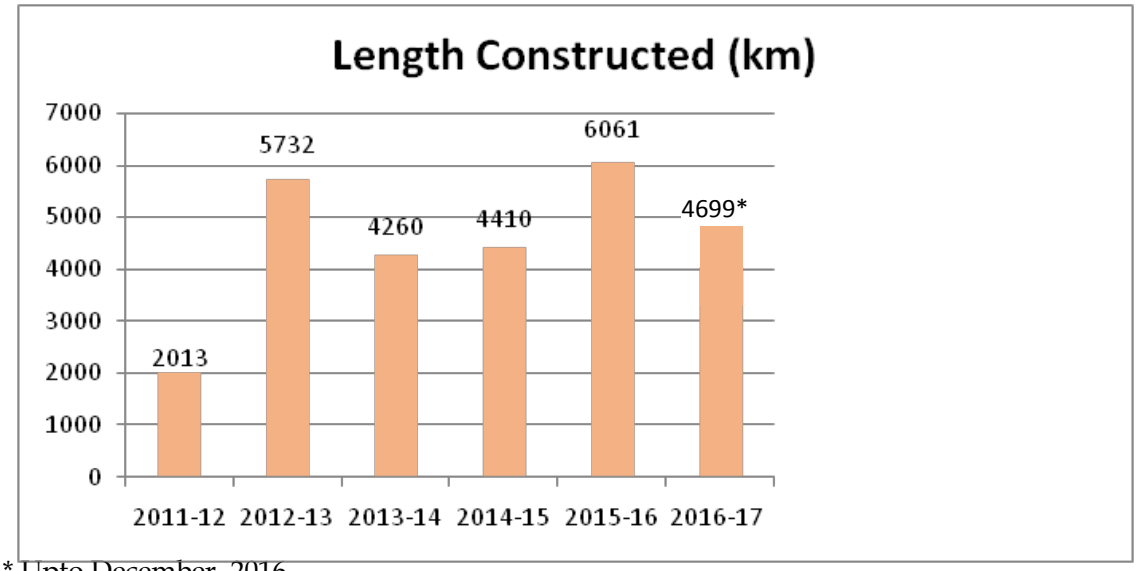
3.1 The Ministry has been entrusted with the responsibility of development of Road Transport and Highways in general and construction & maintenance of National Highways (NHs) in particular. All roads other than National Highways in the states fall within the jurisdiction of respective State Governments. In order to assist the State Governments in the development of state roads, Central Government also provides financial assistance out of the Central Road Fund (CRF) and Inter State Connectivity and Economic Importance (ISC & EI) scheme. Besides National Highways Development Project (NHDP) & National Highway Interconnectivity Improvement Programme (NHIIP), Ministry is implementing SARDP-NE & LWE schemes which includes National Highways and State roads. 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.



* Upto December, 2016

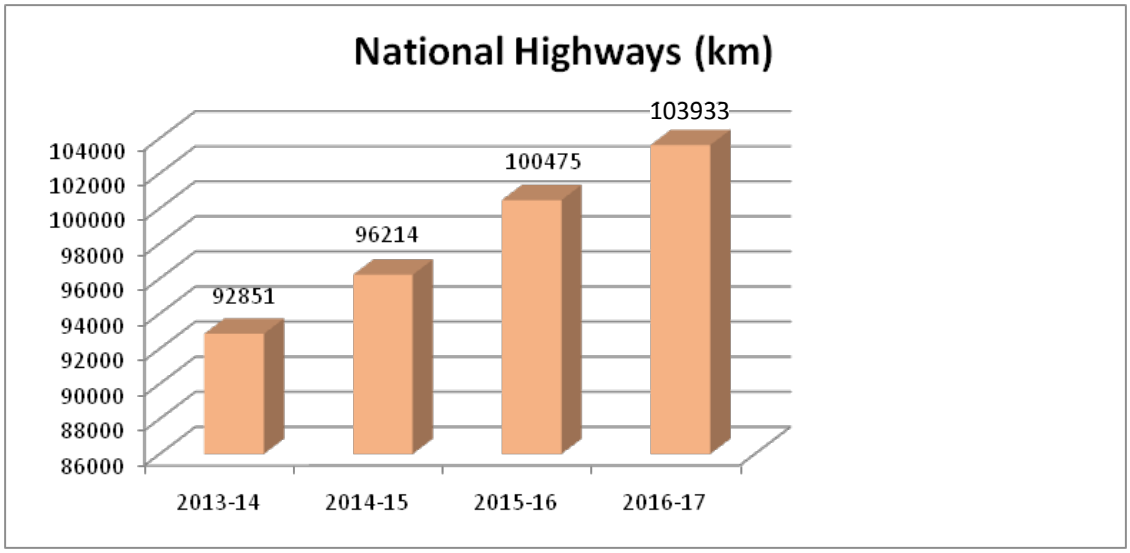
यह चिन्ह वाहन की गति सीमा निर्धारित करता है, जो सड़क पर लगे यातायात चिन्ह में दर्शायी जाती है। दंडात्मक कार्यवाही और सड़क पर दुर्घटनाओं से बचने के लिए निर्धारित गति सीमा का हमेशा पालन करना चाहिए।

This sign designates the speed of traffic on road. The limit specified must be invariably followed to avoid penal action and crashes on the road.



* Upto December, 2016

3.2 The length of National Highways for which the GOI is constitutionally responsible is 1,03,613 km. A list of State/TUs wise National Highways is at **Appendix- 3**



3.3 The National Highways system has various deficiencies such as capacity constraints, inadequate pavement crust, poor geometrics and lack of safety features. Improvement of National Highways is undertaken by way of widening and strengthening of existing highways, reconstruction / widening of bridges and construction of bypasses after prioritizing the works within available resources. While the Government is providing increasing budgetary allocation for highway sector, it has not been possible to allocate

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 ह, 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 oads which do not have divider in between and two way traffic flows on the same road.

sufficient funds for maintenance of National Highways. The road development programme needs concerted efforts in the form of mobilization of funds from other sources along with increasing budgetary allocation as private sector involvement is depleting in recent years.

3.4 Development and Maintenance of National Highways:

The Government is implementing National Highways Development Project (NHDP), the largest Highways Project ever undertaken in the country since 2000. The NHDP is mainly being implemented by National Highways Authority of India (NHAI).

3.5 National Highways Development project (NHDP):

The Government of India has entrusted NHAI with responsibility of implementing its greatly expanded flagship programme, i.e. National Highways Development Project (NHDP) spread over seven phases with an estimated expenditure of about ₹ 6,00,000 crore.

3.6 Financing of NHDP Projects

During 2016-17, NHAI projects an expenditure of ₹ 97,803 crore (RE ₹ 99,972 crore) out of which ₹ 71,911 crore (RE ₹ 80,511 crore) {(including ₹ 12,415 crore (RE ₹ 11,500 crore) for Annuity payment, Repayment of market/GOI/ADB(Direct) borrowings & interest, Maintenance of Highways)} would be spent out of NHAI Budget and a sum of ₹ 25,892 crore (RE ₹ 19,461 crore) is likely to be spent by the Private Sector. Upto December, 2016 NHAI and Private Sector combined have incurred an expenditure of ₹ 45,077.67 crore (About 46% of the BE 2016-17 including ₹ 4,660.69 crore for Annuity payment, Repayment of market/GOI/ADB (Direct) borrowings & interest, Maintenance of Highways) out of which ₹ 34,260.05 crore has been incurred out of Government funds and a sum of ₹ 10,817.62 crore has been spent by the Private Sector.

3.7 For the financial year 2016-17, NHAI has made budgetary provisions for a cess of ₹ 24,107.35 crore (RE ₹ 21,753 crore) and ₹ 7,475 crore (RE ₹ 7,500 crore) as plough back of funds deposited by NHAI in Consolidated Fund of India (CFI) against toll Collection, Revenue Share, Negative Grant & Premium. An additional budgetary support of ₹ 1,140 crore (RE ₹ 1,381 crore) for SARDP-NE & J&K projects, ₹ 1,326 crore (RE ₹ 1,326 crore) for Eastern Peripheral Expressway and ₹ 1,128 crore (RE ₹ 1,443 crore) for Grant for Maintenance and Repair for National Highways.

3.8 As per 2016-17 BE, NHAI was to raise a sum of ₹ 59,279 crore through 54EC Bonds & Tax Free Bonds. Upto December 2016, a sum of ₹ 3,892.76 crore has been raised by NHAI through 54EC Bonds and ₹ 15,020 crore as Taxable Bonds.

3.9 National Highways Development Projects (NHDP) Phase –I&II:

NHDP Phase I and II comprise of the development of National Highways to 4/6 lane standards of the following routes:

(a) Golden Quadrilateral (GQ) connecting 4 major metropolitan cities viz. Delhi-Mumbai-Chennai-Kolkata.

(b) North South & East West Corridors (NS-EW) connecting Srinagar to Kanyakumari and Silchar to Porbandar with a spur from Salem to Cochin.

(c) Road connectivity of major ports of the country to National Highways.

3.10 Other National Highways stretches:

- NHDP Phase I which was approved by CCEA in December 2000 at an estimated cost of ₹ 30,300 crore (1999 prices) comprises 5,846 km of Golden Quadrilateral, 981 km of NS-EW Corridor, 356 km of Port Connectivity and 315 km of other National Highways, a total of 7,522 km.
- NHDP Phase II which was approved in December 2003 at an estimated cost of ₹ 34,339 crore (2002 prices) comprises mostly NS-EW Corridor(6,161 km) and other National Highways of 486 km length, the total length being 6,647 km. During the year 65 km was completed upto December 2016.

3.11 NHDP Phase-III:

The Government has approved 4-laning of 4000 km of National Highways on BOT basis under NHDP Phase IIIA at an estimated cost of ₹ 22,000 crore in March 2005. Subsequently Government approved additional stretches on 27.10.2006 and 12.04.2007 for implementation for upgrading total length coming to 12,109 km for which a length 12,230 km have been identified. 4-laning of 12,109 km on BOT basis under NHDP Phase III is to be done at an estimated cost of ₹ 80,626 crore. Under this programme the stretches have been identified as per the following criteria:

- High density traffic corridors not included in Phase I & II.
- Providing connectivity of State capitals with NHDP (Phase I & II).
- Connectivity of centers of tourism and places of economic importance.

Against 12,109 km, a length of 7,269 km has already been two/four laned up to December 2016 and a length of 2,861 km is under implementation. During the year 386 km has been completed up till December 2016.

3.12 NHDP Phase-IV:

This Phase envisages upgradation of about 20,000 km of National Highways to 2-lane paved shoulder under NHDP at an estimated cost of ₹ 78,500 crore. This phase has been approved in the month of July-2008. Out of this about 13,203 km is entrusted to NHAI. A length of 3,195 km has already been four/two laned up to 31.12.2016 and length of 6,169 km is under implementation. During the year 1,041 km has been completed up till December 2016.

इस चिन्ह को देखने के बाद ड्राइवर को अपना वाहन बाएं मोड़ना होगा। मार्ग परिवर्तन (डायवर्जन) के कारण यह चिन्ह लगाया जाता है।
One has to turn towards left after seeing this sign. This may have been installed due to diversion.

3.13 NHDP Phase – V:

Six lanning of 6,500 km of existing 4 lane National Highways under NHDP Phase V (on DBFO basis) has been approved in October 2006 at an estimated cost of ₹ 41,210 cr. (at 2006 prices). Six laning of 6,500 km includes 5,700 km of GQ and 800 km of other stretches. Against 6,500 km, a length of 2,502 km has already been six laned up to 31.12.2016 and a length of 1,060 km is under implementation. During the year, 127 km has been completed up till December 2016.

3.14 NHDP Phase VI:

NHDP Phase VI envisages development of 1,000 km of fully access controlled expressways under Public Private Partnership (PPP) model following Design – Build – Finance – Operate (DBFO) approach. The Phase VI of NHDP has been approved at an estimated cost of ₹ 16,680 crore in November 2006 at 2006 prices. The total funds required for this phase is ₹ 16,680 crore, out of which ₹ 9,000 crore will come from private sector and the balance ₹ 7,680 crore will be Government funding for bridging the viability gap as well as meeting the cost of land acquisition, utility shifting, consultancy, etc.

A total of 8 projects are under implementation covering a length of 405 km.

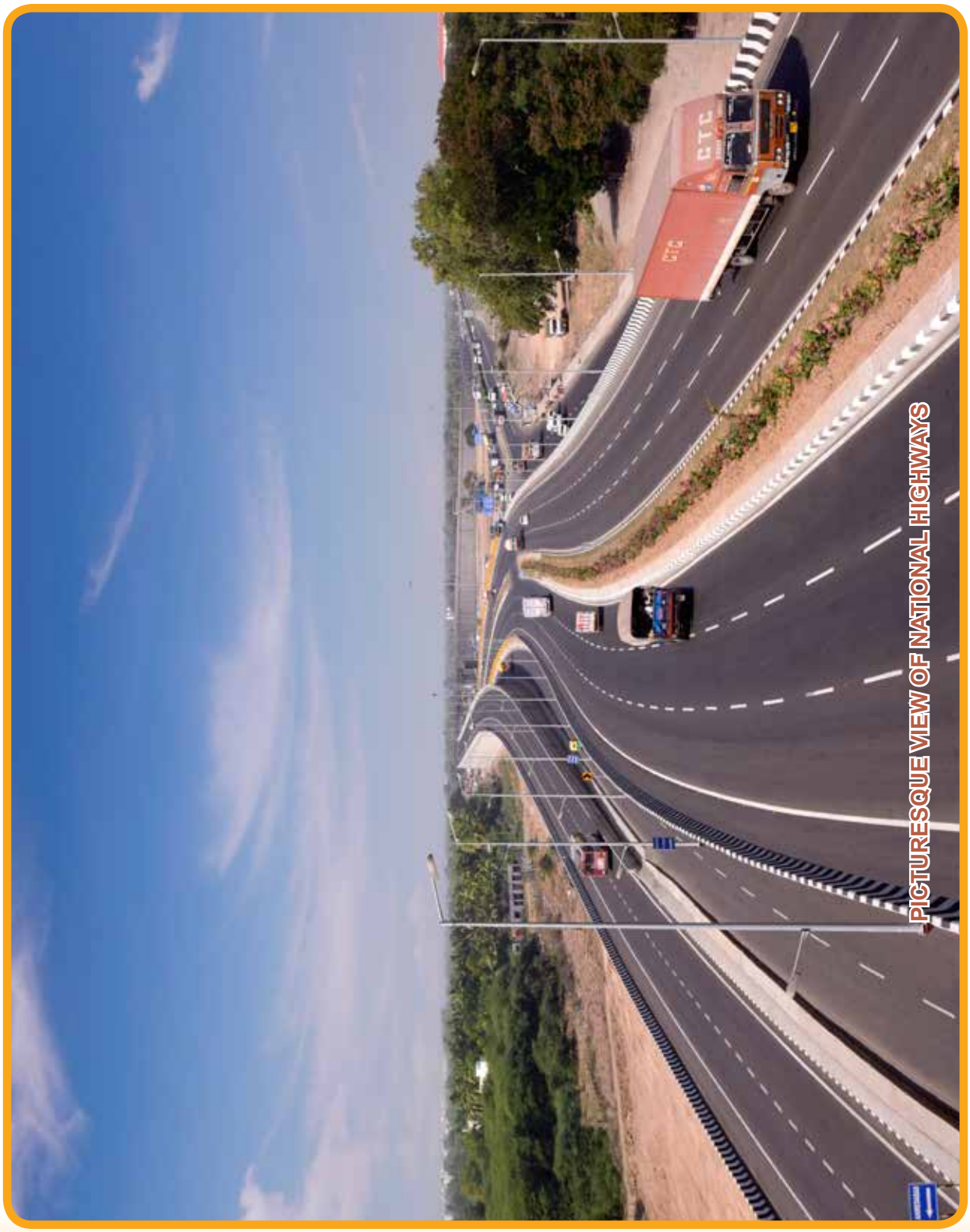
3.15 NHDP Phase VII:

Government has approved construction of stand alone Ring Roads, Bypasses, Grade Separators, Flyovers, elevated roads, tunnels, road over bridges, underpasses, service roads, etc. on BOT (Toll) mode under NHDP Phase VII in December 2007 at an estimated cost of ₹ 16,680 crore (at 2007 prices). Following projects have been awarded under NHDP Phase VII:

- Proposal for 4-lane elevated road from Chennai Port to Maduravoyal in Tamil Nadu costing ₹ 1,485 crore approved by PPPAC on 04.08.2008. Project was awarded on 06.01.2009. The project was terminated.
- Proposal of upgradation of NH-7 from Hebbal Flyover to New Airport (22 km) in Bangalore costing ₹ 680 crore. Project is under implementation.
- Proposal for 4-lane stretch of Nagpur Ring Road / Bypass for Nagpur city (Packages I & II) covering a length of 61.53 km. The project cost is ₹ 1,138 crore.
- Proposal for construction of 4-lane Laddowal Bypass on NH-95 covering a length of 17.04 km. The project cost is ₹ 392 crore.

3.16 State PWD and Border Road Organization (BRO):

- An amount of ₹ 13,776 crore has been allocated during current year 2016-17, for the NH entrusted to State PWDs and NIL amount for NHs entrusted to BRO. In addition to ₹ 13,776 crore, an amount of ₹ 100 crore from Permanent Bridge Fee Fund (PBFF) has been allocated for NHs entrusted to State PWDs.



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.



- An amount of ₹ 2,834 crore including ₹ 100 crore for BRO has been allocated during 2016-17 for maintenance of National Highways entrusted to the state PWDs & BRO respectively.
- State-wise allocation for the development and maintenance of National Highways entrusted to State PWD during the year 2016-17 (upto November, 2016) is at **Appendix- 4**

3.17 Special Accelerated Road Development Programme for the North Eastern Region (SARDP-NE):

- Special Accelerated Road Development Programme for North Eastern Region (SARDP-NE) aims at improving road connectivity of district headquarters and remote places of NE region with state capitals. It envisages two/four laning of about 7,530 km of National Highways and two laning/improvement of about 2,611 km of state roads. This will ensure the connectivity to 88 district headquarters in the North-Eastern states, to nearest NH by at least 2 lane road. The programme has been divided under 3 phases, as follows:-

Phase A:

- It consists of improvement of 4,099 km of roads consisting of 3,014 km of National Highways and 1085 km of State Roads at an estimated cost of ₹ 21,769 crore. Out of 4,099 km, BRO, State PWDs & NHIDCL have been assigned with the development of 3,213 km of roads at an estimated cost of ₹ 12,821 crore. Out of the remaining length of 886 km, 112 km is to be implemented by National Highways Authority of India (NHAI) on BOT (annuity) basis, 20 km by the Arunachal Pradesh PWD and 752 km by NHIDCL. Out of 3,213 km as above, 2,611 km at a cost of ₹ 14,810 crore has been sanctioned till December, 2016. In addition, out of 886 km, approved in-principle, implementation approval has been accorded by the Government for projects aggregating to 505 km at a cost of ₹ 10,783 crore. The works are in various stages of progress and about 1,676 km has been completed. The likely date of completion for Phase-A is March, 2021.

Phase B:

- Improvement of 35 roads stretches of various categories such as NHs, State Roads, GS roads and Strategic roads etc. aggregating to 3,723 km has been included under Phase 'B' of SARDP-NE. Phase 'B' has been approved by the Government for preparation of DPR only.
- An amount of ₹ 5,000 crore was allocated for SARDP-NE during 2016-17. Out of this, expenditure of ₹ 2,884 crore was incurred as on 30.11.2016. Total 81 km roads of 2- lane standards were completed and together with the roads completed upto the previous year, total 2,068 km roads have been completed so far under Phase 'A' and Arunachal Pradesh Package of Roads and Highways of SARDP-NE against 6,418 km approved for implementation under SARDP-NE.

Arunachal Pradesh Package of Roads and Highways:

The Arunachal Pradesh Package of Roads and Highways covering 2,319 km (2,205 km NHs and 114 km State/GS Roads) of Road stretch was approved by the Government as part of SARDP-NE on 09/01/2009. Out of this, 776 km has been approved by the Government for execution under BOT (Annuity) basis and for the remaining 1,543 km approval for tendering under EPC basis has been given. Till December, 2016, works in a length of 1,769 km at a cost of ₹ 16,653 crore have been awarded. The estimates are under examination/DPRs are under preparation/examination for the balance 644 km. so far 429 km has been completed.

3.18 Improvement of Road connectivity in Left Wing Extremism (LWE):

- The Government on 26-02-2009 has approved the Road Requirement Plan (RRP) for development of 1,126 km NHs and 4,351 km State Roads (total 5,477 km) to 2-lane at a cost of ₹ 7,300 crore in LWE affected 34 districts in the States of Andhra Pradesh, Bihar, Chhattisgarh, Jharkhand, Madhya Pradesh, Maharashtra, Odisha and Uttar Pradesh for all inclusive growth of these areas. MoRT&H has been entrusted with the responsibility of developing roads in LWE affected areas of the country.

- The Ministry has set up LWE Division under Chief Engineer for sanctioning and implementing the above programme through respective State Public Works Departments (PWDs). As on 30th November, 2016, the detailed estimates for 5,422 km length have been sanctioned at an estimated cost of ₹ 8,585 crore, out of which, works on 5,406 km length costing ₹ 8,497 crore have been awarded. Development in 4,153 km length has been completed up to November, 2016 and cumulative expenditure incurred so far is ₹ 5,964 crore.

3.19 Development of Vijayawada Ranchi route:

- Out of 1,622 km long LWE affected Vijayawada - Ranchi route, development of 600 km (net length 594 km) of State Roads in Odisha (549 km Newly declared NH and 45 km SH), not covered in any Central or State Scheme has been approved by the Government at a cost of ₹ 1,200 crore on 4th November, 2010.

- So far, the detailed estimates for all the 9 packages in an aggregate length of 593 km have been sanctioned at an estimated cost of ₹ 1,126 crore and works were awarded. The development on 310 km has been completed at the cumulative expenditure of ₹ 682 crore up to November, 2016.

3.20 National Highways Interconnectivity Improvement Projects (NHIIP):

Rehabilitation and Upgrading to 2-lanes/2-lane with paved shoulders configuration from single/intermediate lane and strengthening of stretches of various National Highways in the states of Bihar, Karnataka, Odisha, Rajasthan and West Bengal to be taken up with loan

यह चिन्ह यातायात को सीधे चलने या बाएं मुड़ने का निर्देश देता है। दाएं मुड़ना वर्जित है। इस चिन्ह के उल्लंघन पर आपकी सुरक्षा को खतरा हो सकता है और दंडात्मक कार्रवाई की जा सकती है।

This sign directs the traffic to either move straight or take left turn. Turning towards right is prohibited. Violation of these sign may jeopardize your safety and may also lead to penal action.



assistance of World Bank under Phase-I of National Highways Interconnectivity Improvement Projects (NHIIP). 11stretches involving 15 civil works contracts comprising total length of 1,120 km is envisaged in the Programme. Cabinet approved the project on 18.04.2013 for a cost of ₹ 5,193 crore (World Bank share-US$ 500 Millions). The project cost has been revised to ₹ 6,461 crore as per CCEA approval on 24.08.2016. Project is targeted to be completed by March, 2024.

Project Components:

Component A: Road Improvement and Maintenance

- Widening and upgradation of 1,120 km length of NH sections to 2 lanes/2 lane with paved shoulders configuration
- Performance based maintenance of the assets for a period of 5 years post construction

Component B: Institutional Development Components

- Roll-out of Enterprise Resource Planning
- Development of standard operating manual(s)
- Updating of various standard reference material including 'costs-database' (for NH works) and 'Data Book' for rate analysis
- IT-based Road Information System
- Comprehensive Asset Management System (AMS)-covering all non-NHDP National Highways in three of the project states etc.

Component C: Road Safety Components

- Review and updating road safety standards and codes of practices
- Implement the Road Accident Database Management System (RADMS) in the project states
- Strengthening road safety capacity at the central level

Project Costing as approved by Cabinet- ₹ 6,461 crore (Civil Works- ₹ 4,554.26 crore, LA and R&R- ₹ 610.24 crore, Environmental Mitigation- ₹ 50.84 crore, Utility Shifting- ₹ 161.16 crore, Performance based Maintenance- ₹ 432.65 crore, Physical Contingencies- ₹ 127.52 crore, Agency Charges to PWD- ₹ 149.62 crore, Supervision & Project Management Consultancy Services- ₹ 149.62 crore, Institutional Development & Road Safety- ₹ 225 crore

Loan particulars:

- Component A: Road Improvement and Maintenance Component-US$ 468.05M
- Component B: Institutional Development Component-US$ 16.7M
- Component C: Road Safety-US$ 14M

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 ह, 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 oads which do not have divider in between and two way traffic flows on the same road.

- Front End Fee-US$ 1.25M
- Loan to be amortized in 18 years including 5 years grace period.

Implementation arrangement:

- EAP Zone to have the overall responsibility for all aspects of the project including fiduciary, procurement, contract monitoring, environment & social safeguards and institutional strengthening
- Project Coordination Unit (PCU) headed by a SE under respective state CE NH with overall responsibility of project implementation
- Project Implementation Unit (PIU) headed by EE for each sub-project road to oversee day-to-day implementation of the contracts

Financial Progress:

- Allocation 2016-17: ₹ 1,000 crore under counterpart fund and 213 crore under Externally Aided Project fund.
- Cumulative Expenditure up to October 2016: ₹ 2,018.40 crore (since inception), for FY 2016-17 up to October 2016: ₹ 645.63crores.
- Gross expenditure eligible for disbursement up to October 2016: ₹ 1,397.33 crore (since inception), for FY 2016-17 up to October 2016: ₹ 458.29crores.
- Gross disbursable portion from World Bank up to October 2016: ₹ 695.01 crore (since inception), for FY 2016-17 up to October 2016: ₹ 228.41crores.
- Reimbursement by World Bank: ₹ 608.45crore(since inception) upto August 2016.

Physical Progress:

Phases	Total length in km	Length completed in km till 30.11.2016	Length completed during 01.04.2016-30.11.2016
NHIIP Phase-I	1,120	481.12	149.92

3.21 QUALITY ASSURANCE:

Quality of Materials and workmanship

The Contractor shall ensure that the Construction, Materials and workmanship are in accordance with the requirements specified in this Agreement, Specifications and Standards and Good Industry Practice.

Quality control system

The Contractor shall establish a quality control mechanism to ensure compliance with the provisions of this Agreement (the "Quality Assurance Plan" or "QAP").

अनिवार्य साइकिल मार्ग संकेत दर्शाता है कि साइकिल चालक को अनिवार्य रूप से इस मार्ग का प्रयोग करना चाहिए। यह संकेत यह भी दर्शाता है कि इस मार्ग पर साइकिल के संचलन के अतिरिक्त किसी अन्य वाहन का संचलन प्रतिबंधित है।

Compulsory cycle track signifies that cyclists should compulsorily use this track. It also restricts the movement of any traffic accept cyclist of the track.

Tests

For determining that the Works conform to the Specifications and Standards, the Authority's Engineer shall require the Contractor to carry out or cause to be carried out tests, at such time and frequency and in such manner as specified in this Agreement, and in accordance with Good Industry Practice for quality assurance. The test checks by the Authority's Engineer shall comprise at least 20 (twenty) percent of the quantity or number of tests prescribed for each category or type of test for quality control by the Contractor.

In the event that results of any tests conducted under the EPC Contract Agreement Clause 11.10 establish any Defects or deficiencies in the Works, the Contractor shall carry out remedial measures and furnish a report to the Authority's Engineer in this behalf. The Authority's Engineer shall require the Contractor to carry out or cause to be carried out tests to determine that such remedial measures have brought the Works into compliance with the Specifications and Standards, and the procedure shall be repeated until such Works conform to the Specifications and Standards. For the avoidance of doubt, the cost of such tests and remedial measures in pursuance thereof shall be solely borne by the Contractor.

Skill Development

The Skill Development/Upgradation of workmen in the highway construction sector will be taken up by the concerned Project Head/Executive Engineer, who is looking after the concerned project through the authorised training centres of Department. Preference may be given to the institutes located near the project site. The training cost will be met out from the provision of the contingency fund at a rate of 0.05% of the total estimated cost of civil work.

The trainees are to be paid stipend (subject to a maximum limit of ₹ 15,000 per person) on the basis of minimum wages to compensate for loss of income during the training period which will be met from CRF allocation for training and research. The training of workmen will be as per the NSQF.

3.22 Central Road Fund:

- An allocation of ₹ 38,209 crore has been made to the Ministry under the CRF for 2016-17 with the following break-up:-

(₹. in crore)

Grant to State Governments and UTs for State roads	7,175
Grant to States & UTs for Roads of Inter-State Connectivity and Economic Importance	805
National Highways	30,229
Total	38,209

यह चिन्ह दर्शाता है कि जिस स्थान पर यह चिन्ह लगा हुआ है वहां प्रवेश करने के पश्चात चालक वाहन को निर्धारित गति पर ही चलाएगा। इस संबध में दंडात्मक कार्रवाई तथा सड़क दुर्घटना से बचने के लिए अनिवार्य रूप से निर्धारित गति का अनुपालन किया जाना चाहिए।

This sign indicates that vehicles using the Road, at the entrance to which the sign is placed shall travel at the specified speed. The limit specified must be invariably followed to avoid penal action and crashes on the road.

- The allocated funds from the CRF earmarked for the states is further allocated to the various states based on the 30% fuel consumption and 70% geographical area of the state.
- The summary of the allocation and release in respect of states/UTs roads since the year 2000-01 to 2016-17 is as **Appendixes 5.**

3.23 Approvals under CRF for State Roads:

During the year 2016-17(up to December, 2016), 409 proposals involving a cost of ₹ 5,693 crore have been approved for improvement of state roads under the CRF excluding the works approved under the schemes. Inter State Connectivity and Economic Importance (ISC&EI).

3.24 Inter State Connectivity and Economic Importance (ISC&EI) schemes:

The schemes of Inter State Connectivity and Economic Importance had been in existence prior to the enactment of CRF Act 2000 where only modest programmes of works were sanctioned with Central loan assistance. The scheme has now been regulated in accordance with the provisions in the Central Road Fund Act, 2000.

3.25 Sanction under ISC & EI Schemes:

During the year 2016-17 a sum of ₹ 886.33 crore has been earmarked for the state roads under Inter State Connectivity and Economic Importance (ISC&EI).

3.26 Indian Academy of Highway Engineers (IAHE):

Broad Activities

- Indian Academy of Highway Engineers (IAHE) is a registered Society under the administrative control of the Ministry. It is a collaborative body of both Central and State Governments and 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 the service period.
- The Institute has been functioning for over 33 years and is now functioning from its own campus developed in 10 acres land at A-5, Institutional Area, Sector 62, NOIDA (U.P.) w.e.f. 01.10.2001
- The vision and scope of the Academy has been broadened covering setting up of centers of excellence in different areas of Highway Engineering. 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.

यह चिन्ह आपको आगे की सड़क पर एक दाहिने मोड़ के बारे में सचेत करता है। यह आपको स्थिति के अनुसार गाड़ी चलाने और अचानक मोड़ दिखने पर दुर्घटना की संभावना से बचने में सहायक होता है।

This sign cautions you about a Right Hand Curve on the road ahead. This helps you in maneuvering vehicle accordingly and nullifies the possibility of crash due to sudden appearance of turn.

- 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

3.27 Since its inception, IAHE has trained **29,161** Highway Engineers and Administrators involved in road development from India and abroad through **1,249** training programmes up to **31st December, 2016**. Participants are drawn from Ministry of Road Transport & Highways, NHAI, NRRDA, various State PWDs, Public Sectors and Private Sectors..

TRAINING PROGRAMME CONDUCTED DURING THE YEAR:

3.28 During the year 2016-17 (up to 31st December, 2016), the Academy has organized 49 training programmes in which, 1,250 Engineers and Professionals have participated.

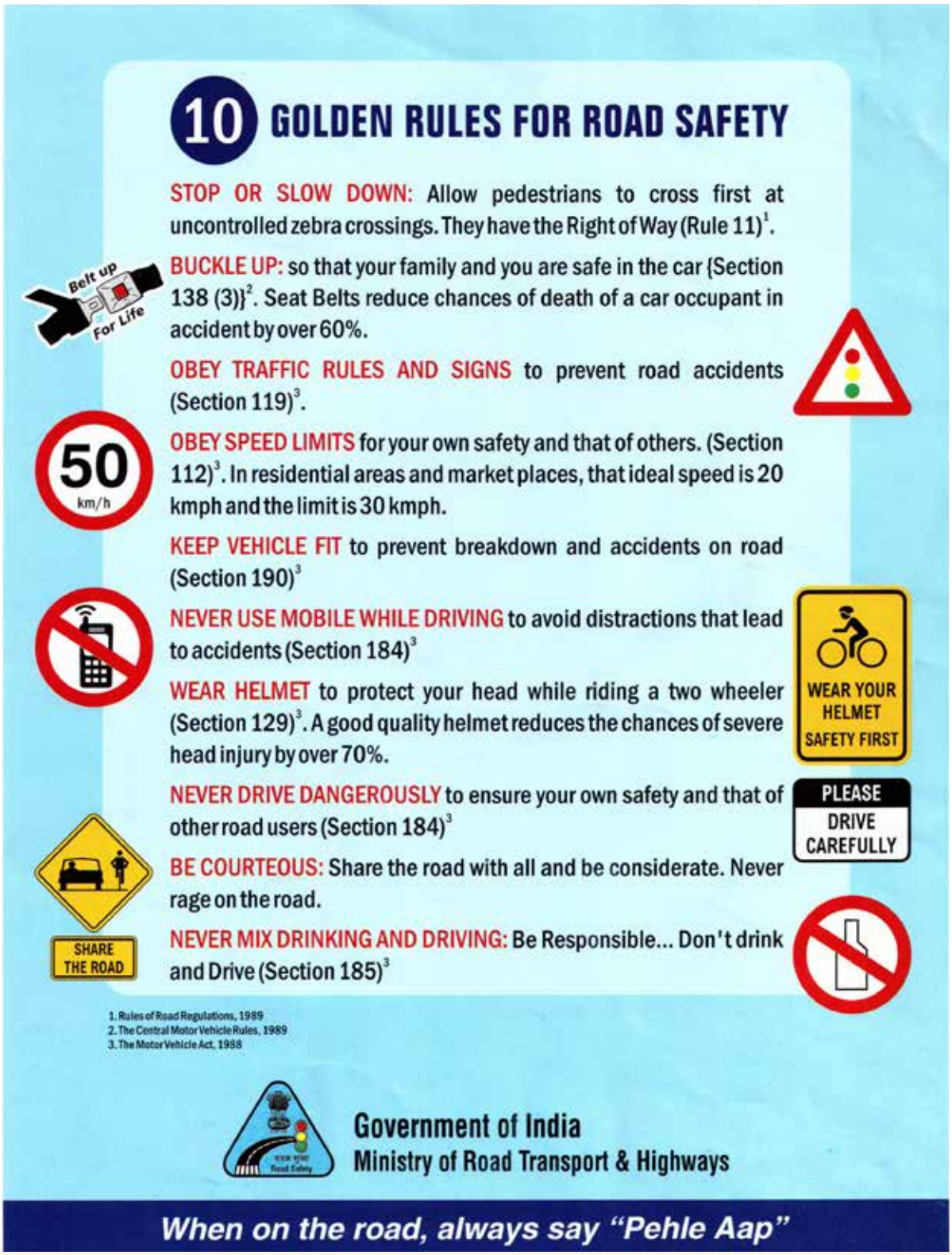
3.29 Mechanization in Road and Bridge Works & use of Modern Equipments

The Mechanization in road and bridge works results in increased quality, saving of natural resources, higher productivity, lower costs, reducing labour, minimal traffic disturbance etc. It speeds up the execution of works in comparison with manual methods, reduces labour consumption, increases production capacity, improves work safety, achieves better quality and reduces works cost. The following measures have been taken in respect of Mechanization in Road and Bridge works:

- Monitoring of Equipment Quality: As per policy, the standards & performance of highway equipments was monitored through a system of assessment by Technical Committee comprising of officers of the Ministry and the State PWD for works in the States of West Bengal, Karnataka, Kerala, Maharashtra, Gujarat, Himachal Pradesh and Rajasthan.
- Preparation/Revision of existing IRC standards :Up-gradation/ revision of existing IRC standards in respect of Hot Mix Plant, laying equipments, compaction equipments etc. and preparation of new standards was started.
- As a one-time measure, funds were allocated for Procurement of Essential Machinery required to clearance of landslides and maintenance of the National Highways in the State of Tripura in trafficable condition.

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.



यह चिन्ह दर्शाता है कि आगे का रास्ता चौड़ा है। इस चिन्ह के बाद सड़क चौड़ी होती है और इस प्रकार, यातायात को उसी के अनुसार चलना चाहिए।

This sign signifies that the road ahead is wide. The width of the road widens after this sign and thus traffic should adjust accordingly.



CHAPTER IV

4. ROAD TRANSPORT

4.1 Road transport is the dominant mode of transport in India, both in terms of traffic share and in terms of 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 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.

Sustained economic development and expanding road network have led to rapidly increasing motorized vehicles in India. The total number of registered motor vehicles has increased from about 0.3 million in 1951 to 210.0 million in 2015. The total registered motor vehicles in the country grew at a Compound Annual Growth Rate of 9.8 percent between 2005 and 2015. While the number of different types of motor vehicles were growing over the years there has, however, been significant variations in the growth rates and hence substantial change in the composition of registered vehicles during the period. Two-wheelers, which constituted 8.8 percent in 1951 has come to dominate the scene on account of relatively faster growth and by 2015 they accounted for 73.5% of the total registered vehicles. The combined share of vehicles in the categories of cars, jeeps & taxis, goods vehicles, and buses in the total registered vehicles had declined from 89.9 percent in 1951 to 19 percent in 2015. The share of motor vehicles categorized as "Others" which include tractors, trailers and three-wheelers has increased from 1.3 percent in 1951 to 7.5 percent in 2015.

In terms of contribution to the economy, road transport contributes about 3.3 percent of Gross Value Addition (GVA) against the total transport sector contribution of 5 percent in the GVA.

4.2 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 the neighbouring countries.

4.3 The following Acts/Rules, which embody the policy relating to motor vehicles and State Road Transport Corporations (SRTCs), are being administered in the Road Transport Division of the Ministry:

- Motor Vehicles Act, 1988

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.

- Central Motor Vehicles Rules, 1989
- Road Transport Corporations Act, 1950
- Carriage by Road Act, 2007 repealed to Carriers Act, 1865
- Carriage by Road Rules, 2011

4.4 Keeping in view the grim Road Safety scenario and the need to improve road safety and ease of transport, Ministry of Road Transport and Highways constituted a Group of State Transport Ministers (GoM) under the Chairmanship of Shri Yoonus Khan, Hon'ble Minister for PWD and Transport, Govt. of Rajasthan to deliberate on the issues facing the transport sector in the country in February, 2016. The GoM was mandated to examine the best practices in the road transport sector with a view to improve safety and mobility and to suggest actionable measures for implementation. The GoM has held three meetings in New Delhi, Bengaluru and Dharamshala. The GoM is of the view that there is need for urgent changes in the Motor Vehicles Act 1988 pending the finalization of the Road Transport and Safety Bill, to address safety and efficiency issues in the Transport sector.

Based on the recommendations of the Group of Ministers (GoM), the Motor Vehicle Amendment Bill, 2016 was introduced in the Lok Sabha on 9th August, 2016. The Bill has been referred to the Department – related Parliamentary Standing Committee on Transport, Tourism and Culture for examination and report.

The Motor Vehicle (Amendment) Bill, 2016 addresses road safety issues by providing for stiffer penalties, permitting electronic enforcement, improving fitness certification and licensing regime, statutory provisions for protection of good Samaritans and recognition of IT enabled enforcement systems. The Bill also paves way for reforms in public transport which in turn will help in improving road safety. The Bill contains provisions for treatment of accident victims during golden hour which will help in saving precious lives.

4.5 In order to facilitate inter-State movement of goods carriages, a new national permit system has been implemented in all States/Union Territories with effect from 08.05.2010. As per the new arrangement, national permit can be granted by the home State on payment of ₹ 1000 as home State authorization fee and ₹ 16,500 per annum per truck towards consolidated fee authorizing the permit holder to operate throughout the country. The new system is also being implemented electronically through a web portal developed by National Informatics Centre (NIC) w.e.f. 15.09.2010. The consolidated fee collected by the Central Government through State Bank of India is distributed among the States/UTs on a pro rata basis based on an agreed formula.

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.

4.6 During 2016-17, 59 workshop-cum-training programmes has been sanctioned by this Ministry for officers of the State Transport/Traffic Departments and Municipal Corporations through leading automobile institutes / research association and academic institutes namely, Central Institute of Road Transport (CIRT), Pune, Automotive Research Association of India (ARAI), Pune, Engineering Staff College of India (ESCI), Hyderabad, Indian Institute of Petroleum (IIP), Dehradun, Institute of Road Traffic Education (IRTE), Faridabad, Indian Institue of Technology (IIT) Delhi and Petroleum Conservation and Research Association (PCRA), Delhi. The training programmes are designed in such a manner to give the participants exposure in all sphere of governance in road transport sector and to face the emerging challenges.

ROAD SAFETY

4.7 The Government has approved a National Road Safety Policy so as to minimise road accidents. This Policy outlines various policy measures such as promoting awareness, establishing road safety information data base, encouraging safer road infrastructure including application of intelligent transport, enforcement of safety laws etc.. The important schemes on road safety operated by the Ministry include publicity measures and awareness campaigns on Road Safety, Scheme for setting up institutes for driving training, Refresher training of drivers in unorganized sector and Human Resource Development, National Highways Accident Relief Service Scheme (NHARSS), setting up of inspection and certification centres and Road Safety & Pollution Testing Equipments and Programme Implementation.

4.8 Setting up of Inspection & Certification (I&C) Centres:

Section 59 of Central Motor Vehicles Act, 1988 empowers the Central Government to fix the age of vehicles. The life of transport vehicles and tourist vehicles has been fixed by Central Motor Vehicle Rules (CMVRs). Generally, the vehicle should be allowed to ply on road as long as it meets safety and emission norms. The safety and emission requirements can be achieved if the vehicles go through a fitness test at regular intervals. Therefore, the Ministry decided to put in place a suitably designed Inspection and Maintenance System for vehicles. Accordingly, a model of automated Inspection & Certification (I&C) Centre was designed and a scheme has been launched for setting up of one such Centre in each State.

MoRTH sanctioned 10 model automated I&C Centres one each in the States of Andhra Pradesh, Karnataka, Gujarat, Maharashtra, Rajasthan, Himachal Pradesh, Haryana, Madhya Pradesh, U.P and Delhi on a pilot basis. Under the scheme, the land is made available by the concerned States. The total cost for setting up one such centre is around ₹ 1,440 lakh. I & C Centre, Nasik (Maharashtra) is in operation since October 2015. The I & C Centre, Railmagra (Rajasthan), Chhindwara (Madhya Pradesh), Neilmangla (Karnataka), Delhi and Rohtak

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.

(Haryana) is expected to we operational shortly. The state of Himachal Pradesh could not provide the land, therefore the project could not take off. The remaining three centres will be operational in another six months.

During the 12th five year plan, the Ministry had decided to sanction 10 more such centres in the country. So far Ministry has sanctioned six Inspection and Certification Centres to be set up, one each in the State of Odisha, Kerala, Punjab, Sikkim, Chhatishgarh and West Bengal. The civil constructions of these centres will start shortly.

4.9 Institutes of Driving & Research (IDTR) :

Large numbers of road accidents are taking place on Indian roads every year resulting in the death of more than one lakh thirty eight thousand persons. The causative analysis of various road accidents studies carried out in the past infers that majority of road accidents occur due to drivers fault. The report of year 2014 indicates that 78% of all road accidents are due to the fault of the driver. Despite having adequate provisions in Central Motor Vehicle Rules (CMVR) which directly as well as indirectly helps in ensuring good driving skills and knowledge of rules of road regulation among drivers, it was felt that there is an urgent need to impart driving training, both theoretical and practical to the existing and aspiring drivers. Need has also been felt for setting standards and monitoring driving training and issue of Driving Licence based on an objective scientific process of testing skills. For this purpose, the Ministry formulated a scheme to set up model Institutes of Driving Training and Research (IDTR) in States/UTs.

The scheme for setting up Institutes of Driving & Research (IDTR) is being implemented with the concurrence of the then Planning Commission. The objectives of the scheme for setting up of IDTR are as follows:-

- To set up a model driving training institute in all states
- To conduct training course for trainers.
- To conduct induction training course in driving of Heavy Motor Vehicles.
- To conduct induction training course in driving of Light Motor Vehicles.
- To conduct refresher and orientation training courses for the drivers who are in service.
- To conduct training course for the drivers who carry dangerous/hazardous goods including random periodic evaluation.
- To carry out research on behavioral/attitudinal changes required to be brought out in the drivers.
- To organized road safety campaigns for school children and other vulnerable groups
- To carry out periodic audit and accreditation of RDTCs in the allocated regions.

यह चिन्ह दर्शाता है कि वहां सड़क पर पशुओं के भटकते हुए घूमने की बहुत संभावनाएं हैं। सड़क पर पशुओं के घूमने से बड़ी दुर्घनाएं हो सकती है क्योंकि यातायात में जानवर के भड़कने का खतरा रहता है। इसलिए, जहां कहीं यह चिन्ह देखें, सावधानी से गाड़ी चलाएं।

This sign indicate that there is great possibility of cattle straying on the road. Cattle on road can cause major crashes as animal reacts unpredictably in traffic. So drive carefully wherever you see this sign.



2ND MEETING OF GROUP OF MINISTERS ON IMPROVING ROAD SAFETY AND MODE OF TRANSPORT

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।

Some times 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.

During the 10th Five Year Plan, 13 Model Driver Training Schools was sanctioned and all are complete and functional. During 11th Plan, the Ministry of Road Transport & Highways accorded sanction for setting up IDTRs at Sarkaghat (Himachal Pradesh), Chhindwara (Madhya Pradesh), Rajsamand (Rajasthan), Pune (Maharashtra), Bhiwani (Haryana), Aurangabad (Bihar), Agartala (Tripura) and Rae Bareilly (Uttar Pradesh). The construction of three IDTRs i.e. Chhindwara, Pune and Rajsamand has been completed and is functional. The civil construction of rest of the IDTRs is in progress and likely to be completed during next year.

During 12th Five Year Plan, the Ministry has also decided to set up 10 more IDTR and 25 Regional Driving Training Centres centers in the country. So far the Ministry has sanction four IDTR to be set up one each in the State of Chhatishgarh, Telangana, Andhra Pradesh and Maharashtra and 4 RTDCs in Maharashtra and one in West Bengal.

4.10 National Highway Accident Relief Service Scheme (NHARSS):

The scheme entails providing cranes and ambulances to States/UTs/NGOs for relief and rescue measures in the aftermath of accidents by way of evacuating road accident victims to the nearest medical aid centre and for clearing the accident site. So far, 347 ten ton cranes and 106 small/medium size cranes have been provided under the scheme. 509 ambulances have been provided to States/UTs/NGOs under the scheme. During the year 2015-16, Grant of ₹ 17 crore has been released for procurement of Ambulances in the State of J&K, Sikkim and Mizoram.

Further, Ministry of Road Transport & Highways has also provided 140 advanced life support ambulances to 140 identified hospitals upgraded under the Ministry of Health and Family Welfare's Scheme 'Establishment of an integrated network of Trauma Centers' along the Golden Quadrilateral, North-South and East-West Corridors of the National Highways by upgrading the trauma care facilities in 140 identified State Government hospitals.

Cashless Treatment of Road Accident Victims: With a view to save lives of accident victims by providing prompt and appropriate medical care during 'Golden Hour", and thereby reduce fatalities in road accidents, the Ministry launched following pilot projects under the scheme NHARSS:-

- Gurgaon - Jaipur stretch of National Highway (NH) No.8. (Implemented by ICICI Lombard General Insurance Company)
- Vadodara – Mumbai stretch of NH No. 8 (Implemented by IFFCO Tokio General Insurance Company Limited.)

तीव्र जलवायु में भूस्खलन के दौरान पहाड़ी रास्तों पर पत्थर/चट्टानें गिरती रहती हैं। यह चिन्ह दर्शाता है कि आगे के रास्ते पर पत्थर/चटट्ानें 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.



- Ranchi – Rargaon – Mahulia stretch of NH No. 33. (Implemented by ICICI Lombard General Insurance Company)

The project envisages transport of accident victims from the accident scene to hospital and, where required, from one hospital to another for treatment at a public or private hospital for the first 48 hours or ₹ 30,000 , whichever is earlier so that lives of accident victims by providing prompt and appropriate medical care during 'Golden Hour" may be saved.

The pilot project will provide guidance in working out a proper pan-India scheme. Based on the findings of the pilot project, the scheme for cashless treatment to road accident victims would be finalized for a country-wide roll out. The experience and data gathered during the pilot project will provide:

- Likely average cost of treatment for (A) simple injuries (B) serious injuries.
- Modalities of treatment and of meeting expenses if the accident victim is not fit for discharge after 48 hours.
- About 15,000 accident victims have benefitted from the three projects and agerage cost per victims is about ₹ 12,000.
- It has been possible to reach the victims to hospital within 30-40 minutes on an average.

4.11 Publicity Measures and Awareness Campaign on Road Safety:

With a view to spread road safety awareness among the general public, the Government has been undertaking various publicity measures in the form of telecasting/broadcasting of T.V. spots/Radio jingles, display of cinema slides, hoardings, organizing Road Safety Week, seminars, exhibitions, all India essay competitions on road safety, printing of handbills/ stickers, posters, etc., containing road safety messages for various segments of road users viz. pedestrians, cyclists, school children, heavy vehicle drivers, etc., painting on road railings on themes of road safety, road safety games, calendars depicting road safety messages, etc. The Publicity campaign is carried out through DAVP, Doordarshan, All India Radio and newspapers. It is the ministry's effort to make road safety a social movement. The Ministry is also considering reviewing the scheme for giving grant to NGOs for carrying out road safety advocacy.

4.12 Supply of Road Safety Equipment.

During the year 2015-16, grant of ₹ 1.13 crore has been released for procurement of breath analyzers to the State of J&K, Sikkim, Punjab and West Bengal.

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.

4.13 Ministry of Road Transport & Highways has also undertaken following activities during the year:

- The Ministry of Road Transport & Highways is steadily pushing ahead with its programme for training and skill upgradation of drivers and highway construction workers. Several circulars have been issued over the last three months, outlining the guidelines of the scheme and issuing directions to the concerned authorities and agencies in the centre and all states.
- In case of drivers, the skill training / skill upgradation will be provided at the existing driver training centres run by the State Road Transport Corporations (SRTCs). In addition to this, private promoters are also being invited to set up training facilities. The Ministry of Road Transport & Highways will give a grant of ₹ 1 crore to each SRTC for augmenting its training infrastructure. Similarly, the Ministry will also give a grant of ₹ 1 crore to each private promoter for setting up training centres, after their project report is duly appraised and sanctioned by NSDC or a recognized financial institution.

4.14 CIRT Pilot Project on Electric Buses:

The Ministry is undertaking a pilot project in collaboration with CIRT on conversion of diesel buses into electric buses as retro-fitment solution. Under this project, 10 buses of SRTUs & 2 mini buses for the use by Hon'ble MPs is approved for conversion. Work order for 12 buses has been given to CIRT. One bus is in operation at Parliament House.

***

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.



सभी मोटर वाहनों
का आना मना है
All Motor
Vehicles Prohibited



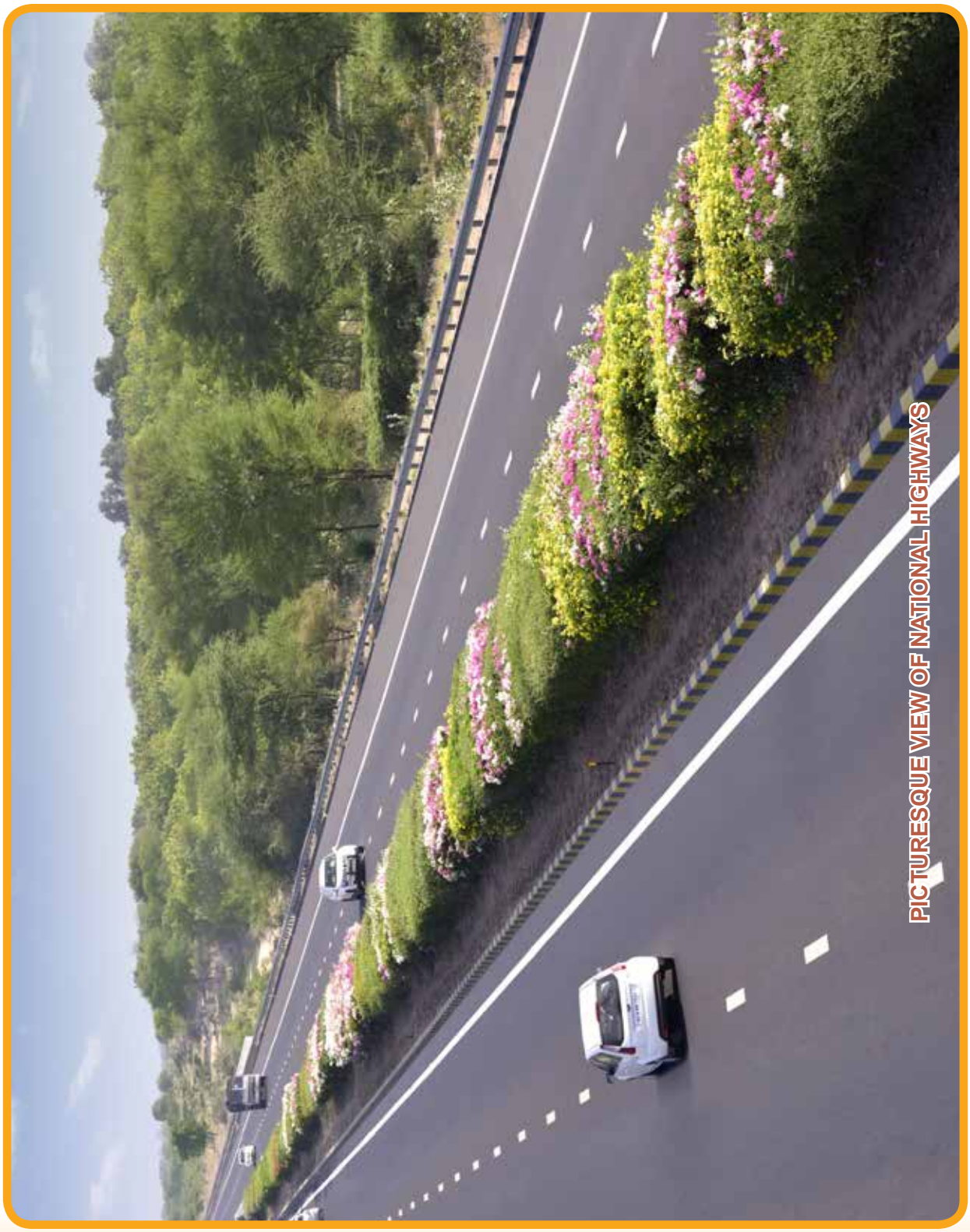
LAUNCHING OF INDIAN BRIDGE MANAGEMENT SYSTEM (IBMS)



LAUNCHING THE 3RD EDITION OF TCI – IIM STUDY OF THE OPERATIONAL EFFICIENCY OF FREIGHT TRANSPORTATION BY ROAD

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.



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.



CHAPTER V

Development of National Highways in North-Eastern Region

5.1 The Ministry has been paying special attention to the development of NHs in the North-Eastern-Region and 10 per cent of the total allocation is earmarked for NE region. The total length of National Highways in North-East is 13,258 Km and these are being developed and maintained by the state PWDs, BRO, NHAI and NHIDCL. Of the total length of 13,258 Km, about 12,476 Km is with the NHIDCL and respective state PWDs. The remaining length of 782 Km is with NHAI.

5.2 The details of National Highways and their development & maintenance works taken up under various schemes during the year 2014-15 in the North-East region are given below:

(i)	Length under NHDP Phase-III	110 Km
(ii)	Length of National Highways, State Roads under SARDP-NE	
	Phase A:	4,099 Km
	Phase B:	2,392 Km
	Arunachal Pradesh Package of Roads and Highways	2,319 Km.

5.3 A length of 110 Km of National Highway No. 44 in the State of Meghalaya (Jowai-Meghalya/ Assam border {Ratachhera} stretch) falls under NHDP Phase-III.

5.4 Under the ISC & EI scheme, 27 projects amounting to ₹ 523.62 crore are under progress.

5.5 Under the CRF, 130 works amounting to ₹ 1,257.86 crore are in progress for the improvement of state roads.

5.6 124 works costing ₹ 3,557.78 crore sanctioned under NH (O) are under Progress.

5.7 State-Wise details of works in the Northeast are given below.

Arunachal Pradesh

5.8 The Government has approved Arunachal Pradesh Package of Roads & Highways covering construction/improvement of 2,319 km roads at an estimated cost of ₹ 11,919 crore. Out of 2,319 Km, 2,180 Km falls in the state of Arunachal Pradesh.

कई बार सड़क पथ–कर वसूली केंद्र/जांच चौकी से होकर गुजरती है। ऐसे स्थानों पर अवरोध देखे जा सकते हैं। यह चिन्ह दर्शाता है कि आगे की सड़क पर अवरोध है और वहाँ वाहनों को रुकना पड़ेगा।

Many a times the road passes through toll collection point/check posts etc. One can find barriers on such places. This sign indicates that there is a barrier ahead on the road and vehicle has to stop there.

5.9 Under the CRF, 17 works for the Improvement of state roads amounting to ₹ 178.07 crore are in progress for the improvement of State Roads.

5.10 Under the EI & ISC schemes, 10 works costing ₹ 187.04 crore are in progress.

Assam

5.11 As on 31st December, 2016, forty improvement works costing ₹ 1,665 crore, are in progress under NH (O).

5.12 A length of 670 km connecting Silchar to Srirampur via Lumding-Daboka-Nagaon-Guwahati in Assam has been entrusted to NHAI as part of East West corridor under NHDP Phase-II. East-West Corridor portion in Assam has been awarded except for 31 Km between Balacherra and Harangajo and four laning works are in different stages of progress. 18 Km of Guwahati bypass has been completed.

5.13 Under the CRF, 40 works amounting to ₹ 307 crore are in progress for the improvement of state Roads.

5.14 Two works amounting to about ₹ 60 crore during 2014-15 under ISC scheme.

5.15 Government has approved implementation of four laning of NH-37 from Numaligarh to Dibrugarh (201 Km) along with construction of 4-lane bridge over river Brahmputra connecting Numaligarh and Gohpur under Phase 'A' SARDP-NE. The work has been awarded in three packages from Numaligarh –Dibrugarh and is under implementation by NHIDCL. As regard to Numaligarh-Gohpur bridge, consultant has been engaged for preparation of DPR.

5.16 Government has approved implementation of Arunachal Pradesh Package of Roads & Highways covering 2,319 Km of roads at an estimated cost of ₹ 11,919 crore. Out of 2,319 Km, 139 Km falls in the State of Assam.

Manipur

5.17 As on 31st December, 2016, 16 improvement works costing ₹ 1,190.34 crore, including work on two bridges costing ₹ 53.32 crore are in progress under NH(O).

5.18 Under CRF, 20 works amounting to ₹ 166.31 crore are in progress.

5.19 Under EI & ISC, 7 works amounting to ₹ 116.18 crore are in progress.

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.



Meghalaya

5.20 As on 31st December, 2016, 16 improvement works amounting to ₹ 87.47 crore are in progress under NH(O).

5.21 9 works amounting to ₹ 78.89 crore are in progress under CRF. In addition, one work at an estimated cost of ₹ 60.15 crore is in progress under the centrally sponsored scheme of Inter-State Connectivity (ISC).

Mizoram

5.22 As on 31st December 2016, 18 improvement works of the value of ₹ 425.26 crore are in progress under NH(O).

5.23 Under the CRF, 16 improvement works amounting to ₹ 205.25 crore are in progress.

5.24 Under EI & ISC, 1 work of the value of ₹ 23.97 crore is in progress.

Nagaland

5.25 As on 31st December, 2016 18 improvement works at a cost of ₹ 863.70 crore are in progress under NH(O).

5.26 Under CRF, 13 improvement works amounting to ₹ 284.31 crore are in progress.

5.27 Under EI & ISC, 11 works of the value of ₹ 180.80 crore is in progress.

Sikkim

5.28 15 works amounting to ₹ 38.03 crore are in progress for the improvement of state roads under the CRF. In addition, 11 works costing ₹ 180.80 crore are in progress under EI & ISC scheme.

Tripura

5.29 As on 31st December, 2016 9 improvement works at a cost of ₹ 260.22 crore are in progress under NH(O).

5.30 4 works amounting to ₹ 27.89 crore are in progress under the CRF for the improvement of state roads. One work costing ₹ 21.22 crore is in progress under the scheme of Economic Importance (EI).

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.



यह चिन्ह पैदलपथ अंडरपास/सबवे को दर्शाता है। इस स्थान पर सड़क पार करने के लिए पैदल यात्रियों को अनिवार्य रूप से इन अंडरपास/सबवे का प्रयोग करना चाहिए।

This sign indicates entry to a pedestrian underpass/subway. Pedestrians should invariably use these underpass/subway to cross the road.



CHAPTER-VI

RESEARCH AND DEVELOPMENT DURING 2016-17

6.1 The role of Research and Development (R&D) in the roads sector is to update the specifications for road and bridge works, for effective implementation and quality control of projects, to promote emerging construction materials and to recommend new techniques for highway planning, design, construction and maintenance. The research schemes being dealt by the Ministry are generally 'applied' in nature, which, once completed, are adopted by user agencies in their work in the field. The areas covered are roads, bridges, traffic and transportation engineering etc. The research work is undertaken through various research and academic institutions of repute. The dissemination of research findings is done through Indian Roads Congress (IRC) by the publication of Research Digest in Indian Highways and by incorporation of these findings in IRC guidelines/codes of practice/manuals, Ministry's specifications, preparation of State-of-Art reports and guidelines/ instructions / circulars issued by this Ministry. Improvements in road safety, safety of vulnerable users and physically challenged persons are also being undertaken in the Ministry. Thus, the research work is pivotal role in the development of road infrastructure in the country. An outlay of ₹ 600 lakhs has been provided for R&D for the year 2016-17.

R&D Proposals:

6.2 The research proposals, based on Report of the Expert Committee on Best Practices in Road Construction, Vision 2035 by Technology Information, forecasting and assessment council (TIFAC) and other topics identified by the SR&T (Roads) Zone of the Ministry are in-principally approved for preparation of State of the Art Reports resulting in Guidelines or Codes / Specifications / Interim policy Instructions, for adoption by Highway Engineers.

6.3 The Ministry has invited proposals from Indian Institute of Technologies (IITs), National Institute of Technologies (NITs), Central / State Government approved Universities / Deemed Universities / Colleges / Autonomous Institutions, and Research Institutions / R&D Centers / Facilities approved by State / Central Government for the preparation of State of Art Reports pertaining to 76 areas of the Roads and Bridges. In response, 65 proposals have been received from the various institutes and are being examined and in the process of approval.

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.

New Materials and Techniques:

6.4 It has been the endeavour of the Ministry to encourage use of new/alternative materials/ technologies on National Highways. For this, Ministry initiated the process of accreditation with the assistance from Indian Roads Congress. However, new/alternative materials/ technologies are reportedly continuing to receive lukewarm response by the Project Engineers, designers as also the Consultants. Therefore, Ministry had taken pro-active steps to encourage their adoption. A Coordination Committee of the Ministry has been constituted to expedite the use of new materials/technologies on National Highways which has till now selected 22 such new materials/techniques.

6.5 In order to simplify the process and encourage the usage of emerging materials and techniques on National Highways, Ministry has stipulated that new materials/technologies proves in India and abroad shall be deemed accredited provided the promoters furnish the proved performance and set up a permanent base in India. Additionally, the Ministry directed that new/alternative materials and technologies shall be given priority in field trials and their performance evaluated over a period of time to enable the formulation of guidelines and codes of practice for their future usage on National Highways.

6.6 In order to encourage the use of waste plastic in road construction, Ministry has decided that bituminous mix with waste plastic shall be the default mode of periodic renewal with hot mixes within 50 km of urban areas having population of 5 lakhs or more. It has also been decided that a stretch of at least 10 km in each State/UT will selected for use of waste plastic on pilot basis so as to make it compulsory in contracts.

6.7 In order to use the Municipal Solid Waste (MSW) in road construction, as a Special Project under the category of "Development of New Technologies" and to disseminate it across the country an Memorandum of Understanding (MOU) has been signed between National Highways Authority of India (NHAI), East Delhi Municipal Corporation (EDMC) and Ministry of Urban Development (MoUD) and the Ministry to undertake the removal, processing, of the MSW dumped at the Ghazipur site and its use in construction of NH-24.

S&R Bridges:

6.8 Ministry of Road Transport and Highways has signed a MOU (Memorandum of Understanding) with Railways wherein an effort has been made to remove all the bottlenecks which were present in the approval process of GAD as well as during construction. The MOU

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.

will smoothen the approval of GAD of ROB, also it will help smoothen the decisions during the execution of ROBs.

6.9 MORTH has decided to replace all level crossing on National Highways with ROBs/RUBs in a time bound manner. For this purpose consultants have been appointed for preparation of Project Reports of ROBs/RUBs. Earlier 208 level crossings were identified for construction of ROBs/RUBs. Consultants are submitting the cost estimates for ROBs/RUBs. The Hon'ble Prime Minister has launched the Setu Bharatam Program in March 2016. Due to wide publicity by the Ministry, the figure of 208 ROBs can be increased based on the recommendations of State Governments which the Ministry is ready to take up. It is expected that out of 208 ROBs/RUBs, Ministry will sanction 100 ROBs/RUBs distributed throughout the country. The bids for the same will be invited through e-tendering by Ministry.

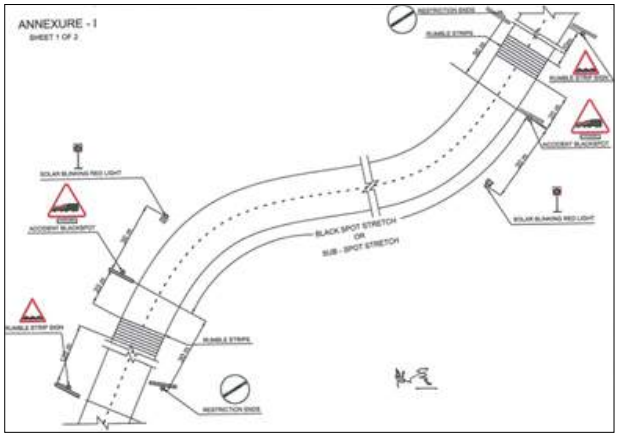
6.10 Ministry has liaison with Research Design and Standards Organization (RDSO) of the Ministry of Railways for Standardization of Span, Design & Drawing for the modified loading. The RDSO has issued standard drawings of various spans of 18m, 24m, 30m & 36 m to be adopted for the construction of ROBs. For higher span configuration, the Ministry has already taken up the matter with Ministry of Railways for which approval is expected soon.

6.11 State-wise Authority Engineer has been appointed who will be responsible for supervising civil works funded by Ministry as per EPC documents. It is to mention that as per EPC documents, the Authority has to appoint Authority Engineer within 15 days after award of the civil work to be executed under EPC. These consultants are providing services in each of the state successfully.

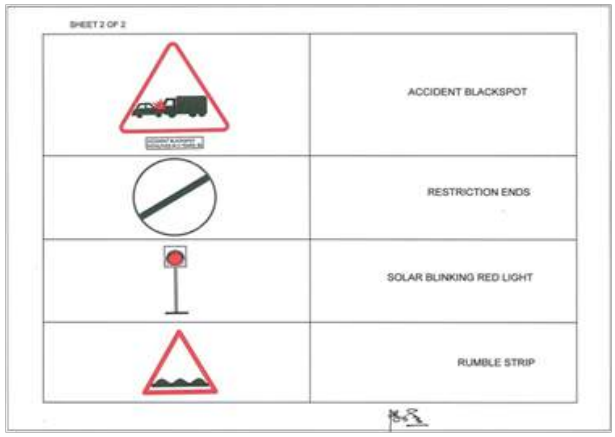
6.12 Ministry has appointed Consultant for completing inventorisation and condition survey for the bridges on National Highways. These Consultants are completing condition survey periodically as per IRC:SP:35. The data collected by these Consultants shall be utilized by the Indian Bridge Management System (IBMS) established by the Ministry at IAHE, Noida, who will suggest Ministry regarding future planning & prioritization of Bridge assets out of available fund for the purpose. Till date, more than 1,32,000 bridges have been inventorised and the data have been collected.

6.13 14 Major Bridge estimates amounting to ₹ 2,062.95 crore have been sanctioned till date in 2016-17. This also includes the estimate of Mahatma Gandhi Setu, Patna of ₹ 1,742.01 crore.

Lay out and photographs of immediate cautionary measures installed on Identified black spots on National Highways



Immediate Cautionary measures at Road accident black spots



Road signs for alerting users at black spots



Accident black spot sign at Black spot No. MH-009



Rumble strip sign at Black spot No.MH-009



Solar blinker sign at Black spot No. MH-009



Restriction end sign at Black spot No. MH-009

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.



Road Safety Engineering:

6.14 Ministry of Road Transport & Highways has been making concerted efforts towards improvement of road safety through engineering measures on National Highways. 789 black spots based on fatalities in 2011, 2012, 2013 & 2014 calendar years have been identified and notified with unique ID numbers assigned to each of the spots. Guidelines have been prepared and notified for investigation and rectification of the road accident black spots on National Highways. So far 96 spots have already been rectified. Rectification measures at 105 spots have been sanctioned which are in various stages of implementation. 137 spots are on state Government roads/With other agencies. 208 spots are falling on stretches of on-going development projects and would be rectified as part of these projects and balance spots are under survey/ investigations.

6.15 As investigation, design of rectification measures at the black spots is an involved time taking process, it was decided to install immediate cautionary measures to alert and caution the road users about the road accident black spot through signs, solar blinkers and speed reduction measures till the black spots are rectified through long term permanent measures. So far immediate cautionary measures are installed at 309 spots out of 556 spots on National Highways to be rectified and rest are in progress.

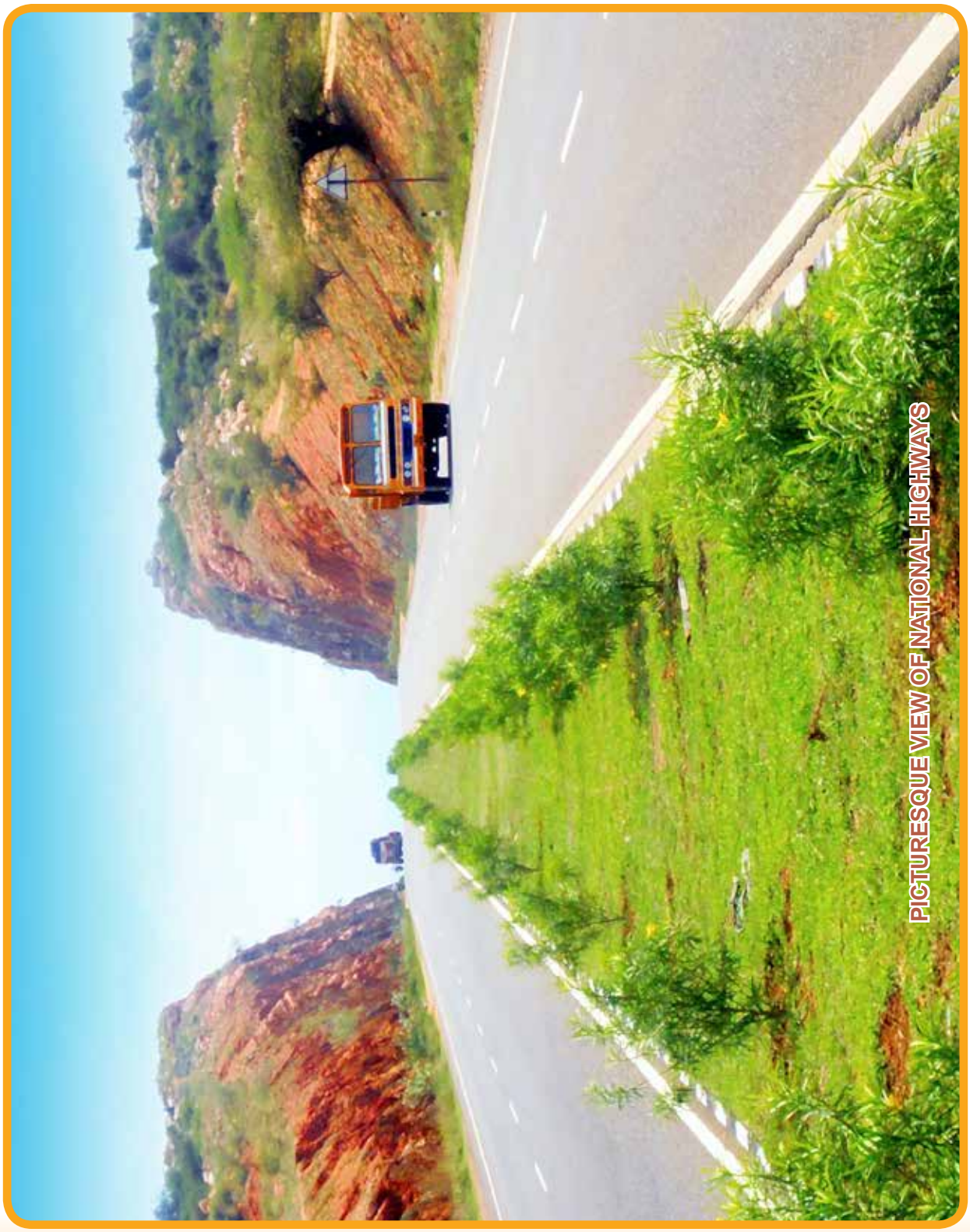
6.16 Detailed guidelines for taking up road safety audits on National Highways have been prepared and notified. Road Safety Audits have been made part and parcel of all National Highway development projects on EPC/BOT modes. Apart from this 3805 Km of National Highway stretches have been approved for taking up stand alone road safety audit for addressing the safety concerns on those stretches.

6.17 Two National level workshops on Road Safety Engineering have been organized on 26th February 2016 and 25th October 2016 in which about 450 Highway Engineers and professional have participated apart from manufacturers/suppliers of road safety furniture. A certification course for Road Safety auditors has been commenced recently by IAHE and 1st batch of 20 auditors have been certified.

6.18 Ministry has taken up installation of crash barriers in hilly terrain on National Highways in predominantly hilly states at accident prone locations. A report on different aspects of identification of stretches and installation of selected type of crash barriers has been prepared and circulated. Sanction of proposals and implementation are in progress.

यह चिन्ह यातायात को सीधे चलने या बाएं मुड़ने का निर्देश देता है। दाएं मुड़ना वर्जित है। इस चिन्ह के उल्लंघन पर आपकी सुरक्षा को खतरा हो सकता है और दंडात्मक कार्रवाई की जा सकती है।

This sign directs the traffic to either move straight or take left turn. Turning towards right is prohibited. Violation of these sign may jeopardize your safety and may also lead to penal action.



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.

CHAPTER-VII

The National Highways & Infrastructure Development Corporation Limited (NHIDCL)

7.1 INTRODUCTION:

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

- This company has been entrusted by the Govt. of India. the task of developing and improving road connectivity in length of 10,000 km including the international trade corridor in the North Eastern region of India. This would enable efficient and safe transport with other South Asian Sub-regional Economic Cooperation (SASEC) member countries. The connectivity so enhanced would promote cross border trade and commerce besides helping to secure India's international borders.

- The company has made its Corporate Office fully functional and set up twelve branch offices in Andaman and Nicobar, Assam, Arunachal Pradesh, Jammu and Kashmir, Manipur, Meghalaya, Mizoram, Nagaland, Sikkim, Tripura, Uttarakhand and Nepal.

- The company has formulated a vision to become an instrument for creation and management of infrastructure of the highest standard while contributing significantly towards nation building. Being a professional company, its mission is to design, develop & deliver infrastructure projects in a time bound, efficient and transparent manner with maximum benefits to all the stakeholders.

- NHIDCL is in process of implementing key strategies to become a Fortune 500 company at the earliest. To achieve this objective, the Company since its inception has adopted IT initiatives like, e-Office, e-Tendering, e-Monitoring, e-Access for efficiency & transparency.

- Secondly, NHIDCL is engaging itself in continual capacity building of staff and stakeholders including contractors to keep pace with the latest developments. The capacity development of local contractors and engineers in North Eastern and Strategic Region will help them to become active partners in construction of Highways and other infrastructure thereby leading to inclusive development of these areas.

- As a third strategy, the endeavour of the company is to facilitate use of new but apt technologies in the field of materials, design and work processes to enhance quality, durability, execution speed, cost reduction, safety standards and environmental mitigation management.
- NHIDCL plans to create a platform to develop scientific and innovative temper by involving Experts (National & International) and Leading Research Institutions for exchange of ideas and becoming a leader in the industry. The Company is aiming to provide speedy Dispute Resolution Mechanism to avoid unnecessary litigations and lastly, holding regular consultations with stakeholders for creating an organisation having "**one vision - one mission**" as its motto.
- In a short span of time of two years, NHIDCL has been able to expedite the construction of Highways and development of other Infrastructure in the North-Eastern and Strategic Border areas of the country. As on today, the company is already in process of developing 142 National Highway projects for development of about 8,100 km length to be executed at a cost of approximately ₹ 1,00,000 crore.

7.2 Beginning with **Assam**, thirteen projects have been awarded covering a length of 336 km to be built at an estimated project cost of ₹ 9,338 crore. One project cancelled due to NGT wildlife issue. In one legal opinion is being sought. The Company plans to award **two** more projects covering a length of **37** km to be executed at an estimated cost of ₹ **1,533** crore.

7.3 In **Arunachal Pradesh,** the Company has awarded sixteen projects covering a length of 400 km at an estimated project cost of ₹ 4,464 crore. The Company plans to award **15** more projects for covering a length of **297** km to be executed at an estimated cost of ₹ **4,949** crore.

7.4 In Himachal Pradesh and West Bengal, NHIDCL is executing DPR Preparation works.

7.5 **In Jammu & Kashmir,** five projects for maintenance of NHs have been awarded covering a length of 274km to be built at an estimated project cost of ₹ 100 crore.

7.6 **In Manipur,** five projects for rehabilitation and restoration have been awarded covering a length of **179** km to be built at an estimated project cost of ₹ 99 crore and one civil bridge work of length 276m at an estimated ₹ 141 crore. The Company plans to award four more projects for rehabilitation and restoration work covering a length of **139** km to be executed at an estimated cost of ₹ **138.23** crore.

7.7 **In Meghalaya**, the Company plans to award **one** project covering a length of **43** km to be executed at an estimated civil cost of ₹ **269.32** crore.

7.8 I**n Mizoram**, the Company has finalized the DPR for upgradation of Aizwal to Tuipang section of NH-54 covering a design length of **351.16**km and plans to execute it with Japan International Cooperation Agency (JICA) assistance.

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।

Some times 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.



7.9 **In Nagaland,** three projects have been awarded covering a length of **43**km to be built at an estimated project cost of ₹ **1,560** crore. The Company plans to award **one** more projects covering a length of **38** km to be executed at an estimated cost of ₹ **1,533** crore.

7.10 **In Sikkim,** one Rangpo viaduct project have been awarded covering a length of **1** km to be built at an estimated project cost of ₹ **56** crore. The Company plans to award **two** more projects covering a length of **60** km to be executed at an estimated project cost of ₹ **934** crore.

7.11 **In Tripura**, three projects have been awarded covering a length of **140** km to be built at an estimated project cost of ₹ **1,631** crore. The Company plans to award one more bridge project covering a length of **2** km to be executed at an estimated project cost of ₹ **129** crore.

7.12 **In Uttarakhand,** the Company plans to award two projects covering a length of **1.5** km to be executed at an estimated cost of ₹ **70** crore.

7.13 **In Andaman & Nicobar Island,.** The Company plans to award two projects covering a length of 82 km to be executed at an estimated cost of ₹ 446 crore.

7.14 In addition to its core competence of building highways, bridges and tunnels, NHIDCL has developed e-portals INAM PRO (a market place for selling and buying cement and other raw materials), e-PACE (for monitoring progress of various projects being implemented by the Ministry of Road Transport and Highways, NHAI and NHIDCL) and INFRACON (for registration of consultancy firms/ key personnel engaged in Highways and other infrastructure sectors for bringing efficiency and transparency in award of consultancies for DPR preparation and Authority's Engineer). NHIDCL has also taken following activities:

- Taking steps to ensure that all safety parameters (proper curves, gradients and no black spots) are followed while finalizing the designs for roads, bridges and tunnels.
- Taking steps for protection of ecology and environment in the civil work areas by bringing new technologies for slope protection, soil stabilization etc.
- Set time limits for performing various tasks such as on order to enhance confidence among the Contractors, all payments are being released within 72 hours of receipt of complete certified bills.
- Held dialogue to build the capacity of local contractors of NE region and also to introduce new but appropriate technologies.
- NHIDCL has been established as, '**A Company with the Difference'** carrying hall mark of efficiency, transparency and quality.

तीव्र जलवायु में भूस्खलन के दौरान पहाड़ी रास्तों पर पत्थर/चट्टानें गिरती रहती हैं। यह चिन्ह दर्शाता है कि आगे के रास्ते पर पत्थर/चटट्ानें 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.

7.15 As of 31th Dec. 2016, the company is handling 142 National Highway and other Infrastructure Development projects covering an approx length of 8,100 km. to be executed at a cost of approximately ₹ 1,00,000 crore.

- The following projects are presently under execution by the NHIDCL:

Projects under execution				
Sl. No.	State	No. of Packages	Length (in km)	Total Project Cost including LA (₹ in crore)
1	Arunachal Pradesh	16	400	4,464
2	Assam	13	336	9,338
3	Tripura	3	140	1,631
4	Nagaland	3	43	1,560
5	Manipur	6	179	240
Total		**41**	**1,098**	**17,233**

- The following projects are likely to be awarded in FY **2016-17:**

Projects likely to be awarded in FY 2016-17					
Sl. No.	**State**	**No. of Packages**	**Length (in km)**	**Cost (₹ in crore)**	**Remark**
1	Andaman & Nicobar	**2**	**82**	**446**	
2	Arunachal Pradesh	15	297	4,949	
3	Assam	2	37	1,533	
4	Tripura	1	2	129	
5	Nagaland	1	38	1,533	
6	Manipur	4	139	138	Restoration and Rehabilitation work
7	Meghalaya	1	43	269	
8	Jammu & Kashmir	1	14	7,946	
9	Sikkim	2	60	934	
10	Uttarakhand	2	1.5	70	
Total		**31**	**713.5**	**17,947**	

7.16 A Statement indicating the funds spent so far on Land Acquisition, Utility Shifting and Civil Works for the Projects entrusted to NHIDCL, till date and likely expenditure till 31st March, 2017 is attached at **Appendix- 6.**

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.



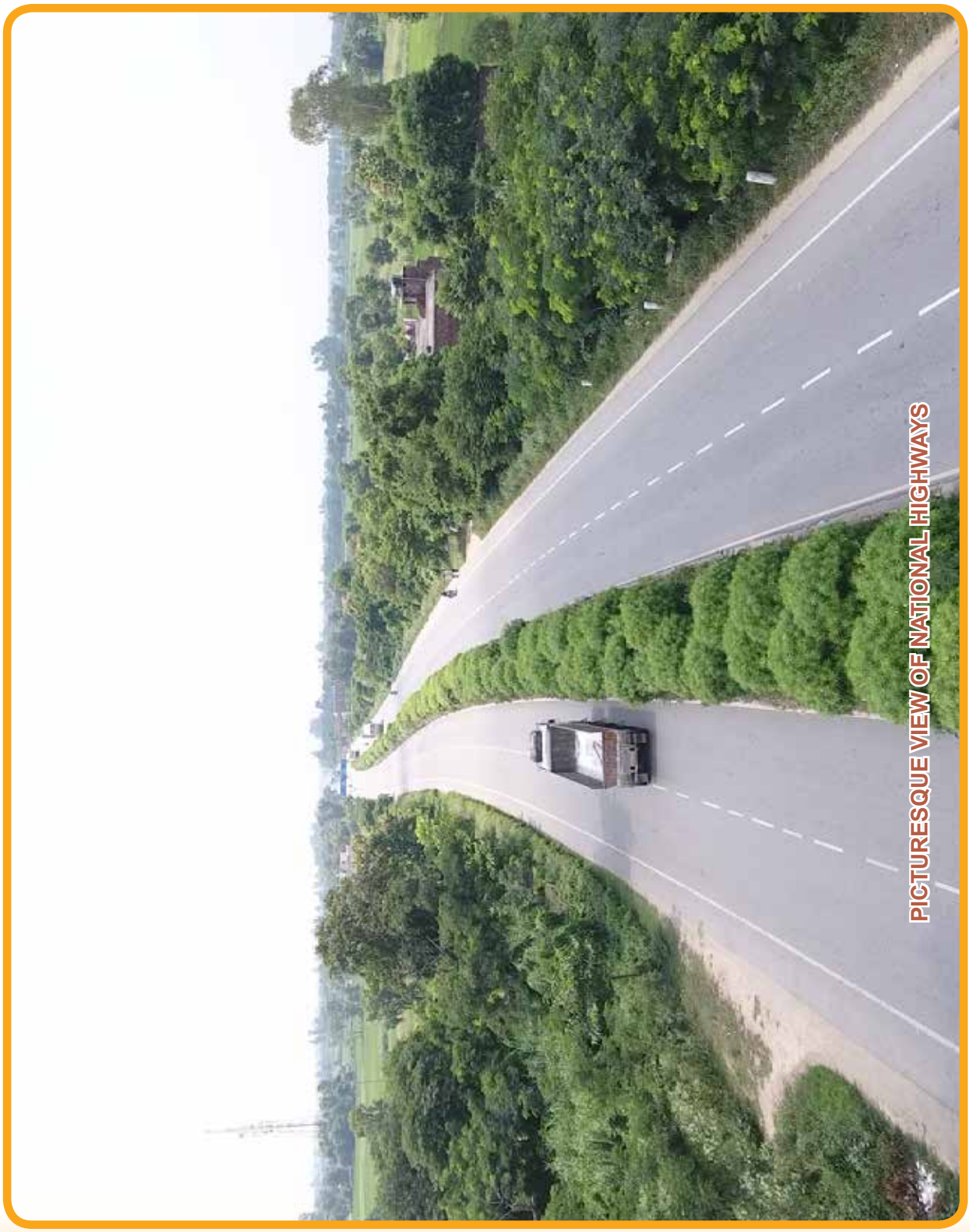
उभार या ऊबड़-खाबड़ सड़क
Hump or Rough Road



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.

आगे अवरोध है
Barrier Ahead



कई बार सड़क पथ–कर वसूली केंद्र/जांच चौकी से होकर गुजरती है। ऐसे स्थानों पर अवरोध देखे जा सकते हैं। यह चिन्ह दर्शाता है कि आगे की सड़क पर अवरोध है और वहाँ वाहनों को रुकना पड़ेगा।

Many a times the road passes through toll collection point/check posts etc. One can find barriers on such places. This sign indicates that there is a barrier ahead on the road and vehicle has to stop there.



मध्य पट्टी में अंतर
Gap in Median

CHAPTER VIII

ADMINSTRATION 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 867 employees (Group A, B & C) of this Ministry, Housekeeping 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 this 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 7**

8.3 Pension Papers of the retirees 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 of the Ministry to bid farewell to retirees and a Memento as well as a gift is also presented. In the Ministry of Road Transport and Highways various welfare measures in respect of welfare of women employees of the Ministry were undertaken.

8.5 Important Days of national Importance viz. Anti-Terrorism Day, Communal Harmony Day, Sadbhavana Diwas, Vigilance Awareness Week, Red Cross Day, Red Cross Raffle Draw, Swach Bharat Abhiyan, Good Governance Day etc. were observed and "Pledge" taken by the employees of the Ministry of Road Transport and Highways. Contributions were also raised and collected towards "Flag Day". The essays competitions both in Hindi and English were conducted during Harmony Communal Week /Vigilance Awareness Week. The participants are rewarded for their participating in these events.

यह चिन्ह दर्शाता है कि सड़क के 'डिवाइडर' (विभाजक) में एक 'गैप' है और वहां यू–टर्न (वापस मुड़ने) की व्यवस्था की गई है। दुर्घटना से बचने के लिए ड्राइवर को चाहिए कि वह वाहन की गति धीमी करे और संबंधित लेन पर उसे ले जाए।

This sign indicates that there is a gap in the divider of a road and there is a provision of U-turn. The driver should slow and take relevant lane to avoid any crash.

Setting up of Information & Facilitation Counter

8.6 An Information and Facilitation Counter (IFC) is functioning in the Ministry for effective and responsible administration as well as to provide information to the citizen regarding services and programmes, schemes etc. implemented by the Ministry. Material on a variety of subjects useful to the general public has been kept at the counter. In addition to furnish information, the IFC also receives public grievance petitions, which are then passed on to the concerned authorities for consideration and disposal. Citizens'/clients' charter detailing the activities/ services of the Ministry is available on the Ministry's website.

Formation of Citizen's Charter

8.7 Citizens' Charter for disseminating information about the activities of the Ministry may be seen on Ministry's Website.

Departmental Record Room

8.8 Due attention is being paid by the Ministry to records management. A total of 5,174 files were recorded and 1,456 files were reviewed/weeded out as per provision of record retention schedule till 31st December, 2016.

The grievance redressal & CPGRAMS

8.9 The Public Grievance Redressal Machinery in the Ministry is headed by the Joint Secretary (T&C& GAP), who is designated as Director of Public Grievances. Public grievances received are referred to the concerned administrative units for speedy redressal. The Public Grievances Redressal and Monitoring System (PGRAMS), a web based grievance redressal mechanism is also operational in the Ministry. A total number of 9,697 cases of public grievances were received till 30th November 2016, all of which have already been forwarded to the concerned Wings/Divisions for prompt disposal. It includes NHAI, NHIDCL, IAHE, RT Wing and Regional Offices. Out of the total 15,417 (including brought forward cases) grievances, 13,882 have been disposed till 31st December, 2016.

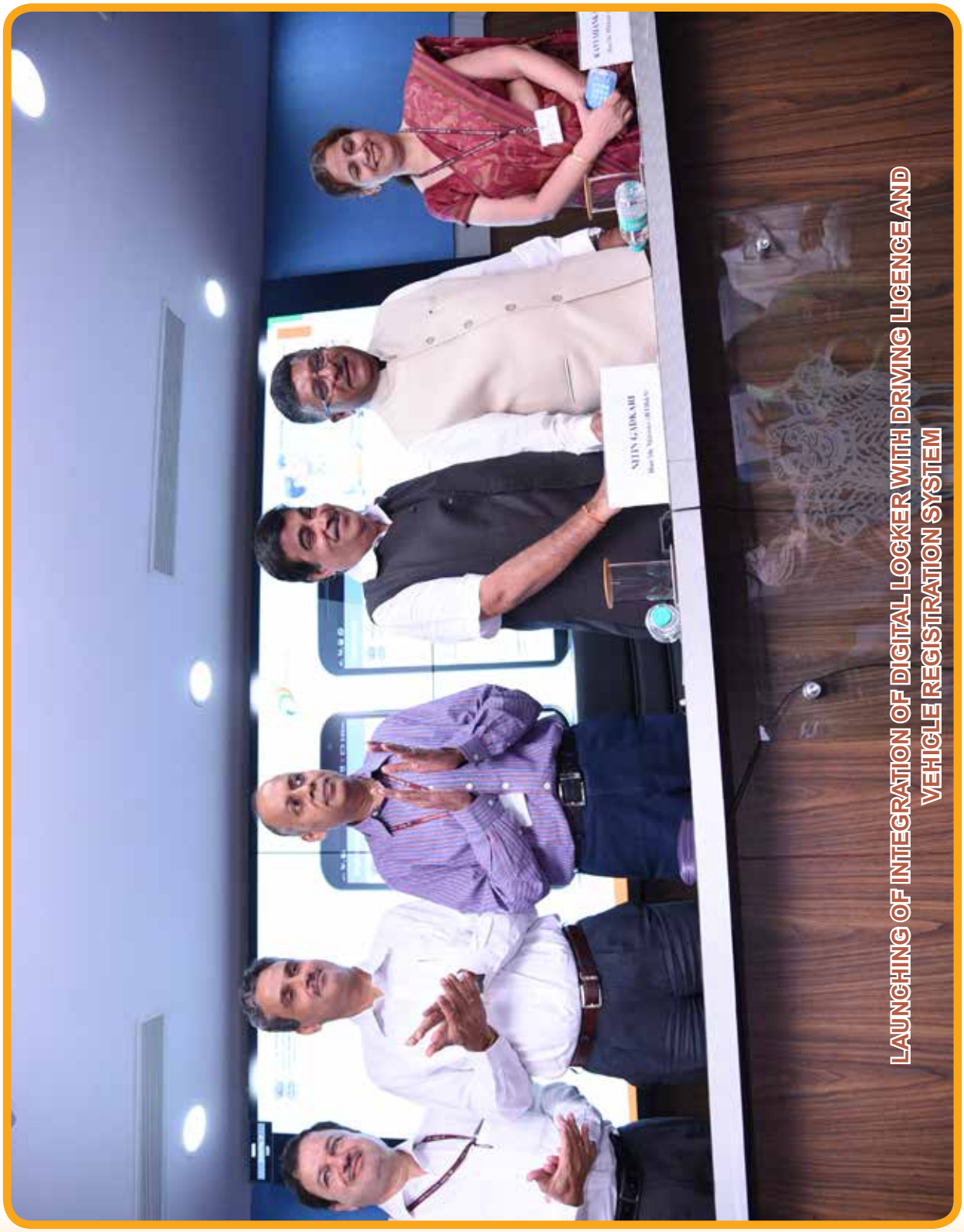
A Staff Grievance Redressal Machinery is also functioning in the Ministry. Director/Deputy Secretary in-charge of concerned Administration Section(s) has been designated as the Staff Grievance Officer for hearing the grievances and also for receiving the grievance petitions. In addition, Joint Secretary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

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.



बायीं ओर पार्श्व सड़क
Side Road Left



LAUNCHING OF INTEGRATION OF DIGITAL LOCKER WITH DRIVING LICENCE AND VEHICLE REGISTRATION SYSTEM

यह संकेत मार्ग देने वाले संकेतों के समूह से है। यह संकेत विशिष्ट दर्शाता है कि वहां बायीं ओर साइड सड़क हैं। साइड सड़क का प्रयोक्ता यातायात का 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 left. This sign is used in conjunction with a give way sign on the side road.

e-office

8.10 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 Nation Informatics Centre(NIC) aims to support governance by using more effective and transparent inter and intra-government processes.

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

Implementation of e-Office in MoRTH/NHIDCL

- To meet the above objective, MoRTH/NHIDCL took to implementative of e-Office with in a time span of 15 days.
- 90% of the staff are having their e-Office id's and the creation of e-Office id of new joining employees is in process.
- Admin, HR, Technical, Project and Financial division are communicating each other through e-Office very smoothly.
- The conversion of Physical files into electronic files are in process.
- Significant changes can be seen to achieve the goal of paper less office.
- Implementation of digital signature for authentication is also being implemented.

Grievance & Citizen's Charter Cell

8.11 Grievance & Citizen's Charter 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 the grievances received from Department of Administrative Reforms and Public Grievances, DPG, President Secretariat, PMO and other local grievances to concerned Divisions/Wings.

B. FINANCE

8.12 Accounts and Budget

Ministry of Road Transport & Highways is headed by Secretary to the Government of India and he is functions as the Chief Accounting Authority for the Ministry. He discharges his responsibilities through the Additional Secretary and Financial Advisor (AS & FA) and

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.



Pr. Chief Controller of Accounts. The Accounts & Budget Wings of the Ministry of Road Transport & Highways function under the Pr. Chief Controller of Accounts. The office of the Pr. Chief Controller of Accounts 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 financial & accounting matters, cash management and coordination with the Controller General of Accounts, Comptroller & Auditor General of India, Finance Ministry and other related agencies.

The Pr. Chief Controller of Accounts organization comprises of Pr. Chief Controller of Accounts, one Controller of Accounts and two Deputy Controller of Accounts/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 DCA/ ACA. There are 11 PAO'S/RPAO's under the administrative control of CCA located at New Delhi, Mumbai, Kolkata, Bangalore, Chandigarh, Jaipur, Lucknow, Guwahati. Recently two new RPAO's are also created for implementation of Director Payment Procedure at Bhopal and Hyderabad.

The detailed responsibilities assigned to the office of the Pr. Chief Controller of Accounts Ministry of Road Transport & Highways and its offices throughout the country are as under:-

Payments

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

Receipts

- Accepting, budgeting and accounting the receipts of the Ministry.
- Monitoring the repayment of loans and interest thereon received from State Governments and Public Sector Undertakings.
- Receipt & Payment under New Pension Scheme.

यह सड़क चिन्ह आगे की सड़क की वास्तविक बनावाट की जानकारी देता है। यह सड़क दो हिस्सों में विभाजित होकर अंग्रेजी के 'वाई' (y) अक्षर के आकार का है। इससे ड्राइवर को तिराहे पर गाड़ी मोड़ने में मदद मिलती है।

These road signs cautions about the actual formation of road ahead. The road is divided into two in the shape of y This helps driver in managing the intersection carefully.

Submission of Accounts & Reports

- Preparation of Monthly Accounts of the Ministry of Road Transport & 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.
- Preparation of Annual Budget including the performance Budget and coordination with the Ministry of Finance in the Budget process during the financial year.
- Monitoring of Internal Extra Budgetary Resources (IEBR) and its submission to the office of the CGA.
- Monitoring and submission of mandatory information as per Fiscal Responsibility and Budget Management (FRBM) Act and Rules.
- Preparation of Management Information Reports based on accounting, budget & audit data for submission to various authorities.
- Preparation of financial statistics on monthly basis regarding receipts and expenditure for uploading on Ministry's website.
- Preparation of Monthly expenditure/Weekly expenditure based on Budget and submission to various authorities viz. AS & FA Secretary etc for monitoring the expenditure.
- 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.
- Preparation of Monthly DO on the basis of MIS received from the PAO/RPAO's and submission to CGA.

8.13 Budget

- Preparation and submission of Annual Budget Estimates and Revised Estimates re-appropriation of funds of the Ministry of Road Transport & Highways and Coordination with the Ministry of Finance and other Departments in all budget matters.
- Vetting of Demands for Grants yearly after incorporating actual expenditure.

यह चिन्ह दर्शाता है कि आगे की सड़क पर अंग्रेजी के 'टी' अक्षर की तर्ज पर तिराहा (इंटरसेक्शन) है और वहां सीधा रास्ता नहीं जाता है। यातायात को बायीं या दायीं ओर मोड़ना होगा। इससे ड्राइवर को अपने रास्ते की योजना बनाने में मदद मिलती है।

This sign cautions about that there is T-intersection on the road ahead and there is no forward movement. Traffic has to either turn left or right. This helps driver in planning his movement on road.



- 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.
- Preparation of Annual Estimates of Review Receipts, Interest Receipt & Public Accounts.

8.14 Internal Audit

- 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.
- Monitoring and disposal of all audit paras and observations coming under the preview of Public Accounts Committee and other Parliamentary Committees.
- Internal Work Study in all the wings of the Ministry and coordination with the 'Staff Inspection Unit' of the Ministry of Finance.
- Preparation of Annual Review of the performance of Internal Audit.

The internal Audit wing in the Pr. CCA organization of Ministry of Road Transport & Highways has been established as an effective tool for identifying the systematic errors/ lapses in the functioning of various departments in the Ministry and advising the management for necessary action/rectification. This has proved to be as immense management tool to bring about objectivity and financial propriety in day to day functioning and by bringing greater sensitivity for financial prudence.

The officers of the Internal Audit wing as well as offices posted in other section have been imparted various trainings related to Internal Audit in the past. This year three AAO's have been imparted training in Risk Bases Audit.

Consequent upon the effective utilization of Internal Audit mechanism during the past few years by the Pr. CCA's organization, there has been a significant improvement in maintenance of Accounts/regards almost in all office of the Ministry of Road Transport & Highways. Audit paras which involves major irregularities/deficiencies are brought to the notice of head of Departments and matter persuade for settlement of paras and review meeting are also arranged by Pr.CCA office to take stock of the outstanding paras.

During the year 55 units of pertaining to NH Divisions have been audited.

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.

Computerization of Accounts

8.15 In discharge of these functions, several new initiative have been taken which have contributed immensely to the overall effectiveness and efficiency of the functioning of various Departments of the Ministry as a whole. With a view to eliminate the delay in compilation of Accounts and to provide the information on expenditure accounts at present is implementing various software packages like COMPACT, CONTACT, E-Lekha etc.

Computerised Accounting (COMPACT): is a comprehensive software package for Expenditure Accounts covering major accounting functions i.e. pre-check, GPF, Budget, Pension, Compliance and New Pension Scheme and was successfully implemented in all PAO's/RPAO's. This brought about not only very efficient payment system and timeliness into preparation of accounts but also resulted in a greater transparency in the whole process.

Contact: Used in Principal Accounts office for compilation of Monthly Accounts. Every month a detailed review of the Receipts and Expenditure for different Grant is prepared and submitted to CGA office and expenditure statements to the US (Budget), AS&FA and Secretary of the Ministry. This includes Major Head wise, Object Head wise and Scheme wise pattern of expenditure. Head wise estimates and Receipts of various non- tax revenue items, comparison with the previous year's figure and position of the outstanding UC's etc.

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 based accounting portal E-Lekha. They required to upload their daily transactions in this portal so that the date of expenditure and receipts are available on daily basis. This has enabled availability of real time data on expenditure & receipt which is crucial for effective monitoring of expenditure/receipts & budgetary controls. The reports generated from the management information system of this portal are important managerial tools are being by various Departments of the ministry. Implementation of E-Payment in the Ministry of Road Transport & Highways.

(C) NATIONAL PERMIT FEE SCHEME

In the year 2010-11, the Ministry of Road Transport & 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 1,200 RTO, State Transport Authorities across the country and distribute the same to all the State Government/UTs as per agreed formula every month.

As per the National Permit Fee Scheme launched in May, 2010 the transporter are required to pay ₹ 15,000 per annum per vehicle towards the consolidated fee. This fee is being collected by the Ministry of Road Transport & 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.

Consequent upon the instruction issued by the Ministry in this regards, 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 by the PAO (Sectt,) MoRTH, New Delhi has been going on smoothly. Statement Showing the State wise Disbursement of National Permit fee at **Annexure 8**

(D) REVISION OF PENSION/ FAMILY PENSION

Department of Pension & Pensioners' Welfare in consultation with Central Pension Accounting Office (CPAO) have taken the initiative to revise the pension online on the basis of recommendation of the 6th Pay Commission for all those civil employees of Government of India who retired before 2006. Subsequent to this, under the guidance of CPAO and the monitoring of the O/o Controller General of Accounts, all the civil Ministries are revising the pension of the pensioners online on the web portal designed by CPAO in consultation with NIC.

The Pr. CCA office is the nodal office in the Ministry for this revision and all the Pay & Accounts Office located at various part of the country are revising the Pension of these pensioners. Out of 1,073 requiring revision of pension of pre 1990 and pre 2006 pensioner, maximum cases has since been settled and revised authority issued.

Central Plan Funds Monitoring System:

8.16 In 2008-09 Hon"ble Finance Minister announced the establishment of Central Plan Schemes Monitoring System to provide comprehensive Decision Support and Management Information to various Scheme managers responsible for administering Plan Schemes. Since then the scope of CPSMS has been enlarged to cover direct payment to beneficiaries both under selected Plan and non-Plan Schemes. Today several Scheme managers are using CPSMS to directly credit the bank accounts of implementing agencies and beneficiaries. CPSMS is also being used in several Schemes covered under the recent initiative of Direct Benefit Transfer. The Central Plan Scheme Monitoring System (CPSMS) is a Central Sector Plan Scheme of the Planning Commission which is being implemented by the Office of Controller General

of Accounts in partnership with National Informatics Centre. The scheme has established a common transaction-based on-line fund management and payment system and MIS for the Plan Schemes of Government of India. The platform has now been extended to State Governments for effecting payments of plan funds received directly at the State Treasuries.

Objectives of CPFMS

- Establishment of an efficient fund management system
- Establishment of an effective expenditure information network
- Reforms in the area of Public Financial Management
- Public disclosure

Implementation Strategy

The scheme is being implemented through a web based application developed and deployed by the O/o Controller General of Accounts which leverages its well established accounting and financial reporting application viz. COMPACT & e-Lekha and the interfaces developed with the banking system. All Ministries / Departments are required to register the details of agencies / individual beneficiaries receiving grants from Government of India on the CPSMS application along with their bank account details. Sanction-IDs are generated on the portaland sanction orders are generated, DDO incorporates the bill number and the paying agency enters the payment detail against the Sanction IDs. The payment details are captured by the system on a real time basis. The Sanction ID module is fully functional in all Ministries of the central government thereby creating a comprehensive database of all implementing agencies and individual beneficiaries receiving funds under various Schemes of the Government of India. CPSMS supports fund management and e-payment through a secure integration with Core Banking Solutions (CBS) of 90 banks (26 Public Sector Banks, 59 Regional Rural Banks and 5 major Private Sector Banks). CPSMS for the first time in the area of public financial management is geared to generate a transaction-based, robust, reliable and transparent Financial Management Information System (FMIS). Unlike other MIS applications where financial MIS relies on post-facto data feeding, the fund utilization data in CPSMS has one to one correlation with the banking transactions effected by the implementing agencies. Thus, the FMIS available from the system has bank reconciled data on financial transactions on a real time basis.

Achievements

All the first level recipient agencies of Central government plan funds are registered in the system along with their bank account details. Consequently reports on geographical



distribution of Scheme-wise, Agency-wise, Sector-wise funds are available on a real time basis. Over 9,50,000 implementing agencies have already been registered on CPSMS portal. Around 3,000 agencies are registering themselves on the system every day. These agencies are using the CPSMS application for transactions covering both transfer of funds and e-payment to beneficiaries who have accounts in bank branches or post offices. CPSMS has been fully implemented at the Central Government level and Plan Scheme releases from Civil Ministries/ Departments of the Central Government are mandatorily routed through CPSMS with a unique Sanction ID. Principal users of CPSMS include Ministry of Finance, all Central Ministries, State Governments, program managers, banks and NGOs which receive funds from the Central Government.

E-payment through CPSMS (direct transfer to accounts of beneficiaries) has been implemented successfully in Bihar under MGNRES covering over 40,000 beneficiaries and over ₹ 1,000 crore. E-payment is also expected to start soon in Odisha under NRHM, SSA and the Mid-Day Meal schemes. CPSMS is linked with NPCI and has successfully effected the first Aadhaar based payment under Janani Suraksha Yojana (JSY) in Puducherry district of Tamil Nadu.

To get information on the funds disbursed by the Central Government through the State Treasuries, an interface has already been made operational with Maharashtra Treasury. Similar interfaces with the Treasuries of Madhya Pradesh and Odisha are also underway. Public disclosure of the relevant data through a dedicated public information portal is also on the anvil.

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

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 JS/AS level, there is also a mechanism of Adhoc Committee to review the progress of furnishing replies to Inspection Paras of Audit.

During the period from 1.4.2016 to 31.12.2016: Final ATN in respect of CAG's Para No. 15.1 of Report No. 25 of 2014-"Unfruitful Expenditure" was sent to Lok Sabha Secretariat.

Final ATNs on the following Audit Paras (Commercial) were also sent to Lok Sabha Sectt. (COPU Branch):

- Para 14.1 of Report CA No. 13 of 2014 – loss of revenue due to inordinate delay in commencement of toll operation.
- Para 14.2 of Report CA No. 13 of 2014 – Weak contract management resulting in short recovery of liquidated damages.
- Para 14.3 of Report CA No. 13 of 2014 – Undue favour to contractors.

In addition to the above, meetings of the Standing Audit Committee (SAC) chaired by Joint Secretary 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. Further, a summary of audit observations made available by the office of C&AG pertaining to this Ministry and the position of ATNs in this regard are placed as **Appendix 17.**

8.18 Grant No. 74— Ministry of Road Transport and Highways.

The actual expenditure for the year 2016-17 (upto 31st December, 2016) has been reflected in **Appendix 9**. The Head-wise Details of Receipts as per the Statement of Central Transaction (SCT) for the last three years have been reflected in **Appendix 10** and the Details receipts of expenditure for the three years have been reflected in **Appendix 11**. Highlights of accounts are at **Appendix 12**.

(E) VIGILANCE

8.19 The Vigilance Unit of the Ministry is responsible for coordinating and supervising the vigilance activities pertaining to the Ministry. The Unit is headed by the Chief Vigilance Officer. Joint Secretary (EIC) is also part time CVO of this Ministry appointed with the approval of the Competent Authority. National Highways Authority of India (NHAI) which is an autonomous body under Ministry of Road Transport & Highways has a separate full time Chief Vigilance Officer.

During the year, besides dealing with vigilance related complaints (in consultation with the Central Vigilance Commission where required), special emphasis was laid on preventive vigilance. Emphasis was given to enforce proper implementation of the instructions and procedures laid down for processing requests for issue of NOC for retail outlets of auto fuels and access to private properties on "first come first serve basis" and the 30 days time limit for processing NOC cases and settling of bills and payment under Direct Payment Procedure"

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.



on first come first serve basis." Online tracking of the applications for access permission to retail outlets, private properties etc on National Highways has been initiated.

A Vigilance Awareness Week was observed in the Ministry during 31st October – 5th November. 2016. The Pledge was administered by the Secretary(RT&H) jointly to the staff of the Ministry of Road Transport & Highways and Ministry of Shipping. During the Vigilance Awareness Week, the following Activities were performed:

- E-Pledge with link to CVC uploaded on Ministry's website.
- Selected quotes on th theme of corruption were run at TV screen installed near reception (Main Entrance)
- Quotations on the theme of corruption were uploaded on twitter account of the Ministry.
- An Essay writing competition on the topics "Ëmployee's role in combating corruption" in English and "Generating public opinion against corruption"in Hindi has been organized. Cash prize would be awarded to officials whose articles are adjudged First, Second and Third in Hindi and English respectively.
- Sensitization Programmes on vigilance awareness for senior officers of the Ministry was held on 04.11.2016.

(F) RIGHT TO INFORMATION ACT-IMPLEMENTATION

8.20 The main objectives of the RTI Act are 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 Commissions (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 this 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

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.

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. The two organizations namely: National Highways Authority of India (NHAI) an autonomous body set up under an Act of Parliament and Indian Academy of Highway Engineers (IAHE) (formerly known as NITHE), a society under the administrative control of Ministry have also appointed their separate PIOs/APIOs/Appellate Authorities for providing information to public/ applicants as directed in RTI Act. This Ministry has been receiving RTI applications relating to various subjects viz. Motor Vehicles Act, Road Transport, National Highways, Flyovers, Bridges, Toll Plazas, 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. 7728 RTI applications have been received till 31st December, 2016 which include brought forward as well as physical and online applications. Any of which if intended for more than one PIO was forwarded under system generated separate registration numbers. Likewise, till 31st December 2016, a total number of 749 appeals (including brought forward) has 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.

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.



भोजन स्थान
Eating Place



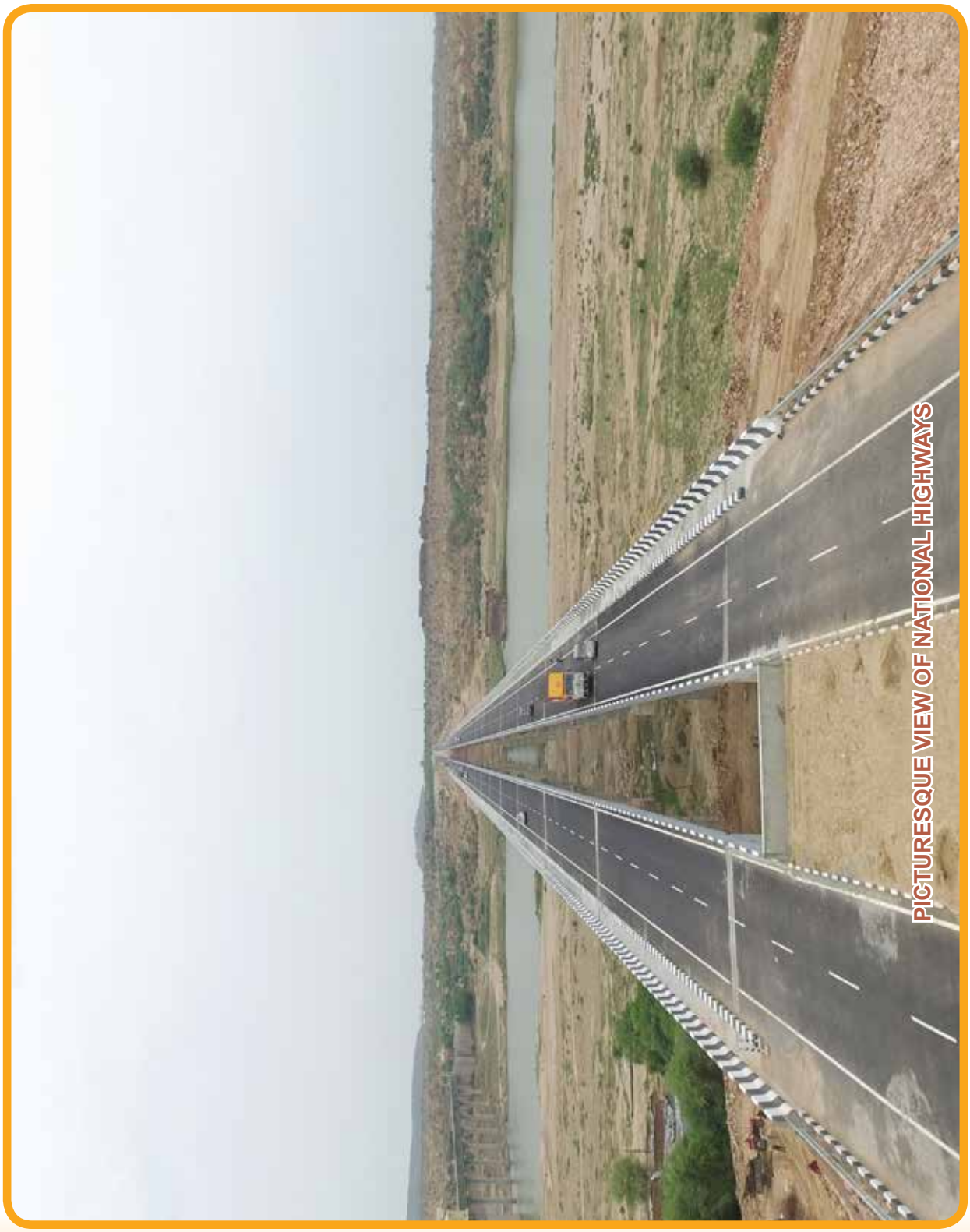


यह चिन्ह इंगित करता है कि आसपास भोजन का एक स्थान है। आम तौर पर राजमार्गों और लंबे सफर की सड़कों पर यह चिन्ह देखा जा सकता है।

This sign indicates that there is an eating place in the vicinity. This sign is common on highways and long stretches of road.



लंबाई सीमा
Length Limit



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.



अग्रिम मार्गदर्शक
गंतव्य चिन्ह
Advance Direction Sign

CHAPTER IX

IMPLEMENTATION OF OFFICIAL LANGUAGE POLICY

MACHINERY FOR IMPLEMENTATION:

Machinery for implementation:

9.1 At present, Hindi Section in the Ministry of Road Transport & Highways is headed by one Deputy Director (Official Language) and other supporting staff. Besides monitoring the implementation of the Official Language Policy and the Annual Programme, Hindi Section undertakes translation from English to Hindi and vice-versa of the material received from various sections/divisions of the Ministry.

Official Language Implementation Committee:

9.2 The Official Language Implementation Committee (OLIC) of the Ministry of Road Transport & Highways is headed by the Joint Secretary (Transport & Administration). Meetings of OLIC were held on 23rd March, 2016, 30th June, 2016, 30th September, 2016 and December, 2016. 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 use of Hindi in official work.

Compliance with Section 3(3) of the Official Language Act, 1963 (as amended in 1967) and correspondence in Hindi:

9.3 In compliance of provisions of Section 3(3) of the Official Language Act, 1963 (as amended in 1967), all the documents covered under this section are being issued bilingually.

9.4 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.

9.5 Efforts are being made to increase correspondence in Hindi with the offices of the Central Government, State Government, UT Administrations in the regions 'A' and 'B' and the general public.

Specific Measures Taken For Promoting Use Of Hindi

Training in Hindi Teaching, Hindi Typewriting and Hindi Stenography:

9.6 Out of a total of 5 typists (clerks), 1 is trained in Hindi typing and out of a total of 15 Stenographers, 5 are trained in Hindi stenography.

यह चिन्ह उस सड़क पर पड़ने वाले विभिन्न गंतव्यों (स्थानों) की दिशा को इंगित करता है। आम तौर पर चौराहे (इंटरसेक्शन) से पहले ये चिन्ह लगाए जाते हैं।

This sign indicates the direction to various destinations falling on that particular road. These signs are generally installed before intersections.

Cash Awards and Incentive Schemes:

9.7 An incentive scheme to encourage officers and employees to do their official work in Hindi is in vogue in the Ministry. Under this scheme, cash awards are given for doing noting and drafting in Hindi.

Celebration of Hindi Divas and Hindi Pakhwara:

9.8 On the occasion of Hindi Divas on 14th September, 2016 the message of the Hon'ble 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 1th September, 2016 to 15th September, 2016. Competitions were held in Essay writing in Hindi, Departmental Vocabulary, Noting & Drafting in Hindi, General Letter Writing, Hindi Typing, Hindi Poetry Recitation, Extempore Speech and Hindi Handwriting. Some of the competitions were held separately for Hindi speaking and non-Hindi speaking staff of the Ministry. Two Hindi workshops were also organized by this Ministry on 14th September, 2016 and 15th September, 2016 in respect of "Problems of spellings in Hindi" and "How to work on computer in Hindi" respectively. Joint Secretary, of Road Transport & Highways gave away awards to the winners of the competitions in a prize distribution function held in the Ministry on 30 September, 2016. During Hindi Pakhwara held this year, a total of 163 officers/employees participated in the competitions.

Propagation of Information Technology:

9.9. The entire Hindi typewriting work in the Ministry is carried out on computers. Latest Hindi software have been installed on the computers for efficient and fast completion of tasks. A workshop on "google voice typing" was organized in the Ministry on 12th July, 2016 in which 33 officers/officials got training of hindi typing through voice typing.



PRIZE DISTRIBUTION DURING HINDI PAKHWARA

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.



गोलचक्कर चौराहे पर अग्रिम गंतव्य का चिन्ह
Advance Destination Sign on Rotary Intersection

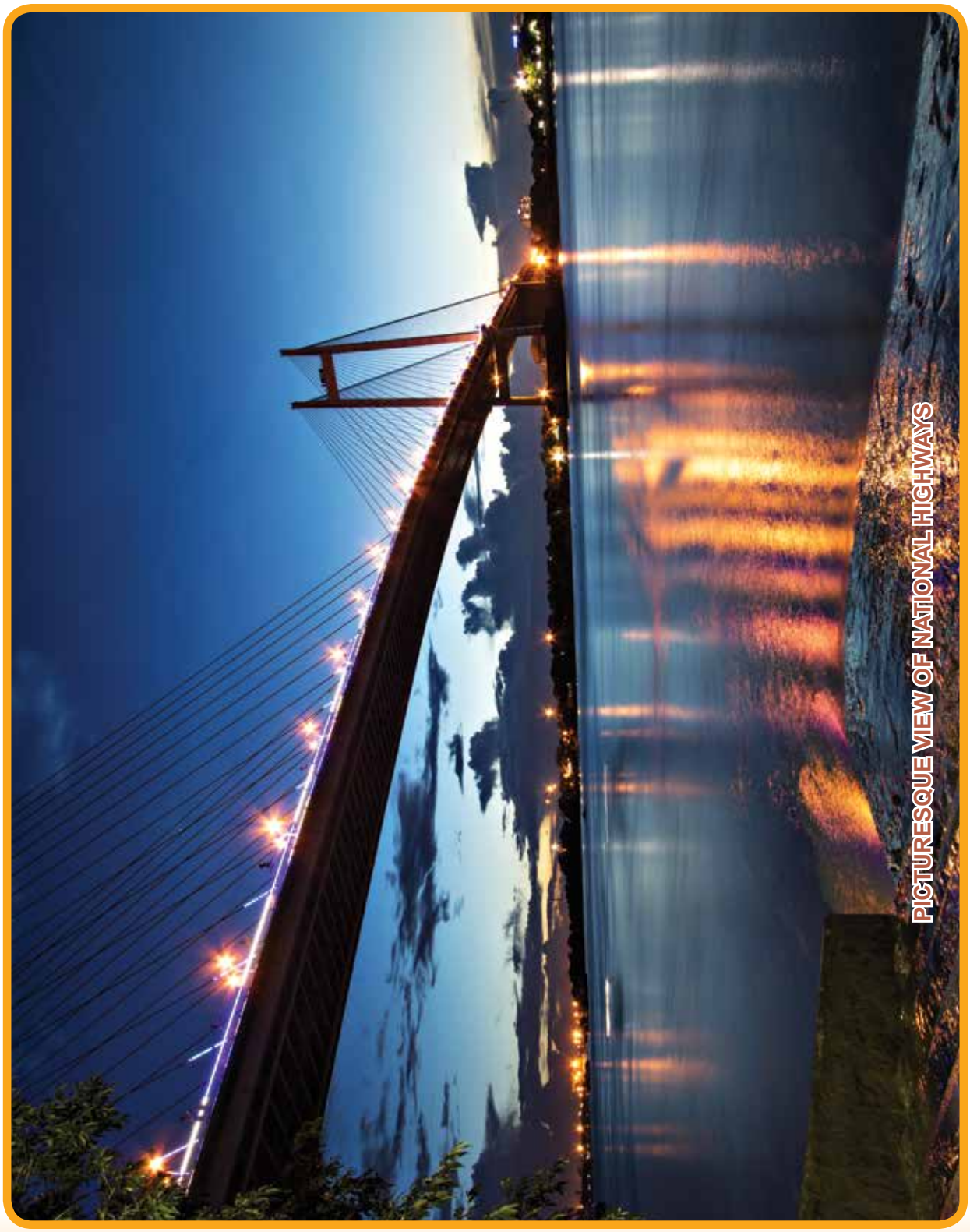
CHAPTER X

IMPLEMENTATION OF PERSONS WITH DISABILITIES ACT, 1995

10.1 The Ministry of Road Transport and Highways is making sincere efforts for effective implementation of the 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 the extant instructions of DoPT. The status as on 31st December, 2015 in respect of Technical and Non-Technical posts with regard to the number of Persons with Disabilities is as **Appendix 13**.

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.



यह चिन्ह उस सड़क पर पड़ने वाले विभिन्न गंतव्यों (स्थानों) की दिशा और उनकी दूरी को इंगित करता है। आम तौर पर चौराहे (इंटरसेक्शन) से पहले ये चिन्ह लगाए जाते हैं।

This sign indicates the direction and distance to various destinations falling on that particular road. These signs are generally installed before intersections.



CHAPTER XI

TRANSPORT RESEARCH

11.1 Transport Research Wing (TRW) of the Ministry of Road Transport and Highways collects, compiles, analyses and disseminates data relating to roads, road transport and road safety. This essentially involves collection of data from various sources viz. Central Government Ministries and Departments, State Governments, Union Territory Administrations and public and private sector agencies. The information received from these sources is scrutinized, validated for consistency and reliability, and then compiled and analyzed in annual publications covering important aspects of the transport sector.

11.2 Transport Research Wing (TRW) acts as the nodal agency of the Ministry which provides research inputs, analysis, technical comments and data support to the various Divisions. Besides, it assists in policy planning, coordination and evaluation of the performance of the road transport sector. Transport Research Wing is consistently making efforts to strengthen the database of roads, road transport and road safety, by taking measures to bridge data gaps and lags in the dissemination of data through its four annual publications namely 'Road Accidents in India', 'Road Transport Year Book', 'Review of Performance of State Road Transport Undertakings' and 'Basic Road Statistics of India'. Information published in these four publications is also disseminated through Data Portal India.

11.3 TRW collects road accident data on a calendar year basis from Police Departments of States/ Union Territories in formats devised by the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) for the Asia Pacific Road Accident Data (APRAD) project and publishes the data in the Ministry's annual publication 'Road Accidents in India'. The latest issue of 'Road Accidents in India: 2015' was released in June, 2016.

11.4 Transport Research Wing (TRW) is also actively involved in the collection of State/U.T -wise data on both accidents and fatalities on the identified black spots from police departments of the States/U.Ts. & their compilation & analysis. 789 black spots were identified in different States by the police departments based on the fatalities in 2011, 2012, 2013 and 2014. About 2/3rd of these spots are falling on the stretches under the jurisdiction of National Highways Authority and others are falling on National Highways with State PWDs or are falling on state roads. The list of 789 identified black spots State-wise have been circulated by TRW to all concerned including all the Regional Officers of NHAI and MoRTH.

11.5 Identification of road accident black spots and their rectification is an on going process. Road Safety Engineering Cell (RSEC) of the Ministry has developed a definition on road accident black spots on National Highways, which states that 'Road accident black spot is a stretch

यह चिन्ह इस पर लिखे गए गंतव्य/स्थान की दिशा और दूरी दर्शाता है। यह चिन्ह बोर्ड ड्राइवरों द्वारा स्थान को ढूंढने में सहायक होता है। इसलिए, यह उनके समय और ईंधन खपत में बचत करने में बहुत सहायक होता है।

This sign shows direction and distance of the destination/place written on it. This sign board helps drivers in locating the places and thus is very helpful in saving time and fuel.

of National Highways of about 500 m in length in which either 5 road accidents (in all three years put together involving fatalities /grievous injuries) took place during the last three calendar years or 10 fatalities (in all three years put together) took place during the last three calendar years'. Keeping in view the above definition of black spots States/U.Ts have been requested *to forward* the data/information relating to black spots to TRW by the States/U. Ts as per the prescribed format, by 31st March of the subsequent calendar year. The above definition and format for reporting data/information on identified black spots is also being made applicable to State highways and other roads.

11.6 The publication, "Road Transport Year Book (RTYB)" provides data on the registered motor vehicle population, motor vehicle taxation structure, licenses and permits and revenue realized from road transport in various States/U.Ts and in million-plus cities of the country. The latest issue of RTYB, 2013-14 & 2014-15 has been uploaded on the Ministry's website.

11.7 The publication 'Basic Road Statistics (BRS) of India' provides comprehensive information on road network including National Highways, State Highways, urban roads, rural roads and project roads. Data is collected from about 250 source agencies of the Centre, States/ U.Ts and local bodies. The latest issue of BRS 2013-14 & 2014-15 was released in September, 2016 and also uploaded on the Ministry's website.

11.8 The publication, 'Review of the Performance of State Road Transport Undertakings' (SRTUs), presents both physical and financial performance of individual SRTUs. in terms of various identified parameters. Of the 54 existing SRTUs, 46 SRTUs provided data in the requisite format for the financial year, 2014-15. The latest 'Review of the Performance of State Road Transport Undertakings – Passenger Services (April 2014- March 2015)' was released in Feb., 2016. The next issue of 'Review of the Performance of State Road Transport Undertakings', containing information up to 31st March, 2016 is under preparation.

11.9 Major highlights of Road and Road Transport Sector in India , as evident from the data compiled and published by TRW, are indicated below :

- As on 31st March, 2015, there were 2,100.23 lakhs registered motor vehicles in India **Appendix 14.**
- The total number of road accidents increased from 4,89,400 in 2014 to 5,01,423 in 2015 **Appendix 15.**
- An analysis of road accident data of 2015 revealed that on an average about 57 accidents take place and 17 lives are lost every hour in India.



स्थान पहचान चिन्ह
Place Identification Sign

- A very high percentage of road accident victims are in the age group of 15 to 34 years. This group of people account for 54.1 per cent of all persons killed in road accidents during 2015.
- In 2015, fifty Million Plus Cities accounted for a share of 22.1 per cent in total road accidents in the country, 11.3 per cent in total persons killed in road accidents and 16.4 per cent in total persons injured in road accidents. Mumbai recorded the highest number of road accidents (23,468) while Delhi had the highest number of deaths (1,622) due to road accidents.
- During the calendar year 2015, the total number of hit and run cases was reported as 57,083. The number of persons killed due to hit and run cases were reported as 20,709.
- During the year 2015, overloaded vehicles caused 77,116 accidents and 25,199 road accidental deaths. It constituted a share of 15.4 per cent and 17.2 per cent respectively in total road accidents and fatalities in the country.
- Two modes of road transport which accounted for the higher shares in total road accidents were Two Wheelers (28.8 per cent) and Cars, Jeeps & Taxis (23.6 per cent) as reported by the States/UTs during 2015.
- Out of total road accidents, 28.4 per cent, 24 per cent and 47.6 per cent of road accidents took place on National Highways, State Highways and Other Roads respectively in the country during 2015.
- Rural areas accounted for 53.8 per cent of total road accidents, 61 percent of fatalities and 59.1 per cent of injuries during 2015 .
- Traffic junctions are prone to accident. About 49 per cent of total accidents took place on the junctions itself as per 2015 road accident data reported by States/UTs.
- The total road length of the country as on 31st March, 2015 was 54.72 lakh kms. Category-wise break up of total road length during the years 1951 to 2015 is at **Appendix 16.**

यह चिन्ह क्षेत्र की पहचान दर्शाता है। यह चिन्ह बताता है कि उस क्षेत्र की सीमा शुरू हो चुकी है। राष्ट्रीय राजमार्गों पर चित्रात्मक रूप में यह चिन्ह लगाया जाता है।

This sign identifies the area. This sign tells that the limit of the particular area has started. This sign is illustrative on national highways.



MINISTER MEETING WITH THE PRIME MINISTER OF THE DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA, MR. RANIL WICKREMESINGHE



3RD JOINT WORKING GROUP MEETING
INDIA-JAPAN COOPERATION IN ROADS & ROAD TRANSPORTATION

यह सूचनात्मक चिन्ह दर्शाता है कि आगे एक पेट्रोल पम्प है। कई बार इस चिन्ह पर दूरी भी इंगित की जाती है, जो दर्शाता है कि चिन्ह बोर्ड से पेट्रोल पम्प कितनी दूरी पर है।

This informatory sign indicates that there is a Petrol Pump ahead. Sometimes distance is also indicated on this sign which gives an idea about location of the Petrol Pump from the sign post.

CHAPTER-XII

INTERNATIONAL COOPERATION

12.1 The International Cooperation Division of this Ministry engaged in various bilateral and regional level activities for cooperation with neighbouring countries during 2016-17.

12.2 Memorandum of Understanding (MoU)/Agreements and other instruments signed:

For cooperation with other countries on the basis of reciprocity, equality and mutual benefits, a instrument signed between two Governments provides a Government support and sense of reliability to the executive agencies, professionals and private sector for collaborating and cooperating in identified sectors/areas. The third meeting of the India-Japan Joint Working Group (JWG) in the Roads and Road Transportation sector was held in New Delhi on 24.10.2016 under the Framework of Cooperation (FoC) signed in September 2014 between India and Japan. In the meeting, the two delegations deliberated on collaboration in the areas of construction of highways in mountainous regions, technologies for building bridges, road safety measures and developing highway management systems.

12.3 Regional Cooperation:

To strengthen relations with countries in the South and South East Asian region, Ministry of Road Transport and Highways has initiated negotiations to forge Motor Vehicle Agreements with neigbouring countries in the sub-region. Under these initiatives, the following activities were conducted in 2016-17:

a) A trial run of cargo vehicles between India and Bangladesh was conducted during 28 August,2016 -2 September, 2016 for seamless movement across border under BBIN Motor Vehicle Agreement, which was signed in June, 2015. Simultaneously, a trial run of a passenger bus from Kolkata to Khulna in Bangladesh, operated by West Bengal Road Transport Corporation, was also conducted. The Bangladeshi cargo vehicle started its journey from Dhaka and entered India via Petrapole border. In India it travelled through the states of West Bengal, Jharkhand, Bihar, UP, Haryana and Delhi travelling more than 1850 kms to reach the Custom Depot at Patparganj in New Delhi. At the Indian border at Petrapole, an electronic seal with GPS tracking device was fixed on the truck by Indian Customs so that the goods could be inspected for custom clearance at Delhi rather than at the border. An electronic online vehicle tracking system was also installed in the truck that facilitated real time monitoring of its journey. The trial run was successful and generated positive reactions from the trade, industry and transport sectors in India and Bangladesh. The cargo trial run demonstrated that considerable time and cost can be saved, if such vehicle movement under BBIN becomes a reality.

b) A Friendship Motor Car Rally, 2016 was organized among India-Myanmar-Thailand (IMT), which was flagged of from New Delhi on 13th November, 2016 and ended at Bangkok, Thailand on 3rd December, 2016. The objective of the Rally was to sensitise the stakeholders in the three countries and promote awareness regarding benefits of the India-Myanmar-Thailand (IMT) Motor Vehicles Agreement (MVA) for seamless movement of passenger and cargo vehicles in the sub-region.

12.4 New Bus Service:

Delhi – Pokhara (Nepal) started in July, 2016 under the Bilateral Agreement for the Regulation of passenger traffic between Government of Republic of India and Government of Nepal signed on 25 November 2014.



MINISTER MEETING WITH THE GERMAN MINISTER OF TRANSPORT AND DIGITAL INFRASTRUCTURE, SHRI ALEXANDER DOBRINDT TO DISCUSSED AREAS OF COOPERATION INCLUDING ROAD SAFETY AND INLAND WATERWAYS

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.

CHAPTER-XIII

INITIATIVES UNDER SWACHH BHARAT MISSION (SBM)

13.1 The Swachh Bharat Mission (SBM) is a National flagship programme of the Government of India. The mission will be in operation till 2019. Under this mission, Ministries and Departments of Government of India are making efforts to incorporate "swachhta" in all aspects of their schemes and programmes. The Ministry of Drinking Water and Sanitation is the nodal Ministry for the SBM.

13.2 Under the SBM for MoRTH, the main activities during the current financial year 2016-17 include placement of toilets, hoardings/banners and dustbins at all the 372 toll plazas of NHAI.

13.3 For road safety reasons and convenience of public, the above components are located at the toll plazas both on the upside and downside of highways.

13.4 Upto 31st December, 2016, 109 toll plazas have been taken up under the substantive activity of the SBM for MoRTH, namely, placement of toilets, with 202 toilet units for women and 208 toilet units for men constructed/completed.

13.5 A total of 688 hoardings/banners, displaying 'swachhta' messages have been placed at 346 toll plazas. Similarly, 975 dustbins have been placed at 328 toll plazas.

13.6 The Ministry successfully observed the Swachhta Pakhwada between 16th and 31st December, 2016. During the Pakhwada, the construction of toilets at toll plazas was given fillip to. In line with the campaign for clean fuels, during the Pakhwada, the electric bus of the Ministry, viz., the Go-Green Bus carrying Swachhta messages plied around Delhi covering major tourists and heritage spots.



Toilet Block at Sriperumbudur Toll Plaza

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.

Appendix-I

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (MoRT&H) (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. Central Road Fund.
9. Coordination and Research pertaining to Road Works.
10. Road works financed in whole or in part by the Central Government other than those in the North Eastern Region.

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.



विश्राम स्थल
Resting Place

11. Motor vehicles legislation.

12. Promotion of Transport Co-operatives in the field of motor transport and inland water transport.

13. Formulation of the privatisation policy in the infrastructure areas of roads.

IV. AUTONOMOUS BODIES:

14. National Highways Authority of India.

V. SOCIETIES/ASSOCIATIONS:

15. Indian Academy of Highway Engineers.

VI. PUBLIC SECTOR UNDERTAKINGS:

16. Indian Road Construction Corporation.

17. National Highways and Infrastructure Development Corporation Ltd.

VII. ACTS:

18. The Road Transport Corporations Act, 1950 (64 of 1950).

19. The National Highway Act, 1956 (48 of 1956).

20. The Motor Vehicles Act, 1988 (59 of 1988).

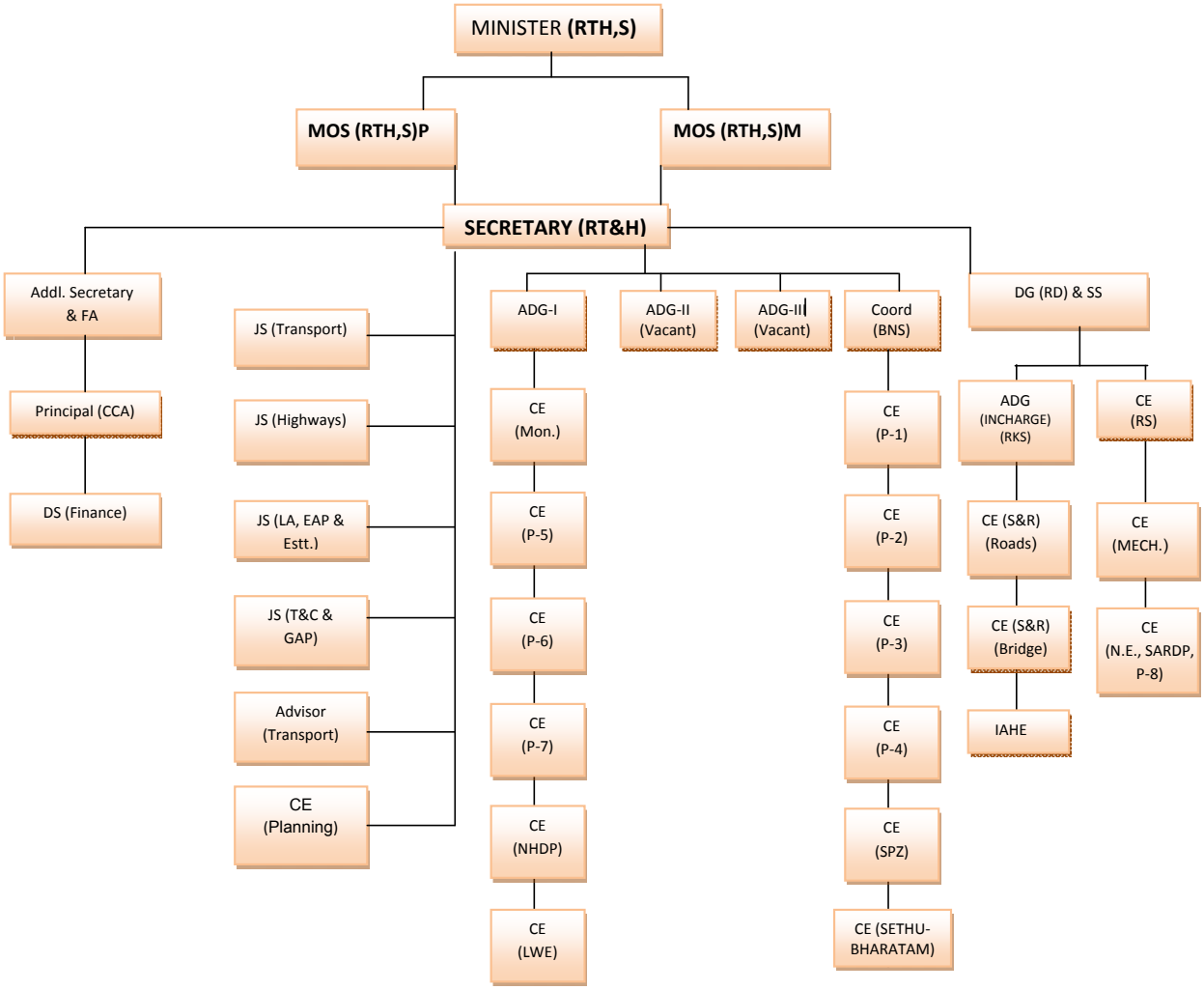
21. The National Highways Authority of India Act, 1988 (68 of 1988).

सफर के दौरान यह चिन्ह विश्राम के लिए मोटल, लॉज या अन्य विश्राम गृह के नजदीक लगाया जाता है। राजमार्गों पर ये चिन्ह सकते हैं।

This sign is erected near motel, lodge or any other place where facility for resting is available. These signs seen on highways.

Appendix-2

ORGANISATION CHART OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS



"सड़क बंद है" संकेत दर्शाता है कि वहां आगे रास्ता नहीं है। यह संकेत चालक को सूचना प्रदान करता है कि सड़क पर आगे मार्ग नहीं है।

"NO THROUGH ROAD" sign indicates that there is no throughway. This sign informs drivers that there is no way ahead on the road.



बस स्टॉप
Bus Stop

Appendix-3

List of State wise National Highways in the Country

Sl. No.	Name Of State	National Highway No.	Total Length (In km)
1	Andhra Pradesh	4, 5, 7, 9, 16, 18, 18A, 42 New, 43, 63, 67Ext. New, 150 New,167 New, 202, 205, 214, 214A, 216, 219, 221, 222, 234, 326, 326A, 67 New,71 New, 161 New, 340 New, 340C New, 353 New, 363 New, 365 New, 544D New, 563 New, 565 New, 716 New, 765 New	**5,598.00**
2	Arunachal Pradesh	52, 52A, 153, 229, 52B Ext, 37 Ext., 315A, 713 New, 513 New, 313 New, 113 New & 713A New	**2,513.05**
3	Assam	6 New, 31, 31B, 31C, 36, 37, 37A, 37E, 38, 39, 44, 51, 52, 52A, 52B, 53, 54, 61, 62, 117A New, 127B New, 127E New, 151,152, 153, 154, 315A New, 127C New & 127D New, 208A New, 329 New, 427 New, 627 New, 702 New, 702B New, 702C New 702D, 715A New & 329 A New	**3,844.67**
4	Bihar	2, 2C, 19, 20Ext New 28, 28A, 28B, 30, 30A, 31, 57, 57A, 77, 80, 81, 82, 83, 84, 85, 98, 99, 101, 102, 103, 104, 105, 106, 107, 110, 120 New, 122A New, 131A New, 133 New, 133B New, 219 New, 227 A New, 327A New, 327 Ext. New, 333 New, 333A New, 333B New, 527A New, 527C New, 727 A New, 766C, & 120 New	**4,838.79**
5	Chandigarh	21	**15.28**
6	Chhattisgarh	6, 12A, 16, 43, 45Ext, 78, 111, 130A New, 130B New, 130C New, 130D New, 149B New, 163A New, 200, 202, 216, 217, 221, 343 New, 930New	**3,168.40**
7	Delhi	1, 2, 8, 10, 24 & 236	**80.00**
8	Goa	4A, 17, 17A & 17B	**262.00**
9	Gujarat	Ne-I, 6, 8, 8A, 8B, 8D, 8E, 14, 15, 56, 58 New, 58 Ext New, 59, 113 228, 251 New, 753B New, 848 & 848A New, 848B New, 341 New, 68Ext. New, 147A New, 168 New, 168A New, 351 New, 927D New , 953 New & 147 New	**5,016.90**
10	Haryana	1, 2, 8, 10, 11 New, 21A, 22, 54 New, 64, 65, 71, 71A, 72, 73, 73A , 71B, 148Bnew, 236, 248 A New, 254 New, 334B New, 352A, 444A New, 703 New, 709 Ext New, 709A New & Ne-Ii	**2,622.48**

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

Sl. No.	Name Of State	National Highway No.	Total Length (In km)
11	Himachal Pradesh	1A, 3 New, 20, 20A, 21, 21A, 22, 70, 72, 72B, 88, 73A , 154A New, 305 New, 503 New, 503A New, 503 Ext. New, 505 New, 505A New705 New, 907 A New	**2,642.48**
12	Jammu & Kashmir	1A, 1B, 1C, 1D, 3 New, 144 New, 144A New, 301 New, 444 New, 501 New, 701 New, 244 New	**2,601.00**
13	Jharkhand	2, 6, 20 Ext New, 23, 31, 32, 33, 43 New, 75, 78, 80, 98, 99, 100, 114A New, 133 New, 133A New, 133B, 143 New, 143A New, 220 New, 333 New, 333A New , 343 New & 419 New	**2,653.64**
14	Karnataka	4, 4A, 7, 9, 13, 17, 48, 50 New, 63, 67, 67New, 150, 150 Ext. New, 150A New, 167 New, 169A New, 173 New, 206, 207,209, 212, 218, 234, 275 New, 367 New, 766C	**6,502.29**
15	Kerala	17, 47, 47A, 47C, 49, 183A New, 185 New, 208, 212, 213, & 220	**1,811.52**
16	Madhya Pradesh	3, 7, 12, 12A, 25, 26, 26A, 26B, 27, 34 New, 43Ext. New, 45 Ext. New, 56 New, 59, 59A, 69, 69A, 75, 76, 78, 86, 92,135B New, 146B New, 339B, 346 New, 347B New, 347C New, 543 New, 552Ext. New, 752B New, 752C New, 927A New And 943 New	**7,572.57**
17	Maharashtra	3, 4, 4C, 6, 7, 8, 9, 13, 16, 17, 26B, 50, 50New, 69, 150 Ext. New, 161 New, 204, 211, 222, 348 New, 848 New, 160 New, 166 New, 166A New, 339B New, 347C, 348 New, 348A New, 353C New, 353D New, 353E New, 361 New, 363 New, 547E New, 548 New, 753 New, 753A New, 753B New, 848A, 930 New & 953 New, 965 New	**7,470.79**
18	Manipur	39, 53, 102 New, 102A New, 102B New, 102 C New, 129A New, 108A New, 129 New, 137 New, 137A New, 150, 155, 702A New	**1,745.74**
19	Meghalaya	40, 44, 51, 62 & 127B New	**1,204.36**
20	Mizoram	6 New, 44A, 54, 54A, 54B, 102B New, 150, 154, 302 New, 306 A New & 502A New	**1,381.00**
21	Nagaland	36, 39, 61, 129 New, 150, 155, 702 New, 702A New & 702B New, 702D, 329 A New & 229 New	**1,172.79**
22	Odisha	5, 5A, 6, 20 Ext, 23, 42, 43, 55 Ext New, 60, 75, 130C New, 153B New, 157 New, 200, 201, 203, 203A, 215, 217, 220 New, 224, 326 New & 326 A New	**4,837.52**

यह चिन्ह रेलवे स्टेशन के स्थान को दर्शाता है।
This sign indicates location of Railway Station.

Sl. No.	Name Of State	National Highway No.	Total Length (In km)
23	Puducherry	45A & 66	**64.03**
24	Punjab	1, 1A, 10, 15, 20, 21, 22, 64, 70, 71, 72, 95, 103 A New, 154A, 205A New, 254 New, 344A New, 344B New, 503 Ext. New , 503A New, 703 New 703A New, 754 New & 148B New	**2,769.15**
25	Rajasthan	3, 11New, 123 New (3A Old), 8, 11, 11A, 11B, 11C, 12, 14, 15, 25 Ext. New, 54 New, 65, 458 New & 65A Old, 71B, 76, 58 Ext New &76A Old, 758 New & 76B Old, 79, 79A New, 89, 90, 113, 112, 114 , 116,148B New,148D New & 116A Old, 158 New, 162A New, 162 Ext. New, 168 New, 168A New, 248A New, 325 New, 709 Ext. New, 927A New,	**7,906.20**
26	Sikkim	31A, 310, 310A New, 510 New, 563 New, 710 New, 717A New, 717B New	**463.00**
27	Tamil Nadu	4, 5, 7, 7A, 45, 45A, 45B, 45C, 46, 47, 47B, 49, 66, 67, 68, 205, 207, 208, 209, 210, 219, 220, 226, 226Ext., 227, 230, 234, 381 New, & 532 New	**5,006.14**
28	Tripura	44 , 44A, 108A,208 New, 208A New, 108B New & 8 New	**806.20**
29	Telangana	7, 9, 16 202, 221, 216A New, 222, 326 New, 167 New, 150 New, 363 New, 365 New, 565 New, 161, 765 New, 50 New, 563 New & 365A New, 365-B New	**2,823**
30	Uttarakhand	9 New,34 New, '58, 72, 72A, 72B,73, 74, 87, 94,107A New, 108, 109, 123, 119, 121 , 125, 309A New, 309B New, 334A & 707A New	**2,714.00**
31	Uttar Pradesh	2, 2A, 3, 123 New (3A Old), 7, 11, 12A, 19, 24, 24A, 24B, 25, 25A, 26, 27, 28, 28B, 28C, 29, 34 New, 56, 56A, 56B, 58, 72A, 73, 74, 75, 76, 86, 87, 91, 91A, 92, 93 ,96, 97 , 119, 219 New, 227 A New, 231, 232, 232A, 233, 235, 330, 330A New, 330 B New, 334 New, 334B New, 334C New, 552 Ext., 709 A, 727 A New, 730 New, 730A New, 731 A New, 931 New, 931A New & Ne-Ii	**8,487.00**
32	West Bengal	2, 2B, 6, 10, 31, 31A, 31C, 31D, 32, 34, 35, 41, 55, 60, 60A, 80, 81, 114A New, 116B New, 117, 131A, 133A New, 317A, 327B, 419 New, 512 New & 717.	**2,955.80**
33	Andaman & Nicobar Islands	223	**330.70**
34	Dadra & Nagar Haveli	848A New	**31.00**
35	Daman & Diu	848B New & 251 New	**22.00**
Total			**1,03,933.00**

यह चिन्ह सड़क के पास टेलीफोन की उपलब्धता को दर्शाता है।

This sign indicates the availability of Telephone near road.

Appendix-4

ALLOCATION FOR DEVELOPMENT AND MAINTENANCE OF NATIONAL HIGHWAYS DURING 2016-17.

(₹ in crore)

Sl. No.	Name of States/Union Territories	Development*	Maintenance*
1.	Andhra Pradesh	2,100.31	100.15
2.	Arunachal Pradesh	100.00	25.69
3.	Assam	297.44	117.91
4.	Bihar	1,014.43	96.84
5.	Chhattisgarh	1,403.68	51.90
6.	Goa	1,400.00	41.16
7.	Gujarat	281.87	127.09
8.	Haryana	150.00	54.57
9.	Himachal Pradesh	250.95	106.82
10.	Jammu & Kashmir	56.00	22.89
11.	Jharkhand	220.00	81.27
12.	Karnataka	1,153.38	203.53
13.	Kerala	262.64	127.46
14.	Madhya Pradesh	1,010.00	25.25
15.	Maharashtra	2,401.92	270.53
16.	Manipur	60.25	33.96
17.	Meghalaya	61.27	52.18
18.	Mizoram	30.00	54.92
19.	Nagaland	50.00	52.04
20.	Odisha	1,033.27	79.89
21.	Punjab	2,300.40	82.48
22.	Rajasthan	945.52	79.82
23.	Sikkim	0.00	1.99

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.



Sl. No.	Name of States/Union Territories	Development*	Maintenance*
24.	Tamil Nadu	430.00	140.98
25.	Telangana	400.00	94.70
26.	Tripura	65.00	50.17
27.	Uttar Pradesh	2,384.62	125.16
28.	Uttarakhand	444.62	47.84
29.	West Bengal	1,330.71	82.74
30.	Andaman & Nicobar Islands	30.00	4.63
31.	Chandigarh	2.00	1.64
32.	D & N Haveli	0.00	0.14
33.	Daman & Diu	0.00	0.09
34.	Delhi	2.00	1.40
35.	Puducherry	20.00	2.16
Total		**21,692.27**	**2,441.99**

*Allocation as on November, 2016

यह चिन्ह पैदलपथ अंडरपास/सबवे को दर्शाता है। इस स्थान पर सड़क पार करने के लिए पैदल यात्रियों को अनिवार्य रूप से इन अंडरपास/सबवे का प्रयोग करना चाहिए।

This sign indicates entry to a pedestrian underpass/subway. Pedestrians should invariably use these underpass/subway to cross the road.

Appendix-5

ALLOCATION AND RELEASE UNDER CRF

Year	2000-01		2001-02		2002-03	
	Allocation	Release	Allocation	Release	Allocation	Release
₹ cr.	985.00	332.01	962.03	300.00	980.00	950.28
Year	2003-04		2004-05		2005-06	
	Allocation	Release	Allocation	Release	Allocation	Release
₹ cr.	910.76	778.94	868.00	607.40	1,535.36	1,299.27
Year	2006-07		2007-08		2008-09	
	Allocation	Release	Allocation	Release	Allocation	Release
₹ cr.	1,535.46	1,426.29	1,565.32	1,322.19	1,271.64	2,122.00
Year	2009-10		2010-11		2011-12	
	Allocation	Release	Allocation	Release	Allocation	Release
₹ cr.	1,786.56	1,344.98	2,714.87	2,460.29	2,288.65	1,927.39
Year	2013-14		2014-15		2015-16	
	Allocation	Release	Allocation	Release	Allocation	Release
₹ cr.	2,359.91	2,226.60	2,642.63	2,094.78	2,852.64	2,369.47
Year	2016-17*					
	Allocation	Release				
₹ cr.	7,175.00	3,956.45				

*Up to December,2016

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 6

FINANCIAL EXPENDITURE OF NHIDCL : 2016-17

₹ in crore

S. No.	State	Land Acquisition		Utility shifting				Authority Engineer		Civil Works		Total
				PHE & Electric Power		Forest Clearance						
		Funds Spent	Likely expenditure for remaining period of FY 16-17	Funds Spent	Likely expenditure for remaining period of FY 16-17	Funds Spent	Likely expenditure for remaining period of FY 16-17	Funds Spent	Likely expenditure for remaining period of FY 16-17	Funds Spent	Likely expenditure for remaining period of FY 16-17	
1	Assam	489.90	90.00	9.75	120.00	9.87	16.00	1.85	2.50	92.57	150.00	982.44
2	Tripura	334.00	74.00	29.57	32.00	8.85	8.00	3.65	2.00	188.51	200.00	880.58
3	Arunachal Pradesh	30.99	102.23	5.37	0.88	22.69	28.46	5.65	5.20	504.72	253.60	959.79
4	Nagaland	186.41	9.37	9.85	8.82	-	-	-	-	-	-	214.45

यह चिन्ह दर्शाता है कि वहां एक रेलवे क्रॉसिंग है, जहां सुरक्षा के लिए कोई गार्ड तैनात नहीं है। ड्राइवर को स्वयं यह सुनिश्चित करने के बाद सावधानीपूर्वक इस अरक्षित रेलवे क्रॉसिंग को पार करना होगा कि निकटवर्ती रेल पटरी पर कोई ट्रेन नहीं आ – जा रही है। एक ओर दो लाल रंग की पट्टी यह दर्शाती है कि रेलवे लाइन 100 मी. या 200 मी. की दूरी पर है।

This sign indicates that there is a Railway crossing which is not manned by personnel. This unguarded railway crossing has to be crossed by driver himself very cautiously after ensuring that there is no train on the track near by single or double red stripe indicates that the crossing is at 100 mtrs. or 200 mtrs. respectively.

Appendix 7

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	227	215	33	14	15.34	6.51
B	85	30	07	04	23.33	13.33
C	07	03	01	00	33.33	0
TOTAL	319	248	41	18	16.53	7.25
NONTECHNICAL						
A	48	43	02	06	4.65	13.95
B	220	174	26	12	14.94	6.89
C	280	209	63	14	30.14	6.69
TOTAL	548	426	91	32	21.36	7.51

यह चिन्ह दर्शाता है कि सड़क पर मरम्मत या सफाई आदि कार्य चल रहा है व मजदूर कार्य कर रहे हैं। सड़क पर काम कर रहे लोगों की यातायात से सुरक्षा जरूरी है और इसीलिए, सड़क पर मरम्मत स्थल से पहले यह चिन्ह लगाया जाता है। ड्राइवर को चाहिए कि वह धीमी गति से वाहन चलाए और परिवर्तित मार्ग से गुजरते हुए मजदूरों की सुरक्षा सुनिश्चित करें।

This sign shows that there is some repair/ cleaning etc. being undertaken on the road and workers are involved in it. People working on road need safety from the traffic and hence this sign is erected before the site of repair on road. The driver should drive slowly and carefully to ensure safety of the workers.



Annexure:8

STATEMENT SHOWING THE STATE WISE DISBURSEMENT OF NATIONAL PERMIT FEE

S.No	STATE/Union Territory	₹ in Actuals
1	Andhra Pradesh	**562569408**
2	Arunachal Pradesh	**976683**
3	Assam	**217800309**
4	Bihar	**709071858**
5	Chandigarh	**198266649**
6	Chhattisgarh	**278354655**
7	Dadra & NH	**73251225**
8	Daman & Diu	**70321176**
9	Delhi	**651447561**
10	Goa	**99621666**
11	Gujarat	**983519781**
12	Haryana	**773532936**
13	Himachal Pradesh	**289098168**
14	Jammu & Kashmir	**83018055**
15	Jharkhand	**648517512**
16	Karnataka	**1256991021**
17	Kerala	**390673200**
18	Madhya Pradesh	**1533392310**
19	Maharashtra	**1597853388**
20	Manipur	**1953366**

गोल चक्कर सड़क चौराहे का एक विकल्प होता है। इससे ट्रैफिक लाइट के बिना यातायात का सुगम प्रवाह रखा जा सकता है। यह चिन्ह दर्शाता है कि आगे गोल चक्कर है और गोल चक्कर से पहले ड्राइवर को संबंधित लेन पर गाड़ी चलानी होगी।

Round About is a substitute of a road intersection. It allows smooth flow of traffic without the aid of traffic lights. This sign cautions about that there is a round about ahead and the driver has to take relevant lane well before maneuvering the round about.

S.No	STATE/Union Territory	₹ in Actuals
21	Meghalaya	**17580294**
22	Mizoram	**2930049**
23	Nagaland	**13673562**
24	Odissa	**465877791**
25	Punjab	**541082382**
26	Puducherry	**149432499**
27	Rajasthan	**1188623211**
28	Sikkim	**976683**
29	Tamil Nadu	**548895846**
30	Telangana	**202173381**
31	Tripura	**9766830**
32	Uttarakhand	**390673200**
33	Uttar Pradesh	**1593946656**
34	West Bengal	**569406189**
	Total	**16115269500**

यह चिन्ह दर्शाता है कि वहां सड़क पर पशुओं के भटकते हुए घूमने की बहुत संभावनाएं हैं। सड़क पर पशुओं के घूमने से बड़ी दुर्घनाएं हो सकती है क्योंकि यातायात में जानवर के भड़कने का खतरा रहता है। इसलिए, जहां कहीं यह चिन्ह देखें, सावधानी से गाड़ी चलाएं।

This sign indicate that there is great possibility of cattle straying on the road. Cattle on road can cause major crashes as animal reacts unpredictably in traffic. So drive carefully wherever you see this sign.



Appendix-9

MAJOR HEAD WISE EXPENDITURE

(Fig. in crore)

Heads of Account	BE.	RE	Expdr. Upto 12.2016	% of BE	R E % (R.E.)
Plan Heads					
MH 3054 Roads and Bridges	38736.00	8980.50	17915.45	46.25	199.49
MH 3055-Road Transport	200.00	135.00	52.17	26.08	38.64
MH3601-Grant in aid to State Govts	10833.00	7070.70	3938.25	36.35	55.70
MH3602-Grant in aid to UT Govts	114.00	74.80	12.35	10.83	16.51
Total Revenue Section	**49883.00**	**16261.00**	**21918.22**	**43.94**	134.79
MH 4552 Capital Outlay on North Eastern Areas***	0.00	0.00	0	0.00	0.00
MH5054 Capital Outlay on Roads and Bridges	54717.00	76799.20	58542.22	106.99	76.23
MH 5055- Capital Outlay on Road Transport	0.00	0.00	6.06	0.00	0.00
Total Capital Section	**54717.00**	**76799.20**	**58548.28**	**107.00**	76.24
Total Plan Heads (Gross)	**104600.00**	**93068.70**	**80466.50**	**76.93**	86.46
Deduct Recoveries (Plan)	**-49600.00**	**-43767.60**	**-31371.51**	**63.25**	71.68
Total Plan (NET	**55000.00**	**49301.10**	**49094.99**	**89.26**	**99.58**
Non Plan Heads					
MH - 3451-Secretarat- Economic Services	94.36	103.03	79.83	84.60	77.48
MH 3054 Roads and Bridges	2881.64	5084.27	1579.92	54.83	31.07
MH3601-Grant in aid to State Govts	0.00	0.00	0.00	0.00	0.00
Total Revenue Section	**2976.00**	**5187.30**	**1659.75**	**55.77**	32.00
MH5054 Capital Outlay on Roads and Bridges	0.00	0.00	0.00	0.00	0.00
Total Capital Section	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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.

Heads of Account	BE.	RE	Expdr. Upto 12.2016	% of BE	R E % (R.E.)
Total Non Plan (Gross)	**2976.00**	**5187.30**	**1659.75**	**55.77**	32.00
Deduct Recoveries (Non Plan)	0.00	0.00	0.00	0.00	0.00
Total Non Plan (Net)	**2976.00**	**5187.30**	**1659.75**	**55.77**	**32.00**
Gross Total (Plan+Non Plan)	**107576.00**	**98256.00**	**82126.25**	**76.34**	83.58
Deduct Recovery (Plan+Non Plan)	**-49600.00**	**-43767.60**	**-31371.51**	**63.25**	71.68
Total (Plan+Non Plan) Net	**57976.00**	**54488.40**	**50754.74**	**87.54**	**93.15**
***** Funds Re-appropriated from 4552 to 5054**					
**** Note- Funds of Rs. -2041.40 cr allotted under Deduct Recovery in the Non Plan (RE), But the respective DR head is not provided in the Statement of RE by US (Budget)**					

Appendix- 10

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

REVENUE RECEIPTS

(₹ in crore)

ITEMS/YEAR	2013-14	2014-15	2015-16	Up to Dec-2016
TAX REVENUE	146.15	159.98	277.10	234.44
NON TAX REVENUE	5384.40	6158.84	7017.74	5306.96
GROSS REVENUE RECEIPTS	5530.55	6318.82	7294.84	5541.40

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.

Annexure-11

HEADWISE DETAILS OF REVENUE RECEIPTS FOR LAST THREE YEARS

(₹ in crore)

	MAJOR HEAD	2013-14	2014-15	2015-16	Up to Dec-2016
1	0021-Taxes on Income other than Corporation Tax	146.15	159.98	277.10	234.44
2	0049- Interest Receipts	82.69	30.15	127.74	84.06
3	0058-Stationery and Printing	0.01	0.01	-	-
4	0059-Public Works	0.00	0.00	0.12	-
5	0070-Other Administrative Services	1.51	0.02	0.00	0.00
6	0071-Contribution and Recoveries towards Pension and Other Retirements Benefits	0.49	0.69	0.46	0.55
7	0075 Miscellaneous General Services	1.69	1.78	1.77	1.76
8	0210-Medical and Public Health	0.23	0.23	0.24	0.21
9	0216-Housing	0.14	0.15	0.16	1.25
10	1054 – Roads and Bridges	5297.63	6125.76	6887.24	5219.09
11	1475 – Other General Economic Services	0.016	0.06	0.01	0.04
	TOTAL	**5530.55**	6318.83	7294.84	5541.40

Source : e-lekha

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.

Appendix-12

HIGHLIGHTS OF ACCOUNTS

Receipts Amount (In thousands)			Disbursements Amount(In thousands)	
A.	Revenue Receipts		Revenue Expenditure	
1	Tax Revenue	2770994	General Service	142501
2	Non Tax Revenue	70177402	Social Service	14824
	Interest Receipts	1277374	Economic Service	191493369
	Other Non-Tax Revenue	68900028	Grants in Aid & Cont.	0
	Total Revenue Receipts	72948396	Total Revenue Expenditure	191650694
B.	Capital Receipts		Capital Expenditure	
	Loans for other Transport Service		Economic Service	273070935
	Loans and Advances to State Governments		Loans and Advances	1417
	Loans to Government Servants	3246		
	Total Capital Receipts	3246	Total Capital Expenditure	273072352
Total Consolidated Fund of India		72951642	Total Consolidated Fund of India	464667584
	Public Account		Public Account	
	Small Savings Provident Fund A/c	165968	Small Savings Provident Fund A/c	118800
	Provident Fund	165968	Provident Fund	118800
	Other Accounts		Other Accounts	
	Reserve Funds	395632900	Reserve Funds	385801150
	Reserve Funds not bearing interest	395632900	Reserve Funds not bearing interest	385801150
	Deposit and Advances	23206864	Deposit and Advances	20721612
	Deposit bearing interest	0	Deposit bearing interest	0
	Deposit not bearing interest	23206864	Deposit not bearing interest	20721612

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.



दाहिनी ओर पार्श्व सड़क
Side Road Right

Receipts Amount (In thousands)			Disbursements Amount(In thousands)	
	Advances	16	Advances	8
	Suspense and Miscella-neous	465798307	Suspense and Miscellaneous	86321891
	Suspense	-6931413	Suspense	143502
	Other Accounts	472729720	Other Accounts	86178389
	Total Public Accounts	884804039	Total Public Accounts	492963453
	Total Receipts	957755681	Total Expenditure	957755681

Source:- Statement of Central Transactions

Appendix-13

STATES OF TECHNICAL & NON-TECHNICAL POSTS WITH REGARDS TO THE NUMBER OF PERSONS WITH DISABILITIES

Group	Sanctioned Strength	No. of persons with disabilities appointed
TECHNICAL		
A	227	2
B	85	1
C	07	0
TOTAL	319	3
NONTECHNICAL		
A	48	0
B	220	1
C	280	0
TOTAL	548	1

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.

Appendix 14

TOTAL NUMBER OF REGISTERED MOTOR VEHICLES IN INDIA 2003-2015

(in lakhs)

Year (As on 31st March)	All Vehicles	Two Wheelers	Cars, Jeeps and Taxis	Buses@	Goods Vehicles	Others*
2003	670.07	475.19	85.99	7.21	34.92	66.76
2004	727.18	519.22	94.51	7.68	37.49	68.28
2005	814.99	587.99	103.20	8.92	40.31	74.57
2006	896.18	647.43	115.26	9.92	44.36	79.21
2007	967.07	691.29	126.49	13.50	51.19	84.60
2008	1,053.53	753.36	139.50	14.27	56.01	90.39
2009	1,149.51	824.02	153.13	14.86	60.41	97.10
2010	1,277.46	915.98	171.09	15.27	64.32	110.80
2011	1,418.66	1,018.65	192.31	16.04	70.64	121.02
2012	1,594.91	1,154.19	215.68	16.77	76.58	131.69
2013	1,760.44	1,278.30	240.56	18.14	83.07	140.37
2014	1,907.04	1,394.10	259.98	18.87	86.98	147.12
2015	2,100.23	1,542.98	286.11	19.71	93.44	157.99

Source: Offices of State Transport Commissioners/UT Administrations

* Includes tractors, trailers, three wheelers (passenger vehicles)/LMVs and other miscellaneous vehicles which are not separately classified.

@ Includes omni buses.

यह चिन्ह दर्शाता है कि सड़क के 'डिवाइडर' (विभाजक) में एक 'गैप' है और वहां यू–टर्न (वापस मुड़ने) की व्यवस्था की गई है। दुर्घटना से बचने के लिए ड्राइवर को चाहिए कि वह वाहन की गति धीमी करे और संबंधित लेन पर उसे ले जाए।

This sign indicates that there is a gap in the divider of a road and there is a provision of U-turn. The driver should slow and take relevant lane to avoid any crash.

Appendix 15

NUMBER OF ROAD ACCIDENTS AND PERSONS INVOLVED 2003-2015

Year	Number of Accidents		Number of Persons		Accident Severity*
	Total	Fatal	Killed	Injured	
2003	4,06,726	73,589 (18.1)	85,998	4,35,122	21.1
2004	4,29,910	79,357 (18.5)	92,618	4,64,521	21.5
2005	4,39,255	83,491(19.0)	94,968	4,65,282	21.6
2006	4,60,920	93,917(20.4)	1,05,749	4,96,481	22.9
2007	4,79,216	1,01,161(21.1)	1,14,444	5,13,340	23.9
2008	4,84,704	1,06,591(22.0)	1,19,860	5,23,193	24.7
2009	4,86,384	1,10,993 (22.8)	1,25,660	5,15,458	25.8
2010	4,99,628	1,19,558 (23.9)	1,34,513	5,27,512	26.9
2011	4,97,686	1,21,618(24.4)	1,42,485	5,11,394	28.6
2012	4,90,383	1,23,093 (25.1)	1,38,258	5,09,667	28.2
2013	4,86,476	1,22,589 (25.2)	1,37,572	4,94,893	28.3
2014	4,89,400	1,25,828 (25.7)	1,39,671	4,93,474	28.5
2015	5,01,423	1,31,726 (26.3)	1,46,133	5,00,279	29.1

Figures within parentheses indicate share of fatal accidents to total accidents in percent.
* Accident Severity : No. of Persons Killed per 100 Accidents
Source: Police Department of States/UTs.

यह सड़क चिन्ह दर्शाता है कि आगे/आसपास कोई स्कूल है। दुर्घटनाओं से बचने के लिए ड्राइवर द्वारा वाहन की गति धीमी रखना और सावधानी से गाड़ी चलाना जरूरी है। बच्चे अक्सर दौड़कर या अचानक हड़बड़ी में सड़क पार करते हैं, इसलिए उनकी सुरक्षा के लिए ड्राइवर हमेशा स्कूल के नजदीक सावधानी से वाहन चलाएं।

This road sign indicates that there is a school ahead/nearby. Driver is required to slow down the vehicle and drive carefully to avoid crashes. Children often try to cross the road by running or make unprecedented moves. So for their safety always drive carefully near school.

Appendix 16

ROAD NETWORK BY CATEGORIES 1951-2015

(in kilometres)

Road Category	1951	1961	1971	1981	1991	2001	2011	2014	2015
National Highways	19,811 (4.95)	23,798 (4.54)	23,838 (2.61)	31,671 (2.13)	33,650 (1.45)	57,737 (1.71)	70,934 (1.52)	91,287 (1.69)	97,991 (1.79)
State Highways	^	^	56,765 (6.20)	94,359 (6.35)	1,27,311 (5.47)	1,32,100 (3.92)	1,63,898 (3.50)	1,70,818 (3.16)	1,67,109 (3.05)
Other PWD Roads	1,73,723 (43.44)	257,125 (49.02)	2,76,833 (30.26)	4,21,895 (28.40)	5,09,435 (21.89)	7,36,001 (21.82)	9,98,895 (21.36)	10,82,267 (20.03)	11,01,178 (20.12)
Rural Roads	2,06,408 (51.61)	197,194 (37.60)	3,54,530 (38.75)	6,28,865 (42.34)	12,60,430 (54.15)	19,72,016 (58.46)	27,49,804 (58.80)	33,04,328 (61.16)	33,37,255 (61.00)
Urban Roads	0 (0.00)	46,361 (8.84)	72,120 (7.88)	123,120 (8.29)	1,86,799 (8.03)	2,52,001 (7.47)	4,11,679 (8.80)	4,57,467 (8.47)	4,67,106 (8.54)
Project Roads	0 (0.00)	0 (0.00)	1,30,893 (14.31)	1,85,511 (12.49)	2,09,737 (9.01)	2,23,665 (6.63)	2,81,628 (6.02)	2,96,319 (5.49)	3,01,505 (5.50)
Total	3,99,942	5,24,478	9,14,979	14,85,421	23,27,362	33,73,520	46,76,838	54,02,486	54,72,144

Note: Figures within parentheses indicate per cent to total road length in each road category.
^ Included in Other Public Works Department roads

यह चिन्ह दर्शाता है कि यातायात सीधी दिशा में चलना चाहिए और किसी भी तरफ मुड़ने पर दंडात्मक कार्रवाई की जा सकती है या सुरक्षा का खतरा हो सकता है।

This sign indicates the traffic should move in straight direction and turning to either side would lead to penal action and safety hazard.

Appendix 17

STAUS OF PENDING C&AG PARAS NO. 2.1, 2.2 AND 2.3 OF REPORT NO. 15 OF 2016

Para No.	Gist of Para	Position of ATNs
2.1	Undue financial benefit to the concessionaire of ₹ 51.03 crore by NHAI – (PIU Begusarai)	ATR in respect of these paras have been send to Office of Comptroller and Auditor General vide letter dated 07.12.2016 . Reply from Audit is awaited.
2.2	Undue financial benefit to the concessionaire of ₹ 47.05 crore by NHAI – 4-laning project between Hazaribagh - Ranchi Section of NH-33	
2.3	Undue financial benefit to the concessionaire of Rs.31.90 crore by NHAI – (PIU Darbanga)	

NOTES



LAUNCHING OF CHAR DHAM RAJMARG VIKAS PARIYOJNA



सत्यमेव जयते

GOVERNMENT OF INDIA

MINISTRY OF ROAD TRANSPORT & HIGHWAYS

NEW DELHI

Parivahan Bhawan, 1 Sansad Marg, New Delhi-110001

www.morth.nic.in

Designed & Printed by Royal Press # 9310132888