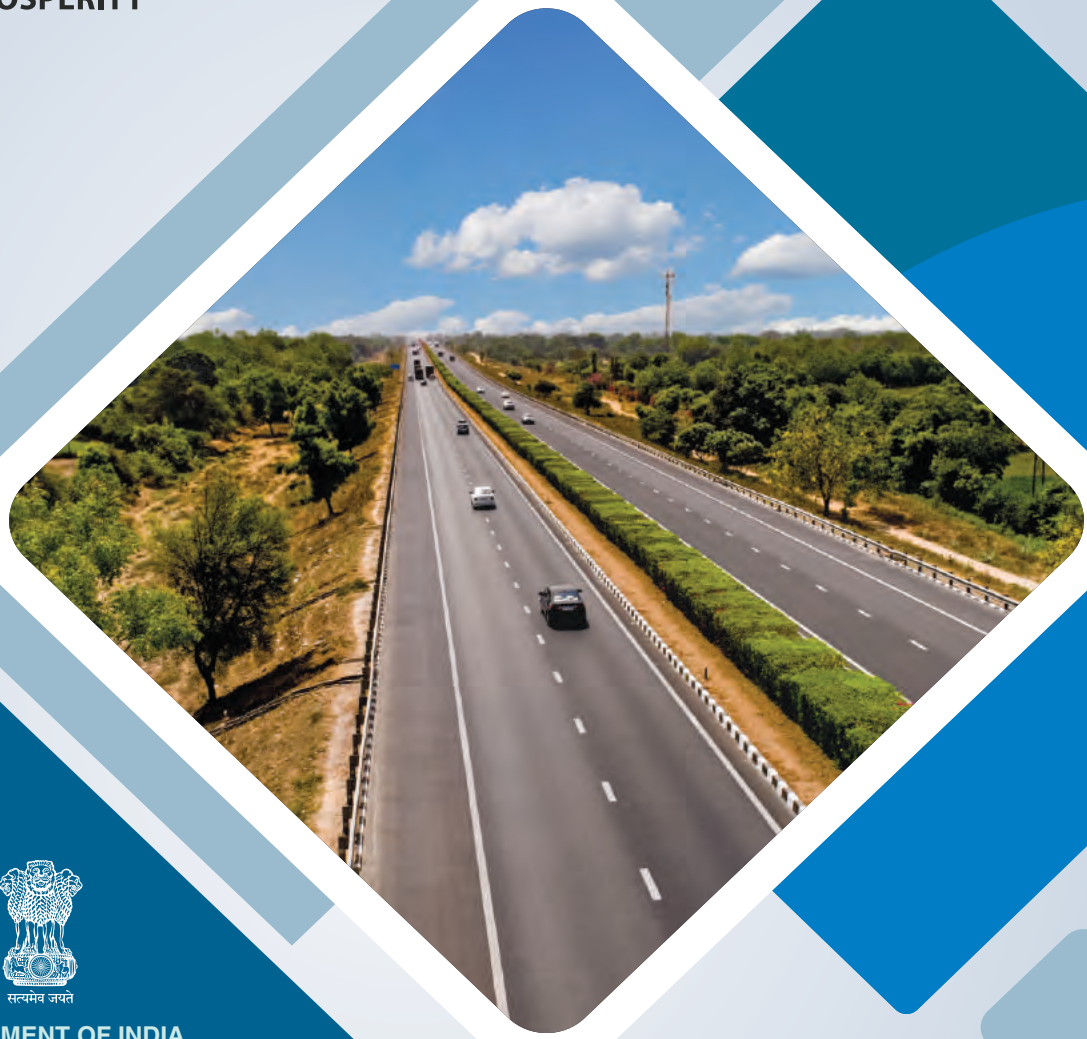
BHARATMALA
ROAD TO PROSPERITY

150 YEARS OF CELEBRATING THE MAHATMA



सत्यमेव जयते

GOVERNMENT OF INDIA
MINISTRY OF
ROAD TRANSPORT & HIGHWAYS
NEW DELHI

ANNUAL REPORT 2018-19



Foundation stone laying of Dwarka Expressway and Delhi-Mumbai Expressway; and inauguration of Jaipur ring road

BHARATMALA
ROAD TO PROSPERITY

ANNUAL REPORT 2018-19

(01.01.2018-31.03.2019)

सत्यमेव जयते

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
NEW DELHI



Inauguration of 30th National Road Safety Week, 2019

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.

CONTENTS

Sr. No.	CHAPTER	PAGE
I	Introduction	7
II	Year at a glance	9
III	Road Development	35
IV	Development of National Highways in the North Eastern region	47
V	National Highways and Infrastructure Development Corporation (NHIDCL)	51
VI	Road Transport and Road Safety	59
VII	Research and Development	67
VIII	Administration and Finance	75
IX	Implementation of Official Language Policy	85
X	Implementation of Persons with Disabilities Act, 1995	89
XI	Transport Research	91
XII	International Cooperation	95
XIII	Initiatives under Swachh Bharat Mission	98

APPENDIX		
Appendix 1	Subjects allocated to the Ministry of Road Transport & Highways	99
Appendix 2	Organisational Setup of MoRTH	101
Appendix 3	List of State-wise National Highways in the Country	102
Appendix 4	Allocation for development and maintenance of National Highways during 2018-19	105
Appendix 5	Allocation and Release under CRF	107
Appendix 6	Financial Progress –2018-19 NHIDCL	108
Appendix 7	Information regarding number of Government Servants (Technical and Non-Technical side) including SC/ST employees	109
Appendix 8	Statement Showing the State wise Disbursement of National Permit Fee	110
Appendix 9	Major Head wise Expenditure	112
Appendix 10	Details of Receipts as per the Statement of Central Transaction (SCT) for the last three years	113
Appendix 11	Head wise details of Revenue Receipt for last three years	113
Appendix 12	Highlights of Accounts	114
Appendix 13	Total Number of Registered Motor Vehicles in India -2003-2017	115
Appendix 14	Number of Road Accidents and Persons Involved : 2005 to 2017	116
Appendix 15	Road Net work by Categories: 1951 to 2017	117
Appendix 16	Combined physical performance of 55 SRTUs -2015-16 & 2016-17	118
Appendix 17	Status of pending list of C&AG (Commercial) paras	119
Appendix 18	Financial and Physical Progress for Activities under Swachh Bharat Misson	120

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.



National Highways Awards for Excellence, 2018

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.



सभी मोटर वाहनों
का आना मना है
All Motor
Vehicles Prohibited



Signing Ceremony of an MoU for Indore-Manmad Railway Line

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.



Interaction with the investors on Toll-Operate-Transfer (TOT)



Releasing of Ease of Moving Index-India Report, 2018

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

1.3 The capacity of National Highways in term of handling traffic (passenger and goods) needs to keep pace with industrial growth. India has about 58.98 lakh km of road network, which is the second largest in the world. This comprises National Highways, Expressways, State Highways, Major District Roads, Other District Roads and Village Roads as under:

National Highways / Expressway	1,32,500 km
State Highways	1,56,694 km
Other Roads	56,08,477 km
Total	58,97,671 km

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

Functions

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

Organisation

1.6 The Organisational set up of MoRTH is at **Appendix -2.**

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.

1.7 Associated offices

1.7.1 National Highways Authority of India

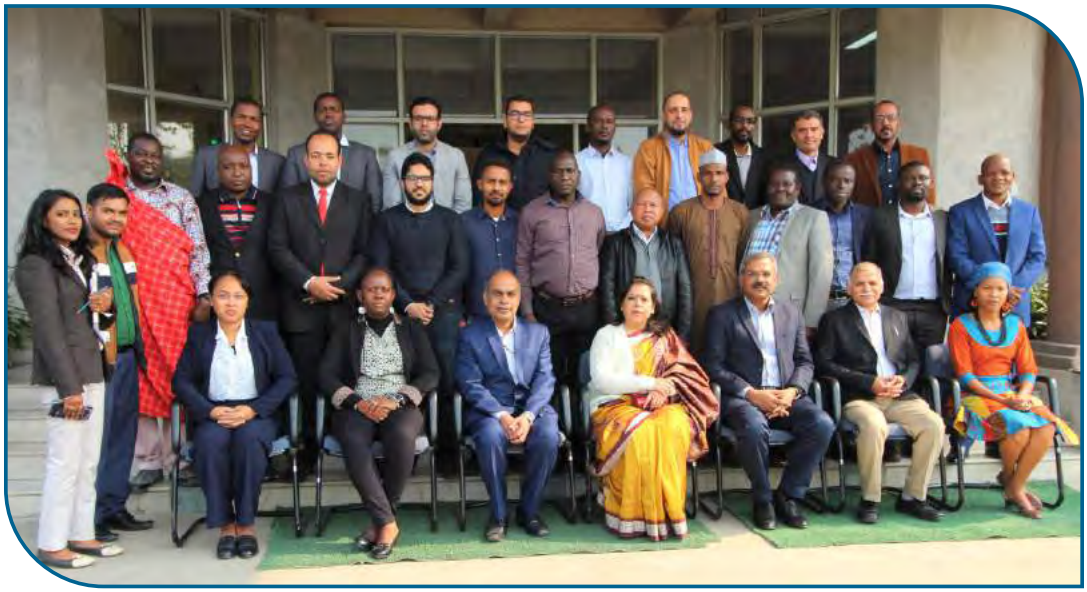
The National Highways Authority of India (NHAI) was set up through an Act of Parliament, namely the National Highways Authority of India Act, 1988. NHAI is responsible for development, maintenance and management of National Highways entrusted to it and for matters related or incidental there to. The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

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

The Cabinet, in its meeting held on 13.03.2014, approved the setting up and operationalization 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.

1.7.3 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 their service period. It also conduct training for engineers from other countries as part of MEA's outreach programmes.



Training programme in IAHE under India-Africa Forum Summit

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

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

CHAPTER II

Year 2018-19 AT A Glance

2. ROAD NETWORK:

2.1 Road Sector: The National Highways have a total length of 1,32,500 km which serve as the arterial network of the country. The development of National Highways is the responsibility of the Government of India; the Ministry has launched major initiatives to upgrade and strengthen National Highways through various phases of the National Highways Development project (NHDP). The status of various programmes up to 31.3.2019 are as under:

Phases	Total Length in km	Length completed up to 31.12.2017	Length Completed during 01.01.2018 to 31.03.2019	Length Completed up to 31.03.2019
Bharatmala Pariyojana (I+II+III+IV) GQ, Port connectivity & Upgradation with 2/4/6-laning /Development of North South-East West Corridor	46,278	30,331	3,447	33,808
V 6-laning of GQ and High density corridor	6,500	2,643	621	3,264
VI Expressways	1000	0	176	176
VII Ring Roads, Bypasses and flyovers and other structures	700 km of ring roads/ bypass + flyovers etc.	24	91	115
SARDP-NE (Phase A + Arunachal Package)	6,418	2,443	586	3,029
LWE (including Vijayawada Ranchi Route)	6,014	4,519	760	5,279
EAP (WB + JICA + ADB)	1,985	757	261	1,018

Non NHDP: A length of 8741km of National Highways has been constructed under this scheme from 01.01.2018 to 31.03.2019. A length of 18385 km has been awarded from 01.01.2018 to 31.03.2019.

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.

2.2 The year 2018-19 was the YEAR OF CONSTRUCTION for the Ministry of Road Transport & Highways. This was a year for consolidating the gains that have accrued from major policy decisions taken in the previous four years, a time for monitoring of ongoing projects, tackling road- blocks and adding to the already impressive pace of work achieved last year. The Ministry took a decision to complete all ongoing projects that had been awarded upto 2015-16 and achieved the highest ever construction of 10,855 kms of National Highways, as against 9,829 kms achieved during 2017-18. Overall, road projects exceeding 52,000 km in length, costing more than Rs. 5.80 lakh crore, are in progress. National Highways of 10,855 km length have been completed in FY 2018-19. The Ministry has scaled new heights in expanding the Highway infrastructure throughout the country.

2.3 2018-19 witnessed Several milestones. The Eastern Peripheral and Western Peripheral Expressways around Delhi and package 1 of Delhi-Meerut Expressway, are some examples.

2.4 Major Initiatives by the Ministry

2.4.1 Major Initiatives by Roads and Highways Wing:

2.4.1.1 New Programmes, Projects and Structures

(i) Bharatmala Pariyojana:

The Cabinet Committee on Economic Affairs approved the implementation of an umbrella programme for the National Highways – "Bharatmala Pariyojana Phase-I" in its meeting held on 24th October 2017, for construction/ up-gradation of National Highways of 34,800 kms length over a period of 5 years (2017-18 to 2021-22) at an estimated outlay of Rs. 5,35,000 Crore. The programme focuses on optimizing efficiency of freight and passenger movement across the country by bridging critical infrastructure gaps through effective interventions like development of Economic Corridors, Inter Corridors and Feeder Routes, National Corridor

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.



दाएं मुड़ना मना है
Right Turn Prohibited



Delhi-Meerut Expressway



Kota Chambal Bridge

यह चिन्ह चालक को निर्देश देता है कि वह किसी भी परिस्थिति में दाएं न मुड़ें।
This sign directs driver not to turn towards right side in any circumstance.

Efficiency Improvement, Border and International Connectivity roads, Coastal and Port Connectivity roads and Green-field expressways. Multi-modal integration is also built into this program. Special attention has been paid to fulfilling the connectivity needs of backward and tribal areas, areas of economic activity, places of religious and tourist interest, border areas, coastal areas and trade routes with neighbouring countries. Projects with aggregate length of approximately 6400 kms have already been awarded under Bharatmala Pariyojana (including residual NHDP Works), while work on preparation of Detailed Project Reports for about 25,000 kms is under progress.

The programme envisages development of Ring Roads/ bypasses and elevated corridors to decongest the traffic passing through cities and enhance logistic efficiency; 28 cities have been identified for Ring Roads; 125 choke points and 66 congestion points have been identified for their improvements. It is estimated that more than 35 crore man-days of employment shall be generated under Phase-I of the programme.

The network identified under Bharatmala Pariyojana has been further optimized to improve connectivity across key economic centers through discussions with all stakeholders. The principle of shortest distance has been followed in identification and determination of green-field alignments for connecting important economic centres to reduce the overall costs as compared to upgradation of the brown-field/ existing alignments, as the shorter green-field alignments enable significant reduction both in capital cost and vehicle operating cost over time.

(ii) Setu Bharatam

In order to ensure safe and smooth flow of traffic, the Ministry has envisaged a plan for replacement of Level Crossings on National Highways by ROBs/ RUBs under a scheme known as Setu Bharatam. Under this programme, out of 174 ROBs/RUBs which are to be constructed, 91 have been sanctioned with an estimated cost of ₹ 7,104.72 crore. Out of 91 sanctioned, 59 ROBs/RUBs have been awarded and are in various stages of progress.

(iii) Chardham Mahamarg Vikas Pariyojana

This EPC project envisages development of easy access to the four prominent Dhams, namely, Gangotri, Yamunotri, Kedarnath and Badrinath, situated in the state of Uttarakhand. These four Dhams are prominent pilgrimage centres. The project entails development of 889 km of roads with configuration of two-lane with paved shoulders at an estimated cost of about ₹ 12,000 crore. The project is targeted for completion by March, 2020.

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



(iv) Highways Projects in the North-East

Projects worth ₹ 1,90,000 crore have been sanctioned for the construction of roads for over 12,000 km in the North East region. The projects being executed by NHIDCL are to the tune of ₹ 1, 66,026 crores, covering 10,892 km of roads in all the eight NE states. Projects costing ₹ 17,257 crores have been allotted to the respective state PWDs. Further, projects costing ₹ 7,000 crore are entrusted to the NHAI.

(v) Logistics Parks

A network of 35 Multimodal Logistics Parks had been identified for development in the Phase–1 of Bharatmala Pariyojana. The availability of the land parcels for development of Multimodal Logistics Parks has been confirmed at 7 locations and DPRs have been initiated in all the nodes.

2.4.1.2 Completed/ Landmark projects:

(i) Eastern Peripheral Expressway– Western Peripheral Expressway

The two projects of Peripheral Expressways around Delhi, comprising 135 km Eastern Peripheral Expressway (EPE), and 135 km Western Peripheral Expressway (WPE) connecting NH-1 and NH-2 from Western and Eastern side of Delhi were completed this year and inaugurated by Hon'ble Prime Minister in May 2018 and November 2018 respectively. The EPE was constructed by NHAI and WPE by Haryana Government. The two expressways were conceptualised with the twin objectives of decongesting and de-polluting the national capital by diverting the traffic not destined for Delhi.

The EPE stretches from Kundli on NH 1 to Palwal on NH 2, and was constructed at a cost of ₹4617.87 crore, in addition to ₹ 5900 crore were spent on acquiring 1700 acres of land. It was completed in a record time of about 500 days against the scheduled target of 910 days. It is a fully access-controlled six-lane expressway with a closed tolling system. The expressway has an iconic toll plaza equipped with electronic toll collection infrastructure, ITS control system of the entire EPE and a digital art gallery, with holographic models of major structures and making of the EPE. Weigh-in-Motion equipment at all 30 entry points, solar power on the entire length, eight solar power plants with a capacity of 4000 KW, rainwater harvesting, drip irrigation and 36 replicas of monuments depicting Indian culture and heritage are major features of this expressway. This project has generated employment opportunities of about 50 lakh man-days.

(ii) Varanasi Airport Road and Ring Road

Hon'ble Prime Minister inaugurated the 16.55 km, ₹ 759.36 crore Varanasi Ring Road Phase-I

and 17.25 km, ₹ 812.59 crore Babatpur-Varanasi road on NH-56 in November. It has reduced the travel time from Varanasi to the airport, and is proving a big relief to the people of Varanasi and to tourists with a more convenient access to Sarnath, an important site for Buddhist pilgrimage.

2.4.1.3 Projects planned/under progress:

(i) Delhi-Meerut Expressway

The Delhi-Meerut Expressway aims to provide faster and safer connectivity between Delhi and Meerut and beyond this, with Uttar Pradesh and Uttarakhand. The alignment of DME starts from Nizamuddin Bridge from Delhi and follows the existing NH 24 upto Dasna. While one leg of DME will continue from Dasna on NH 24 to Hapur, a Greenfield alignment has been planned from Dasna to Meerut. The Expressway is being constructed in 4 packages. The total length of the project is 82 km, of which the first 27.74 kms will be 14-laned, while the rest will be 6-lane expressway. The project is likely to cost Rs 4975.17 crore.

The 8.36 km long Package -1 of the projects was inaugurated by Hon'ble Prime Minister in May this year. It is a 14 lane, access-controlled section stretching from Nizamuddin Bridge to Delhi UP Border, and was completed in a record time of 18 months as against the earlier expected construction period of 30 months, at a cost of about ₹ 841.50 crore.

This is the first National Highway in the country with 14 lanes, and has several features that would help reduce pollution. These include a 2.5-metre-wide cycle track on either side of the highway, a vertical garden on the Yamuna Bridge, solar lighting system and watering of plants through drip irrigation only.

Package-II from UP Border to Dasna(19.28 km), Package–III from Dasna to Hapur (22.27) km and Package –IV - Green-field Alignment from Dasna to Meerut – (31.78 km) are under construction.

(ii) Delhi – Vadodara Expressway

A greenfield alignment between Delhi – Vadodara with a length of 840 km through Sohna, Dausa, Jaora, Ratlam, Godhra, which reduces the travel distance between Delhi – Vadodara by about 140 km, is being developed.

(iii) Vadodara-Mumbai Expressway

A greenfield alignment between Vadodara – Mumbai with a length of 360 km through Kim, Talasari, Vasai and Thane has been finalized. Work has already been awarded for a stretch of

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.

124 km for Vadodara-Kim sector and bids invited for 151 km between Kim and Talasari.

(iv) Bangalore-Chennai Expressway

DPR is under progress for this 260 km Expressway. This is a green-field alignment. There are two existing roads connecting Bangalore-Chennai, one is via Hoskote (Bangalore)-AP then to Chennai & second is via Electronic City (Bangalore) Hosur (Tamil Nadu) and then to Chennai. The alignment of the proposed expressway is running in between these two stretches.

(v) Nagpur-Hyderabad-Bangalore (NBH) Expressway

DPR has been awarded and alignment finalization is under progress for the new green-field 940 km Nagpur–Hyderabad–Bangalore Expressway.

(vi) Byet Dwarka – Okha Bridge

The Ministry has taken up construction of a signature 4-lane Bridge to connect the mainland at Okha to Byet-Dwarka Island off the Gujarat Coast with this Signature Bridge spanning a length of 2.32 kms. The Project has been awarded on 01.01.2018 at a cost of ₹ 689.47 crores. This will be the longest span cable stayed bridge in India with the main span of 500 mtr. The project is scheduled to be completed in a period of 30 months.

(vii) Bridge over Ganga in Phaphamau in Allahabad

Approval has been given for a project for construction of 9.9 km long new 6- lane bridge across river Ganga on NH-96 at Phaphamau in Allahabad with total capital cost of ₹ 1948.25 crore. The construction period for the project is three years and is likely to be completed by December, 2021. The new bridge will resolve the traffic congestion on existing old 2-lane Phaphamau bridge on NH-96 at Allahabad. The new bridge will also facilitate the large congregation of people at Holy City Allahabad during Kumbh, Ardh-Kumbh and other yearly ritual baths at SANGAM in Prayag. This will give a boost to pilgrimage tourism and local economy of Holy city of Prayag. This new 6-lane bridge will also be beneficial for the Lucknow/ Faizabad bound traffic coming from Madhya Pradesh via National Highway-27 and National Highway-76 through Naini Bridge. In addition, this project of new bridge will generate direct employment for about 9.20 lakh mandays during construction.

(viii) Bridge over River Kosi at Phulaut in Bihar

Approval was given to a project for construction of 6.930 km long 4-lane bridge at Phulaut in Bihar, along with approval for rehabilitation and up-gradation of existing Birpur- Bihpur

section of National Highway-106. The construction of this new Bridge will fill the existing 30 km long gap between Udakishanganj and Bihpur of National Highway Number 106 in Bihar, which will provide through connectivity between Nepal/ North Bihar/ East-West Corridor (passing through NH- 57) and South Bihar/ Jharkhand/ Golden Quadrilateral (passing through NH -2), besides full utilization of National Highway Number-31.

(ix) Silkyara Bend - Barkot Tunnel

The Cabinet Committee on Economic Affairs (CCEA) approved the construction, operation and maintenance of the 2- Lane, 4.532 Km long Bi-directional Silkyara Bend - Barkot Tunnel on Dharasu-Yamunotri section along NH-134 in the State of Uttarakhand. The project forms part of the Chardham Programme. The construction period of the project is 4 years at an estimated cost of ₹ 1383.78 crore. Once complete, this stretch will reduce the travel distance from Dharasu to Yamunotri by about 20 Kms and travel time by about an hour. It will also provide all weather connectivity to Yamunotri, encouraging regional socio-economic development, trade and tourism within the country. The project will be implemented by National Highways & Infrastructure Development Corporation Ltd. (NHIDCL).

2.4.1.4 Revival of Languishing projects

The Ministry of Road Transport & Highways has been taking proactive steps to identify bottlenecks involved in awarded but languishing NH projects and address them through appropriate policy initiatives in course of the last five years. Some of these policies include:

(i) 100% equity divestment two years post COD

The policy enables private developers to take out their entire equity and exit all operational BOT projects two years from start of operations (COD) irrespective of the date of award thereby enabling reinvestment of such unlocked equity in the sector.

(ii) Premium deferment in stressed projects

The policy permits rescheduling of premium committed by concessionaires during bid stage for awarded projects.

(iii) Rationalized compensation to concessionaires for languishing NH projects in BOT mode for delays not attributable to concessionaires

The policy enables extension of concession period for languishing BOT (Toll) projects to the extent of delay provided, the original operation period remains unchanged. Similarly, for languishing BOT (Annuity) projects, payment of missed annuities corresponding to the actual delay are being restored.

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.



(iv) One time fund infusion

The policy enables revival and physical completion of languishing BOT projects that have achieved at least 50% physical progress, through one time fund infusion by NHAI, subject to adequate due diligence on a case to case basis. 7 projects have availed this dispensation.

2.4.1.5 Process streamlining for speedy execution of work:

(i) Mode of delivery

The Ministry of Road Transport & Highways is empowered by a CCEA decision to decide on mode of delivery of projects – whether PPP/EPC.

(ii) Increased threshold for project appraisal & approval

The Ministry of Road Transport & Highways has been authorized through a CCEA decision to appraise & approve projects up to ₹ 1000 crore [TPC for BOT (Toll) and Hybrid Annuity Projects and Capital Cost for EPC Projects]. Further, the CCEA allowed appraisal and approval of PPP projects as well as EPC projects based only on their Civil Construction Cost.

(iii) Bidder Information Management System:

The Ministry has developed a Bidder Information Management System (BIMS) to streamline the process of pre-qualification of bidders for contracts on EPC mode for all NH works and centrally sponsored works. BIMS acts as a data base for all basic details of bidders like civil works experience, cash accruals and network, annual turnover etc,. This allows quick pre-qualification assessment of bidders based on evaluation parameters like threshold capacity and bid capacity from already stored data. Technical evaluation can therefore be carried out faster using this information.

(iv) For Bharatmala Pariyojana Phase-I, delegations have been further enhanced:

All PPP BOT (Toll) projects where no grant is to be given and construction, maintenance is to be financed by toll revenues will be appraised and approved by NHAI Board.

All BOT (Annuity) / HAM projects upto TPC of ₹ 2,000 crore excluding land cost will be appraised by the SFC chaired by Secretary (RTH) and approved by the Minister (RT&H). Other BOT (Annuity) / HAM projects to be appraised by Secretary (DEA) and approved by CCEA.

All EPC projects of NHAI to be approved by NHAI Board within approved budgeted financial resources.

(v) Enhanced Inter-Ministerial coordination:

A Minister Level Group of Infrastructure has been created under Chairmanship of Hon'ble

Minister (RTH & S) to resolve approval/clearance issues related to Environment & Forests, Railways and Defence. Most of the issues are resolved.

2.4.1.6 Funding Models and other policies to facilitate construction of National Highways

(i) Monetisation of Assets through Toll-Operate-Transfer (TOT) Model:

This Ministry has conceptualised an innovative way for raising funds through Monetisation of completed Road Assets. This is known as Toll-Operate-Transfer (TOT) Model. The receipts are then ploughed back into infrastructure expansion/ upgradation.Under this, the right of collection of Toll Fees for operational public-funded NH projects is to be assigned for a pre-determined period to the Concessionaires (developers/ investors) against upfront payment of a lump-sum amount. O&M obligations of such projects would rest with the Concessionaires until the completion of the period under TOT Model.

The Ministry is monetizing its road assets constructed with public funds through Toll-Operate-Transfer (ToT) scheme. The scheme envisages bidding of bundled national highways for a concession period of 30 years. The first bundle comprised 09 projects, totalling 681 km of roads in Andhra Pradesh and Gujarat. It was awarded in 2018 to Macquarie for Rs. 9,681 Crore, which was about 1.5 times the NHAI's estimates. The second bundle comprising over 586 kms spread over four states – Rajasthan, Gujarat, West Bengal and Bihar was also placed in the market. However, it is being restructured and put to another round of bidding.

(ii) MoU between NHAI and the SBI

The National Highways Authority of India (NHAI) signed a Memorandum of Understanding (MoU) with the State Bank of India to receive ₹ 25,000 crore as a long-term, unsecured loan for 10 years. This is the largest amount of loan to have been sanctioned by the SBl in one go. This is also the largest ever fund that NHAI has ever received in one go.

(iii) Guidelines for alignment of National Highways

The Ministry has issued detailed guidelines for determination of proper alignment of NH projects, advising executing agencies to examine the feasibility of a green-field alignment, especially in the case of economic corridors, instead of widening existing highways. This has been done keeping in view that expansion of an existing highway involves acquisition of land for Right of Way (RoW), shifting of utilities, demolition of built-up structure and tree-felling, all of which involves a lot of time and cost. Also, earlier highways were largely planned to connect existing towns, which did not allow the concept of shortest distance. This road geometry has been found to be sub optimal, especially in case of economic corridors.

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.

Bharatmala Pariyojana also calls for a corridor approach for economic corridors. It has also been found in a few test cases that it is feasible to acquire a RoW of 60 to 70 mtrs for a green-field road project at the same cost as is involved in the expansion of an existing road, especially when the associated costs and time taken in utility shifting, tree felling, additional compensation for demolition of structures coming in the RoW under expansion are taken into account.

(iv) Launch of Annual Awards for Excellence in National Highways Sector

Annual awards for excellence in National Highways sector have been instituted from this year onwards for recognizing concessionaires and contractors who have been performing exceptionally well. Applications were invited in August 2018 from all the concessionaires and contractors working in the field of highways construction and tolling. These awards are designed across five categories of construction management, operation and maintenance, best toll plaza, safest highway, innovation in design and construction technology. A total of 109 applications were received through the online process, evaluated quantitatively on pre-determined scoring parameters and then validated through desktop and third-party field assessment. Thereafter an independent Jury went through the short-list and selected the final gold and silver award winners in all categories for felicitation by the Ministry. The photographs of the award-winning projects along with the names of the awarded Concessionaire/Contractor, have been printed in the Ministry's calendar for 2019.

(v) Highway Capacity Manual

India's first Highway Capacity Manual developed by CSIR-CRRI was launched this year. The manual is designed to be a tool for guiding road engineers and policy makers in the country. It lays down guidelines for the development and management of different types of roads, based on traffic characteristics on such roads which have varying lane configurations.



Releasing of Indian Highway Capacity Manual Research Project Report

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.

Winners of National Highway Award for Excellence 2018



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

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

(vi) Inventorisation of bridges under Indian Bridge Management System (IBMS):

The IBM System (IBMS) has been established to identify the number of bridges and other structures on National Highways, to carry out the condition survey and Inventorisation of bridges/ structures and to identify the distressed bridges which need immediate attention and sensitize the concerned implementation agency for taking corrective measures such as repair, rehabilitation reconstruction / new construction etc.

An Inventory for more than 1,72,000 bridges and culverts has been completed. A total of 137 Bridges have been identified as distressed structures which call for immediate restoration/replacements. A time bound action plan to undertake repairs and restoration or construction of new bridges in place of the decadent structures has been put in place.

(vii) Workshop on issues relating to Land Acquisition, Contract Document etc.

The Ministry organized a workshop on 18.12.2018 in Delhi for Regional Officers of the Ministry, NHAI and NHIDCL to discuss the issues relating to land acquisition, contract document (EPC/DPR) and eDisha (ERP projects), new standards and technical specifications. A Manual of Guidelines on Land Acquisition for National Highways under the National Highways Act, 1956 has also been released for seamless process of Land Acquisition for National Highways.



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.

2.4.2 GREEN INITIATIVES:

(i) Electric, Ethanol and Methanol Vehicles exempted from Permits

Keeping in view the need for promoting electric mobility and alternate fuels, the Ministry, has exempted Battery Operated Vehicles, as well as vehicles driven on Methanol fuel or Ethanol fuel, from the requirement of permit for carrying passengers or goods vide notification issued on October 18, 2018.

(ii) Advisory on Linking of PUC data (emission related data) with the VAHAN database

A system has been developed and tested by this Ministry for linking of Pollution Under Control (PUC) data with the VAHAN database. An advisory dated October 1, 2018 has been issued to all the States by the Ministry wherein all the PUC vendors have been directed to comply with the guidelines and facilitate electronic uploading of emissions test data to VAHAN database.

(iii) Notification regarding Registration Mark of Battery- Operated Vehicles

To give a distinct identity to the electric vehicles, it has been decided that the registration mark will be exhibited on a number plate with Green background. A notification to this effect was issued on 7th August, 2018.

(iv) M 15 (15%) Methanol blending with Gasoline

The Ministry issued a notification regarding the blending of Gasoline with methanol in order to reduce vehicle exhaust emissions and also to reduce the import burden on account of crude petroleum from which gasoline is produced. The Hon'ble Prime Minister had announced an ambitious target of reducing 10% import dependence of oil and gas by 2022 from 2014-15 levels. Methanol can be used as an alternative transportation fuel thereby reducing Import dependence to some extent.

(v) Requirement of PUC Certificate for vehicle insurance/ renewal of insurance

The Ministry has requested IRDA and the MDs/ Chairpersons of all general insurance companies to ensure that no third-party insurance policy is issued or renewed without ascertaining the availability of a valid PUC. This has been done following orders of the Supreme Court of India.

(vi) Emission Standards for Construction Equipment Vehicles and Tractors

The Ministry has notified emission standards for Construction Equipment Vehicles and Tractors. These standards would be implemented w.e.f. 1st October, 2020 (Trem IV) and from 1st April, 2024 [Bharat Stage (CEV/Trem)-V]. This would help in ensuring environment friendly construction / mining activities.

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.



(vii) Quadricycles included as Non-Transport Vehicles

The Ministry notified the insertion of the item 'Quadricycle' as a 'non-transport' vehicle under the Motor Vehicles Act 1988. A Quadricycle is a vehicle of the size of a 3-wheeler but with 4 tyres and fully covered like a car. It has an engine like that of a 3-wheeler. This makes it a cheap and safe mode of transport for last mile connectivity. Quadricycles were only allowed for transport usage under the Act, but now has been made usable for non-transport also.

2.4.3 E-initiatives:

(i) Bhoomi Rashi Portal

Recognising that acquisition of land constitutes the first basic requirement for expansion and/ or development of a National Highway, and that this process is time consuming, the Ministry has got an IT application developed for the purpose. Known as BhoomiRashi, the portal of Ministry of Road Transport & Highways allows for totally digital and paper-less processing of land acquisition related Notifications, and has resulted in transparent, efficient and error-free handling of land acquisition cases. It has also made real-time tracking of activities and generation of reports relating to land acquisition possible. The entire process, from submission of the draft notification, to approval of Competent Authority in the Ministry and publication of the notification in e-Gazette is now online. The process has also brought transparency into the system. Earlier, the approved compensation amount used to be parked with the CALA (Competent Authority for Land Acquisition) but with BhoomiRashi portal, the compensation amount would be directly transferred into the account of the person concerned in due course. In addition to this, the complete process is also environment friendly since there is no physical movement of files – all work is done digitally.

(ii) Enterprise Resource Planning (ERP) Project-eDISHA

eDisha, Digitally Integrated System of Highway Assets is the face of 'Design, Development, Implementation and Enablement of Technology Solution at Ministry, NHAI and NHIDCL. This will eliminate data duplication and provide data integrity with a "single source of truth" along with digitization. Ministry is the main stakeholder alongwith NHAI, NHIDCL, BRO and other Ministry important departments.

eDISHA will facilitate the flw of real time information across departments and ecosystems, so businesses can make data-driven decisions and manage performance-live.

eDISHA is being implemented in all ROs/BOs of the Ministry, NHAI & NHIDCL along with Hqrs. ERP will implemented in three Waves out of which WAVE-1 is live handling of enhanced PMIS on new platform along with about 10,00,000 pages which are digitised and can be accessed through DMS. Digitization of data is in progress.

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।

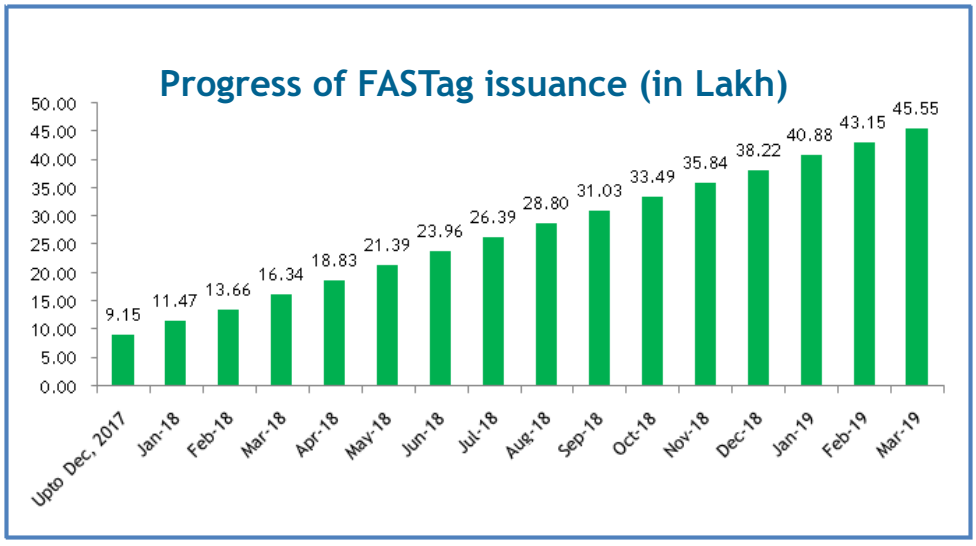
This sign is usually installed before a bridge. It indicates the load that a bridge can bear. The limit of this sign is 4 tonnes which indicates that only vehicles with axle load of 4 tonnes or less can pass over the bridge.

(iii) National Award on e-Governance to INAMPRO

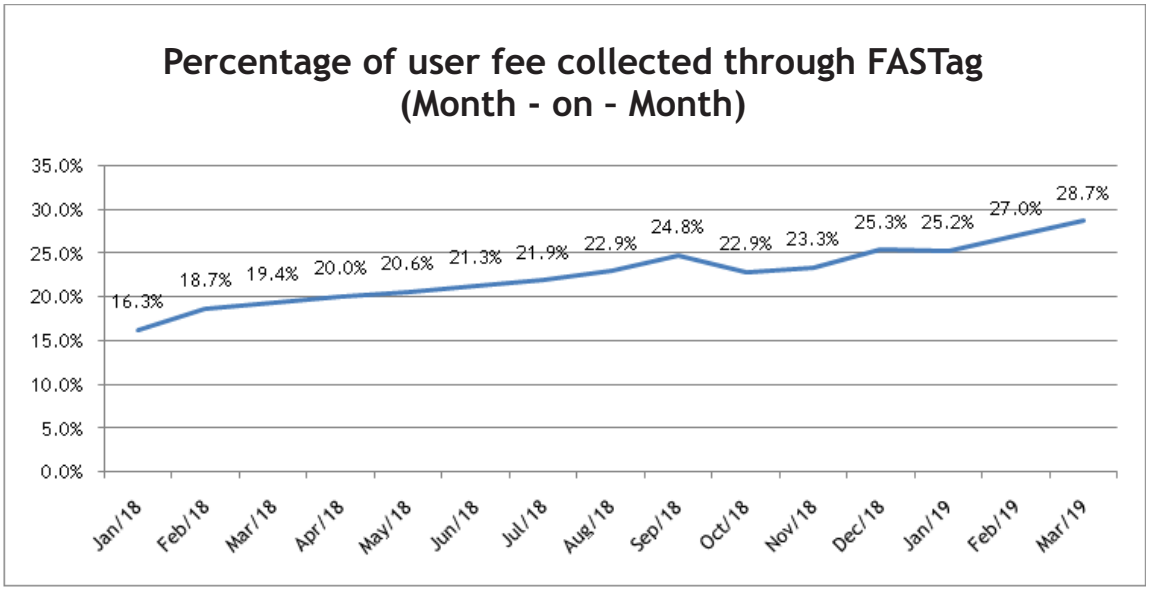
The "INAMPRO" project initiated by NHIDCL, a CPSE under this Ministry, has been conferred with a 'Gold' award under Category-I "Excellence in Government Process Re-engineering" for the National Award in e-Governance by the Department of Administrative Reforms and Public Grievances.

(iv) E-tolling

Electronic Toll Collection (ETC) system, the initiative of Ministry of Road Transport and Highways, has been implemented on pan India basis in order to remove bottlenecks and ensure seamless movement of traffic and collection of user fee as per the notified rates, using passive Radio Frequency Identification (RFID) technology. Indian Highways Management Company Limited (IHMCL), a company under company's act 1956 has been incorporated for working as implementing agency for ETC with National Payment Corporation of India (NPCI) functioning as the Central Clearing House (CCH). 22 banks (including Public and Private sector banks) have been engaged as issuer banks in order to issue FASTag to road users. A cashback of 2.5% is being offered for the FY 2019-20 in order to incentivize road users for usage of FASTag. ETC program is live on 446 fee plazas on National Highways. In addition to FASTag, several other electronic means have also been employed to enable road users for payment of user fees such as use of PoS machines for collection of fees through Credit/ Debit cards, use of Pre-paid payment instruments etc. As on 31.03.2019, collectively banks have issued 45.55 lakh FASTags and with an 8.66 lakhs average daily ETC transactions, the average daily collection through ETC has increased to ₹ 19.18 crore with a penetration of 28% in total fee collection.



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.



(v) Amendment in Rules enabling keeping of transport related documents in an electronic form

The Ministry issued an advisory and thereafter amended the relevant rule to enable digital keeping of transport documents in an electronic form. Under the new rules, the citizen can produce the transport related documents such as registration, insurance, fitness and permit, the driving licence, certificate for pollution under check and any other relevant documents, if required, in physical or electronic form, on demand by any police officer in uniform or any other officer authorized by the State Government in this behalf. This would enable the use of digital platforms for carrying and verification of the documents and is a step towards citizen facilitation and to ensure so that citizens are least harassed/ inconvenienced. A detailed SOP has also been issued by the Ministry in this regard in addition to an advisory to the States to accept the electronic documentation by the Motor Vehicle owners and Drivers.

2.4.4 Major Initiatives taken by Land Acquisition Division

(I) Land Acquisition constitutes the first basic requirement for capacity addition of an existing road notified as a National Highway or development of a Green-field National Highway. The Ministry did a detailed analysis of the progress of projects to assess the reasons for delay and remove the identified bottlenecks/constraints. It was seen that the process of issuing Land Acquisition notifications were beset with delays and huge amount of public funds was also parked with the Competent Authority for Land Acquisition (CALA). Hence it was decided to develop a Land Acquisition (LA) system which would provide linkage across authorities, eliminate the need of physical copy, reduce the formatting errors/clerical mistakes and enable easy tracking of the draft notification. The concept once decided was then given shape

to by the Ministry's Land Acquisition Wing, and NIC was mandated in November 2016 to design a complete web utility that would bring in the required efficiencies.

(ii) The LA process involves several stakeholders, right from the State PWDs who prepare the DPRs on the basis of which the land is acquired, state revenue officials who carry out the actual land acquisition, to the Project zones of the Ministry/NHAI/NHIDCL which obtain approval of the Hon'ble Minister of State for Road Transport & Highways, who is the Competent authority, for approving Land Acquisition notifications. Hence, there were extensive stakeholder consultations over a period of six months, culminating in the final design of the utility, titled 'BhoomiRashi'. A total of nearly 50 training/orientation sessions were organized over the next six months in each state with the officers who would actually be using the portal for submitting the draft notifications, and their suggestions were also incorporated in the software.

(iii) The BhoomiRashi portal was tested between December 2017 and March 2018 to iron out glitches and make the processing hassle-free. Since April 1, 2018, it has been made mandatory for all implementing agencies and has replaced the manual system of draft notifications.

(iv) The BhoomiRashi Portal has significantly increased the pace of notifications in the current fiscal. During the current FY 2018-19, a total of 2920 LA notifications has been issued for acquisition of land as against 1000 LA notifications issued in the FY. 2017-18 by all the Implementing Agencies of this Ministry.

(v) Land acquired by the National Highways Authority of India during the last three years

Sr. No	Year	Area notified u/s 3A (Ha.)	Area notified u/s 3D i.e Total area acquired (Ha.)
1.	2016-17	8471	7491
2.	2017-18	11459	9494
3.	2018-19	96450	29374

Source : BhoomiRashi Portal

(vi) The Portal has drastically cut-short the time taken in issuing of the notifications. Earlier it use to take 3-4 months in processing the notification where now it takes only around 3-4 weeks in processing.

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 indicates 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.

(vii) The table format of the 3A & 3D notifications have been standardized on the BhoomiRashi portal and a six (06) column format consistent with e-Gazette Portal has been adopted to reduce the requirement of notification formatting. This has optimized the space required for the Gazette Newspaper publication.

(viii) BhoomiRashi Portal has been integrated with the Public Financial Management System (PFMS) for deposition of compensation in the account of affected/interested person on real-time basis. This integration will result in the avoiding of parking of public funds in the account of Competent Authority for Land Acquisition.

2.4.5 Major Initiatives taken by Road Transport Sector:

2.4.5.1 Transport & Motor Vehicle Legislation

(i) Strengthening of Road Transport System

This Ministry has appraised the existing scheme namely "Strengthening ITS in Public Transport System" to provide financial assistance to State Governments for use of latest technologies such as GPS/ GSM based vehicle tracking system, computerized reservation/ ticketing system, inter-modal fare integration, passenger information system etc. for services covering inter-city and mofussil areas and to provide financial assistance for preparation of total mobility plan for the entire State. The Ministry provides one time financial assistant to the tune of 50% of the project cost to the States/ UTs for IT related projects.

(ii) Development of Bus Terminals

Efficient mobility of people is one of the key factors for the progress and prosperity of a society and a nation. While State Road Transport Undertakings/ State Transport Undertakings focus on profitable bus operations, most of them ignore the development and upkeep of bus terminal facilities. In order to develop high quality bus terminal facilities, and more importantly, to ensure its continued operations and maintenance in a proper manner, this Ministry has launched a scheme (on 5th September 2018) namely Development of Bus Ports in States/ UTs on BOT/ HAM basis. The scheme is a Central Sector Scheme and is aimed at initiating the process of development of bus terminal infrastructure by the states. The scheme objective is to enhance the capacity and quality of the bus terminal infrastructure to benefit the users of the public bus transportation by providing them safe, convenient and user-friendly locations to board and de-board as well as better passenger amenities. The scheme also aims to cater to the requirements of both public and private sector intercity bus operators.

(iii) Safety and Security of Women Passengers (Nirbhaya Scheme)

The Government of India has set up a dedicated fund – Nirbhaya Fund. This Ministry gives financial assistance from the Nirbhaya fund to the States/ UTs for the projects specifically

designed to improve safety and security of women in public transport. Funds have been released to Government of Andhra Pradesh, Uttar Pradesh and Bangalore Metropolitan Transport Corporation under Nirbhaya Scheme. Proposals from the States of Nagaland, Jammu and Kashmir, Rajasthan, Karnataka are under examination.

(iv) Training Programmes for Transport/Traffic Department Officials

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. Motor Vehicle Act 1988, Central Motor Vehicle Rules, 1989 etc. are administered in the Road Transport Division. The Ministry also issues different notification on different subject from time to time. To update the officials of Transport Department of States / UTs with new rules and regulations relating to transport, this Ministry conducts Workshop cum Training programmes for development of Human Resources through various institutes.

(v) MoU with Transport for London (TfL)

To create a sustainable and effective public road transport ecosystem in the country, an MoU has been signed between this Ministry and with the 'Transport for London' (TFL). The 'Transport for London' is a statutory Body established under the Greater London Authority Act, 1999, and is tasked with the delivery of mobility in London. The MoU will focus on improving the Public Transport System with a target to double the passenger capacity in the next three years; improving passenger services, data analysis etc. by using IT in the Road Transport Sector; Increasing the use of electric vehicles, especially in Urban India; Introduction of Technology, Ticketing and the provision of passenger information; Urban transport planning and policy, institutional organisation of transport, governance and accountability arrangements; Behavioural change and public transport promotion. It will help in adopting best practices for policy reforms in transport sector, enable improved customer service, harness from scientific data analysis and implementing effective IT systems in the transport sector. The MoU will help to promote digital transaction and induction of high capacity diesel/ electric vehicles in India.

(vi) Reimbursable Advisory Service Agreement with World Bank

World Bank has been engaged by this Ministry under Reimbursable Advisory Services (RAS) programme for pilot projects in the States for "Augmenting the passenger carrying capacity and improvement in efficiency" of SRTUs for passenger mobility enhancement. The objective of the Advisory Services would be to assist the participating states in improving their public transport policy, and state road transport undertakings (SRTU) to improve their service

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.



definition and planning, and to support increasing capacity of the public transport system through innovative contracting methods and increase capacity of service providers to deliver safe and affordable services.

(vii) Taxi Policy Guidelines

As per direction of Hon'ble High Court of Delhi vide its Order dt. 11th Aug, 2016 in W.P. (Civil) 6000/2015 filed by Radio Taxis Association, a high level committee was constituted in the Ministry to examine all the relevant issues related to existing permits given to black/yellow taxis, radio taxis, aggregators etc. The terms of reference inter alia included formulation of a credible and acceptable plan of action and draft scheme under the existing provisions of MV Act, 1988. The report of the Committee to propose taxi policy guideline to promote urban mobility was approved and accepted by this Ministry. The report was then, forwarded to all State Governments for taking appropriate action. The State Governments are empowered to amend its rule to regulate the taxi aggregators. Ministry of Road Transport & Highways has no direct role in regulating the taxis aggregators.

(viii) Accessible India Campaign (Sugamya Bharat Abhiyan)

The Accessible India Campaign was launched by Hon'ble Prime Minister for creating universal accessibility for persons with Disabilities in Built Environment, Transport, and Information & Communication Technology(ICT) ecosystem. The Campaign is based on the principles of the Social Model of Disability, which proposes that disability is caused by the way society, is organized, and not based on the person's limitations and impairments. The physical, social, structural and attitudinal barriers prevent people with Disabilities (Divyangjan) from participating equally in the socio-cultural and economic activities. 10% of the Government owned public transport carriers were to be made fully accessible by March 2018. Out of 61 State Road Transport Undertakings (SRTUs), 58 SRTUs have provided the details. Out of 58 number, 17 have more than 25% accessibilities, whereas 33 SRTUs have less than 10% accessibilities. 12 No. of SRTUs have achieved accessibility targets between 75 to 100%.

(ix) Benefits to the Transport fraternity:

The Ministry of Road Transport and Highways has increased the permissible axle loads for heavy goods vehicles. This has helped in improving the pay load of the Goods vehicles by 15 to 20%, thereby bringing a major reduction in logistics cost.

The Ministry has taken several initiatives to facilitate the transporters' ease of business. These include permitting electronic documentation, increase in fitness periodicity, doing away with the transport licence requirements for Light Commercial Vehicles and easing the National Permit requirements.

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.

(x) Other Citizen friendly initiatives

- The Government has taken a bold decision to do away with VIP culture by removing the Red and Amber Lights atop the vehicles with the exception of specific dignitaries/ duty related categories.
- A fixed compensation of Rs. Five Lakh has been notified under the Structured Compensation for Third party insurance liabilities. This will help majority of the victims and will help them get expeditious compensation with ease.
- The safety standards of the vehicles have been upgraded to ensure that even the cheapest vehicles sold by the OEMs have safety features at par with global standards.
- The Ministry has amended the rules to enable carriage of Driving License and Registration Certificates in electronic form and produce the same in Digital form to the enforcement agencies as and when called for.

2.4.5.2 Road Safety:

(i) Reduction in number of road accidents

As per the Ministry's annual report on road accidents based on the data reported by Police authorities throughout India, there has been some marginal reduction in the number of road accidents and fatalities in 2017, as can be seen from the table below.

Parameter	2016	2017	% change over previous year
Number of road accidents	4,80,652	4,64,910	(-) 3.3
No. of persons killed	1,50,785	1,47,913	(-) 1.9

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

(ii) Guidelines for setting up Driver Training Schools in districts

The Ministry has been working in association with States, Vehicle manufactures and NGOs for strengthening the driving training. Institute of Driving training and Research (IDTRs), Regional Driving Training Centres (RDTCs) and Driving Training Centre (DTC) have been established which act as model Driving Training Centres with state of art infrastructure. A

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.

scheme for creating driving training centres in all the districts of the country and support refresher-training programme for heavy commercial vehicles drivers has been launched. In addition, Model Institutes of Drivers Training and Research (IDTR) are being set up in States/UTs. So far 29 (nos.) DTRs/ITDRs and 4 RTDCs have been sanctioned in different States/UTs, of which 16 are complete and functioning.

The Ministry has also launched a scheme for setting up of Driving Training Centre (DTC) to provide quality training to drivers to improve road and environment safety and strengthen overall mobility on roads. Under the scheme, the Ministry shall provide one-time assistance to the extent of 50% of the project cost, and establishing centres of excellence in research and academic institutions. The Government will facilitate dissemination of the result of subject to a maximum of Rs 1.00 crore, for setting up the DTC

(iii) Sukhad Yatra App and Toll-Free Emergency Number

A mobile App and Toll- free Emergency number 1033 for highway users, developed by NHAI, were launched in March this year. The Sukhad Yatra mobile application provides information on toll gates. The key feature of the app includes a provision for the user to enter road quality-related information or to report any accident or pothole on the highway. It also provides users with real-time data related to waiting time expected at toll plazas and various facilities like points of interest, highway nest/ nest mini, etc. The app can also be used to purchase FASTags.

The toll-free number 1033 will enable users to report an emergency condition, or highway-related feedback, across the highway. The service has also been integrated with ambulance/ tow away services along the roads.



Launching of NHAI 1033 Toll Free Helpline Number

(iv) Observance of the 30th National Road Safety Week

The 30th National Road Safety Week, 2019 was inaugurated at Gandhi Smriti and Darshan, Rajghat, New Delhi on the 4th of February, 2019. It was attended by a host of school children, NGOs, and stakeholders in road safety from Government and industry.

External Affairs Minister Smt Sushma Swaraj and Union Minister for Road Transport & Highways, Shipping and Water Resources, River Development and Ganga Rejuvenation Shri Nitin Gadkari flagged off Suraksha Yatra - a motor car rally from Rajghat in New Delhi to commemorate the 150th Birth Anniversary of Mahatma Gandhi. The flag off was also part of an event to launch the 30th National Road Safety Week. Shri V. Kalyanam, Personal Secretary to Mahatma Gandhi was also present on the occasion. The rally travelled through places historically associated with Gandhiji, both in India, as well as in Bangladesh and Myanmar, and passed through Sabarmati, Porbandar, Dandi, Yerwada, Sewagram, Jabalpur, Lucknow, Gorakhpur, ChauriChaura, Champaran, Shantiniketan and Kolkata in India before travelling to Dhaka in Bangladesh. It concluded at Yangon in Myanmar on 24th of February, 2019 covering a total distance of 7250 km. The rally was part of the year-long celebrations to commemorate the 150th year of Mahatma Gandhi in India and across the globe. It took up advocacy on Road Safety concerns along the route.

Various programmes were held during the Road Safety Week, including seminars and workshops on Emerging Trends in Safety, Road Safety Engineering, Motor Vehicle Insurance, Emergency care (Protection of Good Samaritan & First Responder Training), Role of Youth, and Industry/ Corporate Conclave on Role of Corporate in Road Safety. These were attended by representatives of OEMs, ACMA, Test Agencies, Road Engineers/Auditors and Road Construction Companies/ Concessioners, Corporates, NGOs, Insurance Companies, Medical Staff, and college students. School Bus Driver Refresher Training session was also held at IDTR, Sarai Kale Khan, where bus drivers from private schools imparted training on road safety.

(v) Capacity Building in the area of Road Safety

The Ministry of Road Transport and Highways has designated the Asian Institute of Transport Development as an apex body for capacity building in the area of road safety. The objective is that this centre would act as a depository of research studies and best practices. Human resource development and exchange of knowledge form an important component of its activities. Up to October 2018, the National Centre for Road Safety has organized 31 courses pan-India and trained over 1,400 professionals in road safety and road safety audit.

(vi) Vehicle Location Tracking Device and Emergency Button in all public service vehicles

With a view to enhancing the safety of women passengers, detailed standards for Installation of Vehicle Location Tracking Device (VLT) and Emergency Button on public service vehicles have been notified on October 25, 2018. The States/ UTs have been mandated to ensure compliance of the rule and check fitment and functional status of the VLT device in the public service vehicles at the time of checking of the vehicles for fitness certification. The Command and Control Centres in the States will be used to provide interface to various stakeholders such as State emergency response centre, the Transport authorities of the state and central governments, device manufacturers and their authorized dealers, testing agencies etc. The Command and control Centre will also be able to provide feed to the VAHAN database or the relevant data base of the state with regard to over speeding and the health status of the device.

2.4.6 OTHERS:

(i) Way-side Amenities and Highway Nest (Mini)

The Ministry recognises the importance of availability and development of way-side amentities as basic facilities alue addeded service for its highway users. While it has made plans for development of such full-fledged facilities along the new Projects, it has also taken up provision of such facilities along the existing NHs wherever found fesaible.

(ii) Swachhta Pakhwada and 'Swachhta Hi Sewa' Campaign (SHS)

The Swachhta Pakhwada was organised by the Ministry between September 15, and October 2, 2018 across all National Highways. Several activities related to shramdaan and cleaning of schools in villages adjacent to the National Highways were also organized by the NHAI during the period. Construction of toilets, both for men and women, installation of litterbins and hoardings at NHAI toll plazas have been taken up by the Ministry under Swachh Bharat Mission. The nodal Ministry of Drinking Water and Sanitation conferred a special award on the MoRTH for implementation of the Swachhta Action Plan for 2017-18.



Nagpur-Hyderabad Section



Eastern Peripheral Expressway

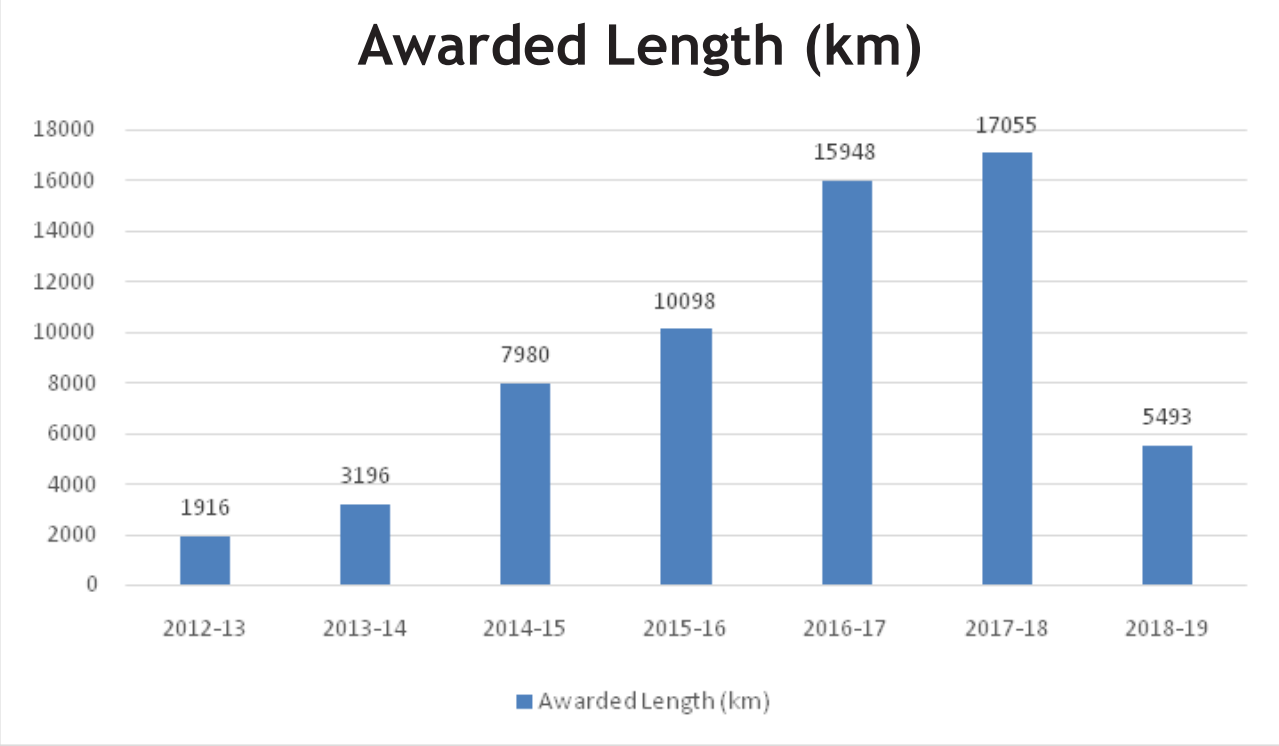
यह चिन्ह आपको आगे की सड़क पर एक दाहिने मोड़ के बारे में सचेत करता है। यह आपको स्थिति के अनुसार गाड़ी चलाने और अचानक मोड़ दिखने पर दुर्घटना की संभावना से बचने में सहायक होता है।

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.

CHAPTER III

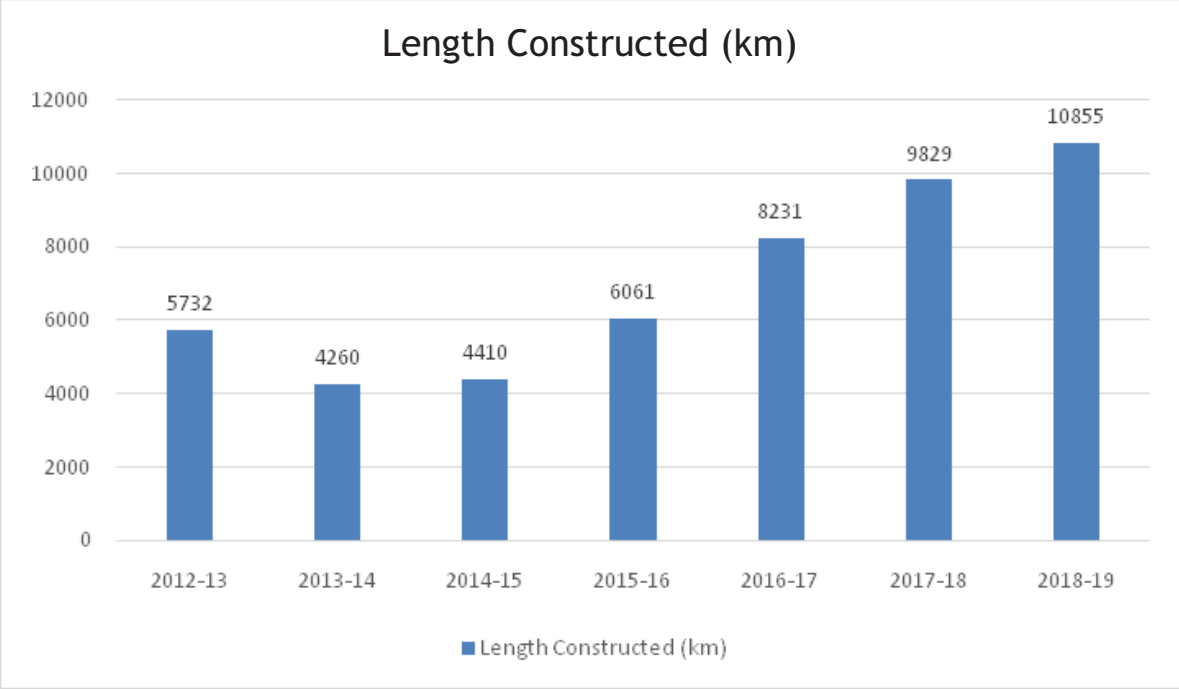
ROAD DEVELOPMENT

3.1 The Ministry has been entrusted with the responsibility of development of Road Transport 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.

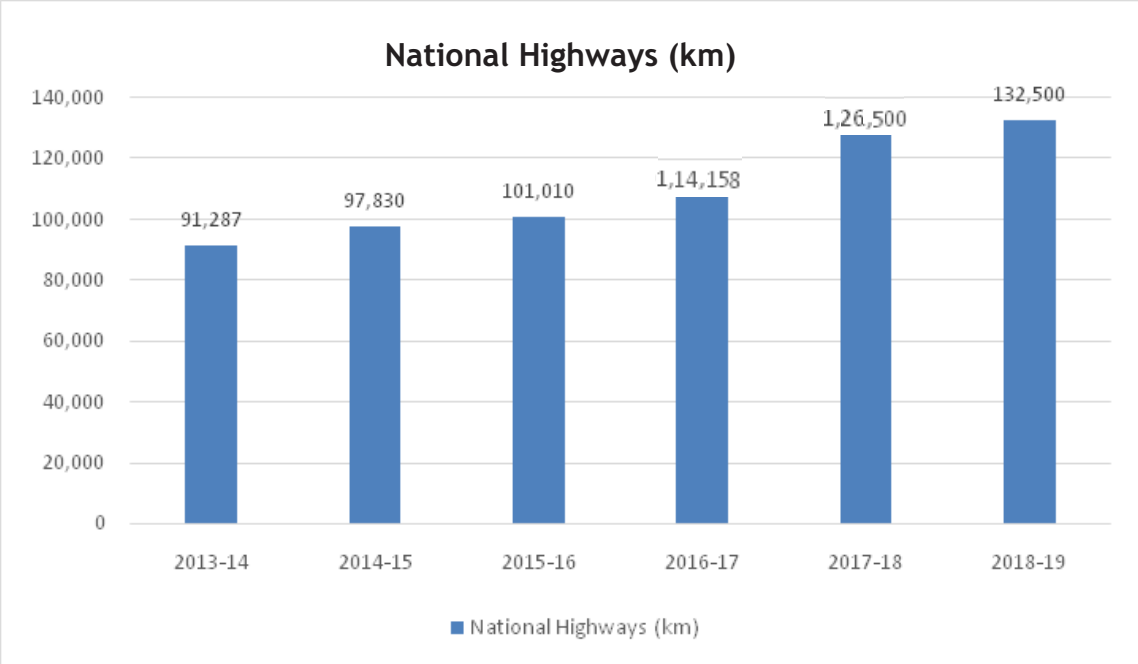


जब सड़क की चौड़ाई कम हो जाती है और वह किसी संकरे रास्ते से मिल जाती है तो तेज गति से चलने वाले वाहन के सामने से आ रहे वाहन से टकराने की संभावना रहती है। यह चिन्ह ड्राइवर को सतर्क रहने का संकेत देता है क्योंकि आगे का रास्ता संकरा है।

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.



3.2 The length of National Highways for which the GOI is constitutionally responsible is 1,32,500 km. A list of State-wise National Highways is at **Appendix-3**



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.



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

3.5 Bharatmala Pariyojna Phase-I:

Phase-I of Bharatmala Pariyojana includes development of following schemes :

Sr. No.	Scheme	Length (km)	Cost (Rs. crore)
1.	Economic Corridors	9,000	120,000
2.	Inter-Corridors & feeder roads	6,000	80,000
3.	National Corridor Efficiency improvement	5,000	100,000
4.	Border & International connectivity roads	2,000	25,000
5.	Coastal & port connectivity roads	2,000	20,000
6.	Expressways	800	40,000
	Sub Total	24,800	385,000
7.	Ongoing Projects, including NHDP*	10,000	150,000
	Total	34,800	535,000

*-Balance works under various phases of NHDP have been fully subsumed under the Bharatmala Pariyojana. Balance works under NH(O), SARDP-NE, EAP & LWE schemes would continue under relevant schemes

3.6 Sources of funding for Bharatmala Phase-I

The Bharatmala Pariyojana Phase-I is to be funded from Cess collected form Petrol & Diesel (as per Central Road Fund Act, 2000 amended by the Finance Act from time to time), amount

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.

collected from toll apart from External Assistance, Expected monetisation of NHs through TOT (Toll-Operate-Transfer), Internal & Extra Budgetary Resources (IEBR) and Private Sector Investment.

The Financing Plan indicating the source of Fund upto 2021-22 for Phase-I of Bharatmala Pariyojana and other schemes for development of roads/ NHs are as follows:

Sr. No.	Source	Estimated fund (Rs. Crore)
1	CRF earmarked for NH	2,37,024
2	GBS (SARDP, EAP Counter Part etc.)	59,973
3	Expected monetisation of NHs through TOT (Toll-Operate-Transfer)	34,000
4	PBFF (Toll-NHAI)	46,048
5	Market Borrowings	2,09,279
6	Private Investment (PPP)	1,06,000
	Total	6,92,324

3.7 Financial performance-

3.7.1. Progress made in increase in Capital Expenditure and IEBR during 2018-19

The funds allocated for the Ministry and expenditure incurred during 2018-19 is summarized below.

Amount in Rs. Crore

Sr. No.	Scheme	2018-19	
		Alloc.	Expd.*
1	GBS - Capital	68055	66,719
2	M&R - Revenue	2,686	1,687
3	Total (Central Sector Road)	70,741	68,406
4	CRF(State Roads) - Revenue	6999	6785
5	EI&ISC for State roads - Capital	500	475
6	Road Transport -Revenue	258	155
7	Secretariat Expd. -Revenue	127	117
8	Total (Budget)	78,625	75,938
9	IEBR	62,000	61,217
10	Grand Total (Budget + IEBR)	1,40,625	1,37,155
11	Pvt. Sector Investment	25,000	21,605.3

*** Provisional**

GBS- Gross Budgetary Support, IEBR- Internal and Extra Budgetary Resources, Pvt Sector Investment-Allocation=target

*** Expenditure (Provisional)**

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.



3.7.2 Toll Collection

Sr. No.	Parameter & Unit	2018-19 *
1	Highway Length Tolled (km)	2,415
2	Toll Collection (Rs. Crore)	9,259

3.7.3 Progress made in increase in non-tax revenue in Toll, Operate and Transfer (TOT)

Cabinet Committee on Economic Affairs (CCEA) approved Toll, Operate and Transfer (TOT) Model in August, 2016 for monetisation of developed National Highway (NH) stretches. It is targeted to raise funds to the tune of about ₹ 34,000 crore under TOT concessions upto 2021-22. Target of ₹ 10,000 crore has been set for realization of funds under TOT during 2018-19. Concession of First Bundle of TOT has been started w.e.f. 29.08.2018 and ₹ 9,681.50 crore has been received from the concessionaire and same has been deposited in Consolidated Fund of India (CFI). Further, Bids for second Bundle of TOT was invited on 06.08.2018 with Initial estimated concession value of Rs. 5,362 crore. Bids have been received and highest quote was ₹ 4,612 crore which was 13.98% below. NHAI has cancelled the bid and is in process of re-tendering after re-bundling it.

3.8 State PWD and Border Road Organization (BRO):

- An amount of ₹ 28,931 crore has been allocated during the year 2018-19, for the NH entrusted to State PWDs and ₹ 135.00 crore for NHs entrusted to BRO for Development of NHs/roads.
- An amount of ₹ 1,844 crore including ₹ 115 crore for BRO has been allocated during 2018-19 for the maintenance of National Highways entrusted to the State PWDs & BRO.
- State-wise allocation for the development and maintenance of National Highways entrusted to State PWD during the year 2018-19 is at **Appendix-4**

3.9 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 7,429 Km of National Highways and two laning/improvement of about 2,712 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. Phase A consists of improvement of 4,099 Km of roads consisting of 3,014 km of National Highways and 1085 km of State Roads. Out of 4,099 Km, BRO, State PWDs &

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.

NHIDCL have been assigned with the development of 3,213 Km of roads and blance 886 km has been approved in 'Principle'. 3,339 Km of length has been awarded and 2,101 Km of roads have been completed till March, 2019. The SARDP NE Phase 'A' is expected to be completed by March, 2023-24.

3.10 Arunachal Pradesh Package of Roads and Highways

The Arunachal Pradesh Package of Roads and Highways covering 2,319 km (2205 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 are to be developed on EPC mode/Item Rate Contract as per Ministry's extant policy. Projects of 1,934 km length have been awarded and 928 Km of road has been completed till Mach, 2019. The entire Arunachal Padesh package is targeted for completion by March, 2023-24.

An amount of Rs.30,315 crore has been spent in SARDP incl. Arunachal Pradesh Package.

3.11 Improvement of Road connectivity in Left Wing Extremism (LWE) Areas

3.11.1 The Government on 26-02-2009 has approved the Road Requirement Plan (RRP) for development of 1177 km NHs and 4,276 km State Roads (total 5477 km) to 2-lane at a cost of ₹ 7300 crore in LWE affected 34 districts affected by LWE 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.

3.11.2 As on 31st March, 2019, the detailed estimates for 5,422 km length have been sanctioned at an estimated cost of Rs. 8,673.90 Crore, out of which, works on 5,419 km length costing ₹ 8,739 Crore have been awarded. Development in 4,792 km length has been completed up to March, 2019 and cumulative expenditure incurred so far is ₹.7,311 Crore.

3.12 Development of Vijayawada Ranchi route:

3.12.1 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.

3.12.2 So far, the detailed estimates for all the 9 packages in an aggregate length of 592 km have been sanctioned at an estimated cost of ₹. 1,347 crore and works were awarded. The development on 569 km has been completed at the cumulative expenditure of ₹. 1,055 crores up to March, 2019.

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.



3.13 Tribal Sub Plan (TSP) for NH works

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

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

(in crore)

Financial Year	Total Outlay for eligible Capital Schemes	Outlay under Tribal Sub Plan (TSP) Component	Expenditure incurred (provisional)	
			Under Total eligible Capital Schemes	under TSP Component
2018-19	57,840	2,700	56,772	2,356

3.14 National Highways Interconnectivity Improvement Projects (NHIIP):

3.14.1 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 was taken up with loan assistance of World Bank under Phase-I of National Highways Interconnectivity Improvement Projects (NHIIP).

3.14.2 All 15 Contracts have been already awarded at award cost of ₹ 4,554 crore. Till March, 2019, 839.05 km of length has been completed.

3.14.3 Project Components:

Component A: Road Improvement and Maintenance

- Widening and upgradation of 1120 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

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.

- 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

3.14.4 Revised Project Costing as approved by CCEA- ₹ 6461 crores (Civil Works-₹ 4554.26crore, LA and R&R- ₹ 610.24crore, Environmental Mitigation-₹ 50.84 crore, Utility Shifting-₹161.16crore, Performance based Maintenance-₹ 432.65crore, Physical Contingencies-₹127.52crore, Agency Charges to PWD- ₹ 149.62crore, Supervision & Project Management Consultancy Services-₹ 149.62crore, Institutional Development & Road Safety-₹. 225 crore

3.14.5 Financial Progress:

- Allocation 2018-19: ₹ 371 crore under Counterpart Fund and ₹ 359 crore under Externally Aided Project Fund.
- Cumulative Expenditure up to March, 2019 – ₹ 3,407 crore (since inception) ; for FY 2018-19 ₹652 crore.
- Gross Expenditure eligible for disbursement in 2018-19 – ₹ 3,407 Crore (since inception) ; for FY 2018-19 - ₹ 686Crore.
- Gross Disbursable Portion from World Bank in 2018-19 – ₹ 99 Crore (since inception) ; for FY 2018-19 – ₹ 340 crore.
- Reimbursement by World Bank ₹. 1496.19 crore (since inception) up to August, 2018.

3.14.6 Physical Progress:

Phases	Total Length in Km	Length completed in Km till 31.03.2019	Length completed during FY 2018-19
As per Monitoring Report	1,120	839.05	86

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 हैं 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.



3.15 Skill Development

Ministry has taken initiative for Skill development of workmen in Highway Construction Sector in Highway Projects costing Rs. 100 cr. and above through authorized Training Providers of Director General (Training) DGT, M/o Skill Development and Entrepreneurship.

In pilot scheme of this project the Ministry has trained 2831 workmen in two trades, viz., Bar Bending and Masonry in 5 states (Karnataka, Rajasthan, Bihar, Orissa and West Bengal) through Ministry of Skill Development and Entrepreneurship.

On 22.12.2017 in New Delhi, Hon'ble Minister (RT& H) has launched Skill Development Program in highway sector to train **1,00,000** workmen in highway construction sector, in association with DGT, Ministry of Skill Development &Entrepreneurship. By the end of 2018-19 different training providers have registered **99000** workmen to impart skill development training and have already trained **83000** workmen in six trades (Masonry, Bar Bending, Scaffolding, Shuttering, Painting and Plumbing) at different project sites of MoRTH, NHAI and NHIDCL.

3.16 Central Road Fund

(i) An allocation of ₹ 51,679.23 crore has been made to the Ministry under the CRF for 2018-19 with the following break-up:-

(in crore)

Grant to State Governments and UTs for State roads	6,998.92
Grant to States & UTs for Roads of Inter-State Connectivity and Economic Importance	500.00
National Highways	44,172.31
Road Transport	8.00
Total	51,679.23

(ii) 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.

(iii) The summary of the allocation and release in respect of states/UT roads since the year 2000-01 to 2018-19 is as Appendix 5.

3.17 Approvals under CRF for State Roads

During last 15 months (upto 31.3.2019), 1,250 proposals involving a cost of Rs. 33,303.19 crores have been approved for improvement of state roads under the CRF excluding the works approved under the scheme of EI & ISC. Inter State Connectivity and Economic Importance (ISC&EI) schemes

यह सड़क चिन्ह आगे की सड़क की वास्तविक बनावट की जानकारी देता है। यह सड़क दो हिस्सों में विभाजित होकर अंग्रेजी के 'वाई' (ल) 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.

3.18 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 work were sanctioned with Central loan assistance. The scheme has now been regulated in accordance with the provisions in the Central Road Fund (State Roads) Rules, 2014 dated 24.07.2014, further amended vide notifications dated 23.06.2016 and 18.12.2017.

3.19 Sanction under ISC & EI Schemes

During the year 2018-19 a sum of ₹ 500 crore has been earmarked for the state roads under Inter State Connectivity and Economic Importance (ISC&EI) and 34 proposals involving cost of Rs. 447.34 crore have been sanctioned for improvements.

3.20 Indian Academy of Highway Engineers (IAHE)

3.20.1 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.
- Short duration technical and management development courses for Senior Level Engineers and Administrators involved in road development.
- Training in specialized areas and new trends in highway sector.
- Development of training materials, training modules for domestic and foreign participants.
- To conduct short term courses/management development programme on PPP and EPC etc., develop expertise in different areas like road safety and conduct collaborative research in planning/designing/ construction and management of roads and highways in the country
- Training of Engineers of African/other foreign countries sponsored by Ministry of External Affairs.
- Other miscellaneous work assigned to IAHE

3.20.2 Training Programme Conducted During The Year:

During the year 2018-19, the Academy has organized 20 training programmes/workshops in which 667 Engineers and Professionals have participated. This includes the 27 participants from Royal Government of Bhutan and 88 participants from African Forum Summit (IAFS).

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.



Bhubneshwar-Puri Section of NH



Varanasi Ring Road Phase-I

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

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





National Highways in Arunachal Pradesh

"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.

CHAPTER IV

DEVELOPMENT OF NATIONAL HIGHWAYS IN NORTH-EASTERN REGION

4.1 The Ministry has been paying special attention to the development of NHs in the North-Eastern-Region region and 10 per cent of the total budget allocation is earmarked for NE region. The total length of National Highways in North-East is 13,678 Km and these are being developed and maintained by four Agencies-the state PWDs, BRO, NHAI and NHIDCL. Of the total length of 13,678 Km, about 11,958 Km is with the NHIDCL and respective state PWDs, 864 Km is with NHAI and 856 Km is with BRO.

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

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

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

4.4 Under the ISC & EI scheme, 40 projects amounting to ₹1,670.09 crore are under progress.

4.5 Under the CRF, 168 works amounting to ₹ 2,839.02 crore are in progress for the improvement of state roads.

4.6 58 works costing ₹ 4,303.36 crore under NH (O) are in progress.

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

4.8 Arunachal Pradesh

4.8.1 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.

4.8.2 As on 31st March 2019, one improvement works costing ₹ 943.40 Crore is in progress under NH(O)

4.8.3 Under the CRF, 58 works for the Improvement of state roads amounting to ₹ 522 Crore are in progress for the improvement of State Roads.

4.8.4 Under the EI & ISC schemes, 12 works costing ₹ 292.21 crore are in progress.

4.9 Assam

4.9.1 As on 31stMarch, 2019, 25 improvement works costing ₹ 1,487.08 crore, are in progress under NH (O).

4.9.2 A length of 667 Km connecting Silchar to Srirampur via Lumding-Daboka-Nagaon-Guwahati in Assam has been entrusted to NHAI & NHIDCL as part of East West corridor under NHDP Phase-II. East-West Corridor portion in Assam. Work in 636 Km has been awarded by NHAI and about 606 Km, including 18 Km of Guwahati bypass, have been completed so far. For balance 31 Km length, work has been awarded by NHIDCL.

4.9.3 Under the CRF, 44 works amounting to ₹ 859.06 crore are in progress for the improvement of state Roads.

4.9.4 Two works amounting to about ₹ 81.52 crore are in progress under ISC scheme.

4.9.5 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 six packages from Numaligarh –Dibrugarh and is under implementation by NHIDCL. As regard to Numaligarh-Gohpur bridge, consultant has been engaged for preparation of DPR.

4.9.6 Government has approved implementation of Arunachal Pradesh Package of Roads & Highways covering 2319 Km of roads at an estimated cost of ₹ 11,919 crore. Out of 2,319 Km, 139 Km falls in the State of Assam.

4.10 Manipur

4.10.1 As on 31st March, 2019, 11improvements works costing ₹ 874.90 crore, and work on two bridge costing ₹ 53.32 crore are in progress under NH(O)

4.10.2 Under CRF, 10 works amounting to ₹ 141.58 crore are in progress.

4.10.3 Under EI & ISC, 4 works amounting to ₹ 210.97 crore are in progress.

4.11 Meghalaya

4.11.1 As on 31st March, 2019, 06 works amounting to ₹ 71.41 crore are in progress under NH(O).

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.



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

4.11.2 14 works amounting to ₹ 95.72 crore are in progress under CRF. In addition, one works at an estimated cost of ₹ 67.68 crore is in progress under the centrally sponsored scheme of inter-state connectivity (ISC).

4.12 Mizoram

4.12.1 As on 31st March 2019, 6 improvement works of the value of ₹ 338.08 crore are in progress under NH(O).

4.12.2 Under the CRF, 8 improvement works amounting to ₹ 214.38 crore are in progress. In addition one work costing 57.91 crore is in progress under ISC Scheme.

4.13 Nagaland

4.13.1 As on 31stMarch, 2019, 6 improvement works at a cost of ₹ 1,082.04 crore are in progress under NH(O).

4.13.2 Under CRF, 22 improvement works amounting to ₹ 430.27 crore are in progress.

4.13.3 Under EI & ISC, 16 works of the value of ₹ 867.21 crore is in progress.

4.14 Sikkim

4.14.1 9 works of the amounting to ₹ 56.28 crore are in progress for the improvement of state roads under the CRF. In addition, 04 works costing ₹ 92.59 crore are in progress under EI & ISC scheme.

4.15 Tripura

4.15.1 As on 31stMarch, 2019, 3 improvement works at a cost of ₹ 205.96 crore are in progress under NH(O).

4.15.2 6 works amounting to ₹ 98.33 crore are in progress under the CRF for the improvement of state roads.

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.



Inauguration of 4th Inception Day Celebration of NHIDCL

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.



स्थान पहचान चिन्ह
Place Identification Sign

CHAPTER V

The National Highways & Infrastructure Development Corporation (NHIDCL)

5.1 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 five years ago in July 2014 and started functioning in Sept. 2014 with the objective to develop National Highways and other infrastructure at fast pace in the North East and Strategic areas of the country sharing International Borders. Presently the efforts are focussed on economically consolidating these areas with overall economic benefits flowing to the each and every strata of local population & 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 more than 13,500 km including the international trade corridor in the North Eastern region of India.

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

In a short span of time of five 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 291 projects for development of about 13,630 km length of NHs, Bharatmala & In-principle NHs to be executed at a cost more than ₹ 2,01,600 crore.

5.2 Beginning with **Assam,** 85 projects with a length of 3261 km at an estimated project cost of ₹55,533 crore is entrusted to NHIDCL. 1 project has been awarded under SARDP covering a length of 19 km in the year 2019. NHIDCL has completed the total length of 191.86 km till 31st March 2019 out of which 159 Km length completed (1st January, 2018 to 31st March, 2019).

5.3 In **Arunachal Pradesh,** the company is looking after 38 projects in total, covering a length around 1148 km with an estimated project cost of ₹ 12640 crore. 1 project has been awarded under NH(O) covering a length of 21.5 km in FY 2019. NHIDCL has completed the total length of 240.13 km till 31st March 2019 out of which 207 Km length completed (1st January, 2018 to 31st March, 2019).

5.4 In **Himachal Pradesh,** the company is handling 3 DPR preparation works for a total length of 198 km to be executed at an estimated project cost of ₹ 3254 crore.

5.5 In **Jammu & Kashmir,** there are total 15 projects for a length of 816 km and an estimated

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.

project cost of ₹ 10,170 crore. These projects include 274 km long NH-244, Jammu-Akhnoor, Z-Morh Tunnel and Zojila Tunnel. NHIDCL has completed the total length of 34 km and 124 km of maintenance till 31st March 2019.

5.6 In **Manipur,** the company has around 25 projects in the state for a total length of 2096 km and at an estimated project cost of ₹ 27041 crore. Further, the company has planned to award 5 more projects this year for a total length of 163.42 km at a sanction cost of ₹ 2406 crore. Imphal-Jiribam road, the lifeline of Manipur was entrusted to NHIDCL. The road was in dilapidated state, it has been restored and two Major bridges namely Barak and Makru have also been commenced. In addition, restorations of three roads namely Churachandpur, Ukhrul -Toloi-Tadubi, Tamenglong- Khonsang are under progress. 3 projects have been awarded covering a length of 167 km in the year 2019, including 46 km of 2 laning of Imphal-Moreh road under ADB funding, 40 km of 2 laning of Tamenglong- Khonsang road under SARDP and rehabilitation work of Churachandpur-Tipaimukh road under M&R. NHIDCL has completed the total 400 km of maintenance till 31st March 2019 out of which 371 Km was completed (1st January, 2018 to 31st March, 2019).

5.7 In **Meghalaya,** Currently, there are a total of 21 projects, for a length of 1200 km with a total estimated project cost of ₹ 17250 crore including JICA funded Tura-Dalu project at a cost of ₹ 553.41 crore covering a length of 51.5 km. 1 project has been awarded covering a length of 30 km in March 2019 under SARDP.

5.8 In **Mizoram,** the company has finalised the DPRs for up gradation of Aizwal to Tuipang section of NH - 54 covering a design length of 351 km to be built at a sanction cost of ₹ 4163 crore (total project cost is ₹ 6168 crore) with funding support from JICA. Out of total 8 packages all the 7 packages have been awarded covering a length of 294.16 km at the awarded cost of ₹ 3217.31 crore in March 2019 under JICA funding.

5.9 In **Nagaland,** there are a total of 25 projects, the length of all projects is 834 km for an estimated project cost of ₹ 11,606 crore. The company also has awarded 13 projects of 280 km including construction of Dimapur bypass (Assam portion) at the cost of ₹ 3721 crore. The DPR of Kohima bypass is finalised to start the civil work in the year 2018. NHIDCL has completed the total length of 21 km till 31st March 2019.

5.10 In Sikkim, NHIDCL has a total of 17 projects for a length of 751 km for an estimated project cost of ₹ 13810 crore. These projects include 242 km long Alternative highway to Gangtok and leading to LAC with China, Singtam-Gyalshing road in West Sikkim and Bharatmala projects in North Sikkim. 5 projects have been awarded between January 2018 to March 2019 covering a length of 51.68 km including Construction of 2-lane Highway NH-717A from Ranipool-

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.



Pakyong of 16.16 km under SARDP, Chisopani Traffic Tunnel under NH(O) and 3 projects under M&R. NHIDCL has completed the total length of 43 km till 31st March 2019.

5.11 In **Tripura,** NHIDCL has a total of 11 projects of 721 km at an estimated project cost of ₹ 11461 crore. This also includes major bridge over river Feni at Sabroom which will connect Tripura to Bangladesh at a sanctioned cost of ₹ 128.69 crore. DPR for Manu-Simlung of 85 km has been finalised. DPRs for balance projects are under preparation. NHIDCL has completed the total length of 131 km till 31st March 2019.

5.12 In **Uttarakhand,** Ministry has given 15 projects to NHIDCL for a total length of 849 km which is estimated at a cost of ₹ 13188 crore. NHIDCL has also been entrusted with maintenance and Construction of Rudraprayag – Joshimath, project has been awarded in 3 packages covering the total length of 95 km in March 2018 under NH(O). 3 projects have been awarded under NH(O) covering a length of 6.635 km 2019, this also includes construction of Silkyara tunnel to provide all weather connectivity to one of the four Dham that is Yamunotri covering 4.86 km at the awarded cost of ₹ 853.79 crore which was awarded in May 2018.

5.13 In the state of **West Bengal,** out of 8 projects with a length of 101 km at an estimated project cost of ₹ 4217 crore, one project of Mechi Bridge(1.4 km) for connectivity to Nepal is being at a sanction cost of ₹ 114.74 crore. DPR for connection between Sagar Island and Kakdwip is being finalised. Construction of Bagrakot-Kafer covering the total length of 26.5 km was awarded in under SARDP March 2018. Construction and upgradation of Alternate highway to Gangtok from Bagrakot to Kafer of length 13 km has been awarded under SARDP in March 2019.

5.14 In **Andaman & Nicobar,** a total of 19 projects are entrusted to NHIDCL for a length of 459 km costing around ₹ 3415 crore. 3 projects for a total length of 116.9 km are under award. NH-4 (old NH 223) was in a dilapidated state and now is entrusted to NHIDCL. For balance work restoration was started by March 2018. The Road is being improvised to 2 lane with Paved shoulder along with 3 major bridges over Middle Strait Creek, Humphrey Strait Creek and on Chatham Island. Rehabilitation and Upgradation of Jarwa area covering the total length of 64.30 km was awarded under NH(O) in March 2018, 1 project of rehabilitation and up-gradation of the total length of 55 km was awarded under NH(O). 4 projects of rehabilitation work under NH(O) have been awarded covering a length of 83 km in the year 2019. NHIDCL has completed the total length of 81 km (1st January, 2018 to 31st March, 2019).

5.15 **Bharatmala Projects entrusted to NHIDCL-**The Cabinet Committee on Economic Affairs has considered proposal for investment approval of Phase-1 'Bharatmala Pariyojana' in its meeting held on 24th October 2017 and will be implemented over a period of 5 years. The

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.

approved components are Border Roads, International Connectivity Roads, Economic Corridor (NER) & Feeder Route- Inland Waterways. The Company has been entrusted with a length of 4864 km details are here as follows:

Summary					
Sr. No.	Classification	Civil work to be carried out by NHIDCL	Status of balance scope		
			DPR Completed (in km)	DPR under preparation	DPR invited & yet to be awarded
1	Border Roads	1436	-	1366	70
2	International Connectivity Roads	945	673	272	-
3	Economic Corridor (NER)	2180.7	78	2102.7	-
4	Feeder Route - Inland Waterways	302.3	-	302.3	-
	Grand Total	**4864**	**751**	**4043**	**70**

5.16 Establishing International Connectivity by the NHIDCL - It is playing a vital role in creating cross border connectivity to Nepal, Bangladesh and Myanmar with following projects:

- Construction of bridge over river Feni in Sabroom to provide connectivity of Tripura to Bangladesh.
- Construction of Imphal- Moreh road and Moreh bypass road will facilitate trade with Myanmar. Land Port at Moreh is under construction by Land Port & Custom Department.
- 351 km long 2 laning of NH54 from Aizawl to Tuipang in Mizoram will create will play a vital role in cross border trade through Mizoram with Myanmar. Two land ports are being developed by Land Port & Custom Department.
- Construction of 6-lane Mechi Bridge on Asian Highway (AH-02) shall improve cross trade through West Bengal with Nepal.

5.17 JICA Funded Projects

I. The Cabinet Committee on Economic Affairs, chaired by the Prime Minister Shri Narendra Modi, has given its approval for development of 403 km of National Highways in Meghalaya and Mizoram. Out of 403 km approximately 52 km will be in Meghalaya and 351 km in Mizoram. The project will be executed in EPC Mode.

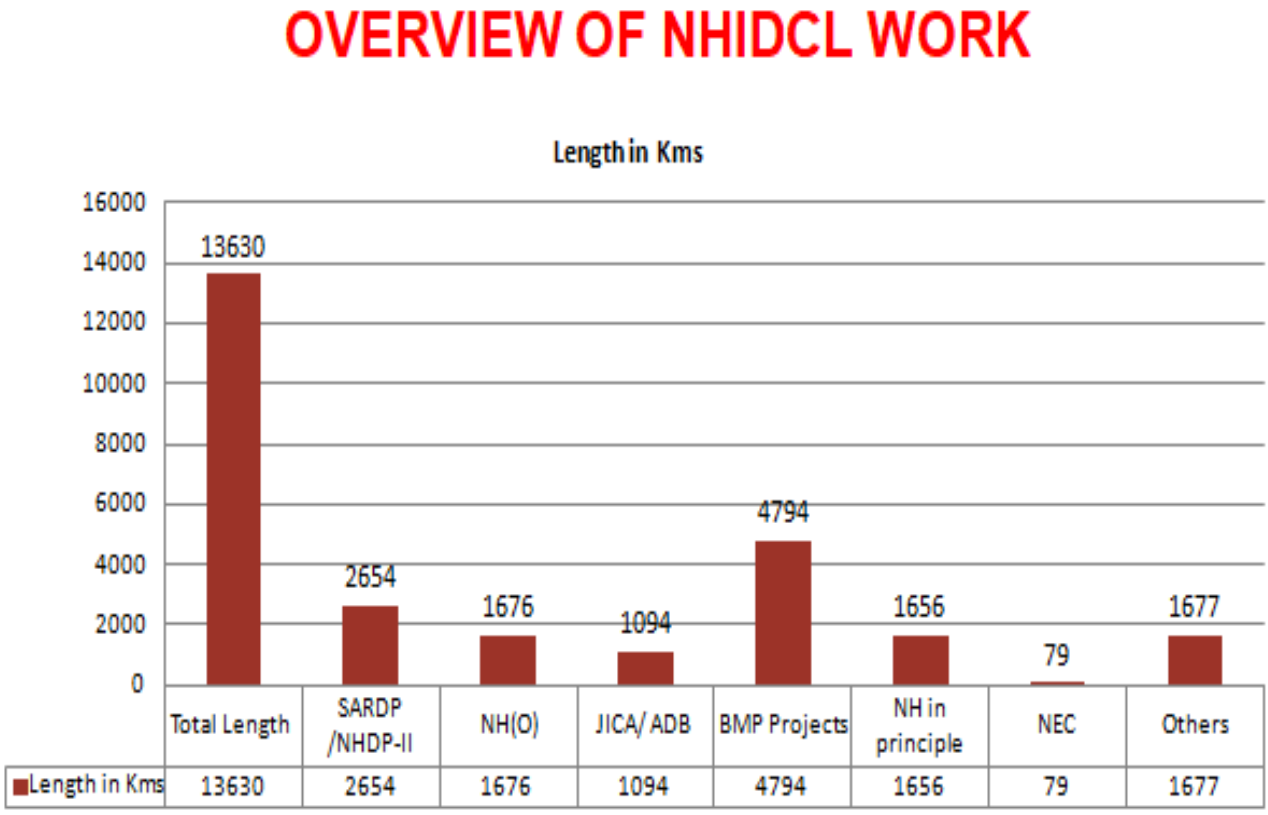
ii. The estimated cost is ₹ 6,721 crore including cost of land acquisition, resettlement and other preconstruction activities. The projects will be taken up for implementation during the financial year 2017-18. The civil works are expected to be completed by 2021 and maintenance works are expected to be completed by 2025.

iii. The projects will encourage sub regional socio economic development by improvement of infrastructure in Meghalaya and Mizoram. It will also enhance the connectivity with interstate Roads and International Borders. The work for development to two lane standards is under scheme "North East Road Network Connectivity Project Phase I" with loan assistance of Japan International Cooperation Agency (JICA).

iv Dhubri-Phulbari Bridge of length 19.282 km. costing ₹ 4997.04 crore to be built with JICA assistance has been approved by CCEA.

5.18 Status of entrusted projects with NHIDCL

5.18.1 Entrusted Length: At a glance



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.

5.18.2 Status of Projects under Implementation/Construction:

Projects under execution*			
Sr. No.	**State**	**No. of Packages**	**Length (in km)**
1	Andaman & Nicobar	17	457
2	Arunachal Pradesh	35	1050
3	Assam	84	3243
4	Himachal Pradesh	3	198
5	Jammu & Kashmir	13	816
6	Manipur	32	2096
7	Meghalaya	21	1200
8	Mizoram	9	843
9	Nagaland	25	834
10	Sikkim	17	751
11	Tripura	10	648
12	Uttarakhand	17	849
13	West Bengal	8	101
Total		**291**	**13630**

5.18.3 Projects planned for award in FY 2019-20:

Projects likely to be awarded in FY 2019-20

S.No	State	Total Nos.	Length (in Km)	Cost (Rs in Cr)
1	Arunachal Pradesh	1	8.0	690
2	Assam	3	81	6187
3	Manipur	7	424	7100
4	Meghalaya	6	553	9080
5	Mizoram	3	189	2835
6	Nagaland	2	161	2595
7	Uttarakhand	2	233	3502
8	West Bengal	1	6	90
	Grand Total	25	1655	32078

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.

5.19 IT Initiatives for Transparency

In addition to its core competence of building highways bridges and tunnels, the company has taken digital initiatives to create transparency in procurement, work progress, awarding the projects, floating tenders and to create a competitive selection procedure to hire Consultants, Authority Engineer and Contractors for the procurement of civil work and DPR preparation.

5.19.1 Development of INFRACON portal for appointment of Consultants for Infra projects

INFRACON is a web based National Platform for Consultants and Consultancy Firms working for the Infrastructure Sector, particularly in the Roads and Highways Sector. These Consultants are engaged by the public bodies in the preparation of detailed project reports and also in supervision of the under construction projects. INFRACON has been designed to allow Consultancy Firms and Key Personnel to upload their credentials online and in the manner and form which enables automatic evaluation of their Technical Proposals. The Portal has the facility to host Firms & Personnel CVs and Credentials online with linkage to Aadhaar & Digi-locker for data validation & purity.

The Portal also facilitates the public agencies to receive Technical Proposals through INFRACON. In order to do so, Firms & Key Personnel are required to register on the portal online. This has been done to significantly reduce the paper work being done during bid submission and also to bring in Transparency & Accountability in the process. The information being captured on the portal and the input forms are so designed that it also aids in automating the Evaluation Process and leads to Quick and Effective decision-making. So far 1049 Firms and 12210 Key Personnel have registered on INFRACON to work for NHIDCL.

5.19.2 Development of INAM PRO+ as a common platform for B to B transactions

INAMPRO (www.inampro.nic.in) is a web based platform and marketplace for Infrastructure and Material Providers to conduct business in a fair, transparent and swift manner. With this platform, MoRTH aims to free the infrastructure sector from external impediments like materials shortages, project cost escalations due to inexplicable variations in material prices etc. that have historically plagued the field of infrastructure development. This portal aims to stabilize the infrastructure material price based on equilibrium between the supply and demand in the infrastructure materials industry, by providing a platform for companies to float their products, prices with stocks and other information for Buyers. The portal also enables New Technology/ Product makers to reach market quickly thereby opening a window of opportunity for such suppliers resulting into inclusive growth. So far, a total of 849 Buyers, 215 Sellers have been registered showcasing 660 products.

5.20 A Statement indicating the fund spent for the period from 01.01.2018 to 31.03.2019 for the project entrusted to NHIDCL and likely expenditure for the period is at **Annexure-6.**

सत्यमेव जयते
Ministry of Road Transport & Highways
Government of India

सड़क सुरक्षा
जीवन रक्षा

Golden rules of Road Safety
सड़क सुरक्षा के स्वर्णिम नियम

 Be a good samaritan अच्छे नागरिक बनिए	 Stop or slow down अच्छे नागरिक बनिए
 Pedestrians have the right of way सड़क पर सबका अधिकार	 Don't overspeed तेज़ गति से वाहन मत चलाईए
 Cyclists have the right of way सड़क पर सबका अधिकार	 Never drink and drive नशे में वाहन न चलाएं
 Never use mobile while driving वाहन चलाते समय मोबाइल का उपयोग नहीं करें	 Never drive on the wrong side विपरीत दिशा में गाड़ी न चलाएं
 Always wear seatbelt सीट बेल्ट का प्रयोग करें	 Use child restraint system शिशु सुरक्षा प्रणाली का उपयोग करें
 Always wear helmet हेलमेट पहनें	 Give way to emergency vehicles आपातकालीन सेवा वाहनों को रास्ता दें

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.

CHAPTER VI

ROAD TRANSPORT AND ROAD SAFETY

6.1 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.

6.2 The Ministry is responsible for the formulation of broad policies relating to regulation of road transport in the country, besides making/monitoring arrangements for vehicular traffic to and from the neighbouring countries.

6.3 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

(i) 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

6.4 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 ₹1,000 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.

6.5 During 2018-19, various workshop-cum-training programmes has been conducted 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

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.

(ARAI), Pune, Engineering Staff College of India (ESCI), Hyderabad, Indian Institute of Petroleum (IIP), Dehradun, Institute of Road Traffic Education (IRTE), Faridabad, Indian Institute of Technology (IIT) Delhi etc. 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.

6.6 Other Major Achievements/ initiatives from 1.1.2018 to 31.3.2019: -

6.6.1 Common Format for the Driving Licence and Certificate Registration

This Ministry has prescribed a common standard format and design of the Driving Licence and Cerficiate of Registration for whole country in order to ensure the similarity in the format of such certificate across the states and the quality the quality of cards.

The option of providing a paper or booklet based driving licence or the registration certificate has been done away with. Such certificates can only be provided in two types of cards viz. a PVC based or a Polycarbonate one. Detailed specifications have been prescribed by the Government in the notification issued. The enriched specifications are of high standard and would enable a durable and quality cards. The State Government have been provided with an option to decide on the type of material of the card. Further, the optional features of providing a chip based smart card or further an option of providing a contact less features (NFC) has also been provided which the state can prescribe.

A QR code has been prescribed on the cards. This would enable easy linking and access and validation of the information on the cards with the SARATHI or VAHAN database. As the Ministry had recently issued amendments of the Central Motor Vehicle Rules, 1989 enabling transport related documents in Electronic Form the QR would facilitate the enforcement authorities.

6.6.2 Removal of Requirement of NoC for the renewal/change of address in the Driving Licence

Ministry had sent an advisory dated 28th February, 2019 to all the States/UTs directing the licencing authorities to stop and discontinue old process of verification in manual mode by asking to submit NoC and follow the online verification of the driving licences for facilitation of the citizens.

6.7 Rules Regulations

(i) Rules of Road regulation

This Ministry videG.S.R 634(E) dated 23.06.2017 has notified the duty of road users towards other road users and the general public and use of roads by vehicles



(ii) Use of Liquefied Natural Gas as an automotive fuel This Ministry videG.S.R 643(E) dated 27.06.2017 has notified mass emission standards for LNG so that it may be used as automotive fuel.

(iii) Standardization of Bus Body Code and Truck Body code with International Standards This Ministry vide G.S.R 1378(E) dated 10.11.2017 has proposed that all fully built buses of M2 and M3 category manufactured on and after 1st April 2019, by Original Equipment Manufacturers to be in accordance with AIS:153 so that these will meet the international standards.

6.8 ROAD SAFETY

Road safety is a complex issue of concern, considering its magnitude and gravity and the negative impacts on the economy, public health and the general welfare of the people, particularly those with low income. With rising motorization at 10% compound growth every year and expanding road network, travel risks and traffic exposure grow at a much faster rate. Today, road traffic injuries are one of the leading causes of deaths, disabilities and hospitalizations, with severe socioeconomic costs, across the world.

The Ministry has taken several steps to improve the road safety scenario in the county. The Government has approved a National Road Safety Policy so as to minimize 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 administered by the Ministry include Publicity Measures and Awareness Campaign on Road Safety, Scheme for setting up Institutes for Driving Training & Research, 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 Equipment and Programme Implementation.

6.9 New Accident Reporting Format

A strong Road Safety action plan requires a credible database. The current format of reporting was, therefore, revised on the basis of the recommendations of an expert committee comprising of experts from IIT Delhi, IIT Kharagpur, WHO, senior officers from the Police and Transport Departments of States and the Ministry of Health & Family Welfare. The new format of accident reporting has been adopted by all the States and will help in focusing at the key risk areas to strengthen road safety in coming years.

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.

6.10 Education and Awareness

(i) Through the scheme of publicity measures and awareness campaigns, road safety awareness and advocacy activities amongst the general public is carried out as a part of the multi-pronged strategy to improve road safety. It is the Ministry's Effort to make road safety a social Movement. The Government has been undertaking various publicity measures in the form of telecasting/broadcasting of T.V. spots/ radio spots, display on Cinema, seminars, exhibitions, containing road safety messages for various segments of road users VIZ. Pedestrians, cyclists, school children, heavy vehicle drivers, etc., calendars depicting road safety messages, etc.

(ii) Appointment of Shri Akshay Kumar as Road Safety Brand Ambassador: Launched three short films for generating public awareness towards road safety.

(iii) Road Safety Awareness Workshops Conducted in States: Ministry sponsored and State Governments organized 14 workshops for sensitization of stakeholders on road safety in different States.

(iv) Road safety is an issue that can only be addressed together with all stakeholders-State Government, Corporate houses, Auto industry and their associations, Universities, institutions, Non-Governmental Organizations and the society at large. Therefore, the ministry has decided to associate NGOs to create awareness about road safety among general public and Road Safety advocacy activities to 203 NGOs have been sanctioned by the Ministry during the FY 2018-19.

(v) The Ministry observed NationalRoad Safety Week every year with the objective of getting awareness about road safety. Advocacy/Publicity campaign on road safety through the electronic and print media is taken up vigorously. 29th and 30th National Road Safety Week were organised in 2018-19.

6.11 Model Automated Centres for checking fitness of vehicles

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 scheme of model of automated Inspection & Certification (I&C) Centre was approved by the Ministry for setting up of one such Centre in each State. Ministry has sanctioned 21 Inspection and certification Centres for testing the fitness of commercial vehicles through an automated system. Six centres are already operational. These centres will provide for objective evaluation of road worthiness of the heavy commercial vehicles. Bases on the encouraging experience, the Ministry has planned to set up more Inspection & Certification Centres one each in remaining States/UTs during the 14th financial cycle.

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.



6.12 ROAD ENGINEERING MEASURES

(i) Identification and rectification of accident black spots

High priority has been accorded for identification and rectification of black spots (accidents prone spots on National Highways). Concerted efforts towards improvement of road safety through engineering measures on National Highways have been made. 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 340 spots have already been rectified. Rectification measures at 273 spots have been sanctioned which are in various stages of implementation. 139 spots are under State Government /with other agencies. The balance 37spots would be taken up separately or would be rectified as part of ongoing projects.

As investigation, design of rectification measures at the black spots is a 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 barriers has been prepared and circulated. So far installation of crash barrier for length of 280 km has been sanctioned. Measures till the black spots are rectified through long term permanent measures.

Ministry has delegated powers to Regional Officers of MORTH for technical approval to the detailed estimates for rectification of identified Road Accident black spots for expediting the rectification process to ensure safety of road users.

(ii) Road Safety Audits

Detailed guidelines for taking up road safety audits on National Highways have been prepared and notified. Road safety has been made an integral part of road design at planning stage itself. Road Safety Audits at different stages have been made part and parcel of all road development projects on EPC and BOT modes.Ministry has issued circular which makes it mandatory to carry out road safety audit for all new road projects having length of 5 Km or more at the stage of Detail Project Report(DPR)/Engineering Design. Apart from this, 1382km of National Highways stretches have been sanctioned for taking up standalone road safety audit for addressing the safety concerns on those stretches.

(iii) Installation of crash barriers

Ministry has taken up installation of crash barriers in hilly terrain on National Highways in predominantly hilly States at accident prone locations. A report of different aspects of identification of stretches and installation of selected type of crash barriers has been prepared and circulated. So far installation of crash barrier for length of 280 km has been sanctioned.

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.

(iv) Guidelines by IRC for Traffic Calming Measures

IRC has issued IRC:99-2018 "Guidelines for Traffic Calming Measures in Rural and Urban Areas" (First Revision).

6.13 Road Safety in Vehicles

(i) Compulsory ABS System in M1, M2 Categories and two wheeler

ABS compulsory from 1st April, 2018 in new vehicles and from 1st April, 2019 in existing vehicles of the M1, M2 and two wheeler.

(ii) Automatic Head Light On

In a bind to make roads safer for two-wheelers in India, the Ministry has notified to mandate 'Automatic Headlamp On' (AHO) in two-wheelers from April, 2017.

(iii) Crash Tests

The crash tests for all the light motor vehicles have been notified by the Ministry of implementation.

(iv) Speed Limit

National maximum speed limit notified as per vehicle, road category and area on 6th April, 2018.

(v) Air Bags

Ministry finalize a standard AIS-145 which is being notified. This standard would mandate fitment of Air Bags on all the LMV passenger vehicles.

(vi) Bus Body Code

Ministry has notified the bus body code.

(vii) Truck Body Code

Ministry has notified the truck body code.

(viii) Speed Alert System in Cars

All cars manufactured after July 1, 2019, will have to be equipped alert systems for speeds beyond 80kmph.

(ix) Red Becacon Lights

With a view to strengthen healthy democratic values in the country, MoRTH notified to do away with beacons of all kinds atop all categories of vehicles in the country except those connected with emergency, operation & relief services, etc.

(x) Weight losses in New Helmet Design

MoRT&H and BIS has reduced 300 gms weight of new helmet design.

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

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





Road Safety Awareness Programme with Shri Akshay Kumar



Hon'ble Minister inspecting the vehicles run on Alternate Fuel

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.



Releasing of publication on Toll-Operate-Transfer



79th Annual Session of IRC at Nagpur

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.



CHAPTER VII

RESEARCH AND DEVELOPMENT DURING 2018-19

7.1 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 Rs. 40.88 crores has been provided for R&D for the year 2018-19.

7.2 R&D Proposals:

In the financial year 2018-19 following research schemes for development of Roads & Bridges have been sanctioned:

(I) Research scheme to study the corrosion of various reinforcement bar materials/ structural steel including anti-corrosion coatings, concrete treated with surface coating under different environment exposer condition for an amount of ₹ 62.79 lakh.

(ii) Research scheme for estimation of Modulus of Resilience by volumetric/ Performance properties of Asphalt Mixes for an amount of Rs. 36.00 lakh.

7.3 New Materials and Techniques:

7.3.1 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.

यह चिन्ह चालक को निर्देश देता है कि वह किसी भी परिस्थिति में दाएं न मुड़ें।
This sign directs driver not to turn towards right side in any circumstance.

7.3.2 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 proven 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.

7.3.3 Ministry has constituted a National Panel of Experts (NPE) under the Chairmanship of Shri S. R. Tambe Secretary PWD, Maharashtra (Retired) comprising 9 members for resolving the technical issues in the implementation of new or innovative technologies, materials and equipment for recommendation. NPE will also be entrusted to examine various alternative technologies when individual proposals from proponents of new technology/alternative materials/equipment are placed before them. The NPE is empowered to approve the new technologies/materials to be used either on trial stretches in appropriate cases or approve them for use in construction of highways. The new materials and techniques are helpful for increase in structural strength, capacity, durability, higher performance, environmental friendliness and cost effectiveness based on life cycle cost approach.

7.3.4 The NPE committee recommended the use of Ultra High-Performance Fiber Reinforced Concrete Technology (UHPFRC) in construction of bridge structure at Km 42+050 (sole river) on NH-752 K (Latur-Nilanga-Aurad Section) as a pilot project, after detailed study and visiting the construction site, where this technology has already been used. The detailed design of the pilot project is being carried out by the consultant and to be proof checked by another consultant including IIT Mumbai.

7.3.5 Geosynthetics

Ministry encourages use of Geo-synthetics in a bigger way as per the existing IRC codes/ guidelines and Ministry's Specification/ Guidelines. Accordingly, Ministry issued directions regarding use of Geo-synthetics and their use in road construction vide circular dated 16.07.2018. All the State Governments have also been advised to include various types of Geo-synthetics in their Schedule of Rates so that the estimated cost of the project can be worked out by including Geo-synthetics. The feasibility of using Geo-synthetics in any project should be explored by all the executing agencies/ State Governments at the DPR stage itself and, accordingly, its usage should be included in the Scope of the Work.

7.3.6 Fly-ash

Ministry advocates use of fly-ash in road construction which is permitted as per the

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



Standards & Specifications evolved by the Indian Road Congress/ Ministry. Accordingly, Ministry issued directions vide circular dated 27.08.2018.The physical and chemical properties of fly ash and the design methodology to be adopted for embankment construction has been specified in IRC:SP:58:2001"Guidelines for use of fly-ash in road construction". Section 305 i.e. "Embankment Construction" of MoRT&H Specifications for Road and Bridge works lays down the specifications for use of fly-ash in embankment construction. Ministry has also advised all executing agencies to assess the quantity of fly ash that can be utilized in each on-going project within a radius of 300 km from the thermal power plant.

7.3.7 Waste plastic

Safe disposal of plastic is severe environmental problem in India. Plastic being non degradable material find its way in landfills, choking drainage, hazards to animals etc. Hon'ble Minister held a meeting on 11-10-2018 with the officers of MoRT&H, National Rural Road Development Authority (NRRDA) & NHAI to promote use of plastic waste in bituminous mixes in the construction of National Highways. NHAI has already constructed 11 km stretch of NH using waste plastic in wearing course in the state of Tamil Nadu.

7.3.8 Recycling

Ministry vide its letter dated 11th January 2018 has issued exhaustive guidelines for Hot in place Recycling Technology to be used for Periodic renewal (PR) works along with criteria for selecting stretches where Hot In place recycling can be done. All the executive agencies have also been directed to regularly monitor the performance of the stretches improved using Hot in place recycling technique. The feedback in respect of investigation of the existing stretches considered for Hot in place recycling, selecting the design mix and also on the performance are to be regularly reported to the Ministry so as to further refine/improve the guidelines in this regard.

7.4 Road Safety Engineering

7.4.1 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 340 black spots have been rectified. A total of 506 black spots are under the jurisdiction of NHAI, 144 black spots are under the jurisdiction of State PWD (NH), 139 black spots are under State Government. Out of 506 black spots under NHAI, 234 have already been rectified. 180 have been awarded and are in progress, 55 are in bidding stage and

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

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

balance 37 spots are being taken up. Out of 144 black spots under the jurisdiction of PWD (NH), 106 have already been rectified, 33 have been awarded and are in progress and 4 are in bidding stage.

7.4.2 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.

7.4.3 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 Highways development projects on EPC/BOT modes. Ministry has issued circular which makes it mandatory to carry out road safety audit for all new road projects having length of 5 Km or more at the stage of Detail Project Report(DPR)/Engineering Design.Apart from this 1382 Km of National Highway stretches have been sanctioned for taking up stand alone road safety audit for addressing the safety concerns on those stretches.

7.4.4 Ministry has taken up installation of crash barriers in hilly terrain on National Highways in predominantly hilly states at accident prone locations. A report of different aspects of identification of stretches and installation of selected type of crash barriers has been prepared and circulated. So far installation of crash barrier for length of 280 km has been sanctioned.

7.5 Standardisation

Adoption of Standardised practices in design, construction and maintenance with due regard to variabilities in terrain, soil and climate is imperative for efficient and economical development of highway facilities including rural roads. On this front, the IRC has made valuable contributions to the profession in preparing/revising Standards, Specifications, Codes of Practices, Guidelines and Manuals on different aspects of roads, bridges and traffic engineering. For the benefit of profession 27 numbers of IRC's technical committees comprising national/ international experts from various Central/ State Govt. Departments, Research Organizations, Academic Institutions (viz, IITs, NITs, Engineering Colleges), private stakeholder, multilateral organizations, etc works tirelessly to frame / revise road sector standards on the subject spanning from planning, design, construction, maintenance, operation, machinery, environment, ITS, safety, etc. During this year, 22 important documents/ amendments were prepared by domain subject technical committee of IRC and approved for wider adoption. Details of documents are;

1. Revision of IRC:37 "Guidelines for the Design of Flexible Pavements"
2. Revision of IRC:52 "Guidelines for the Alignment Survey and Geometric Design of Hill Roads

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.



3. Revision of IRC:79 "Recommended Practice for Road Delineators"
4. Revision of IRC:SP:16 "Guidelines on Measuring Road Roughness and Norms"
5. Revision of IRC:SP:17 "Guidelines for Concrete Overlays on Concrete Pavements"
6. Revision of IRC:SP-36 "Guidelines on IRC Standards"
7. Revision of IRC:SP:40 "Guidelines on Repair, Strengthening & Rehabilitation of Concrete Bridges"
8. Revision of IRC:SP:84 "Manual of Specifications &Standards for Four Laning of Highways"
9. Revision of IRC:SP:87 "Manual of Specifications &Standards for Six Laning of Highways"
10. Revision of IRC:SP:88 "Manual on Road Safety Audit"
11. New "Guidelines for Green Rating of Highways"
12. New "Explanatory Handbook on IRC:22-2015: "Standard Specifications and Code of Practice for Road Bridges, Section VI – Composite Construction"
13. New "Guidelines on Skill Development of Workmen in Highway Sector"
14. New document on "Pocket Book For Road Construction Equipment"
15. New "Guidelines on Training of Highway Professionals"
16. Amendment to IRC:SP:79- "Tentative Specification For Stone Matrix Asphalt"
17. Amendment to IRC:6-2017 "Standard Specifications and Code of Practice for Road Bridges, Section-II Loads and Loads Combination (Seventh Revision)
18. Amendment/Errata to IRC:SP:114-2018 "Guidelines for Seismic Design of Road Bridges"
19. Amendment to IRC:112-2011 "Code of Practice for Concrete Road Bridges"
20. Amendment to IRC:SP:65-2018 "Guidelines For Design and Construction of Segmental Bridges (First Revision)"
21. Amendment to IRC:83 (Part IV)-2014 Standard Specifications and Code of Practice for Road Bridges, Section IX – Bearings (Spherical and Cylindrical)
22. Amendment to IRC:SP:80-2008 "Guidelines for Corrosion Prevention, Monitoring and Remedial Measures for Concrete Bridge Structure"

7.5.1 Publications released for adoption of Highway Engineers

1. IRC:83-2018(Part-II) "Standard Specifications and Code of Practice for Road Bridges", Section IX – Bearings (Elastomeric Bearings) (Second Revision)

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

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

2. IRC:83-2018(Part-III) "Standard Specifications and Code of Practice for Road Bridges", Section IX – Bearings, Part III: POT, POT-Cum-PTEE, PIN and Metallic Guide Bearings" (First Revision
3. IRC:99-2018 "Guidelines for Traffic Calming Measures in Rural and Urban Areas" (First Revision)
4. IRC:SP:65-2018 "Guidelines for Design and Construction of Segmental Bridges" (First Revision)
5. IRC:SP:71-2018 "Guidelines for Design and Construction of Precast Pre-Tensioned Girders for Bridges" (First Revision)
6. IRC:SP:89-2018 Part II: "Guidelines for the Design of Stabilized Pavements"
7. IRC:SP:113-2018 "Guidelines on Flood Disaster Mitigation for Highway Engineers"
8. IRC:SP:114-2018 "Guidelines for Seismic Design for Road Bridges"
9. IRC:SP:115-2018 "Guidelines for Design of Integral Bridges"
10. IRC:SP:116-2018 "Guidelines for Design and Installation of Gabion Structure"
11. IRC:37-2018 "Guidelines for the Design of Flexible Pavements" (Fourth Revision)
12. IRC:57-2018 "Recommended Practice for Sealing of Joints In Concrete Pavements" (Second Revision)
13. IRC:86-2018 "Geometric Design Standards for Urban Roads and Streets"
14. IRC:87-2018 "Guidelines for Formwork, Falsework and Temporary Structures for Road Bridges" (Second Revision)
15. IRC:127-2018-"Guidelines on Skill Development of Workmen in Road Sector"
16. IRC:SP:36-2018 "Guidelines for IRC Standards"
17. IRC:SP:54-2018 "Project Preparation Manual for Bridges" (First Revision)
18. IRC:SP:63-2018 "Guidelines for the Use of Interlocking Concrete Block Pavement" (First Revision)
19. IRC:SP:73-2018 "Manual of Specifications & Standards for Two Laning of Highways with Paved Shoulder" (Second Revision)
20. IRC:SP:83-2018 "Guidelines for Maintenance, Repairs & Rehabilitation of Cement Concrete Pavements" (First Revision)
21. IRC:SP:117-2018 "Manual on Universal Accessibility for Urban Roads and Streets"

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.



22. IRC:SP:119-2018 "Manual for Planting and Landscaping of Urban Roads"

23. IRC:SP:120-2018 "Explanatory Handbook for IRC:22-2015: "Standard Specifications and Code of Practice for Road Bridges, Section VI – Composite Construction

24. IRC:SP:121-2018 "Guidelines for Use of Iron, Steel and Copper Slag in Construction of Rural Roads"

25. "Pocket Book for Road Construction Equipment"



Signing of agreement International Bank for Reimbursable Advisory Services (RAS) on Public Transport Services

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.



Interaction of Officers of CES (Roads) (2017 Batch) with the President of India at Rashtrapati Bhawan

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.

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 913 employees (Group A, B & C) of this Ministry, House-keeping jobs and the drawing and disbursing of salaries and other expenditure. Efforts are made to manage the various Cadres as per the instructions and guidelines issued by Department of Personnel & Training, Union Public Service Commission, Ministry of Finance and Department of Administrative Reforms and Public Grievances, etc.

8.2 Special efforts have been made by the Ministry to ensure compliance of the orders issued from time to time regarding reservation for SC/ST/OBCs to fill up vacant posts of this Ministry. Information with regard to the total number of Government Servants, separately for Technical and Non-Technical side (Group wise) and representationof 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, Constitution 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.

8.6 Setting up of Information & Facilitation Counter

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 provide 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.

8.7 Formation of Citizen's Charter

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

8.8 Departmental Record Room

Due attention is being paid by the Ministry to records management. A total of 4,905 files were recorded and 800 files were reviewed/weeded out as per provision of record retention schedule till 31st March, 2019.

8.9 The Grievance Redressal & CPGRAMS

The Public Grievance Redressal Machinery in the Ministry is headed by the Joint Secretary (T&C), 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 12926 cases of public grievances were received from 1st January, 2018 to 31st March, 2019, 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 15032 (including brought forward cases) grievances, 13647 have been disposed till 31st March, 2019.

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) is also available for hearing of grievances.

8.10 e-office

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

e-file, an integral part of e-office suite is a system designed for the Government departments, PSUs, autonomous bodies to enable a paperless office by scanning, registering and routing in

inward correspondences along with creation of file, noting, references, correspondences attachment, draft for approvals and finally movement of files as well as receipts.

8.10.2 Implementation of e-office in MoRTH

- To meet the above objective MoRTH implementation 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 are in process.
- Admin, HR, Technical, project and Financial division are communicating each other through e-office very smoothly.
- Tracking of files has now been become very easy.
- The conversion of Physical files into electronic files are in process.
- Significant changes can be seen to achieve the goal of paperless office.
- Implementation of digital signature for authentication has also implemented.
- Reports can be generated as:
    1. Park file
    2. Close file
    3. Receipt Received.
    4. Pending of Receipt (section wise)

8.11 Grievance & Citizen's Charter Cell

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

8.12.1 Ministry of Road Transport & Highways is headed by Secretary to the Government of India and he is the Chief Accounting Authority for the Ministry. He discharges his responsibilities through the Additional Secretary and Financial Advisor (AS & FA) and the Pr. Chief Controller of Accounts. The Accounts and Budget Wings of the Ministry of Road Transport & Highways are functioning 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 and accounting matters, cash management and coordination worth the Controller General of Accounts, Comptroller & Auditor General of India, Finance Ministry and other related agencies.

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

8.12.3 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:-

(i) 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.

(ii) 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.

(iii) 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.

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.



- 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.
- Preparation of State wise monthly expenditure in respect of All RPAOs/PAOs for further submission to Ministry.

(iv) 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.
- 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.

(v) 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/

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.

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.

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.

The major responsibilities of Internal Audit are as follows:

- 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.

During the year 29 units pertaining to NH Division have been audited.

(vi) Computerization of Accounts

a. **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 are 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 and receipt which is crucial for effective monitoring of expenditure/receipts and budgetary controls. The reports generated from the Management Information System of this portal are important managerial tools and are being by various Departments of the Ministry.

b. **PFMS:** PFMS was initially started for release of funds under plan schemes of Govt. of India. Now the scope of PFMS has been expanded to integrate various existing standalone systems

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.

being used by DDO's and PAO for online processing of sanctions, bills and payments of all types of expenditure. This is being implemented in different phases. In the first phase, it is proposed to make all payments of PAO except Salaries, Pension & GPF through PFMS. The CGA has decided to roll out phase I w.e.f. 1.10.2015 in Delhi/NCR based PAO/NCDDO's (This would mean a spread of around 40 departments including nearly 90 PAOs and 500 DDOs).PFMS has since been rolled out in all RPAOs/CDDOs

8.12.4 National Permit Fee Scheme

(i) 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 1200 RTO, State Transport Authorities across the country and distribute the same to all the State Government/UTs as per agreed formula every month.

(ii) As per the National Permit Fee Scheme launched in May, 2010 the transporter are required to pay ₹ 15000/- 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.

(iii) 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.

(iv) A specific Accounting Procedure for the collection, reporting and accounting of the New Consolidated Fee for National Permit by the Ministry of Road Transport & Highways has been chalked out by the Office of the Controller General of Accounting for use by various implementing agencies. This large scale nation-wide network scheme, in addition to administrative responsibilities imposes he workload and accounting on the Pr. CCA Organization for money and accounting for the same. Statement Showing the State wise Disbursement of National Permit fee at **Appendix 8**

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

(i) In terms of the guidelines issued by the Ministry of Finance, Department of Expenditure, the Standing Audit Committee (SAC) chaired by Secretary (RT&H) reviews and monitors the progress of furnishing of Action Taken Notes in respect of the Reports/Paras of the Public Accounts Committee (PAC) and Audit Reports/Paras (Civil) as per the printed reports of the

Comptroller & Auditor General of India which are within the purview of PAC. SAC also reviews and monitors Audit Paras as per printed reports of C&AG falling in the Commercial category which are within the purview of Committee on Public Undertaking. As per further instructions issued by Ministry of Finance, SAC meetings have also 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.

(ii) During the period from 1.4.2018 to 31.3.2019:

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

a) Para No. 17.1.2 of Report No.9 of 2009-10 - Loss of ₹ 2.08 crore on construction of flyover in "No construction zone" due to Defective Project Report (DPR) in PIU –Jhansi.

b) Para No. 13.3 of CA 8 of 2012-13 - Loss of Revenue due to inordinate delay in construction of Toll Plaza - Surjapur Toll Plaza.

c) Para No. 12.2 (Report No. 9 of 2017) - Loss of Toll revenue of ₹ 19.04 crore. due to non start of Toll.

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.

Status of pending of C&AG (Commercial) Paras is reflected in **Appendix 17**.

8.12.6 Grant No. 81 – Ministry of Road Transport and Highways.

The actual expenditure for the year 2018-19 (upto 31st March, 2019) 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.**

© VIGILANCE

8.13.1 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 (Estt., GA & NHIDCL) 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.

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 indicates 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.

8.13.2 During the year 2018-19, a total of 63 complaints have been examined and out of them 21 complaints were disposed of. Three disciplinary cases pending since last year were also examined in consultation with CVC/UPSC/DoP&T and suitable decision taken with the approval of Disciplinary Authority. Minor Penalty was imposed on a Group A officer in one of the disciplinary case. Besides dealing with vigilance related complaints in consultation with the Central Vigilance Commission where required, special emphasis was laid on preventive vigilance. It was emphasized that Road Wing should monitor the quality of construction and maintenance alongwith timely progress/completion of National Highways through PMIS portal. Road Wing was also advised to review the access permission guidelines and make the entire (end-to-end) process of access permission on-line with provision for a real-time MIS so as to leave little room for any process and information related issues.

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

- Integrity Pledge by Secretary (Shipping) to the staff of Ministry of Road Transport & Highways and Ministry of Shipping jointly.
- Selected quotes on 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.
- A lecture was delivered by Shri Nitish Kumar, Director, CVC on **'Preventing and Combating'** in the Media Center where all the employees took active participation.
- An Essay writing competition on the topics **"Impact of corruption on Poor"** in English and **"Effective vigilance – an instrument of healthy growth"** in Hindi has been organized. Cash prize of ₹ 2500, ₹ 2000 & ₹1500 were awarded in a function to officials whose articles are adjudged 1st, 2nd and 3rd in Hindi and English respectively.
- Sensitization Programmes on vigilance awareness for senior officers of the Ministry was held on 06.11.2017.

(D) Right to Information Act-Implementation

8.14 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 Commission (SIC) have been set up to promote transparency and accountability in the working of public authority. As per the RTI Act, Nodal Officer, RTI Section, PIOs, Appellate Authorities are fully functional in this Ministry. Section 4(1) (b) of RTI Act, 2005 envisages disclosure of suo moto information to the public through various means of communication. The website of this Ministry under various headings gives a host of information on various matters concerning 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 applicant / public is being provided keeping in view and subject to the various provisions of the RTI Act, 2005 including the time limits and exemption clauses. Three organizations namely: National Highways Authority of India (NHAI) an autonomous body set up under an Act of Parliament, National Highways Infrastructure Development Corporation Limited (NHIDCL) a Public Sector Undertaking under this Ministry 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 Plaza, collection of users' fee, installation of petrol pumps, tenders etc. All efforts are made by the concerned PIOs to send timely and accurate replies to the applicants. A total of 10,614 RTI applications and 1,054 Appeals [including brought forward] have been received from 1st January, 2018 to 31st March, 2019 and forwarded to concerned PIOs/FAAs. The system also has the facility to system generated reminders/alerts to concerned PIOs/FAAs through their emails. By using the facility in the online system, monitoring of the disposal of RTI Applications/Appeals is also done from time to time.

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.



CHAPTER IX

IMPLEMENTATION OF OFFICIAL LANGUAGE POLICY

9.1 MACHINERY FOR IMPLEMENTATION:

At present, two Assistant Directors (Official Language), 2 Senior Translation Officers and 02 Junior Translation Officers are posted in the Hindi section of the Ministry of Road Transport and Highways. One Assistant Director (OL) deals with the work relating to implementation of official language policy and the other Assistant Director (OL) deals with the work relating to translation.To assist in implementing the Official Language Policy, the already created post of Assistant Section Officer has been lying vacant since long. 02 posts of Deputy Director (OL) and 01 post of Junior Translation Officer are also lying vacant. Besides monitoring the implementation of the Official Language Policy and the Annual Programme, Hindi Section undertakes translation-work from English into Hindi and vice-versa of the material received from various sections/divisions of the Ministry.

9.2 OFFICIAL LANGUAGE IMPLEMENTATION COMMITTEE:

The Official Language Implementation Committee (OLIC) of the Ministry of Road Transport & Highways is headed by the Joint Secretary (Administration & Official Language). Meetings of OLIC were held on 27th March, 2018, 25th June, 2018, 24th September, 2018 and21st December, 2018. 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.

9.3 COMPLIANCE WITH SECTION 3(3) OF THE OFFICIAL LANGUAGES ACT, 1963 (AS AMENDED IN 1967) AND CORRESPONDENCE IN HINDI:

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

9.3.2 All letters received in Hindi i.e. letters either written in Hindi or signed in Hindi, are replied to in Hindi, irrespective of the region from where these are received.

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

9.4 Specific Measures Taken for Promoting use of Hindi

Cash Awards and Incentive Scheme

An incentive scheme to encourage officers and employees to do their official work in Hindi is

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.

in vogue in the Ministry. Under this scheme, cash awards are given for doing noting and drafting in Hindi. Cash prizes were given to 07 personnel under the said scheme, operated for the year 2017-18. An incentive scheme for officers to give dictation in Hindi is also being implemented.

9.5 Celebration of Hindi Divas and Hindi Pakhwara

9.5.1 On the occasion of Hindi Divas on 14th September, 2018 the message of the Hon'ble Union Minister of Home Affairs was circulated for the perusal of officers and staff of the Ministry to encourage them to increase use of Hindi in their official work. Hindi Pakhwara was observed in the Ministry from 4th September, 2018 to 18th September, 2018. During this period, Competitions were held in Hindi Essay writing, Rajbhasha Quiz, Hindi Noting & Drafting, General Letter Writing, Hindi Typing, Hindi Poetry Recitation, Extempore Speech, Hindi Handwriting and Translation. Some of the competitions were held separately for Hindi speaking and non-Hindi speaking staff of the Ministry. Additional Secretary as well as Joint Secretary (Administration & Official Language) gave away awards to the winners of the competitions in a prize distribution function held in the Ministry on 09th October, 2018. In 09 competitions held during the Hindi Pakhwara this year, 06 non-Hindi speaking and 73 Hindi speaking personnel participated. Thus, out of total 79 (Seventy Nine), 69 (Sixty Nine) participants have been declared award winners on the basis of competition results.

9.5.2 In the past, 8 competitions were held. For the first time this year the translation competition has been introduced for both Hindi speaking and non-Hindi-speaking personnel in the form of a new competition. Along with this, for the first time this year, the Prizes for Hindi Poetry Recitation have been introduced separately for Hindi-speaking and non-Hindi-speaking participants. This time Hindi Handwriting competition was organized for MTS personnel only. Similarly, for the first time, the Rajbhasha Quiz competition was organized in which separate prize money was kept for both Hindi-speaking and non-Hindi-speaking participants. In the past, the amount of first prize was ₹ 2,500, which has been increased to ₹4,000 this time, the second prize money has been increased from ₹ 2,000 to ₹ 3,000 and the third prize money has been increased from ₹ 1,500 to ₹ 2,000 Rupees. Not only that, in the past, instead of only 2 consolation prizes for ₹ 1,000 and ₹ 750 in each category, six consolation prizes of ₹ 1,000 were started separately for both Hindi-speaking and non-Hindi-speaking categories. Thus, the prize money of the competitions this year has been increased by almost 123.33%. The number of contestants participating in this year's Hindi competitions has increased by 15.5% and the number of award winners has increased hugely by 70.27%.

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.

9.5.3 A full-day Hindi workshop was organized in the Ministry on 20th June, 2018 in which the lectures were delivered by the Official Language experts on the topic titled 'The status of Hindi as Official Language ' in the Forenoon session and on the subject titled 'Information About the Targets Set in Annual Programme 2018-19' in the Afternoon session in which 19 personnel of the Ministry took part. Similarly, a full-day Hindi workshop was organized on 20th September, 2018 in which the lectures were delivered by the Official Language experts on the topic titled 'Training about working through Unicode on the computer' in the Forenoon session and on the topic titled 'Training on Terminological Glossary' in the Afternoon session in which 20 personnel of the Ministry took part. Similarly, a full-day Hindi workshop was organized on 31st December, 2018 in which the lectures were delivered by the Official Language experts on the topic titled 'Training About Using Simple Hindi in Official Work' in the Forenoon session and on the topic titled 'Training About Use of Standard Spelling of the Hindi Terms' in the Afternoon session in which 21 personnel of the Ministry took part.

9.6 PROPAGATION OF INFORMATION TECHNOLOGY:

The entire Hindi typewriting work in the Ministry is carried out on computers. As per the recommendation of Department of Official Language, Ministry of Home Affairs, latest Unicode enabled Hindi software has been activated/installed on the computers for efficient and fast completion of tasks.



Winners of competitions held during Hindi Pakhwara

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

CHAPTER X

10. IMPLEMENTATION OF PERSONS WITH DISABILITIES ACT, 1995

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 March, 2019 in respect of Technical and Non-Technical posts with regard to the number of Persons with Disabilities is as under:

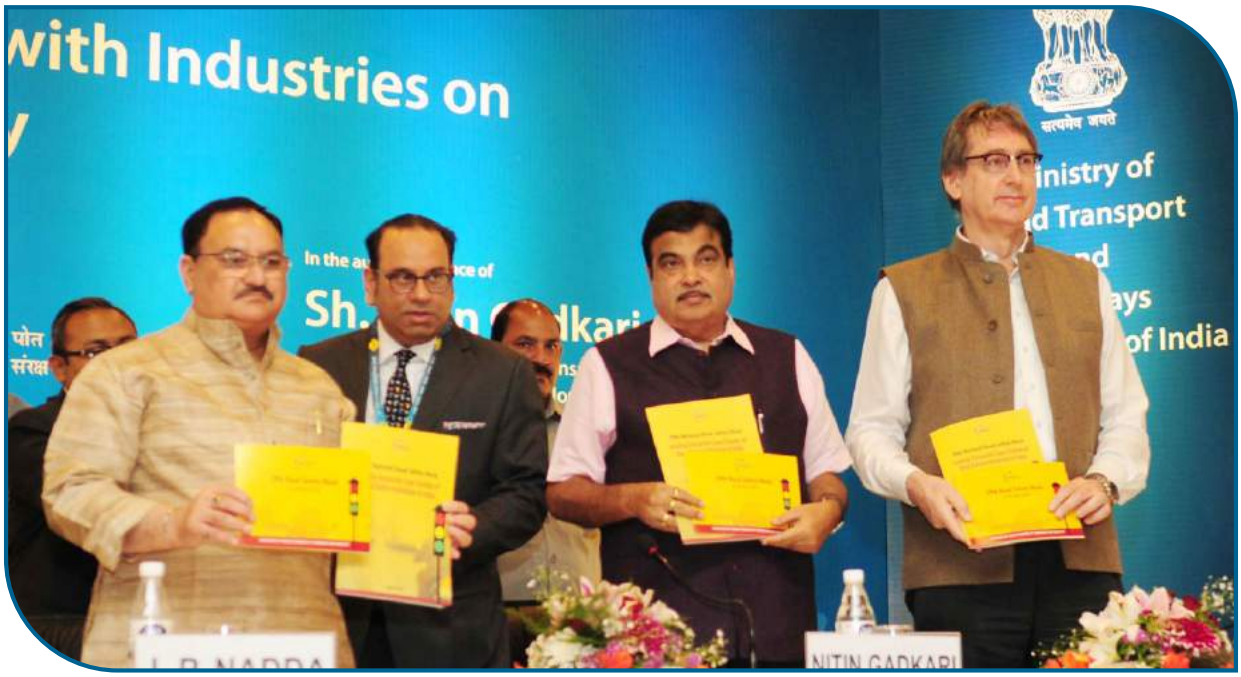
Group	Sanctioned Strength	No. of persons with disabilities appointed
TECHNICAL		
A	242+86=328*	3
B	81	2
C	07	0
TOTAL	416	5

Group	Sanctioned Strength	No. of persons with disabilities appointed
NON-TECHNICAL		
A	88	0
B	234	0
C	280	4
TOTAL	602	4

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



Launching Of Sukhad Yatra App



Releasing the publication on industries issues on Road Safety

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

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



CHAPTER XI

TRANSPORT RESEARCH

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

11.2 Consistent efforts are being made to improve the quality of road and road transport data (including data of road accidents) so as to support Ministry's schemes and interventions.

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

(i) Basic Road Statistics of India

The publication provides comprehensive information on the road network in the country including National Highways; State Highways & District Roads (constructed by State PWDs); Rural Roads of PMGSY, those constructed by State PWD and Rural Work Departments and Panchayats; Urban Roads under Municipalities, Ports Trusts and Military Engineering Services; and Project Roads of different organisations such as Railways, Border Roads Organisation, Coal PSUs, State Departments such as Forest, Power, Irrigation etc. The information for this publication is collected by TRW from all the sources of Central and State Governments in respect of the above agencies.

(ii) Road Transport Year Book

It is the primary source of information/data on number of registered motor vehicles; motor vehicle taxation structure; licences and permits and revenue realized from road transport in various States and UTs and in million-plus cities of the country.

(iii) Road Accidents in India

The publication provides State/UT-wise data on all facets of road accidents, fatalities and injuries during a calendar year. The TRW collects data on a calendar year basis from the Police Departments of State/UTs in a prescribed format finalised by a committee consisting of professors of IIT-Delhi & IIT-Kharagpur, Principal Secretary Transport, Tripura, ADG(Police) Traffic from Govt. of Tamil Nadu, representatives from Ministry of Health & Family Welfare as well as WHO and MoRTH and approved by Secretary, MoRTH. The latest issue of Road Accidents in India published by TRW is for the calendar year 2017.

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.

(iv) Review and Performance of State Road Transport Undertakings (SRTU)

The publication reviews physical and financial performance of SRTUs during the financial year under report, based on the information supplied by the State Road Transport Undertakings. The latest issue of Review of Performance of State Road Transport Undertakings for April 2016-March 2017 is under preparation.

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

- Road Transport Year book 2016-17 is under finalisation, the number of registered vehicles in the country stand at about 2533 lakh upto the period March 2017(provisional) recording an annual compound growth rate of 10.0 per cent during 2003 to 2017. Two-wheelers constitute 73.9 per cent of total registered vehicles as on 31.3.2017 **Appendix 13.**
- During the calendar year 2017, the total number of road accidents were reported at 4,64,910 causing injuries to 4,70,975 persons and claiming 1,47,913 lives in the country. The trend in the number of road accident, those injured & killed for the calendar years from 2005 to 2017 is at **Appendix 14.**
- As compared to 2016, the number of road accidents, injured victims and number of persons killed in 2017 declined by 3.3 per cent, 4.8 per cent and 1.9 per cent respectively. However, accident severity expressed in terms of number of persons killed per 100 accidents rose from31.4 in 2016 to 31.8 in 2017.
- Age profile of road accident victims for the calendar year 2017 reveals that the youth of age group 18-60 accounted for 87.29 per cent (1,29,043 persons).
- Two-wheelers accounted for the highest share in total number of road accidents (33.0 per cent) in 2017, followed by Cars, Taxis, Vans and LMV vehicles (18.2 per cent), Pedestrians (13.8 per cent), Trucks/Lorries (11.6 per cent), Buses (6.1 per cent), Auto rickshaws (4.8 per cent) and others (10.1 per cent).
- Traffic rules violation is single most important factor responsible for road accidents. Under this rule, exceeding lawful speed accounted for a highest share of 70.4 per cent in accidents and 66.7 per cent of accident deaths.
- As per the Basic Roads Statistics of India (BRS), the total road length as on 31st March 2017 was 58,97,671 Kilometres(Provisional). The break-up of major categories is as follows:
  - National Highways 1,14,158 km
  - State Highways 1,75,036 km

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.

- District Roads 5,86,181 km
- Rural Roads 41,66,916 km
- Urban Roads 5,26,483 km
- Project Roads 3,28,986 km

- As on 31st March,2017, National Highways comprised of 1.94 % of total road network in the country, State Highways 2.97 per cent during the same period and the share of rural roads (including JRY)was the highest at 70.65% followed by District roads (9.94%) and Urban roads (8.93 %). The percentage of surfaced roads to total road length was 63.2%.
- The total road length of the country increased significantly from 3.99 lakh km in 1951 to 58.98 lakh km in 2017, growing at a Compound Annual Growth Rate (CAGR) of 4.2%. Category-wise break-up of total road length from 1951 to 2017 is at **Appendix 15.**
- As per Report titled 'Review and Performance of State Road Transport Undertaking' for the financial period 2016-2017, 55 SRTU's out of a total of 70 SRTUs (including six Associate Members and six Special Purpose vehicles) reported their physical and financial performance in 2016-17 as against 47 SRTU's in 2015-16.
- The loss reported by 55 SRTU's in 2016-17 was of the order ₹ 14213.34 crore (provisional) as against ₹ 11805.45 crores reported by 55 SRTUs in 2015-16 showing an increase in losses by 20.40 per cent. Though there is not much change in the physical performance of the SRTUs, the total revenue earned by the SRTUs registered a marginal increase of 2.51 percent which was more than neutralized by the increase in cost by about 5.7%, resulting in enhanced losses in 2017 **Appendix 16.**
- The net profits/losses of STRUs depend upon underlying operational efficiency parameters within each SRTU such as fleet vintage, fleet utilisation, occupancy ratio, staff productivity, etc.

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.



Flagging off the Motor Rally to commemorate the 150th birth anniversary of Mahatma Gandhi



The signing ceremony of an MoU with Transport for London

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 XII

INTERNATIONAL COOPERATION

12.1 The International Cooperation Division of this Ministry engaged in various bilateral and regional level activities for cooperation with neighbouring and countries during 2018-19.

12.2 MAJOR INITIATIVES TAKEN BY INTERNATIONAL COOPERATION DIVISION:

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

For cooperation with other countries on the basis of reciprocity, equality and mutual benefits, an instrument signed between two Governments provides Government support and sense of reliability to the executive agencies, professionals and private sector for collaborating and cooperating in identified sectors/areas. Hence, efforts were focused on following up various bilateral and regional instruments in the Road Transport sector to identify activities and action plan to utilise the best practices and technologies in the partner countries

12.2.2 Regional Cooperation

To strengthen relations with countries in the South and South East Asian region and to facilitate seamless movement of vehicles across international borders, Ministry of Road Transport and Highways initiated negotiations to forge Motor Vehicle Agreements and conclude bus service agreements with neighbouring countries in the sub-region. Under these initiatives, the following activities were conducted in 2018-19:

(i) The First Working Group Meeting of the BIMSTEC Member States to negotiate the Text of the Motor Vehicles Agreement for the Regulation of Passenger and Cargo Vehicular Traffic between and among BIMSTEC Member States was held on 09-10 April, 2018 in New Delhi. Delegations from the People's Republic of Bangladesh, the Kingdom of Bhutan, the Republic of India, the Republic of the Union of Myanmar, the Federal Democratic Republic of Nepal, the Democratic Socialist Republic of Sri Lanka and the Kingdom of Thailand participated in the Meeting. The meeting discussed the draft text of the Motor Vehicles Agreement and its annexures clause-by-clause and finalised a revised draft text for further consideration. The revised draft of the text of the Agreement has been shared with the Member States by the BIMSTEC Secretariat, to examine the draft through their respective internal/inter-Ministerial consultations.

(ii) As part of preparatory steps towards implementation of Bangladesh, Bhutan, India, Nepal (BBIN) Motor Vehicles Agreement (MVA) across Bangladesh, India and Nepal (BIN), as Bhutan is yet to ratify the agreement, a trial run of two passenger buses from Dhaka, Bangladesh was conducted during 23rd to 26th April 2018, with 43 passengers (officials from

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.

Bangladesh, India and Nepal) travelling to Kathmandu, Nepal via Siliguri, West Bengal. The trial run started from Dhaka on 23rd April and reached Kathmandu on 26th April 2018. The trial run was successfully concluded in Kathmandu.

(iii) The 3rd India-Nepal Cross Border Transport Facilitation Joint Working Group (JWG) under the India-Nepal Motor Vehicle Agreement for regulation of passenger vehicular traffic between the two countries was held at New Delhi on 20.07.2018. The JWG decided that both sides would expeditiously accord necessary approvals and clearances for bus operators from India and Nepal to start the regular bus service on Ayodhya - Janakpur route. The regular bus service on this route subsequently started from 17.11.2018.

(iv) The 5th India-Japan Joint Working Group Meeting in the Roads and Road Transport Sector was held on 12th November, 2018 in New Delhi under the Framework of Cooperation (FoC) between the Ministry of Road Transport and Highways (MoRTH), India and the Ministry of Land, Infrastructure, Transport and Tourism (MLIT), Japan. The two sides noted with satisfaction the progress made in cooperation in road sector under FoC and highlighted progress made in roads and transport technologies and potential for cooperation between the two countries.

(v) Ministry of Road transport & Highways in collaboration with various other Ministries, organized a Motor Car Rally, 'Drive for Safety' from 4th to 24th February 2019, to commemorate 150 years of Gandhiji's birth anniversary. The Rally travelled to and through places historically associated with Gandhiji, both in India as well as in Bangladesh and Myanmar. The motor rally was flagged off on the 4th of February 2019 from Rajghat, Delhi. After passing through Sabarmati, Porbandar, Dandi, Yerwada, Sewagram, Jabalpur, Lucknow, Gorakhpur, Champaran, Shantiniketan and Kolkata in India, the rally reached Dhaka in Bangladesh and traversing the North-East states, concluded successfully at Yangon in Myanmar on Feb 24, 2019 covering around 7250 km in 10 cars with about 40 participants. The aim of the event was to spread the great values of Mahatma Gandhi and road safety along the route.

12.2.3 Bus Services to Neighbouring Countries

The following new international bus services were commenced during the year:

(i) An inaugural bus from Janakpur, Nepal to Ayodhya, India was flagged off by the Prime Ministers of India and Nepal during the State visit of Indian Prime Minister to Nepal on 11th May 2018 under the India-Nepal Motor Vehicles Agreement 2014. The service aims to boost tourism in the Ramayana Circuit between India and Nepal and strengthening of the age old ties between people of Awadh and Mithila. Regular bus service on this route commenced on 17.11.2018, operated by UPSRTC as the operator from Indian side.

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.



(ii) Bus services on Patna (India) - Janakpur (Nepal) route and Bodh Gaya (India) - Kathmandu (Nepal) routes were flagged off on 12th September, 2018. These two new bus services under the India-Nepal Motor Vehicles Agreement of 2014, are being operated by the Bihar State Road Transport Corporation from the Indian side.

12.3 India-Japan Cooperation in Roads and Road Transportation

12.3.1 The 5th Indian-Japan Working Group meeting was held on 12th November, 2018 in Delhi in pursuance of the framework of Cooperation (FoC) in the Roads and Road Transport Sector between the Ministry and the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) of Japan.

12.3.2 After the meeting, the two sides noted with satisfaction for progress made in cooperation in the road sector under FoC. There is an immense potential for enhanced collaboration between Japan and India in view of India's massive highway expansion programme, under its Bharatmala Project, with large components of highway in mountainous and hilly region, was acknowledged by the two sides and the following areas were identified for developing work plan for exploring future cooperation activities:

- Deepen technical information exchange including with the private sector expanding Japanese collaboration in road infrastructure development in India.
- Technical information exchanges on technologies related to maintenance and operation of expressway such as ITS, disaster prevention measures on mountainous road and countermeasures of aging bridges.



5th Joint Working Group Meeting of MoRTH & JICA

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.

CHAPTER XIII

INITIATIVES UNDER SWACHH BHARAT MISSION (SBM)

13.1 The Ministry of Road Transport & Highways (MoRTH) and its associated organisations have been actively involved in the implementation of the flagship programme, namely, Swachh Bharat Mission (SBM).

13.2 Transport Research Wing (TRW) of the Ministry has been made the nodal office for work relating to the Swachh Bharat Mission. MORTH has been observing the Swachhata Pakhwada as per the dates notified by the Ministry of Drinking water and Sanitation from time to time. TRW has been relentlessly pursuing with NHAI & NHIDCL for construction of Toilets at NHAI toll plazas, installation of litterbins , installation of hoardings / paintings, preparation of a mobile application for locating toilets, training of drivers etc.

13.3 A provision of Rs 100 crore has been made for Swachhata related activities in the budget of MORTH in 2018-19. The achievements as on date in financial and physical terms SBM is given at **Appendix 18.**



Appendix-I

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

I. The following subjects which fall within list 1 of the **SEVENTH SCHEDULE** to the **CONSTITUTION OF INDIA:**

1. Compulsory insurance of motor vehicles.
2. Administration of the Road Transport Corporations Act, 1950 (64 of 1950).
3. Highways declared by or under law made by Parliament to be national highways.
4. Issuance of notifications under clause (a) of section 3 and sections 3A, 3D, 7 and section 8A of the National Highways Act, 1956 (48 of 1956) without being scrutinised and vetted by the Legislative Department.

II. IN RESPECT OF THE UNION TERRITORIES:

5. Roads other than National Highways.
6. Administration of the Motor Vehicles Act, 1988 (59 of 1988) and taxation of motor vehicles.
7. Vehicles other than mechanically propelled vehicles.

III. OTHER SUBJECTS WHICH HAVE NOT BEEN INCLUDED UNDER THE PREVIOUS PARTS:

8. Coordination and Research pertaining to Road Works.
9. Road works financed in whole or in part by the Central Government other than those in the North Eastern Region.
10. Motor vehicles legislation.
11. Promotion of Transport Co-operatives in the field of motor transport and inland water transport.
12. Formulation of the privatisation policy in the infrastructure areas of roads.

IV. AUTONOMOUS BODIES:

13. National Highways Authority of India.

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.

V. SOCIETIES/ASSOCIATIONS:

14. Indian Academy of Highway Engineers.

VI. PUBLIC SECTOR UNDERTAKINGS:

15. Indian Road Construction Corporation.

16. National Highways and Infrastructure Development Corporation Ltd.

VII. ACTS:

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

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

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

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

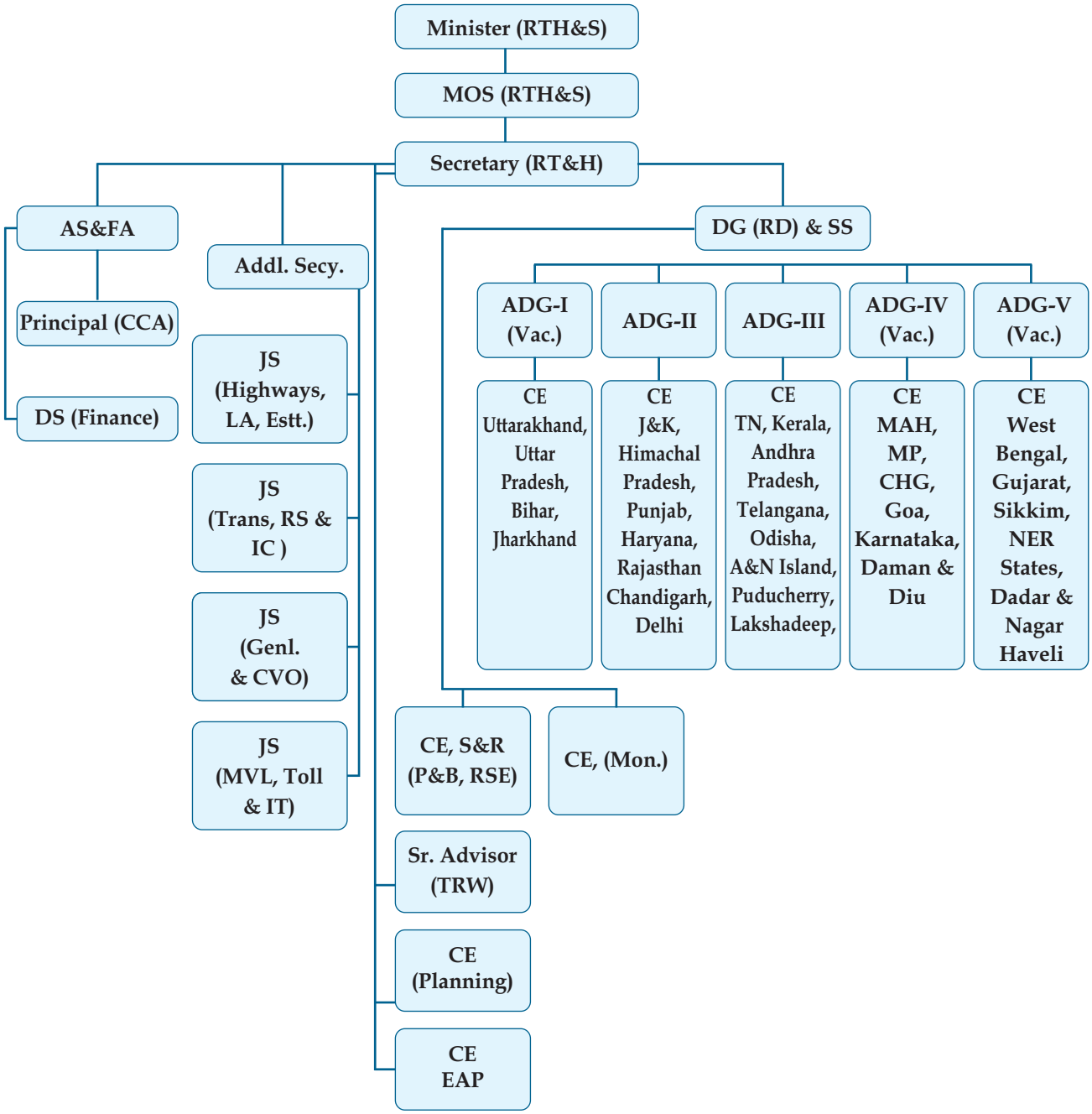
कुछ स्थानों पर पुल की व्यवस्था किए बिना सड़कें नदी के साथ जोड़ी जाती हैं। चूँकि नदी सड़क को विभाजित करती है इसलिए नौका सेवा के जरिए इन सड़कों को जोड़ा जाता है। यह चिन्ह दर्शाता है कि वहां नदी पार करने के लिए नौका सेवा उपलब्ध है।

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.



Appendix-2

ORGANISATION CHART OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS



Note:- The matters relating to Vigilance, Land Acquisition and Parliament shall be submitted directly to Secretary (RT&H) by the concerned Joint Secretary.

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.

Appendix-3

State/UT-wise details of NHs in country

Sr. No.	Name of State	National Highway No.	Total Length as on 31.12.2017 (in km)	Total Length as on 31.03.2019 (in km)
1	Andhra Pradesh	16, 216, 216A, 516C, 516D, 516 E, 716, 716A, 716B, 26, 326, 326A, 30, 40, 140, 340, 340C, 42, 44 N.S., 544D, 544F, 544DD, 544E, 150A, 65, 165, 365BB, 565, 765, 67, 167, 167A, 167B, 167BG, 69, 71, 75	6,383.2	6,913.5
2	Arunachal Pradesh	13, 113, 313, 513, 713, 713A, 15, 115, 215, 315, 415, 515, 315A	2,537.4	2,537.4
3	Assam	2, 702, 702C, 702D, 6, 306, 8, 208A, 15, 115, 215, 315, 315A, 415, 515, 715, 715A, 17, 117, 117A, 217, 27 E.W., 127, 127A, 127B, 127C, 127D, 127E, 427, 627, 29, 129, 329, 329A, 37	3,844.7	3,908.5
4	Bihar	19 G.Q., 119, 219, 319, 319A, 20, 120, 22, 122, 122A, 122B, 322, 722, 922, 27 E.W., 227, 227A, 227F, 227J, 227L, 327, 327A, 327AD, 527, 527A, 527B, 527C, 527D, 527E, 727, 727A, 727AA, 31, 131, 131A, 131B, 231, 331, 431, 531, 33, 133, 133A, 133B, 333, 333A, 333B, 333C, 139	4,838.8	5,357.6
5	Chandigarh	5	15.3	15.3
6	Chhattisgarh	30, 130, 130A, 130B, 130C, 130D, 130CD, 930, 43, 143B, 343, 45, 49, 149B, 53, 153, 353, 63, 163, 163A	3,523.2	3,605.8
7	Delhi	9, 709B, 44, 344M, 344N, 344P, 48, 148A, 148AE, 148NA, 248BB	78.9	157.1
8	Goa	748, 748AA, 66, 366, 566	292.9	292.9
9	Gujarat	NE-1, 27, 927D, 41, 141, 341, 47, 147, 147D, 48, 148M, 148N, 848, 848A, 848B, 51, 151, 151A, 251, 351, 351F, 751, 751D, 751DD, 53, 753B, 953, 754K, 56, 756, 58, 64, 68, 168, 168A	5,456.0	6,635.0
10	Haryana	Ne2, 703, 5, 105, 7, 907, 907G, 9, 709, 709A, 709AD, 11, 919, 334B, 334D, 44, 344, 344N, 344P, 444A, 48, 148A, 148B, 148N, 148NA, 248A, 248BB, 54, 52, 152, 152A, 152D, 352, 352A, 352R, 352W, 254	2,740.6	3,165.7
11	Himachal Pradesh	3, 103, 303, 503, 503A, 5, 105, 205, 305, 505, 505A, 705, 7, 707, 907A, 907, 154, 154A, 44 N.S.	2,642.5	2,606.9
12	Jammu & Kashmir	1, 301, 501, 701, 701A, 3, 44, 144, 144A, 244, 244A, 444	2,601.0	2,423.2
13	Jharkhand	114A, 18, 118, 218, 19, 419, 20, 220, 320, 320D, 320G, 22, 522, 33, 133, 333, 133A, 133B, 333A, 39, 139, 43, 143, 143A, 143B, 143AG, 143D, 143H, 343, 49	2,661.2	3,366.8
14	Karnataka	44 N.S., 544DD, 544E, 48 G.Q., 548B, 548H, 648, 748, 748AA, 948, 948A, 50, 150, 150A, 52, 752K, 160, 161A, 561A, 163, 65, 66, 166E, 766, 766C, 766E, 766EE, 67, 167, 367, 367A, 69, 169, 169A, 369, 369E, 73, 173, 373, 75, 275, 275K, 181	6,991.1	7,334.8
15	Kerala	544, 744, 66, 766, 966, 966 A, 966 B, 183, 183A, 85, 185	1,781.6	1,781.6
16	Madhya Pradesh	719, 27, 927A, 30, 34, 135, 135B, 135BB, 135BD, 135BG, 135C, 44, 45, 934, 39, 339B, 539, 43, 543, 943, 46, 146, 146B, 346, 47, 147E, 347, 347A, 347B, 347C, 547, 548C, 52, 552 Ext., 752B, 752C, 752G, 753L, 56, 161G	8,052.7	8,772.3

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.



Sr. No.	Name of State	National Highway No.	Total Length as on 31.12.2017 (in km)	Total Length as on 31.03.2019 (in km)
17	Maharashtra	930, 930D, 130D, 543, 44, 47, 547, 547E, 347C, 247, 647, 347A, 48, 348, 348A, 348B, 348BB, 548A, 548B, 548C, 548DD, 548H, 548D, 548, 548CC, 548E, 848, 848A, 50, 150, 52, 652, 752E, 752G, 752I, 752K, 752H, 53, 353C, 353D, 353E, 753, 753A, 753B, 753E, 753F, 953, 353B, 353I , 753J, 753L, 353J, 353K, 753C, 753BB, 753AB, 753H, 753M, 60, 160, 160A, 160B, 160C, 160D, 160H, 61, 161, 161A, 161E, 161G, 161H, 461B, 361F, 361, 361B, 361C, 361H, 561A , 561, 561, 761, 63, 65, 465, 965, 965DD, 965D, 965C, 965G, 66, 166, 166A, 166H, 166D, 166F, 166G, 166E, 266	16,238.5	17,756.6
18	Manipur	2, 102, 102A, 102B, 102C, 202, 702A, 29, 129A, 37, 137, 137A	1,745.7	1,750.3
19	Meghalaya	6, 106, 206, 217, 127B	1,204.4	1,155.6
20	Mizoram	2, 102B, 302, 502, 502A, 6, 306, 306A, 108	1,422.5	1,422.5
21	Nagaland	2, 202, 702, 702A, 702B, 702D, 29, 129, 129A, 229, 329A	1,546.7	1,547.7
22	Odisha	16 G.Q., 316, 316A, 516, 516A, 18, 20, 220, 320D, 520, 720, 26, 126, 126A, 326, 326A, 130C, 130CD, 143, 143H, 49, 149, 53, 153B, 353, 55, 655, 57, 157, 157A, 59, 63	5,413.1	5,761.5
23	Puducherry	32, 332	64.0	26.9
24	Punjab	3, 503, 503A, 703, 703A, 703B, 5, 105B, 205, 205A, 7, 9, 44, 344, 344A, 344B, 148B, 148BB, 52, 152, 152A, 54, 154, 154A, 254, 354, 354B, 354E, 754, 62	3,227.5	3,274.1
25	Rajasthan	709, 11, 311, 911, 911A, 919, 21, 921, 23, 123, 25, 125, 325, 925, 925A, 27, 927A, 44, 48, 148, 148B, 148C, 148D, 148N, 248, 248A, 448, 52, 552, 552G, 752, 54, 754K, 954, 56, 156, 58, 158, 458, 758, 62, 162, 162A, 68, 168, 168A, 968, 70	8,971.5	10,341.8
26	Sikkim	10, 310, 310A, 510, 710, 717A, 717B	463.0	463.0
27	Tamil Nadu	16 G.Q., 716, 716A, 716B, 32, 32 Ext., 132, 132B, 332, 332A, 532, 36, 136, 136, 136B, 336, 536, 38, 138, 338, 40, 42, 44 N.S., 544, 544H, 744, 744A, 844, 944, 48 G.Q., 648, 948, 66, 75, 77, 79, 179A, 179B, 179D, 81, 181, 381, 381A, 381B, 83, 183, 383, 85, 785, 87	5,918.4	6,741.5
28	Telangana	30, 44, 150, 353B, 353C, 61, 161, 161B, 161AA, 161BB, 63, 163, 363, 563, 65, 365, 365A, 365B, 365BB, 565, 765, 765D, 167, 167 extn.	3,786.4	3,795.5
29	Tripura	8, 108, 108A, 108 B, 208, 208A	853.8	853.8
31	Uttar Pradesh	Ne2, 307, 9, 509, 709A, 709AD, 709B, 19, 219, 319D, 519, 719, 21, 321, 321G, 123, 24, 124C, 124D, 27, 227A, 727, 727A, 727AA, 727BB, 727B, 727G, 727H, 927, 28, 128, 128A, 128B, 128C, 328, 328A, 30, 230, 330, 330A, 330B, 330D, 530, 730C, 730S, 530B, 730B, 730H, 730, 730A, 31, 731, 731A, 731B, 731AG, 731K, 135, 335, 931, 931A, 34, 234, 334, 334A, 334C, 334B, 334D, 334DD, 534, 734, 35, 135C, 135A, 135BB, 135B, 39, 339, 539, 44, 344, 552 Ext.	9,016.9	11,736.8
30	Uttarakhand	7, 107, 107A, 507, 307, 707, 707A, 9, 109, 309, 309A, 309B, 30, 34, 134, 334, 334A, 534, 734, 344	2,841.9	2,949.3

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.

Sr. No.	Name of State	National Highway No.	Total Length as on 31.12.2017 (in km)	Total Length as on 31.03.2019 (in km)
32	West Bengal	10, 110, 12, 112, 312, 512, 14, 114, 114A, 314, 16, 116, 116A, 116B, 316A, 17, 317, 317A, 517, 717, 717A, 18, 218, 19, 419, 27, 327, 327B, 327C, 31, 131A, 33, 133A, 49	3,004.3	3,664.5
33	A & N Islands	4	330.7	330.7
34	Dadra & Nagar Haveli	848A	31.0	31.0
35	Daman & Diu	848B, 251	22.0	22.0
		Total	120,543.2	1,32,499.5

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 हैं 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.



Appendix-4

STATEWISE ALLOCATION AND EXPENDITURE UNDER DEVELOPMENT AND MAINTENANCE					
					(Amount in Rs. Crore)
Sr. No.	State/UT/Agency/Scheme	As on 31.12.2017		As on 31.03.2019	
		Allocation under Development	Allocation under Maintenance	Allocation under Development	Allocation under Maintenance
(1)	(2)	(3)	(4)	(5)	(6)
1.	Andhra Pradesh	1,645.48	105.46	2,260.26	87.98
2.	Arunachal Pradesh	20.00	43.77	90.00	34.10
3.	Assam	121.31	112.53	414.00	48.33
4.	Bihar	1,848.10	103.69	1,598.31	38.86
5.	Chhattisgarh	846.35	42.10	1,831.32	28.59
6.	Goa	400.00	29.18	940.00	8.10
7.	Gujarat	252.79	112.21	391.55	80.30
8.	Haryana	100.00	60.49	330.00	0.80
9.	Himachal Pradesh	241.45	98.32	350.80	55.45
10.	Jammu & Kashmir	30.00	14.29	45.00	33.48
11.	Jharkhand	200.00	80.04	320.00	44.31
12.	Karnataka	996.16	134.87	1,630.02	66.21
13.	Kerala	162.77	123.69	280.45	81.95
14.	Madhya Pradesh	850.00	69.27	1,665.00	40.59
15.	Maharashtra	3,226.88	187.18	7,050.88	387.90
16.	Manipur	60.38	40.39	260.21	34.94
17.	Meghalaya	26.94	124.23	70.97	121.29
18.	Mizoram	30.00	160.93	80.00	158.98
19.	Nagaland	92.00	80.32	200.00	63.33
20.	Odisha	630.84	65.61	790.47	43.24
21.	Punjab	755.61	76.11	786.18	33.20
22.	Rajasthan	980.57	92.58	1,295.87	52.73
23.	Sikkim	5.75	11.08	0.73	16.00
24.	Tamil Nadu	700.00	77.69	870.00	52.77
25.	Telangana	395.00	76.67	1,220.00	37.34
26.	Tripura	33.00	53.26	50.00	47.94
27.	Uttar Pradesh	924.94	140.98	2,040.05	73.07
28.	Uttarakhand	701.37	41.58	1,000.49	38.06
29.	West Bengal	1,319.00	74.08	991.00	32.27
30.	Andaman & Nicobar Islands	0.00	0.00	0.00	0.00
31.	Chandigarh	6.00	1.31	1.50	0.10
32.	Dadar& Nagar Haveli	0.00	0.11	0.00	0.10
33.	Daman & Diu	0.00	0.07	0.00	0.10
34.	Delhi	2.00	0.98	42.00	0.50
35.	Puducherry	15.00	1.14	30.00	1.08

यह सड़क चिन्ह आगे की सड़क की वास्तविक बनावट की जानकारी देता है। यह सड़क दो हिस्सों में विभाजित होकर अंग्रेजी के 'वाई' (ल) 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.

STATEWISE ALLOCATION AND EXPENDITURE UNDER DEVELOPMENT AND MAINTENANCE					
					(Amount in Rs. Crore)
Sr. No.	State/UT/Agency/Scheme	As on 31.12.2017		As on 31.03.2019	
		Allocation under Development	Allocation under Maintenance	Allocation under Development	Allocation under Maintenance
36.	Other projects under NH(O) #	185.00	0.00	4.00	0.00
37.	National Highways Authority of India (NHAI)-Cess #	11,429.45	100.00	11,569.00	272.19
38.	NHAI-Toll #	8,462.14	0.00	9,570.13	
39.	NHAI-TOT #	0.00	0.00	9,681.50	
40.	NHAI-NH(O)	1,500.00	0.00		
41.	National Highways & Infrastructure Development Corporation Ltd. (NHIDCL) under NH(O)#	125.00	75.00	1,000.00	100.00
42.	Border Roads Organization (BRO)#	0.00	120.00	135.00	115.00
43.	Special Accelerated Road Development Programme for North-East Region (SARDP -NE) including Arunachal Package**	5,265.00	0.00	5,380.00	-
44.	Special Programme for development of Roads In Left Wing Extremism affected Area (LWE) including Development of Vijayawada-Ranchi Road**	900.00	0.00	595.00	-
45.	Externally Aided Projects -Head Quarters, NHAI, NHIDCL #	296.00	0.00	183.00	-
46.	Bridge Management System		3.54		
	Total	**45,782.28**	**2,734.75**	**67,044.69**	**2,331.18**

**Also Includes State Roads

State wise allocation not made

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.

Appendix-5

ALLOCATION AND RELEASE UNDER CRF (State Roads)

Amount in Rs. Crore

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	1535.36	1299.27
Year	2006-07		2007-08		2008-09	
	Allocation	Release	Allocation	Release	Allocation	Release
₹ Cr.	1535.46	1426.29	1565.32	1322.19	1271.64	2122.00
Year	2009-10		2010-11		2011-12	
	Allocation	Release	Allocation	Release	Allocation	Release
₹ Cr.	1786.56	1344.98	2714.87	2460.29	2288.65	1927.39
Year	2012-13		2013-14		2014-15	
	Allocation	Release	Allocation	Release	Allocation	Release
₹ Cr.	2359.91	2350.37	2359.91	2226.60	2642.63	2094.78
Year	2015-16		2016-17		2017-18	
	Allocation	Release	Allocation	Release	Allocation	Release
₹ Cr.	2852.64	2369.47	7175.00	5069.82	6,744.07	6,367.11
Year	2018-19*					
	Allocation	Release				
₹ Cr.	6,836.43	6785				

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

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

Appendix-6

Financial Expenditure of NHIDCL for the period 01.01.2018 to 31.03.2019

₹ in Crores

S.No.	State	Land Acquisition	Utility Shifting		Authority Engineer	Civil Works	Total
			Utility Relocation	Forest Clearance			
1	Andaman & Nicobar	-	7.00	5.87	4.09	274.58	**291.54**
2	Arunachal Pradesh	76.36	0.43	42.89	32.54	1,661.64	**1,813.87**
3	Assam	420.94	16.56	8.38	27.82	721.86	**1,195.56**
4	Jammu & Kashmir	58.62	-	2.73	2.17	35.50	**99.03**
5	Manipur	122.38	-	17.74	0.95	146.70	**287.78**
6	Nagaland	156.98	21.58	-	6.67	536.19	**721.43**
7	Sikkim	136.79	2.80	2.30	2.24	109.27	**253.41**
8	Tripura	9.75	0.70	1.23	7.40	384.21	**403.29**
9	Meghalaya	49.31	-	-	-	-	**49.31**
10	Mizoram	-	-	2.48	-	-	**2.48**
11	West Bengal	-	-	-	-	13.41	**13.41**
12	Uttrakhand	62.21	11.30	5.96	3.16	260.28	**342.92**
	Total	**1,093.36**	**60.38**	**89.60**	**87.05**	**4,143.66**	**5,474.03**

Appendix-7

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

Groups	Sanctioned Strength	Total No. of employees in position	SCs	STs	% of SCs to total employees in position	% of STs to total employees in position
TECHNICAL						
A	242+86*=328*	288	45	19	15.62	6.59
B	81	63	13	05	20.63	7.93
C	07	02	01	00	50.00	0
TOTAL	416	353	59	24	16.71	6.79
NON-TECHNICAL						
A	88	71	11	08	15.49	11.27
B	234	163	26	14	15.95	8.58
C	280	199	61	13	30.65	20.63
TOTAL	602	433	98	35	22.63	8.08

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

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

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

Appendix-8

STATEMENT SHOWING THE STATE WISE DISBURSEMENT OF NATIONAL PERMIT FEE

S.No	STATE/Union Territory	Rs in Actuals
1	Andhra Pradesh	705085056
2	Arunachal Pradesh	1224106
3	Assam	272975638
4	Bihar	888700956
5	Chandigarh	248493518
6	Chhattisgarh	348870210
7	Dadra & NH	91807950
8	Daman & Diu	88135632
9	Delhi	816478702
10	Goa	124858812
11	Gujarat	1232674742
12	Haryana	969491952
13	Himachal Pradesh	362335376
14	Jammu & Kashmir	104049010
15	Jharkhand	812816384
16	Karnataka	1575424422
17	Kerala	489642400
18	Madhya Pradesh	1921846420
19	Maharashtra	2002637416
20	Manipur	2448212
21	Meghalaya	22033908
22	Mizoram	3672318

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.



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

S.No	STATE/Union Territory	Rs in Actuals
23	Nagaland	17137484
24	Odissa	583898562
25	Punjab	678154724
26	Puducherry	187288218
27	Rajasthan	4897370021
28	Sikkim	1224106
29	Tamil Nadu	687947572
30	Telangana	253389942
31	Tripura	12241060
32	Uttarakhand	489642400
33	Uttar Pradesh	1997740992
34	West Bengal	713653798
	Total	20197749000

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.

Appendix-9

MAJOR HEAD WISE EXPENDITURE

Heads of Account	BE 2018-19	RE	(Fig. in crores) Expdr. From 31.03.2019	% of BE	RE %
Revenue Heads					
MH 3054 Roads and Bridges	3144.49	2705.17	1693.35	53.85	62.60
MH 3055-Road Transport	474.36	424.36	192.01	40.48	45.25
MH-3451-Secretariat Economic Services	126.80	126.68	116.91	92.20	92.29
MH3601-Grant in aid to State Govts	7891.00	6891.00	6763.98	85.72	98.16
MH3602-Grant in aid to UT Govts	83.50	75.00	0.00		0.00
Inter Accounts officer	11432.95	9644.13	9256.73		95.98
Total Revenue Section	23153.10	19866.34	18022.99	77.84	90.72
Deduct Recoveries (Revenue)	-11593.35	-9804.53	-8350.55	72.03	85.17
Total Revenue (Net)	11559.75	10061.81	9672.43	83.67	96.13
MH-4552-Capital Outlay on NER***	6210.00	6210.00	0.00		0.00
MH 5054-Capital Outlays on Roads & Bridges	53265.25	62397.69	67200.26	126.16	107.70
MH 5055-Capital Outlay on Road Transport	15.00	8.00	0.28	1.89	3.55
Inter Accounts officer	58690.25	67510.69	57069.19	9681.50	84.53
Total Capital Section (Gross)	118180.50	136126.38	124269.74	9809.55	91.29
Deduct Recoveries (Capital)	-58740.25	-67560.69	-56256.28	95.77	83.27
Total Capital Section (NET)	59440.25	68565.69	68013.46	114.42	99.19
Gross Total (Revenue+Capital)	141333.60	155992.72	142292.72	100.68	91.22
Deduct Recovery (Revenue+Capital)	-70333.60	-77365.22	-64606.83	91.86	83.51
Total (Revenue+Capital) Net	71000.00	78627.50	77685.89	109.42	98.80

***** Funds Re-appropriated form NH 4552 to MH 5054**

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.



स्थान पहचान चिन्ह
Place Identification Sign

Appendix-10

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

REVENUE RECEIPTS

(₹ in crores)

ITEMS/YEAR	2015-16	2016-17	2017-18	2018-19 till Mar 2019
TAX REVENUE	277.10	374.60	382.08	80.78
NON TAX REVENUE	7017.74	7463.31	9173.41	19451.68
GROSS REVENUE RECEIPTS	7294.84	7831.51	9555.49	20032.46

Appendix-11

HEADWISE DETAILS OF REVENUE RECEIPTS FOR LAST THREE YEARS

(₹ in crores)

MAJOR HEAD	2015-16	2016-17	2017-18	2018-19 till Mar 2019
0021-Taxes on Income other than Corporation Tax	277.10	374.60	382.08	580.78
0049-Interest Receipts	127.74	135.61	100.24	148.70
0058-Stationery and Printing				
0059-Public Works	0.12	0.00		
0070-Other Administrative Services	0.00	0.00	0.00	0.00
0071-Contribution and Recoveries towards Pension and Other Retirements Benefits	0.46	0.60	0.97	1.48
0075-Miscellaneous General Services	1.77	1.77	1.61	4.93
0210-Medical and Public Health	0.24	0.27	0.48	0.49
0216-Housing	0.16	1.27	0.15	0.14
1054-Roads and Bridges	6887.24	7323.72	9062.81	19295.94
1475-Other General Economic Services	0.01	0.07	0.01	0.00
TOTAL	7294.84	7837.91	9548.35	20032.46

Source : e-lekha

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.

Appendix-12

HEIGHLIGHTS OF ACCOUNTS 2018-19

Receipts (2018-19)			Disbursements (2018-19)	
Amount (In thousands)			Amount(In thousands)	
A.	Revenue Receipts		Revenue Expenditure	
1	Tax Revenue	5807859	General Service	217515
2	Non Tax Revenue	194651486	Social Service	15229
	Interest Receipts	1607085	Economic Service	27472049
	Other Non-Tax Revenue	193044401	Grants in Aid & Cont.	67913057
	Total Revenue Receipts	200459345	Total Revenue Expenditure	95617850
B.	Capital Receipts		Capital Expenditure	
	Miscellaneous Capital Receipt	20000	Economic Service	674002311
	Loans and Advances to State Governments		Loans and Advances	5159
	Loans to Government Servants	4953		
	Total Capital Receipts	24953	Total Capital Expenditure	674007470
	Total Consolidated Fund of India	200484298	Total Consolidated Fund of India	769625320
	Public Account		Public Account	
	Small Savings Provident Fund A/c	247261	Small Savings Provident Fund A/c	144215
	Provident Fund	208263	Provident Fund	141286
	Other Accounts	826	Other Accounts	2929
	Reserve Funds	603459200	Reserve Funds	592587755
	Reserve Funds not bearing interest	603459200	Reserve Funds not bearing interest	592587755
	Deposit and Advances	101753008	Deposit and Advances	90545782
	Deposit bearing interest	0	Deposit bearing interest	0
	Deposit not bearing interest	101753008	Deposit not bearing interest	90545782
	Advances	0	Advances	0
	Suspense and Miscellaneous	765818752	Suspense and Miscellaneous	218859447
	Suspense	-981009	Suspense	-741482
	Other Accounts		Other Accounts	219600929
	Total Public Accounts	1471278221	Total Public Accounts	902137199
	Total Receipts	1671762519	Total Expenditure	1671762519

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.



Appendix-13

TOTAL NUMBER OF REGISTERED MOTOR VEHICLES IN INDIA: 2003-2017

Year (As on 31st March)	All Vehicles	Two Wheelers*	Cars, Jeeps and Taxis	Buses @	Goods Vehicles	Others*
1	2	3	4	5	6	7
2003	67007	47519	8599	721	3492	6676
2004	72718	51922	9451	768	3749	6828
2005	81499	58799	10320	892	4031	7457
2006	89618	64743	11526	992	4436	7921
2007	96707	69129	12649	1350	5119	8460
2008	105353	75336	13950	1427	5601	9039
2009	114951	82402	15313	1486	6041	9710
2010	127746	91598	17109	1527	6432	11080
2011	141866	101865	19231	1604	7064	12102
2012	159491	115419	21568	1677	7658	13169
2013	176044	127830	24056	1814	8307	14037
2014	190704	139410	25998	1887	8698	14712
2015	210023	154298	28611	1971	9344	15799
2016	230031	168975	30242	1757	10516	18541
2017(P)	253311	187091	33688	1864	12256	18411
CAGR (2003 to 2017)	**10.0**	**10.3**	**10.2**	**7.0**	**9.4**	**7.5**

P -Provisional

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

@ Includes omni buses.

Source: Offices of State Transport Commissioners/UT Administrations.

यह चिन्ह 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.

Appendix-14

NUMBER OF ROAD ACCIDENTS AND PERSONS INVOLVED: 2005 TO 2017

Year	Number of Accidents		Number of Persons		Accident Severity*
	Total	Fatal	Killed	Injured	
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
2016	4,80,652	1,36,071 (28.3)	1,50,785	4,94,624	31.4
2017	4,64,910	1,34,796 (29.0)	1,47,913	4,70,975	31.8

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

* Number of persons killed per 100 accidents.

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

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



Appendix-15

ROAD NETWORK BY CATEGORIES: 1951 to 2017 (in Km.)

Road Category	1951	1961	1971	1981	1991	2001	2011	2015	2016	2017(P)
National Highways	19811 (4.95)	23798 (4.54)	23838 (2.61)	32671 (2.13)	33650 (1.45)	57737 (1.71)	70934 (1.52)	97991 (1.79)	101011 (1.80)	114158 (1.93)
State Highways	#	#	56765 (6.20)	94359 (6.35)	127311 (5.47)	132100 (3.92)	163898 (3.50)	167109 (3.05)	176166 (3.14)	175036 (2.97)
District Roads	173723 (43.44)	257125 (49.02)	276833 (30.26)	421895 (28.40)	509435 (21.89)	736001 (21.82)	998895 (21.36)	1101178 (20.12)	561940 (10.03)	586181 (9.93)
Rural Road	206408 (51.61)	197194 (37.60)	354530 (38.75)	628865 (42.34)	1260430 (54.15)	1972016 (58.46)	2749804 (58.80)	3337255 (61.00)	3935337 (70.23)	4166576 (70.65)
Urban Road	0 (0.00)	48361 (8.84)	72120 (7.88)	123120 (8.29)	186799 (8.03)	252001 (7.47)	411679 (8.80)	467106 (8.54)	509730 (9.10)	526483 (8.93)
Project Road	0 (0.00)	0 (0.00)	130893 (14.31)	185511 (12.49)	209737 (9.01)	223665 (6.63)	281628 (6.02)	301505 (5.50)	319109 (5.70)	328897 (5.57)
Total	399942	524478	914979	1485421	2327362	3373520	4676838	5472144	5603293	5897671

Note: Figures within parentheses indicate per cent to total road length in each road category.

(P) = Provisional (#) = Included in District Roads

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

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.

Appendix-16

COMBINED PHYSICAL PERFORMANCE OF 55 STATE ROAD TRANSPORT UNDERTAKING -2015-16 & 2016-17

Sl No.	Item	2015-16	2016-17(P)	% age increase /Decrease
A	Physical Performance			
1	Fleet Held (Number)	1,47,116	1,48,843	1.17
2	Fleet Operated (Number)	1,32,620	1,33,620	0.75
3	Fleet Utilisation (%)	90.15	89.77	-0.42
4	Passenger /km Offered (in Crore)	81,884	81,739	-0.18
5	Passenger/km Performed (in Crore)	57,046	56,604	-0.77
6	Occupancy Ratio (%)	69.79	69.13	-0.95
7	Staff Strength (Number)	7,40,021	7,56,309	2.20
8	Staff/Bus Ratio	5.14	4.97	-3.31
9	Staff Productivity (bus-kms/Staff/Day)	59.33	61.41	3.51
10	Vehicle Productivity (bus-kms/Bus/Day)	305.32	305	-0.10
B	Financial Performance			
1	Total Revenue (₹ in crore)	54,107.86	55,466.35	2.51
	of which total traffic earnings	44,396.52	44,905.84	1.15
2	Total cost(₹ in crore)	65,913.32	69,679.69	5.71
	of which staff cost	29,287.83	31,082.07	6.13
3	Net profit/loss (-) # (₹ in crore)	-11,805.45	-14,213.34	20.40

P Provisional

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

Source: Various State Road Transport Undertakings

यह संकेत दर्शाता है कि सड़क पर आगे सुरंग है। यह संकेत कई बार सुरंग के नाम तथा उसकी लंबाई को भी दर्शाता है।
This sign indicates the tunnel on road. This sign sometimes may also indicate the name and length of tunnel.

Appendix-17

STATUS OF PENDING C&AG PARAS NO. 2.1, 2.3 OF REPORT NO. 15 OF 2016 , 12.1, 12.3, 12.4 OF REPORT NO.9 OF 2017 & 11.1, 11.2, 11.3, 11.4, 11.5, 11.6, 11.7 & 11.8 OF REPORT NO. 11 OF 2018

Para No./ Report No.	Gist of para	Ministry's Remarks
2.1	Undue financial benefit to the concessionaire (PIU Begusarai)	Further clarification sought by C&AG is under process in NHAI.
2.3	Undue benefit to the concessionaire – (PIU Darbhanga).	Further clarification sought by C&AG is under process in NHAI.
12.1	Undue benefit to the concessionaire resulted in accumulation of dues	Further clarification sought by C&AG is under process in NHAI.
12.3	Incorrect revenue projection in financial analysis	Further clarification sought by C&AG is under process in NHAI.
12.4	Toll Operation in NHAI	Further clarification sought by C&AG is under process in NHAI.
11.1	Non recovery of damages and maintenance cost from the concessionaire	Comments sought from NHAI are awaited.
11.2	Non-recovery of damages from the concessionaires	Comments sought from NHAI are awaited.
11.3	Undue financial benefit to the concessionaire	Comments sought from NHAI are awaited.
11.4	Excess payment of bonus to concessionaire	Comments sought from NHAI are awaited.
11.5	Loss of interest on toll revenue due to delay in delinking of road stretch	Comments sought from NHAI are awaited.
11.6	Non -recovery of claims from concessionaire	Comments sought from NHAI are awaited.
11.7	Undue favor to a concessionaire	Comments sought from NHAI are awaited.
11.8	Loss of revenue due to non-collection of toll	Comments sought from NHAI are awaited.

Appendix-18

Financial and Physical Progress for Activities under Swachh Bharat Mission

(As on 31.3.2019)

A) Financial Progress :

Sl. No.	Programmes/schemes/Activities	Allocation 2018-19 In crores	Expenditure as on 31.3.2019 In crores	Percentage utilization
1	Toilets at NHAI Toll Plazas: Construction of toilets units (ladies and gents at Toll plazas by NHAI	92.04	68.40	74.32
2	Litterbins at bus stops: Installation of litterbins at bus stops en-route the National Highway by NHAI	0.15	0.14	93.33
3	Public Awareness: Public Awareness through display of paintings on walls/hoardings/banners by NHAI	0.75	0.27	36.00
4	Toilets facilities in NER, J&K and Uttrakhand: Construction of toilets at 80 locations by NHIDCL (40m locations in NER and 40 locations in J&K and Uttrakhand)	9.996	0.26	3.75
5	Litterbins installation in NER,J&K and Uttrakhand: Installation of litterbins at 80 locations by NHIDCL (40 locations in NER and 40 locations in J&K and Uttrakhand)	0.064	0.064	100
	Total Fund allocation	100	69.14	69.14

B) Physical progress :

Sl. No	Programmes/schemes/ achievements	Target in 2018-19	Achievements as on 31/3/2019	% age achievement
1	Construction of Toilets at NHAI Toll plaza	Gents 811	609	75.09
		Ladies 806	608	75.43
	Total	1617	1217	75.26
2	Litterbins at bus stops en-route National Highways by NHAI	2179	2144	98.39
3	Public awareness: through display of paintings on walls/hoardings/banner by NHAI	1255	1180	94.02
4	Construction of toilets facilities in NER, J&K and Uttrakhand by NHIDCL	40 locations in NER and 40 locations in J&K and UKH	2	2.50
5	Litterbins installation in NER, J&K and Uttarkhand by NHIDCL	40 locations in NER and 40 locations in J&K and UKH	80	100

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



foundation stone of Delhi-Saharanpur National Highway, in Saharanpur,



सत्यमेव जयते

GOVERNMENT OF INDIA

MINISTRY OF ROAD TRANSPORT & HIGHWAYS

NEW DELHI

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